measure M sales tax at Work

scta
SONOMA COUNTY TRANSPORTATION AUTHORITY

MEASURE M ANNUAL REPORT

FISCAL YEAR 2019–20

SONOMA COUNTY TRANSPORTATION AUTHORITY

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SONOMA COUNTY TRANSPORTATION AUTHORITY

REGIONAL CLIMATE PROTECTION AUTHORITY

2020 DIRECTORS

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Sonoma County

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City of Cloverdale

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City of Sebastopol

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City of Rohnert Park

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City of Healdsburg

DAVID RABBITT
Sonoma County

CHRIS ROGERS
City of Santa Rosa

SAM SALMON
Town of Windsor

SHIRLEE ZANE
Sonoma County

CITIZENS ADVISORY COMMITTEE

2020 MEMBERSHIP ROSTER

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Building Industry Association

RAY MULAS
Sonoma Co. Farm Bureau

WILLARD RICHARDS
League of Women Voters of Sonoma Co.

LISA BADENFORT
North Bay Association of Realtors

ALAN SOULE
North Bay Chapter of the Electric Auto Association

TOM WOODS
North Bay Labor Council

AMBER SZOBOSZLAI
North Bay Organizing Project

LAKE COWELL
Transit Paratransit Coordinating Committee

MOUSA ABBASI
Santa Rosa Chamber of Commerce

KATHLEEN CORTEZ
Sonoma County Area Agency on Aging

STEVE BIRDLEBOUGH
Sierra Club

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Sonoma County Conservation Coalition

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Engineering Contractors Association

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Save Our Sonoma Roads

Vacant
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MICHAEL LAVIN
Sonoma County Taxpayers Assoc.

DENNIS HARTER, CHAIR
Sonoma County Alliance

ERIS WEAVER
Sonoma County Bicycle Coalition

CLAUDIA VECCHIO
Sonoma County Tourism

TERI SHORE
Sonoma County Transportation & Land Use Coalition

Vacant
Sonoma County Winegrowers

DAVID OSTER
1st District

Vacant
2nd District

TOM BAHNING
3rd District

BRIAN LING
4th District

CARMEN FLORES
5th District

EXECUTIVE SUMMARY

1

PRECISION
PRECISION

EXECUTIVE SUMMARY

Passed by the voters in November 2004, the Traffic Relief Act for Sonoma County (Measure M) continues to deliver multi-modal transportation improvements throughout the county. The Act provides for a ¼ cent sales tax to be used to maintain local streets, fix potholes, accelerate the widening of Highway 101 for High Occupancy Vehicle (HOV) lanes, improve local street operations, restore and enhance transit services, support the development of passenger rail service, and build safe bicycle and pedestrian routes. The funds are dedicated towards the specific programs and projects identified in the Expenditure Plan.

The impact of the global COVID-19 pandemic and resultant shelter in place policies (SIP) on sales tax revenue in Sonoma County were substantially less than initially expected and dropped only 5.3% over FY 2018–19 revenue. The impacts of the SIP orders have been much more severe on our Bus and Rail transit operators in Sonoma County.

LOCAL STREETS REHABILITATION (LSR) AND LOCAL BUS TRANSIT (LBT) PROGRAMS

Measure M continues to provide Sonoma County and its nine cities with a reliable fund source for on-going local street maintenance and public transit operational needs through its two apportionment programs. The LSR program provides all nine jurisdictions with increased funding for the maintenance and operations of their existing local streets. The LBT program provides funding to three transit operators, to augment both regular and paratransit bus service.

HIGHWAY 101 PROGRAM

The Highway 101 program continued to make substantial progress in the delivery of High Occupancy Vehicle (HOV) projects in FY 2019–20. Construction was substantially completed on the San Antonio Creek Bridge Curve Correction Project at the County Line (MSN B3) and the Sonoma Median Widening (MSN B2 Phase 2) south of Kastania Road Overcrossing. In December 2019 we celebrated the opening of over 4 miles of the carpool lane from south of San Antonio Creek to the Lakeville Highway Interchange, as well as the new bike path at the county line. MSN C2 project ground breaking was in October 2019. The MSN C2 project is the final HOV lane project in Sonoma County to complete a 30 mile HOV system from south of the Marin/Sonoma County line to Windsor. All Sonoma County Highway 101 planned HOV lanes will be opened by the end of 2022.

LOCAL STREET PROJECTS (LSP) AND BICYCLE PEDESTRIAN PROJECTS PROGRAMS

Local jurisdictions used Measure M to help fund various projects identified in the Local Street Projects (LSP) and Bicycle Pedestrian Projects (Bike-Ped) programs. In the LSP program, the City of Santa Rosa completed Design of Hearn Avenue Phase 3 and nearly completed Design on Fulton Avenue Improvements Phase 1. The County continued plant establishment of the Airport Avenue Interchange landscaping and the SCTA continued progress on the Design phase for the Highway 116/121 Intersection project.

Funding spent in the Bicycle and Pedestrian program dropped from the previous fiscal year as sponsors gear up for a new set of projects to move forward. This year's expenditures include the Santa Rosa Creek Trail, NWPRR Path, Access Across 101 in Rohnert Park, Central Sonoma Valley Trail, and Bicycle Safety and Education; including Safe Routes to Schools and Bike to Work activities.

PASSENGER RAIL PROGRAM (SMART)

The Sonoma Marin Area Rail Transit (SMART) District continued to work on final design and construction of the first phase of the Initial Operating Segment (IOS), including rail and grade crossings. SMART received no additional Measure M funding in FY2019–20. Rail service along the IOS began in August 2017.

In summary, Measure M has been a reliable fund source to use for leveraging other state and federal fund sources, helping to maintain and build upon Sonoma County's transportation network. Measure M funds have been used to improve the quality of local roads, maintain local bus transit service, reduce congestion, add HOV lanes to Highway 101 and improve interchanges, increase bicycle and pedestrian facilities, and bring commuter rail service to Sonoma County.

REVENUE & DISBURSEMENTS

2

REVENUE & DISBURSEMENTS

Fiscal Year 2019–20 sales tax revenue totaled $25,383,948. Compared to Fiscal Year 2018–19 revenue of $26,798,285, this reflects a 5.3% year-to-year reduction.

Measure M's Expenditure Plan guides the distribution of funding among programs and projects. The following table summarizes the Measure M program accounts for the fiscal year ending June 30, 2020:

TABLE 1. MEASURE M FINANCIALS, FISCAL YEAR 2019–20

Apportionment Programs	Beginning Balance	Revenue (Note 1)	Expenditures (Note 2)	Adjustments (Note 3)	Ending Balance
20% Local Road Rehabilitation (LSR)	$672,591	$5,096,899	$5,041,286	$276,897	$1,005,102
10% Local Bus Transit (LBT)	$282,511	$2,548,041	$2,520,387	$192,211	$502,376
1% Administration	$633,697	$267,341	$248,121	-$2,642	$650,276
Project Programs					
40% Highway 101 Projects	$20,617,830	$14,228,733	$18,953,739	-$3,804,766	$12,088,058
20% Local Street Projects (LSP)	$28,735,163	$5,698,860	$1,474,420	$590,118	$33,549,721
4% Bike/Ped Projects	$2,040,762	$1,382,885	$598,918	-$95,561	$2,729,167
5% Passenger Rail (SMART)	$673,475	$1,290,906	$740,895	-$432,962	$790,524
Total Measure M	**$53,656,029**	**$30,513,665**	**$29,577,766**	**-$3,276,704**	**$51,315,224**

Note 1: Revenue includes $25,383,948.00 in new sales tax revenue, $1,115,471 in interest and $4,014,246 in reimbursements.
Note 2: Expenditures include $29,445,519.43 in program expenses, including $9,149,462.50 in Debt Service.
Note 3: Adjustments include fiscal year end receivables and payables for both revenue and expenditures; as well as FY 2019–20 $400K Final loan repayment from Rail to LSP, and Prior Year Revenue received in Hwy 101.

MEASURE M PROGRAMS

3

A

APPORTIONMENT PROGRAMS

Of the six non-administrative programs within Measure M, two are considered apportionment programs in that funds are apportioned to designated sponsors within the program, based on a formula. The Expenditure Plan does not call for specific projects within these programs. Local jurisdictions administer these funds and report on Measure M spending by submitting annual reporting letters.

1 Local Streets Rehabilitation (LSR) Program

2 Local Bus Transit (LBT) Program

20%

1

Local Streets Rehabilitation (LSR) Program

Measure M provides 20 percent of its revenues to the County and each of the nine cities to be used to repair potholes, maintain streets and keep traffic moving. In Fiscal Year 2019–20, the SCTA distributed $5,041,286 in Measure M — LSR funds to the County and the nine cities to use on their individual rehabilitation programs. Distribution percentages are by population and road mile formula.

TABLE 2. LOCAL STREET ROAD (LSR) PROGRAM REPORTING, FISCAL YEAR 2019–20

LSR Jurisdiction	Unspent Prior Allocations	FY 19-20 Allocations	Interest Reported	Available in FY 19-20	Expended in FY 19-20	Rollover to FY 20-21
Cloverdale	$251,601	$79,465	$1,595	$332,661	$52,893	$279,768
Cotati	$59,093	$62,862	$680	$122,635	$104,970	$17,665
Healdsburg	$0	$107,630	$0	$107,630	$107,630	$0
Petaluma	$0	$493,950	$0	$493,949	$393,950	$100,000
Rohnert Park	$435,054	$314,613	$8,513	$758,179	$66,089	$692,090
Santa Rosa	$422,186	$1,427,717	$14,325	$1,864,228	$1,418,039	$446,189
Sebastopol	$71,670	$64,033	$1,014	$136,717	$0	$136,717
Sonoma (City)	$101,838	$91,653	$1,612	$195,104	$0	$195,104
Windsor	$0	$229,344	$0	$229,344	$229,344	$0
County	$0	$2,170,019	$0	$2,170,019	$1,739,448	$430,571
Totals	**$1,341,441**	**$5,041,286**	**$27,739**	**$6,410,466**	**$4,112,362**	**$2,298,104**

TABLE 2A.LOCAL STREETS AND ROADS (LSR) PROGRAM CUMULATIVE APPORTIONMENT THROUGH FISCAL YEAR 2019–20

LSR Jurisdiction	Total Allocations as of 6/30/2020
Cloverdale	$930,440
Cotati	$747,753
Healdsburg	$1,301,493
Petaluma	$5,887,138
Rohnert Park	$3,794,989
Santa Rosa	$16,853,769
Sebastopol	$786,877
Sonoma (City)	$1,082,752
Windsor	$2,752,716
County	$27,231,447
Totals	**$61,369,374**

This table shows all allocations as of June 30, 2020.

SCTA reports the following highlights:

CITY OF CLOVERDALE

The City of Cloverdale was allocated $79,465 in Measure M — LSR funds this year. Combined with $251,601 in unspent prior allocation and $1,595 in interest the City had a total of $332,661 available to spend. The City spent $52,893 on the construction of new sidewalk along sections of South Cloverdale Boulevard. The work included new Class 2 bike lanes and ADA Accessible curb ramps. Additional funds were expended on Vista View Drive to restore the street following land slippage. The City rolled over $279,768 for future years' expenditures.

CITY OF COTATI

The City of Cotati received $62,862 in Measure M — LSR funds this year. Combined with unspent prior years' allocations of $59,093 and interest of $680, Cotati had $122,635 available this year. The City expended $104,970 on construction of the city's Overlay Program. Below is a table showing the streets addressed, with Pavement Condition Index (PCI), which rates the condition of the surface of a road network, indicated before and after treatment.

Cotati Treated Streets:

Street/Road/Location Treated	Total Length, ft	PCI Before/ After
Old Redwood Hwy: Hwy 116 & William Str. Mill, OL Patch	1,000	86/86
Old Redwood Hwy: William Str & E. Cotati Ave. Mill, OL	800	83/94
E. Cotati Ave: ORH & Matteri Ln. DOs, CS, SS	1,000	72/80
E. Cotati Ave: Matteri Ln & Baytree. DOs, CS, SS	1,187	75/77
E. Cotati Ave: Baytree & Beverly. DOs, CS, SS	1,092	80/89
E. Cotati Ave: Beverly & RR Tracks. DOs, CS, SS	1,173	83/89
Benson Ln: Park Ave to bridge. Mill and OL	750	29/96
Benson Ln: bridge to Loretto. Mill and OL	180	49/96
Lincoln Ave: Loretto to La Salle. FDR	840	10/95
Loretto: Benson to Lincoln. FDR	741	7/95

Acronyms: DOs = Dig outs, CD = Crack Seal, SS = Slurry seal, OL = Overlay, FDR = Full Depth Reclamation.

The City rolls over $17,665 for future years' expenditures.

E. Cotati Avenue at Old Redwood Hwy, after treatment

Petaluma Road maintenance

CITY OF HEALDSBURG

The City of Healdsburg received $107,630 in Measure M-LSR funds this year and did not report any interest earned. The City spent the entire FY2019–20 amount performing a citywide traffic signal timing audit, traffic signal maintenance, roadway signing and striping maintenance and pavement and sidewalk repairs. As part of the City's annual signing and striping maintenance program bike lane, bike lane legends, and cross walk maintenance was performed using longer life material. Additionally, as part of a citywide traffic signal timing audit all pedestrian timing was evaluated.

CITY OF PETALUMA

The City of Petaluma received $493,950 in Measure M — LSR funds this year. Petaluma spent $393,950 in FY 2019–20 on its roadway maintenance program. Work included pothole patching, skin patching, concrete work, pavement rehabilitation, overlays, street sign replacement, and traffic and bike lane pavement delineation. Approximately 2,359 potholes were repaired citywide. Skin patching, which is used to cover potholes and seal the surrounding areas to prevent further potholing, was conducted on 15,629 linear feet of roadway and included 38 digouts.

A total of 139 faded traffic signs were replaced. Additionally, 67,768 linear feet of lane lines were repainted including bike lanes, 13,188 linear feet of curb was painted, as well as 389 stop bars, 101 crosswalks, and 260 traffic buttons were laid. The City rolled over $100,000 for future year's expenditures.

CITY OF ROHNERT PARK

The City of Rohnert Park received $314,613 in Measure M — LSR funds this year. Combined with unspent prior years' allocations of $435,054 and interest of $8,513, Rohnert Park had $758,179 of funding available. Rohnert Park expended a total of $66,089 this year and rolled over $692,090 for future years' expenditures.

Rohnert Park spent $66,089 of Measure M — LSR on peer review of an engineering study for the Railroad-Adjacent Safety Improvements project. Focused on the vicinity of the three SMART rail crossings at Golf Course Drive, Rohnert Park Expressway, and Southwest Boulevard, the study included a comprehensive safety analysis and preliminary recommendations for pedestrian, bicycle, and vehicle safety enhancements, including signal timing and preemption adjustment; traffic calming measures; various safety device installation and adjustments; landscape maintenance, and community strategies.

Improvements on Fulton Road in Santa Rosa

CITY OF SANTA ROSA

The City of Santa Rosa received $1,427,717 in Measure M — LSR funds this year. Combined with $422,186 in unspent prior years' allocations and $14,325 in interest, the City had $1,864,228 in Measure M — LSR funding available. The City expended $1,418,039 and rolled over $446,189 for future years' expenditures.

The City used Measure M funds in the amount of $887,039 for the design and construction of the 2019 slurry seal contract. This project included a few localized minor pavement dig outs, applied slurry seal, and installed traffic stripes and pavement markings. A total of 2,306,464 square feet of pavement was treated and affected streets Pavement Condition Index average was brought up from 77 to 86.

The City also used $200,000 for the construction of the Fulton Road reconstruction project. This project reconstructed Fulton Road between Occidental Road and W. 3rd Street, replaced deteriorated storm drainpipe, installed a new sewer manhole, updated pedestrian ramps to current ADA standards and replaced existing Class II bike lanes. Portland cement concrete was used to reconstruct this segment of roadway as it has the benefit of reduced construction costs and longer service life. This project will improve safety and reduce ongoing maintenance costs. The City leveraged Measure M funding with SB1 funds to complete the project

Measure M funds in the amount of $85,002 were used by the City for the design of the 2020 Pavement Preventive Maintenance (PPM) contract. Additional Measure M funds will be used for construction which is currently underway and will be reported in the next cycle. The project includes localized pavement dig outs, slurry seal and will install new traffic stripes and pavement markings on the following City street locations:

- Kawana Springs Road between Santa Rosa Avenue and Sonoma Academy
- Aston Avenue/ Allan Way between S. Hendley Street and Cooper Drive

- S. Hendley Street between Highway 12 and Aston Avenue
- Brookwood Avenue between Sonoma Avenue and Highway 12
- E Street between College Avenue and Sonoma Avenue (road diet adding buffered Class II bike lanes)
- Petaluma Hill Road between Colgan Avenue and city limits

In addition, the City used $10,996 of its Measure M allocation for the scoping and preliminary design for Sonoma Avenue reconstruction project. This project will reconstruct Sonoma Avenue between Bobelaine Drive and E Street and includes grinding out and/or overlaying approximately 0.9 center line miles of roadway with hot mixed asphalt due to failing and deteriorating pavement conditions. Existing Class II bike lanes will be maintained, and pedestrian ramps will be reconstructed to current ADA standards. The City is leveraging Measure M funding with SB1 funding to complete the project. The project is expected to start construction in spring 2022.

Finally, the City continued to use Measure M funds in the amount of $235,000 to fund the maintenance of its existing adaptive traffic control signals on College Avenue, Guerneville Road, Stony Point Road and Mendocino Avenue. Thirty-seven additional signals were converted to flashing yellow arrow operations and the City's communication system is migrating to ethernet over copper with some segments being upgraded with fiber optics. In addition, signal software has been upgraded.

CITY OF SEBASTOPOL

The City of Sebastopol received $64,033 in Measure M — LSR funds this year. Combined with $71,670 in prior allocation and $1,014 in interest, the City had a total of $136,717 available to spend. The City rolled over the entire amount for future years' expenditures.

CITY OF SONOMA

The City of Sonoma received $91,653 in Measure M — LSR funds this year. Combined with $101,838 in unspent prior allocations and $1,612 in interest, Sonoma had $195,103 available to spend. The City rolled over the entire amount for future years' expenditures.

TOWN OF WINDSOR

The Town of Windsor received $229,344 in Measure M — LSR funds this year. The Town

Windsor's 2020 Pavement Preservation Project

Sonoma County's Overlay Program

expended the entire amount on its 2020 Pavement Preservation Project and a small portion of one side of Starr Road overlay as part of a sidewalk gap project. This project included residential neighborhoods of Elsbree Estates, Old Downtown, and the southeast section of the Town. In total, 160,183 square yards of streets were repaired, slurry sealed and re-striped as part of the Town's ongoing Street Maintenance Program. The project was part of the annual preventative maintenance program for all Town streets with funding available from the General Fund and Measure M Transportation Grant Fund. Pavement Condition Index on the treated streets ranged from 59 to 91 before the project and from 85 to 95 afterward.

COUNTY OF SONOMA

The County of Sonoma received $2,170,019 in Measure M — LSR funds this year. The County spent $1,142,760 on its overlay program and $326,688 on its maintenance program for a total of $1,739,448. The overlay program included the following:

- Grind/Profile Pavement — Adobe Road, Arnold Drive, Roblar Road, Stony Point Road, Graton Road, Maribel Road, Pine Mountain Road, Grove Street, Sonoma Mountain Road, Blank Road, Hessel Road, Hulbert Avenue, East Hulbert Avenue, Mill Creek Road, Geysers Road
- Overlay Program — Bohemian Highway, Porter Creek Road, River Road
- The maintenance program included potholing, patching and crack sealing in various locations. Measure M funded county staff salary and benefits, equipment costs, and services and supplies provided by outside vendors as part of the Overlay and Maintenance Programs.

10%

2

Local Bus Transit (LBT) Program

Measure M provides 10 percent of its revenues to its three local bus transit operators. The transit providers use Measure M to maintain and expand service. In FY 2019–20, the SCTA distributed $2,520,387 in Measure M — LBT funds modeled on the population based Transit Development Act (TDA) formula, as reported in the Coordinated Claim.

TABLE 3. LOCAL BUS TRANSIT (LBT) PROGRAM REPORTING FISCAL YEAR 2019–20

LBT Jurisdiction	FY 19-20 Allocations
County*	$1,312,642
Santa Rosa	$893,750
Petaluma	$313,995
Totals	**$2,520,387**

*Per Agreement, County has assumed operation of Healdsburg Transit. County's share includes **$60,391.96** for Healdsburg as proscribed by the expenditure plan.

TABLE 3A. LOCAL BUS TRANSIT (LBT) PROGRAM CUMULATIVE APPORTIONMENT THROUGH FISCAL YEAR 2019–20

LBT Jurisdiction	Total Apportionment as of 6/30/2020
County	$15,791,308
Healdsburg	$731,099
Santa Rosa	$10,440,820
Petaluma	$3,668,345
Totals	**$30,631,571**

SONOMA COUNTY TRANSIT

Sonoma County Transit received and expended $1,312,642 in Measure M — LBT funds this year. Those funds include $60,392 in Measure M allocation for Healdsburg Transit, for which Sonoma County Transit assumed operations. During FY 2019–20, a total of 772,685 passenger trips were taken on Sonoma County Transit and Paratransit. Note that fixed-route service was reduced in mid-March, 2020 due to the COVID-19 pandemic, local shelter-in-place directives and reduced transit demand. Ridership was originally estimated to be 1,030,250, but was severely impacted in the impacts of COVID-19 in the last 3.5 months of the fiscal year.

SANTA ROSA CITYBUS

Santa Rosa CityBus received $893,750 in Measure M — LBT funds this year. CityBus spent the entire amount on transit operations. Annual ridership in FY 2019–20 was impacted by the Kincade Fire in October of 2019 and the current COVID-19 pandemic that started in early 2020. CityBus' final fixed-route total ridership for FY 2019–20 was 1,473,106 compared to the FY 2018–19 fixed-route amount of 1,808,239. Prior to the pandemic, CityBus was confident that its total annual ridership would have been greater than the year prior as it had seen steady monthly increases (on average of 5%) over the previous year until the start of COVID-19 where it saw its ridership drop by up to 77% from the same month the year before.

Measure M funding was providing for the same level of service as the previous year until the pandemic where CityBus reduced service due to ridership demand being low (initial shelter-in-place order), and has adjusted its service to provide step increases as demand has returned.

For FY 2019–20 Measure M funding was used to support the Santa Rosa CityBus fixed-route operations which equaled approximately 7.6% of the fixed route operating cost (which includes the operations, vehicle maintenance, non-vehicle maintenance, planning, marketing and administration of the fixed-route fleet). During these trying times, Measure M funding continues to play a vital role as a stable source of local funding for the continuation of CityBus service.

PETALUMA TRANSIT

Petaluma Transit received and spent $313,995 in Measure M — LBT funds. Petaluma Transit spent their full allocation of Measure M — LBT funds to sustain both their fixed-route and paratransit operations. Measure M funds were used to support existing operations and accounted for approximately 10% of Petaluma Transit's total operating budget in FY 2019–20. Petaluma Transit provided 265,629 fixed-route and 11,826 ADA paratransit trips during this fiscal year. Likely due to external conditions associated with COVID, Petaluma saw a 25% decrease in Fixed Route ridership and a 30% decrease in Paratransit ridership compared to FY 2018–19.

FY 2019–20 has had extraordinary fiscal impacts to transit operations due to the COVID-19 pandemic and State and County Shelter in Place orders. These fiscal impacts are expected to extend into FY 2020–21. Additionally, the Shady/Glass fire that erupted in late September 2020 will impact the next fiscal year reporting. All of the transit operators provided immediate evacuation necessary to many residents impacted by the fire, and it should be recognized that Sonoma County's transit providers have performed above and beyond the call of duty in the unprecedented time. This annual report is meant to be a snapshot of the 19–20 fiscal year. For more detailed information about ridership trends over time, please reference the Sonoma County Comprehensive Transportation Plan (available on the SCTA website www.scta.ca.gov).

S3
S3
S3
S2
S3
1 Mendocino Ave
98
1023383
CityBus

B

PROJECT PROGRAMS

The remaining four Measure M programs are considered project programs in that the Measure M Expenditure Plan calls for one or more specific projects within each program.

1. Highway 101 Program
2. Local Street Projects (LSP) Program
3. Bicycle and Pedestrian Projects Program
4. Highway 101 Program

40%

1

Highway 101 Program

Measure M contributes 40 percent of its sales tax revenue to the Highway 101 program. SCTA manages the Measure M — Highway 101 program fund to develop and build High Occupancy Vehicle (HOV) lane projects along five distinct areas of Highway 101, as described in the Expenditure Plan. Net funding in the account began with a balance of $20,617,830. Revenue to the program totaled $14,228,733, consisting of $ 10,153,579 in sales tax, $380,202 in interest, and $3,694,951 in reimbursements. Expenditures totaled $18,953,739. Adjustments totaled –$3,804,766 leaving an ending balance of $12,088,058 (see Table 1, and project information sheets for more details).

For purposes of discussion, the below abbreviations apply to the information sheets on the following pages:

- PAED: Project Approval/Environmental Document
- PSE: Project Specifications and Estimate
- ROW CAP: Right of Way Capital
- ROW SUP: Right of Way Support
- CON CAP: Construction Capital
- CON SUP: Construction Support
- PM: Project Management

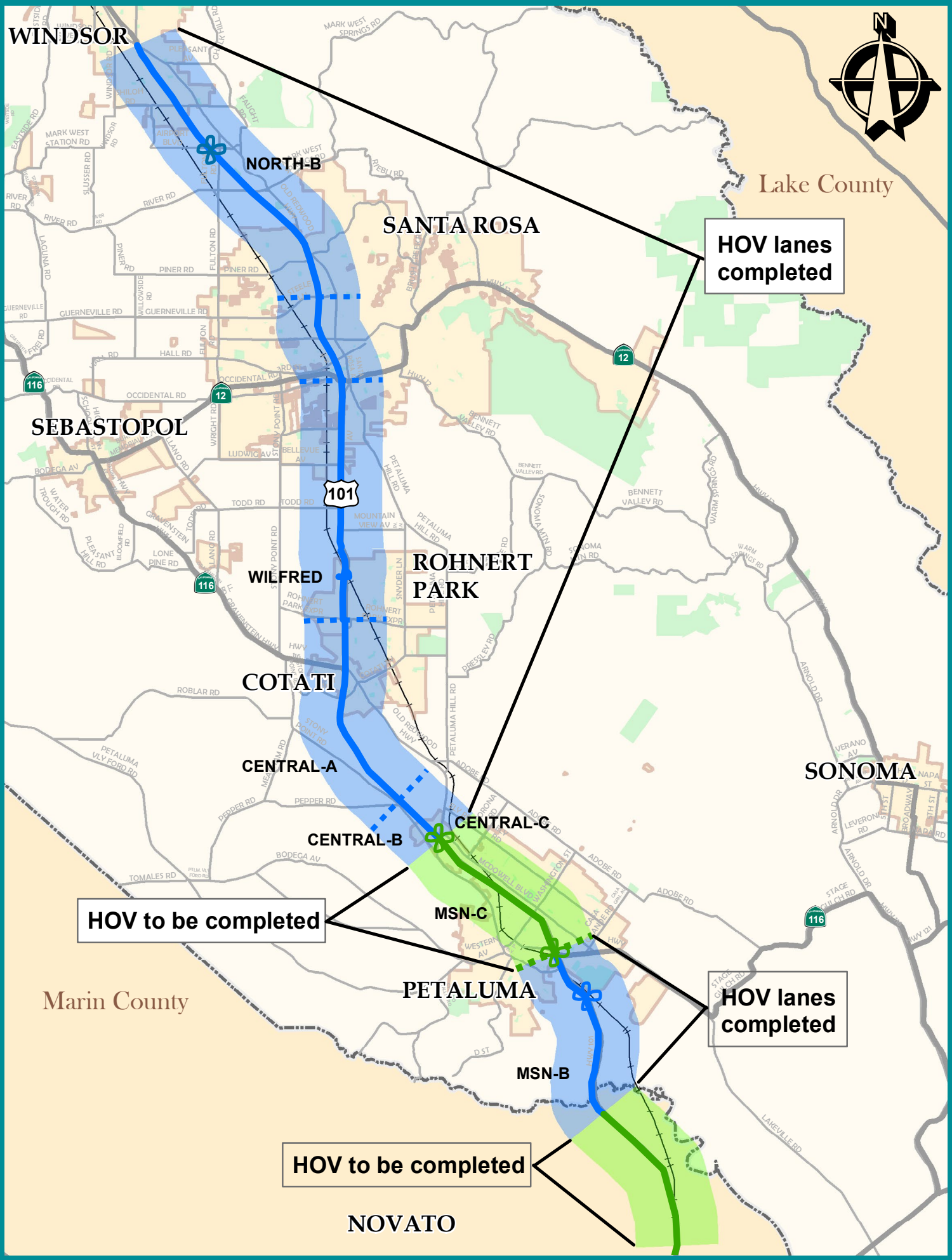
Highway 101 expenditures are tracked in accordance with the Measure M Expenditure Plan. The financing account includes the cost of financing, including interest and principal payments on the 2011 and 2015 revenue bonds. The following table summarizes Fiscal Year 2019–20 expenditures against the Measure M — Highway 101 Program fund:

TABLE 4. HIGHWAY 101 PROGRAM FISCAL YEAR 2019–20 PROJECT EXPENDITURES

Project Name	Expenditures
Wilfred	$0
North	$8,227
Central	$44,378
MSN-County Line to Pet River	$5,389,718
MSN-Pet River to Old Red	$5,073,924
Financing	$8,437,492
TOTAL	**$18,953,738**

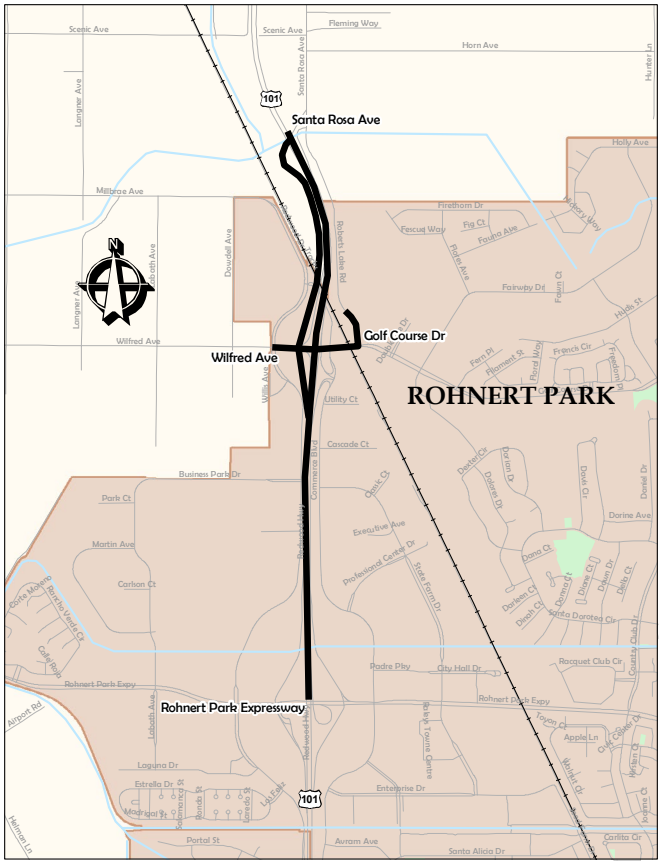
Note: 101 Expenditures include $8,416,253 in principal and interest payments for debt service.

SCTA works with the Metropolitan Transportation Commission (MTC), Caltrans, and local partners to deliver the Highway 101 program. The following exhibits describe the status of the four Highway 101 projects:


WINDSOR
NORTH-B
SANTA ROSA
Lake County
HOV lanes completed
SEBASTOPOL
101
WILFRED
ROHNERT PARK
COTATI
CENTRAL-A
CENTRAL-B
CENTRAL-C
SONOMA
HOV to be completed
MSN-C
PETALUMA
Marin County
HOV lanes completed
MSN-B
HOV to be completed
NOVATO

WILFRED

Rohnert Park Expressway to Santa Rosa Avenue



PROJECT LOCATION

This project will construct approximately 1.6 miles of High Occupancy Vehicle (HOV) lanes from just north of the Rohnert Park Expressway Overcrossing to Santa Rosa Avenue Overcrossing in Rohnert Park.

PROJECT SCOPE

- Reduce recurrent congestion on Highway 101
- Improve access and circulation between local streets and Highway 101
- Upgrade highway facility to current standards

ADDITIONAL PROJECT DETAILS

- Add northbound and southbound High Occupancy Vehicle (HOV) lanes by widening the freeway from four to six lanes
- Widen shoulders
- Upgrade highway drainage facilities
- Add concrete median barrier
- Correct the vertical alignment of Highway 101
- Construct a new bridge undercrossing to link Wilfred Avenue to Golf Course Drive
- Replace the existing Wilfred/Commerce Boulevard Undercrossing
- Construct a two lane collector-distributor road between Wilfred Avenue and Santa Rosa Avenue on southbound Highway 101
- Build auxiliary lanes between Rohnert Park Expressway Overcrossing to Wilfred Avenue/Golf Course Drive Interchange
- Build auxiliary Lane northbound from Wilfred/Golf Course Drive to Santa Rosa Avenue Overcrossing
- Construct HOV bypass lanes, ramp metering, CHP enforcement areas, and re-alignment of on-ramps
- Re-alignment of Wilfred Avenue, Golf Course Drive, Commerce Boulevard, and Roberts Lake Road
- Construct sidewalks and bicycle lanes along Wilfred Avenue/Golf Course Drive

PROJECT STATUS / SCHEDULE

Phase L — SCTA is pursuing funding opportunities for a follow-up landscaping project. The project schedule is dependent upon securing funding.

FISCAL YEAR 2019–20 EXPENDITURES

FY 2019–20, SCTA expended a total of $0 in Measure M — Highway 101 Projects Program funds on the Wilfred project.

Wilfred — SCTA secured $73.3 Million in Corridor Mobility Improvement Account (Prop. 1B), State Transportation Improvement Program (STIP), and Measure M funding to fully fund the roadway portion of the Wilfred Project. Construction of the roadway phase of the Wilfred project started in spring 2009 and was completed on June 28, 2013. Construction and Right-of-Way phases continued through 2015 and are complete.

COMPLETED

CURRENT FUNDING PLAN AND MEASURE M PROGRAMMING

Wilfred Project (in Thousands)

PHASE	TOTAL	MEASURE M — 101	OTHER*	NEED
A	$73,012	$13,119	$59,893	$0
L	$2,750	$0	$0	$2,750
TOTALS	**$75,762**	**$13,119**	**$59,893**	**$2,750**

*Other includes State Bond & STIP

NORTH

Steele Lane in Santa Rosa to Windsor River Road in Windsor

COMPLETED

PROJECT LOCATION

This project has been split into three phases, Phase A — Highway 101 High Occupancy Vehicle (HOV) Lanes; Phase B- Airport Boulevard & Fulton Road Interchange Improvements and Sound walls in Windsor; and a follow-up landscaping project. In addition, the Steele Lane Interchange Project (Phase S) was included as an early phase of the North project. The Phase S project was completed in 2008.

PROJECT SCOPE

- Reduce recurrent congestion on Highway 101 by constructing a northbound and southbound HOV lane
- Upgrade existing freeway to current standards including widening shoulders and ramp improvements
- Rehabilitate existing highway

ADDITIONAL PROJECT DETAILS

Phase A — Highway 101 High Occupancy Vehicle (HOV) Lanes from Steele Lane in Santa Rosa to Windsor River Road in Windsor

- Construct northbound and southbound High Occupancy Vehicle (HOV) Lanes and provide standard 10 feet shoulders
- Upgrade on and off-ramps and provide HOV bypass lanes
- Rehabilitate existing highway
- Upgrade drainage
- Widen bridges at Mark West Creek, Pool Creek, and Pruitt Creek
- Construct southbound auxiliary lanes at the Hopper Avenue and Mendocino Avenue on-ramps
- Extend auxiliary lanes from north of Steele Lane to Bicentennial Way
- Install Intelligent Transportation System (ITS) devices, consisting of closed circuit television cameras, changeable message signs, traffic monitoring stations, and a highway advisory radio system

Phase B — Airport Boulevard & Fulton Road Interchange Improvements & Sound walls in Windsor

- Replace Airport Boulevard Overcrossing with a new 5 lane structure (4 travel lanes and one turn lane)
- Reduce Highway 101 congestion and traffic weaving by reconfiguring ramps at Airport Boulevard and closing the ramps at Fulton Road
- Construct sound walls in Windsor between Shiloh Road and Windsor River Road (Formerly Phase C)

Phase L1 — Landscaping for Airport Blvd. overcrossing and Highway 101 interchange.

Phase L — Follow-up Landscaping

- Landscape Highway 101 Steele Lane to Windsor River Road

PROJECT STATUS / SCHEDULE

The Environmental Assessment/Environmental Impact Report (EA/EIR) was completed in October 2007. The EA/EIR was revalidated in June 2010 for Phase B to include the replacement of the Airport Boulevard Overcrossing.

Phase A — SCTA secured $111.8 Million in Corridor Mobility Improvement Account (Prop. 1B), State Transportation Improvement Program (STIP), Federal Earmark, and Measure M funding to fully fund Phase A of the North Project. The project completed construction in December 2010.

Phase B — SCTA and Sonoma County Public Works secured $53.9 Million in Measure M, County, Corridor Mobility Improvement Account (Prop 1B), and State and Local Partnership Program (Prop 1B) funding to fully fund the North-B project. Construction started in spring 2013 and was substantially complete by the end of 2014, although due to plant establishment the final construction contract acceptance was August 3, 2015. Environmental mitigation monitoring, maintenance and reporting will continue through 2021. Final right of way activities are anticipated to be complete in late 2020.

Phase L1 — Construction began in the spring of 2017 and was completed late in 2017. Three years of plant establishment will be complete in late 2020.

Phase L — SCTA is pursuing funding opportunities for a follow-up landscaping project. The project schedule is dependent upon securing funding.

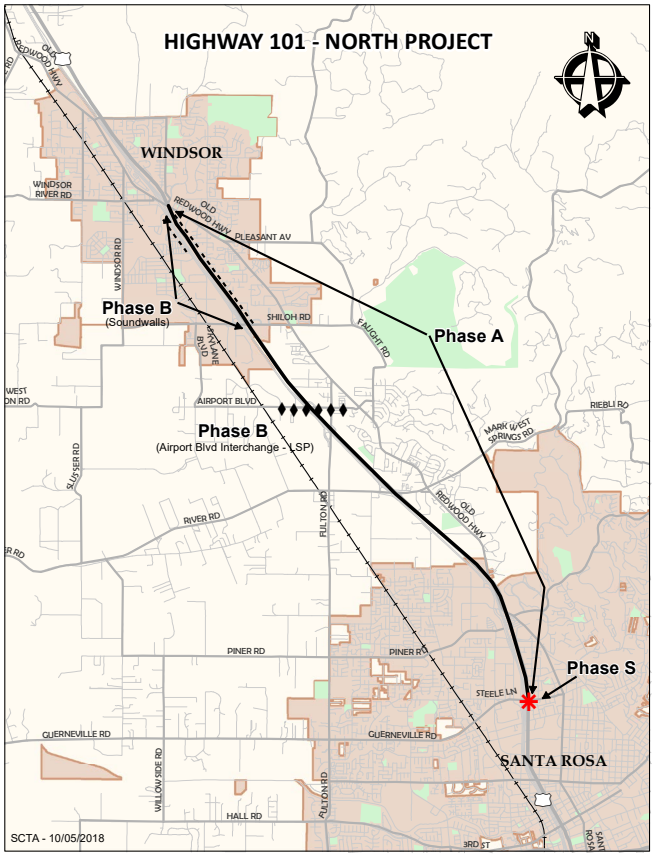
FISCAL YEAR 2019–20 EXPENDITURES

In FY 2019–20, SCTA expended a total of $8,227 in Measure M — Highway 101 Projects Program funds on the North project as shown in the following table:

Phase	North B	Total
PM	$8,227	$8,227

FISCAL YEAR 2019–20 REIMBURSEMENTS

In FY 2019–20, SCTA collected a total of $0 in reimbursements for the North-B project from the County based on funding commitments included in cooperative agreements. Project closeout with the County is expected in 2022.



CURRENT FUNDING PLAN AND MEASURE M PROGRAMMING

North Project (in Thousands)				
PHASE	TOTAL	MEASURE M-101	OTHER*	NEED
A	$111,476	$15,177	$96,299	$0
B	$53,954	$11,626	$42,328	$0
S	$23,929	$4,938	$18,991	$0
L	$2,275	$50	$0	$2,225
TOTALS	**$191,634**	**$31,791**	**$157,618**	**$2,225**

*Other includes Federal, State Bond (CMIA & SLPP), STIP (RTIP & SHOPP), $7,434K County, and $8,959K in Measure M - LSP (Airport IC).

North HOV lanes open; North B interchange near completion; pre-landscaping, circa 2014

CENTRAL

Old Redwood Highway in Petaluma to Rohnert Park Expressway in Rohnert Park

PROJECT LOCATION

This project has been split into four phases, Phase A - from North of Pepper Road to Rohnert Park Expressway; Phase B-from Old Redwood Highway to North of Pepper Road; Phase C, the Old Redwood — Highway 101 Interchange; and a follow-up landscaping project.

PROJECT SCOPE

- Reduce recurrent congestion on Highway 101 by constructing a northbound and southbound High Occupancy Vehicle (HOV) lane
- Upgrade existing freeway to current standards

ADDITIONAL PROJECT DETAILS:

Phase A — Highway 101 High Occupancy Vehicle (HOV) Lanes from North of Pepper Road to Rohnert Park Expressway

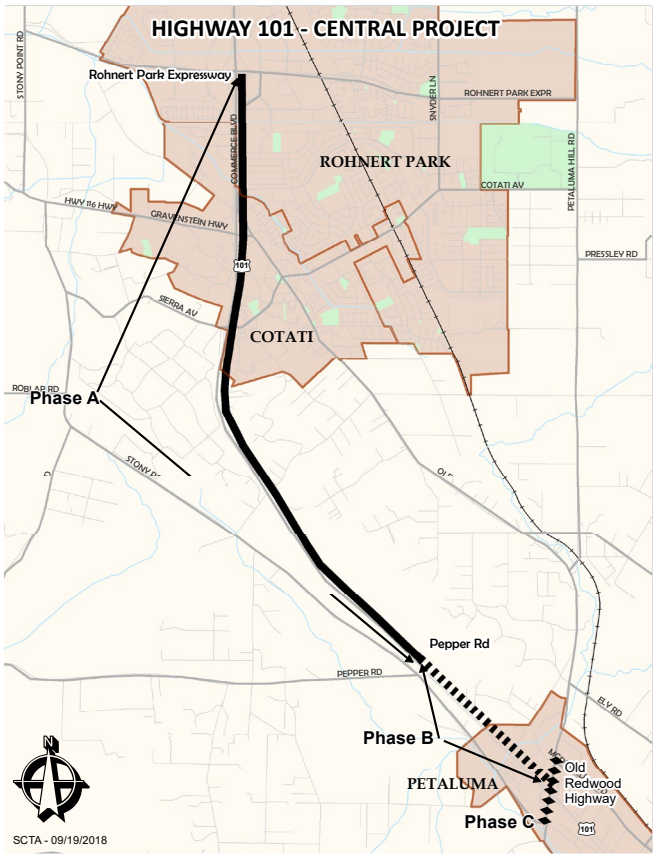
- Construct northbound and southbound HOV lanes from north of Pepper Road to Rohnert Park Expressway
- Construct auxiliary lanes between Route 116 (West) and Rohnert Park Expressway
- Replace the Highway 101 southbound bridges at Copeland Creek and Laguna de Santa Rosa
- Widen Highway 101 bridge at West Sierra Avenue
- Replace the existing Route 116 (West) Undercrossing and modify the interchange ramps for improved alignment, construct HOV bypass lanes, ramp metering and California Highway Patrol (CHP) enforcement areas
- Correct the profile of Highway 101 at the Route 116 (West) Interchange
- Install Intelligent Transportation System (ITS) devices, consisting of closed circuit television cameras, changeable message signs, traffic monitoring stations, and a highway advisory radio system
- Replace the Railroad Avenue Undercrossing
- Construct sound walls in Cotati

Phase B — Highway 101 High Occupancy Vehicle (HOV) Lanes from Old Redwood Highway in Petaluma to North of Pepper Road

- Construct northbound and southbound HOV lanes from north of Old Redwood Highway to north of Pepper Road
- Widen Highway 101 bridge at Willow Brook
- Install Intelligent Transportation System (ITS) devices, consisting of closed circuit television cameras, changeable message signs, and traffic monitoring stations
- Construct a sound wall in Petaluma

Phase C — Highway 101 and Old Redwood Highway Interchange in Petaluma

- Replace Old Redwood Highway Overcrossing with a 4-lane structure, including sidewalks and bike lanes



- Re-construct ramps to Highway 101 at Old Redwood Highway, including HOV bypass lanes, CHP enforcement areas, and ramp metering
- Construct southern portion of sound wall near southbound off-ramp

Phase L1 — Phase A Landscaping at Gravenstein Highway 116 Undercrossing

- Street Tree Planting performed by the City of Cotati

Phase L — Follow-up Landscaping

- Landscape Highway 101 from Old Redwood Highway Interchange to Rohnert Park Expressway

PROJECT STATUS / SCHEDULE

The Environmental Assessment/Environmental Impact Report (EA/EIR) was completed in August 2007. The EA/EIR was re-validated in May 2010 for Phase C to include the Old Redwood Highway Overcrossing.

Central HOV open at new Old Redwood Highway Overcrossing

COMPLETED

Phase A — SCTA secured $84.9 Million in Corridor Mobility Improvement Account (Prop. 1B), State Transportation Improvement Program (STIP), and Measure M funding to fully fund Phase A of the Central Project. Construction started in late 2009 and was completed on December 26, 2012.

Phase B — SCTA secured $18.2 Million in Corridor Mobility Improvement Account (Prop. 1B), and Measure M funding to fully fund Phase B of the Central Project. Construction started in May 2010 and was completed on July 8, 2013.

Phase C — SCTA and City of Petaluma secured $38.2 Million in Measure M, City of Petaluma, and State and Local Partnership Program (Prop 1B) funding to fully fund Phase C of the Central Project. Construction started in spring 2013 and was completed by the end of 2015. On site plant establishment was completed in June 2016. Willow Brook Creek environmental mitigation is seeking resource agency signoff in 2019. Final right of way mapping and monumentation is scheduled for completion in late 2020.

Phase L1 — City of Cotati received funding of $50,000 to perform street tree planting that was completed in 2017 at the Gravenstein Highway 116 undercrossing.

Phase L — SCTA is pursuing funding opportunities for a follow-up landscaping project. The project schedule is dependent upon securing funding.

FISCAL YEAR 2019–20 EXPENDITURES

In FY 2019–20, SCTA was credited a total of $44,378 in Measure M — Highway 101 Program funds on the Central project, as shown in the following table:

Phase	Central C
CON SUP	$44,378

FISCAL YEAR 2019–20 REIMBURSEMENTS

In FY 2019–20, SCTA collected a total of $0 in reimbursements for the Central projects from Caltrans and the City of Petaluma based on funding commitments included in cooperative agreements.

CURRENT FUNDING PLAN AND MEASURE M PROGRAMMING

CENTRAL PROJECT (IN THOUSANDS)

Phase	Total	Measure M-101	Other*	Need
A	$84,936	$17,775	$67,161	$0
B	$18,165	$1,853	$16,312	$0
C	$38,143	$9,242	$28,901	$0
L	$4,675	$50	$0	$4,625
TOTALS	**$145,919**	**$28,920**	**$112,374**	**$4,625**

*Other includes State Bond (CMIA & SLPP), STIP (RTIP), $400K City of Cotati, $14,292K City of Petaluma and $10M in Measure M - LSP (Old Red IC).

MARIN-SONOMA NARROWS (MSN) From State Route 37 in Novato (Marin County) to Old Redwood Highway in Petaluma (Sonoma County)

PROJECT LOCATION

The MSN project area is divided into three segments: Segment A, from Route 37 to Atherton Avenue in Novato (Marin County), Segment B, from Atherton Avenue in Novato to Petaluma River Bridge, and Segment C from the Petaluma River Bridge to Old Redwood Highway in Petaluma. To accelerate delivery of an initial fundable phase, this project has been divided into eleven (11) fully funded projects (A1, A2, A3, B1, B2, B2 Phase 2, B3, C1, C2, C3, and L1).

PROJECT SCOPE

- Reduce recurrent congestion on Highway 101 by constructing a northbound and southbound High Occupancy Vehicle (HOV) lane
- Upgrade existing freeway (Segments A and C) and rural highway facility (Segment B) to current freeway standards

ADDITIONAL PROJECT DETAILS

Contract A1 — Highway 101 High Occupancy Vehicle (HOV) Lanes from Route 37 in Novato to north of Atherton Avenue (Marin County)

- Add northbound HOV lane from Route 37 to north of Atherton Avenue
- Add southbound HOV lane from Rowland Boulevard Overcrossing to Route 37
- Widen shoulders
- Install HOV-bypass lanes and ramp metering to on and off ramps
- Construct sound walls and retaining walls
- Widen Novato Creek, Franklin Overhead and Olive Avenue Undercrossing bridges for northbound HOV lane

Contract A2 — Highway 101 Southbound High Occupancy Vehicle (HOV) Lane from the Franklin Overhead to Rowland Boulevard (Marin County)

- Extend the southbound HOV lane from the Franklin Overhead to the Rowland Boulevard Overcrossing
- Widen Novato Creek bridge for southbound HOV lane

Contract A3 — Highway 101 High Occupancy Vehicle (HOV) Lanes from Atherton Avenue to 1.4 miles south of the San Antonio Road Interchange (Marin County)

- Extend northbound HOV lane from Atherton Avenue to 1.4 miles south of the San Antonio Road Interchange
- Widen the North Novato Overhead bridge for a northbound HOV lane

Contract B1 — San Antonio Road Interchange and Frontage Roads (Marin County)

- Upgrade the existing Redwood Landfill Overcrossing to a full interchange with standard freeway on and off ramps
- Construct frontage roads to remove uncontrolled access to Highway 101
- Provide Class I and Class II bicycle facilities along new frontage roads

Contract B2 — Petaluma River Bridge & Petaluma Boulevard South Interchange and Frontage Roads

- Replace the existing two lane northbound and southbound Petaluma River Bridge with a 6-lane bridge with standard inside and outside shoulders
- Construct a new overcrossing and standard freeway interchange with on and off ramps at Petaluma Boulevard South
- Provide ramp metering equipment to southbound on-ramp at Petaluma Boulevard South
- Construct frontage roads to remove uncontrolled access to Highway 101
- Provide Class II bicycle facilities along new frontage roads

Contract B3 — San Antonio Creek Curve Correction and Re-alignment (Marin & Sonoma Counties)

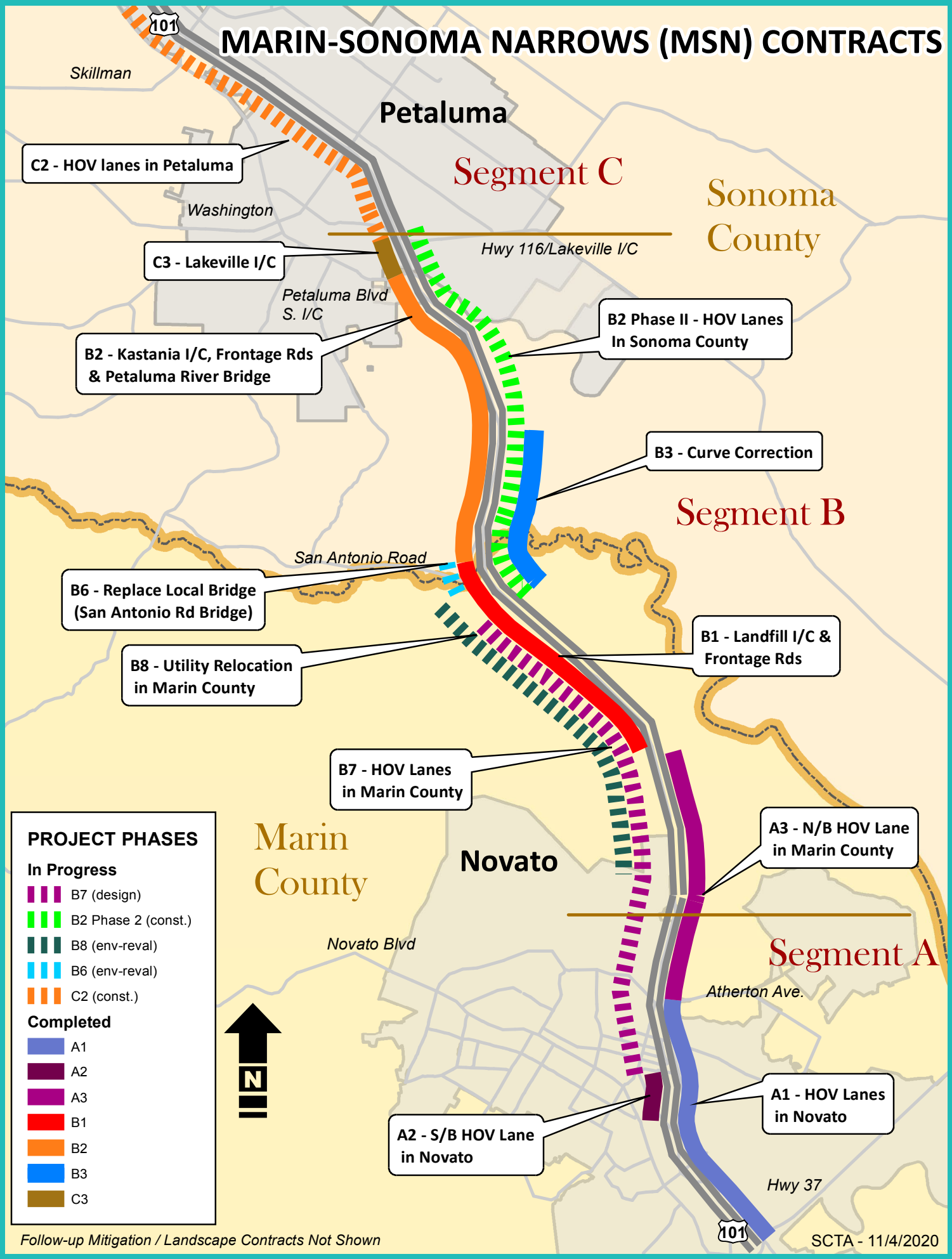
- Re-align Highway 101 to correct horizontal alignment at San Antonio Creek
- Construct a new Highway 101 San Antonio Creek bridge
- Remove the existing southbound San Antonio Creek bridge
- Convert the existing northbound San Antonio Creek bridge to the frontage road system connecting to the Redwood Landfill Interchange
- Construct Class I and Class II bicycle facilities along frontage roads

Contract C1 — East Washington Street Interchange

- Reconfigure the on-ramp from East Washington Street to southbound Highway 101, and construct a HOV bypass lane
- Construct a new on-ramp from westbound East Washington Street to northbound Highway 101, construct a HOV bypass lane and new bridge over Washington Creek
- Widen the terminus of the northbound off-ramp from Highway 101 to East Washington Street

Contract C2 — Highway 101 High Occupancy Vehicle (HOV) Lanes from Route 116 (East) to Old Redwood Highway in Petaluma

- Add northbound and southbound HOV lanes from Route 116 (East) to just north of the Corona Road Overcrossing


MARIN-SONOMA NARROWS (MSN) CONTRACTS
101
Skillman
Petaluma
Segment C
Sonoma County
Washington
Hwy 116/Lakeville I/C
Petaluma Blvd S. I/C
C2 - HOV lanes in Petaluma
C3 - Lakeville I/C
B2 - Kastania I/C, Frontage Rds & Petaluma River Bridge
B2 Phase II - HOV Lanes In Sonoma County
B3 - Curve Correction
Segment B
San Antonio Road
B6 - Replace Local Bridge (San Antonio Rd Bridge)
B8 - Utility Relocation in Marin County
B1 - Landfill I/C & Frontage Rds
B7 - HOV Lanes in Marin County
Marin County
Novato
A3 - N/B HOV Lane in Marin County
Novato Blvd
Segment A
Atherton Ave.
PROJECT PHASES
In Progress
B7 (design)
B2 Phase 2 (const.)
B8 (env-reval)
B6 (env-reval)
C2 (const.)
Completed
A1
A2
A3
B1
B2
B3
C3
N
A1 - HOV Lanes in Novato
A2 - S/B HOV Lane in Novato
Hwy 37
101
Follow-up Mitigation / Landscape Contracts Not Shown
SCTA - 11/4/2020

MARIN-SONOMA NARROWS (MSN) From State Route 37 in Novato (Marin County) to Old Redwood Highway in Petaluma (Sonoma County)

- Widen shoulders
- Construct HOV-bypass lanes and ramp metering at various ramp locations
- Construct sound walls and retaining walls
- Widen Washington Creek and Lynch Creek bridges for northbound and southbound HOV lanes
- Replace North Petaluma Overhead Bridge and correct vertical alignment
- Construct Rainer Undercrossing bridge
- Re-align southbound and northbound off-ramps at East Washington Street Interchange
- Re-align southbound off-ramp at Route 116 (East)/ Lakeville Highway Interchange
- Construct northbound auxiliary lane between Route 116 (East)/Lakeville Highway and East Washington Street Interchanges

Contract C3 — Petaluma River and Route 116 (East) Bridges

- Widen the existing southbound Route 116 Separation Bridge for HOV lane
- Replace the existing northbound Route 116 Separation Bridge with a 3-lane bridge with standard inside and outside shoulders

Contract B2 — Phase 2 Sonoma Median Widening

- Construct a northbound and southbound HOV lane from just south of the Marin/Sonoma County line to just north of the Lakeville Highway Interchange

Contract L1A — Initial Tree Replacement Planting

- Plant trees along Highway 101 in Marin County and near the new Petaluma Boulevard South Interchange in Sonoma County

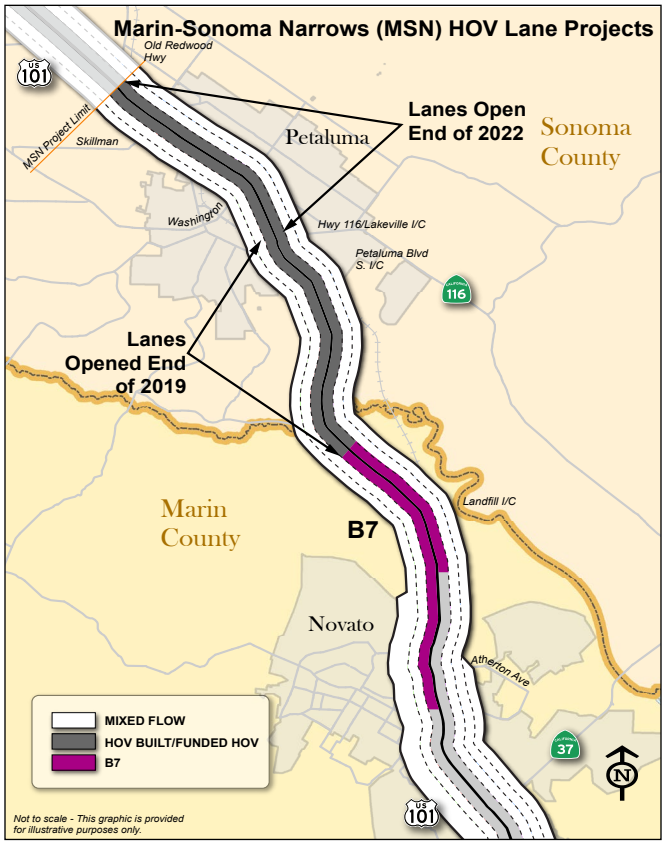
FUTURE PHASES

- Construct remaining HOV lanes in Segments A and B
- Widen remaining shoulders
- Provide HOV-bypass lanes and ramp metering to remaining ramps in Segment A
- Widen Novato Creek, Franklin Overhead and Olive Undercrossing bridges for southbound HOV lane in Segment A
- Complete remaining bike lanes along frontage roads
- Additional tree replacement planting and landscaping not covered in Contract L1

PROJECT STATUS / SCHEDULE

Caltrans completed the environmental document in October 2009.

Phase 1 (Contracts A1, A2, A3, B1, B2, B3, C1, C3 and L1) - Caltrans, SCTA and Transportation Authority of Marin (TAM)



secured $424 Million in Corridor Mobility Improvement Account (Prop 1B), State Transportation Improvement Program (STIP), Transportation Construction Relief Program (TCRP), Sonoma County Measure M, and Federal demonstration and earmark funding to fully fund the Phase 1 projects.

Contract A1 The construction contract was awarded on July 2, 2011 and was completed on December 17, 2012.

Contract A2 The construction contract was awarded on November 8, 2012 and was completed December 24, 2013.

Contract A3 The construction contract was awarded on November 1, 2012 and was completed in December of 2014.

Contract B1 The construction contract was awarded on September 14, 2012 and was completed in April of 2016.

Contract B2 The construction contract was awarded on November 1, 2012 and was completed in July 2017.

Contract B3 The construction contract was awarded on January 21, 2016 and was completed on April 30, 2020.

Contract C1 The construction contract was awarded on November 1, 2011 and was completed on June 19, 2014.

Contract C3 The construction contract was awarded on November 2, 2012and was complete in 2016.

COMPLETED

Construction of the Petaluma Railroad Overhead Bridge on the Marin Sonoma Narrows (MSN) project.

Contract L1A commenced construction after completion of the Phase 1 roadway work in 2016. Five years of plant establishment will go through 2022.

Phase 2 (Contracts C2, B2 Phase 2 and Additional Contracts to be Developed)

Contract C2 — Caltrans opened bids on June 12, 2019 and construction will started in October 2019. This contract is the final HOV project in Sonoma County providing continuous HOV lanes for 30 miles from south of the Marin/Sonoma County line to Windsor. Planned HOV lanes will open in Sonoma County by the end of 2022.

Contract B2 — Phase 2 Sonoma Median Widening — Construction started in April 2018. HOV Lanes opened in late 2019 and construction is scheduled for completion by November 2020.

Future Contracts — Subsequent Phase 2 contracts to extend HOV lanes in Marin County and landscape the corridor will be developed as funding is secured.

FISCAL YEAR 2019–20 EXPENDITURES

In FY 2019–20, SCTA expended a total of $10,463,642 in Measure M — Highway 101 Projects Program funds on the MSN Project as shown in the following table:

Phase	B2	B3	C2	B2 Phase 2	Total
ROW SUP	$0	$0	$97,547	$0	$97,547
ROW CAP	$0	$0	$529,729	$0	$529,729
CON SUP	$0	$0	$386,650	$90,814	$477,464
CON CAP	$0	$0	$3,904,173	$5,150,315	$9,054,488
PM	$3,551	$61,706	$155,825	$83,332	$304,414
Total	**$3,551**	**$61,706**	**$5,073,924**	**$5,324,461**	**$10,463,642**

FISCAL YEAR 2019–20 REIMBURSEMENTS

In FY 2019–20, SCTA received a total of $3,694,951 in reimbursements for the MSN Project based on funding commitments included in cooperative agreements with Caltrans and the City of Petaluma as shown in the following table:

Phase	MSN—C2	MSN—C3	B2 Phase 2	Total
CON SUP	$0	$0	$90,814	$90,814
CON CAP	$3,604,137	$0	$0	$3,604,137
Total	**$3,604,137**	**$0**	**$90,814**	**$3,694,951**

Construction of the Petaluma Railroad Overhead Bridge on the Marin Sonoma Narrows (MSN) project.

CURRENT FUNDING PLAN AND MEASURE M PROGRAMMING

MARIN SONOMA NARROWS (MSN) PROJECT (IN THOUSANDS)

Phase	Total	Measure M—101	Other*	Need
A1	$49,259	$0	$49,259	$0
A2	$4,467	$0	$4,467	$0
A3	$18,202	$0	$18,202	$0
B1	$86,575	$0	$86,575	$0
B2	$141,396	$24,285	$117,111	$0
B3	$86,421	$270	$86,151	$0
County Br	$5,509	$0	$5,509	$0
C1	$18,160	$2,343	$15,817	$0
C2	$122,382	$28,266	$94,116	$0
C3	$31,751	$1,022	$30,729	$0
B2-P2	$41,493	$15,631	$25,862	$0
B7	$134,967	$0	$94,848	$40,119
B8	$7,089	$0	$7,089	$0
L1-SON	$995	$0	$995	$0
L1/SW-MRN	$4,562	$0	$4,562	$0
L2-P2	$8,000	$0	$0	$8,000
TOTALS	**$761,228**	**$71,817**	**$641,292**	**$48,119**

*Other includes Federal, State Bond (TCIF, CMIA & SLPP), STIP (RTIP & ITIP), TCRP, SB-1 (SCCP & LPP) and City of Petaluma funding.

20%

2

Local Street Projects (LSP) Program

Measure M contributes 20 percent of its revenue to the Local Street Projects (LSP) Program. Net funding in the account began with a balance of $28,735,163. Revenue to the program totaled $5,698,860, consisting of $5,076,790 in sales tax and $622,070 in interest. Expenditures totaled $1,474,420, while adjustments totaled $590,118, leaving an ending balance of $33,549,721 (See Table 1).

Table 5A represents FY 2019–20 appropriations and expenditures for projects managed by the local jurisdictions whereas Table 5B represents the expenditures for projects managed directly by the SCTA:

TABLE 5A. LSP PROGRAM APPROPRIATION / EXPENDITURE REPORTING, FISCAL YEAR 2019–20

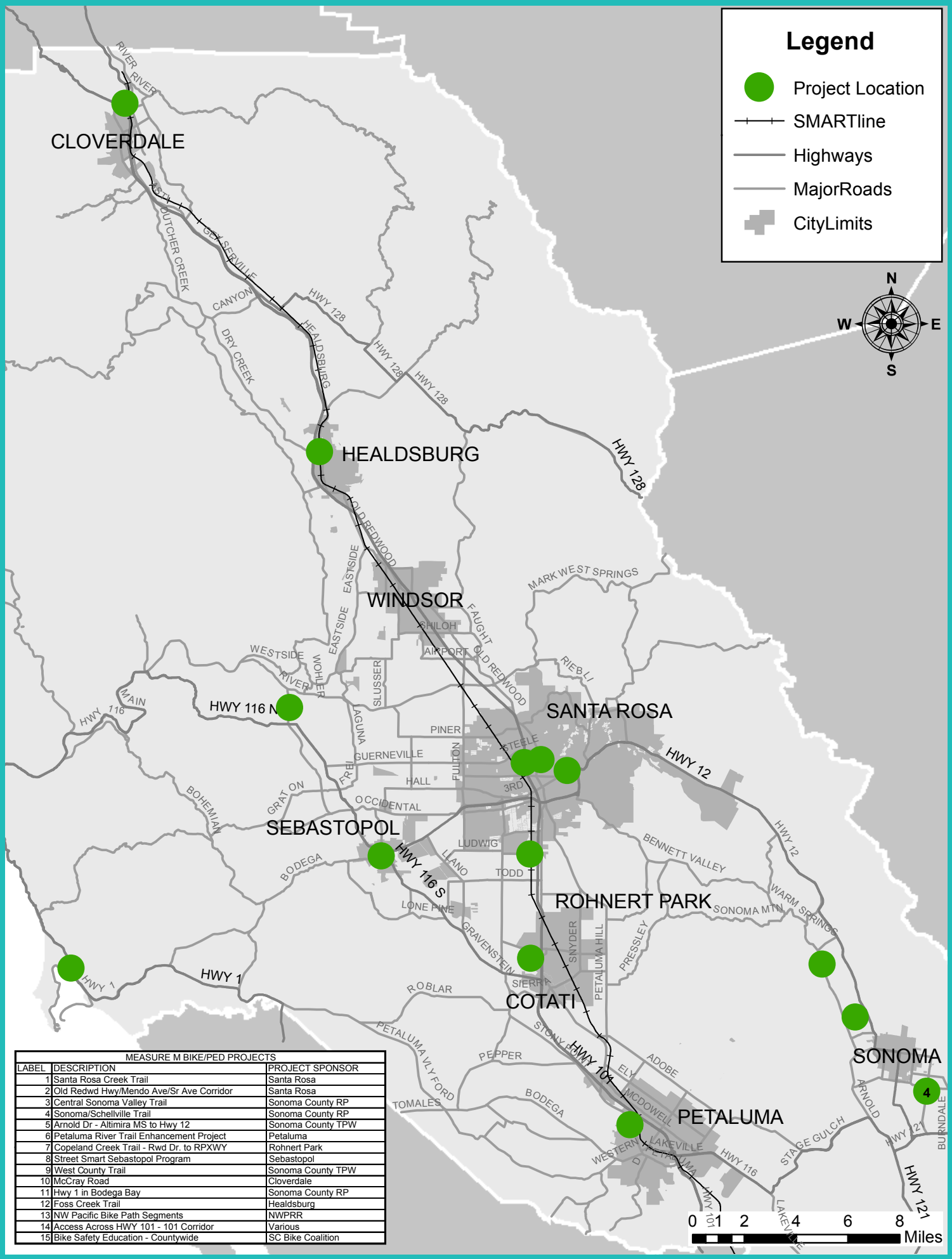
LSP Project Name	Beginning Appropriation Balance	FY 19-20 Appropriation	FY 19-20 Expenditures	Ending Appropriation Balance
Airport IC — Phase 4A (Landscape)*	$354,809	$0	$26,828	$327,981
Hearn Avenue Interchange	$1,751,017	$0	$537,585	$1,213,431
Fulton	$404,788	$0	$404,788	$0
Totals	**$2,510,614**	**$0**	**$969,201**	**$1,541,413**

TABLE 5B. LSP PROGRAM EXPENDITURES — PROJECTS MANAGED BY SCTA

LSP Project Name	Expenditures
Airport Interchange - Phase 4	$0
Route 116/121 Intersection	$505,219
Totals	**$505,219**

Note: LSP Expenditures include **$12,826.69** in retention withheld from consultant on Route 116/121 intersection improvements.

The following exhibits describe the status of the four LSP projects that were advanced in FY2019–20:



MEASURE M BIKE/PED PROJECTS		
LABEL	DESCRIPTION	PROJECT SPONSOR
1	Santa Rosa Creek Trail	Santa Rosa
2	Old Redwd Hwy/Mendo Ave/Sr Ave Corridor	Santa Rosa
3	Central Sonoma Valley Trail	Sonoma County RP
4	Sonoma/Schellville Trail	Sonoma County RP
5	Arnold Dr - Altimira MS to Hwy 12	Sonoma County TPW
6	Petaluma River Trail Enhancement Project	Petaluma
7	Copeland Creek Trail - Rwd Dr. to RPXWY	Rohnert Park
8	Street Smart Sebastopol Program	Sebastopol
9	West County Trail	Sonoma County TPW
10	McCray Road	Cloverdale
11	Hwy 1 in Bodega Bay	Sonoma County RP
12	Foss Creek Trail	Healdsburg
13	NW Pacific Bike Path Segments	NWPRR
14	Access Across HWY 101 - 101 Corridor	Various
15	Bike Safety Education - Countywide	SC Bike Coalition

AIRPORT BOULEVARD IMPROVEMENTS AND AIRPORT BOULEVARD INTERCHANGE

PROJECT SCOPE

This project will signalize and widen Airport Boulevard from Sonoma County Airport over Highway 101 to Old Redwood Highway. The project will also extend Brickway Boulevard from Laughlin Road to River Road as a congestion relief measure for the Airport Boulevard Interchange.

ADDITIONAL PROJECT DETAILS

The Airport Boulevard project will be constructed in five separate phases over the course of several years. Some of the phases have yet to be programmed as they are planned for years beyond what is included in the current Strategic Plan.

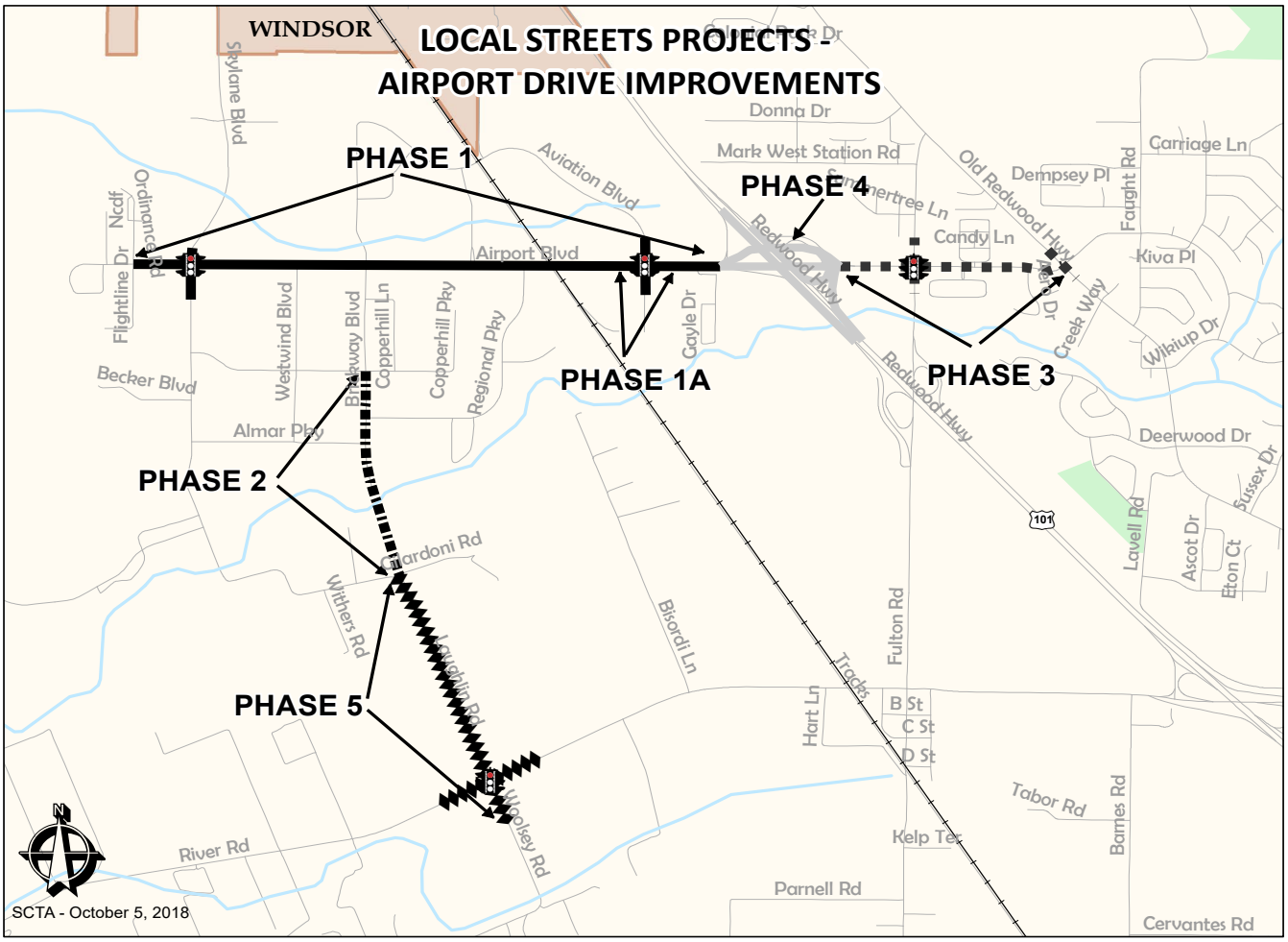
Phase 1A will widen Airport Boulevard to accommodate additional lanes between Highway 101 and Aviation Boulevard and install traffic signals at the intersection of Aviation Boulevard and Airport Boulevard.

Phase 1 will widen Airport Boulevard between Ordinance Road and Aviation Boulevard.

Phase 2 includes the construction of a new road and bridge across Mark West Creek from Brickway Boulevard to Laughlin Road.

Phase 3 will widen Airport Boulevard between Old Redwood Highway and Highway 101 including the addition of traffic signals at the intersection of Fulton Road and Highway 101.

Phase 4 will construct a new Airport Boulevard Interchange project. This project was combined with the Highway 101 Project #2 — North Phase B project. The project will replace the existing Airport Boulevard Overcrossing with a new five-lane bridge including a sidewalk and bike lanes.



Caltrans and contractor discuss final inspection at irrigation controller cabinet

Airport interchange landscaping near completion

Phase 4a is landscaping for Airport Boulevard Overcrossing and Interchange at Highway 101.

Phase 5 extends Laughlin Road from River Road to Phase 2 Project Bridge across Mark West Creek connecting to Brickway Boulevard.

PROJECT STATUS / SCHEDULE

COMPLETED

Phase 1A Phase 1A work is complete.

Phase 3 Construction was completed in April 2013.

Phase 4 The project was environmentally cleared through a revalidation of the Environmental Assessment/Final Environmental Impact Report or the Highway 101 Project in October 2007. The project started construction in spring 2013 and was substantially complete by the end of 2014, although due to plant establishment the final construction contract acceptance was August 3, 2015. See the Highway 101 Project #2 — North Phase B information sheet for more information on the interchange project.

Phase 1 Schedule is to be determined, dependent upon securing funding.

Phase 2 Funding for preliminary engineering and environmental phases was identified in 2013 and design work was underway. Due to inadequate funding and federally ineligible expenditure, this project is on hold indefinitely.

Phase 4a Construction began in the spring of 2017 and was completed by the end of 2017. Plant Establishment will continue through the end of 2020.

Phase 5 Scoping is complete and the Environmental and Design work commenced in 2013. Due to inadequate funding and federally ineligible expenditures this project is on hold indefinitely.

FISCAL YEAR 2019–20 EXPENDITURES

In FY 2019–20 SCTA disbursed $26,828 to Sonoma County Transportation and Public Works (TPW) for Airport Blvd Phase 4A. TPW has $327,981 remaining in the current appropriation balance for Airport Blvd Phase 4A. SCTA had no expenditures in Measure M — LSP funds for construction support on the Airport Phase 4 — North-B project by cooperative agreement with the County. See the Highway 101 Project #2 — North-B for additional financial information.

CURRENT FUNDING PLAN AND MEASURE M PROGRAMMING

AIRPORT BOULEVARD PROJECT (IN THOUSANDS)

Phase	Total	Measure M–LSP	Other*	Need
1	$4,262	$2,131	$550	$1,581
1A	$996	$496	$500	$0
2	$15,545	$1,500	$0	$14,045
3	$2,115	$650	$1,465	$0
4	$53,954	$8,959	$44,995	$0
4A	$1,314	$1,264	$50	$0
5	$15,645	$0	$0	$15,645
TOTALS	**$93,831**	**$15,000**	**$47,560**	**$31,271**

*OTHER includes State Bond (CMIA & SLPP accounts), Measure M-101, and County fund sources.

Total Measure M Expenditure Plan funding is $15,000,000.

HIGHWAY 121/116 INTERSECTION IMPROVEMENTS & ARNOLD DRIVE IMPROVEMENTS

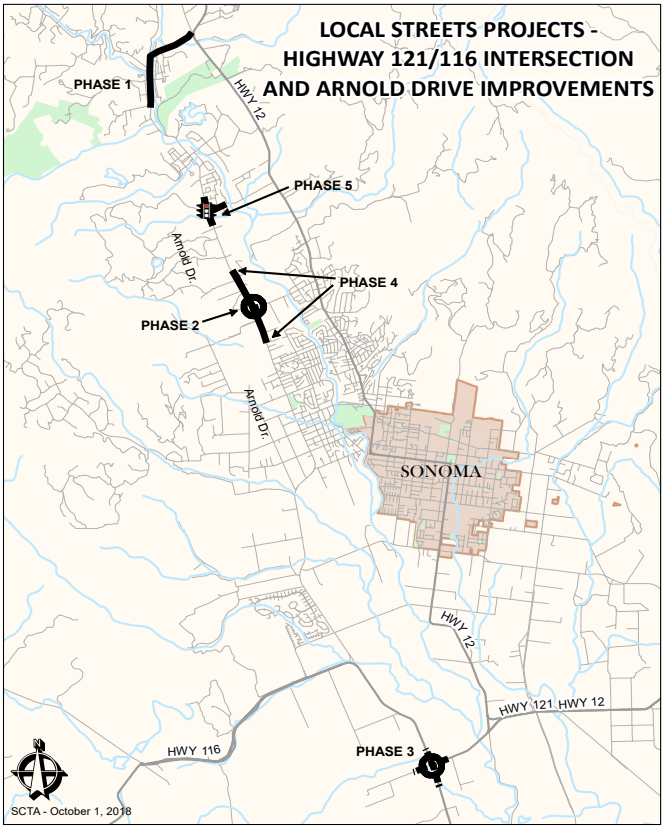
PROJECT SCOPE

This project would remove a right turn lane and install a traffic signal or roundabout at the intersection of Highway 121 and 116. The project would relocate the park and ride lot, replace the Yellow Creek Bridge (if a traffic signal is installed), and widen the roadway to allow for turn lanes into and out of existing commercial businesses. The capacity of the park and ride lot could be increased.

The Arnold Drive improvements would include adding a traffic signal at Madrone Road, roundabout at Agua Caliente Road, and shoulder widenings and center turn lanes at various locations. This project is both a congestion relief and safety project.

ADDITIONAL PROJECT DETAILS

There are two distinct elements to this project, the improvements at various locations along Arnold Drive (Phases 1, 2, 4, and 5), which will be constructed in phases, and the improvements at the intersection of 121/116 (Phase 3) which requires coordination with and an Environmental Document/Project Approval (PAED) from Caltrans. Phase 1 widened Arnold Drive in the vicinity of Glen Ellen Market. This widening included bike shoulders and striping. Phase 2 included replacing the existing stopped controlled intersection at Agua Caliente Road with a new roundabout, sidewalks, bike lanes, drainage facilities, lighting, signage and landscaping. Phase 4 will widen shoulders on Arnold Drive between Country Club Drive and Loma Vista Drive. Phase 5 will replace the existing stopped intersection at Arnold Drive and Madrone Avenue with a signalized intersection or roundabout.



By cooperative agreement, responsibility for implementing Phase 3 has been delegated to the SCTA from the Sonoma County Transportation and Public Works Department. SCTA contracted with Caltrans to complete a Project Study Report/ Project Development Support (PSR/PDS) document, which was completed in FY 2012–13. SCTA initiated the environmental phase via contract with a consultant in FY2013–14, and initiated the design phase with the same consultant in FY2017–18. The environmental document was completed and the Design and Right of Way phases initiated in 2018. SCTA entered into a contract with Caltrans to complete the Right of Way phase of the project.

PROJECT STATUS / SCHEDULE

Phase 1 — construction was completed in 2012.

Phase 2 — construction was completed in 2013.

Phase 3 — The Project Study Report was completed September 2013. Environmental Document was completed in April 2018. Work on Design and right of Way began in FY2017–18. The project was selected by Caltrans and the California Transportation Commission for inclusion in the 2020 State Highway Operation and Protection Program for construction funding in FY2022–23. The project is now fully funded through construction.

FISCAL YEAR 2019–20 APPROPRIATIONS AND DISBURSEMENTS

Phase 3 — Highway 121/116

In FY 2019–20, SCTA expended a total of $505,219 in Measure M-LSP funds on the consultant contract for design work; and for Caltrans contract work on Right of Way activities.

CURRENT FUNDING PLAN AND MEASURE M PROGRAMMING (THOUSANDS)

Phase	Total	Measure M–LSP	Other*	Need
1	$660	$330	$330	$0
2	$2,300	$650	$1,650	$0
3	$24,019	$5,000	$19,019	$0
4	TBD	$0	TBD	TBD
5	TBD	$0	TBD	TBD
TOTALS	**TBD**	**$5,980**	**TBD**	**TBD**

* OTHER includes State Bond and County fund sources for phases 1 and 2. OTHER includes $18,869,000 in State Highway Operation and Protection Program and $150,000 in County funds for phase 3.

Total Measure M Expenditure Plan funding is $7,000,000.

HEARN AVENUE INTERCHANGE MODIFICATIONS

COMPLETED

PROJECT SCOPE

This project would widen the Hearn Avenue Bridge and add turn lanes, widen the Santa Rosa Avenue approaches to the Hearn Interchange, and realign the ramps on the west side of the interchange.

ADDITIONAL PROJECT DETAILS

The purpose of this project is to relieve traffic congestion and improve regional traffic operations, including providing multimodal access and connectivity adjacent to the Highway 101 and Hearn Avenue intersection. There are three phases, which will be constructed separately. Phase I adds turn lanes, bike lanes, sidewalks and widens the Santa Rosa Avenue approach to the Hearn Avenue Interchange. Phase I also includes traffic signal coordination, ADA accessible curb ramps, and audible pedestrian signals. Phase II widens Hearn Avenue from the Highway 101 Overcrossing to Dutton Avenue and adds bike lanes and shoulders. Phase III completes the project by replacing the existing Hearn Avenue Overcrossing with a wider bridge and reconfiguring the ramps. Bicycle and pedestrian needs are addressed by adding bike lanes and sidewalks on the new Overcrossing. Phase III requires Caltrans coordination, including a Project Study Report (PSR).

PROJECT STATUS / SCHEDULE

Phase I: The widening of Santa Rosa Avenue between Yolanda Avenue and Kawana Springs Road was completed in FY 2014–15.

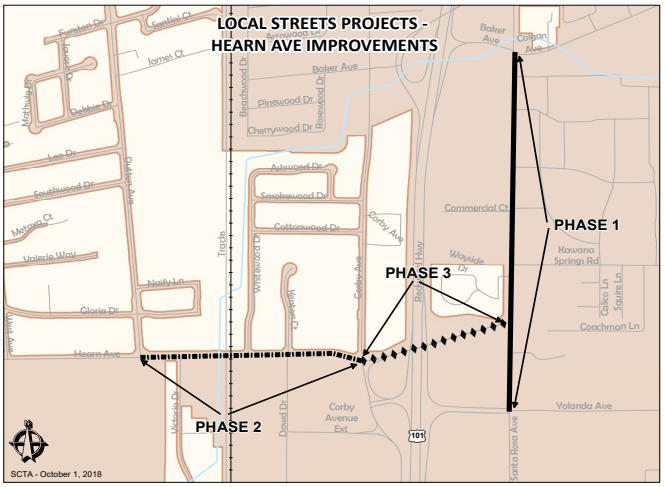
Phase 2: The widening of Hearn Avenue from the Highway 101 Overcrossing to Dutton Avenue was completed in FY 2010–11.

Phase 3: Caltrans approval of the PSR was completed in FY 2012–13. In FY 2013-14 the City selected a consultant to complete the Project Approval and Environmental Document (PAED) under oversight from Caltrans. Work on the PAED phase was completed in FY 2016–17.

Phase 3: Design is complete and the project is expected to advertise for construction bids in FY 2020–21. The City has requested and SCTA has approved that if a SB-1 Local Partnership Program grant application is successful additional programming in the amount of $10M will be amended into the programming for Measure M LSP funds.

FISCAL YEAR 2019–20 APPROPRIATIONS AND DISBURSEMENTS

Santa Rosa had a carry forward balance of $1,751,017 from FY 2018–19 for design and right of way work. Santa Rosa expenditures including accruals in the amount of $587,426 for



Design and $67,147 for Right of Way on the project totaling $654,573. The City carries forward a balance of $236,861 for Design and $528,366 in Right of Way for a project total of $765,227 for future years' expenditures.

CURRENT FUNDING PLAN AND MEASURE M PROGRAMMING (IN THOUSANDS)

Phase	Total	Measure M—LSP	Other*	Need
1	$8,042	$1,300	$6,742	$0
2	$1,825	$500	$1,325	$0
3	$36,392	$7,200	$2,042	$27,150
TOTALS	**$46,259**	**$9,000**	**$10,109**	**$27,150**

*Other includes: development fees, Prop 1B, Redevelopment Act (RDA) funds, gas taxes

Total Measure M Expenditure Plan funding is $9,000,000.

FULTON ROAD IMPROVEMENTS AND FULTON ROAD INTERCHANGE AT ROUTE 12

PROJECT SCOPE

This project would add turn lanes and one through lane in each direction on Fulton Road and would build an interchange at Highway 12 and Fulton Road.

ADDITIONAL PROJECT DETAILS

The City of Santa Rosa implemented a phased delivery schedule for the Fulton Road Improvements as detailed below.

Phase I — Widen Fulton Road. Phase I will overlay existing pavement, add bike lanes, curb/gutter, drainage and sidewalk on both sides of Fulton Road for a distance of approximately 2 miles between Wood Road and Guerneville Road in Santa Rosa. This phase will be constructed in two segments: Wood Road to Piner Road and Piner Road to Guerneville Road.

Phase II — Highway 12/Fulton Road Interchange. Phase II will convert the existing signalized intersection of Fulton Road and Highway 12 into a full interchange.

PROJECT STATUS/SCHEDULE

COMPLETED

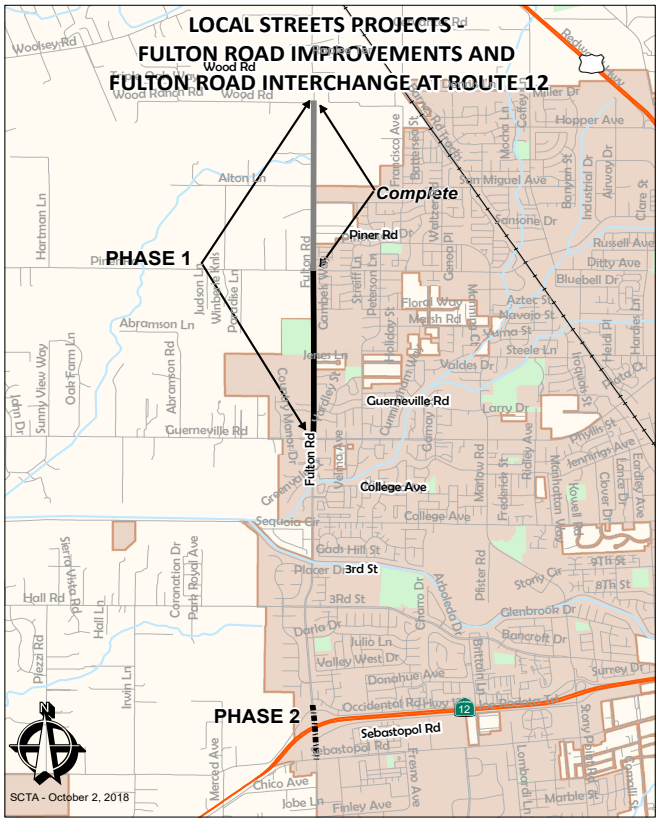
Phase I: Construction from Wood Road to Piner Road was completed in 2008 using Developer Fees. Work on the environmental document from Piner Road to Guerneville Road was completed in 2017.

Phase I is fully funded. Design progressed to 95% and Right of Way negotiations are in progress; construction funds are programmed for FY 2020–21.

Phase II Work has not begun.

FISCAL YEAR 2019–20 APPROPRIATIONS AND DISBURSEMENTS

The City of Santa Rosa carried forward a balance of $404,788 from FY2018–19 for Design ($379,860) and Right of Way ($24,928) activities. The City requested and received reimbursement of $379,860 for Design and $24,928 for Right of Way. This closes out the appropriation.



CURRENT FUNDING PLAN AND MEASURE M PROGRAMMING

PHASE	TOTAL	MEASURE M-LSP	OTHER*	NEED
1	$19,760	$8,700	$11,060	$0
2	$50,000	$0	$0	$50,000
TOTALS	**$69,760**	**$8,700**	**$11,060**	**$50,000**

*OTHER includes development fees, gas taxes, and SB-1 funding.

Total Measure M Expenditure Plan funding is $19,000,000.

4%

3 Bicycle and Pedestrian Projects Program

Measure M contributes 4 percent of its revenue to the Bicycle and Pedestrian Projects program. Net funding in the account began with a balance of $2,040,762. Revenue to the program totaled $1,382,885 consisting of $1,015,358 in sales tax, $48,231 in interest, and $319,295 in reimbursements. Expenditures totaled $598,918, while adjustments totaled -$95,561, leaving an ending balance of $2,729,167 (See Table 1).

The following table summarizes FY 2019–20 Bike / Ped Project program appropriations and expenditures:

TABLE 6A. BIKE/PED PROJECTS PROGRAM REPORTING, FISCAL YEAR 2019–20

Project Name	Beginning Appropriation Balance	FY 19-20 Appropriation	FY 19-20 Expenditures	Ending Appropriation Balance
Santa Rosa Creek Trail	$45,267	$0	$13,632	$31,635
Central Sonoma Valley Trail	$20,000	$0	$20,000	$0
Arnold Drive Bike Lanes	$0	$250,000	$217,128.84	$32,871
NWPRR Trail	$140,868	$0	$22,632	$118,236
Access Across 101 — RP	$247,011	$0	$1,221	$245,790
Safety and Education	$0	$13,000	$5,009	$7,991
Totals	**$453,146**	**$263,000**	**$279,623**	**$436,523**

TABLE 6B. BIKE/PED PROGRAM EXPENDITURES — PROJECTS MANAGED BY SCTA

Bike/Ped Project Name	Expenditures
SRTS Federal Project	$319,295
Totals	**$319,295**

The following exhibits describe the status of the six Bike/Ped projects receiving either an appropriation or a disbursement during FY2019–20:

SANTA ROSA CREEK TRAIL

PROJECT SCOPE

Close gaps along the Santa Rosa Creek Trail in Santa Rosa. This will create an east-west connection through central Santa Rosa.

ADDITIONAL PROJECT DETAILS

This project creates a new trail and connects to the existing Class 1 multi-use path along Santa Rosa Creek. While some locations have already been constructed, the first two sections to be funded with Measure M money are located from Streamside Drive to Mission Circle (Phase 1) and from Dutton Avenue to Santa Rosa Creek (Phase 2). The third section, Dutton Avenue Access West Side (Phase 3), will provide an ADA accessible ramp from Dutton Avenue on the west side to the multiuse path along Santa Rosa Creek.

PROJECT STATUS / SCHEDULE

COMPLETED

Phase 1: Construction was completed for the Streamside to Mission Avenue path in 2014.

Phase 2: Construction was completed for Dutton Avenue access path in 2012.

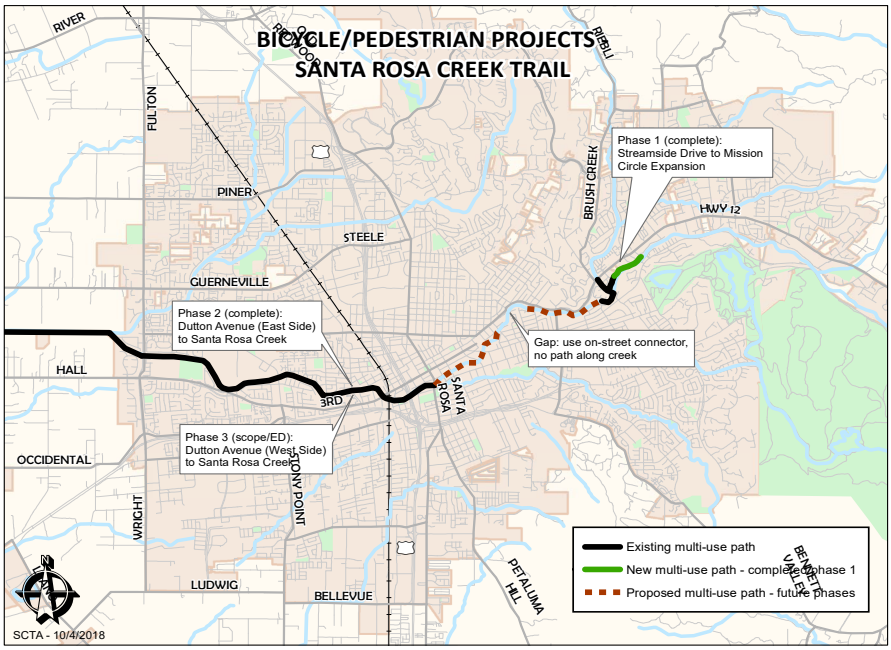
Phase 3: Measure M will provide for all developmental phases of this phase of the project to construct an ADA ramp that complements the improvements of Phase 2. Funding for design has not be appropriated.

FISCAL YEAR 2019–20 APPROPRIATIONS AND DISBURSEMENTS

Phase 3: The City of Santa Rosa carried forward a balance of $45,267 for environmental studies from the previous fiscal year. The City had expenditures and accruals in the amount of $12,159 for work done to complete a topographic survey to evaluate design options for the proposed project. The City carries forward a balance of $31,635for future years' expenditures.

PHASE	TOTAL	Measure M-BP	OTHER*	NEED
1	$797	$379	$417	$0
2	$518	$387	$131	$0
3	TBD	$633	$TBD	TBD
TOTALS	**TBD**	**$1,399**	**$548**	**TBD**

Total Measure M Expenditure Plan funding is $1,450,000



CENTRAL SONOMA VALLEY BIKEWAY

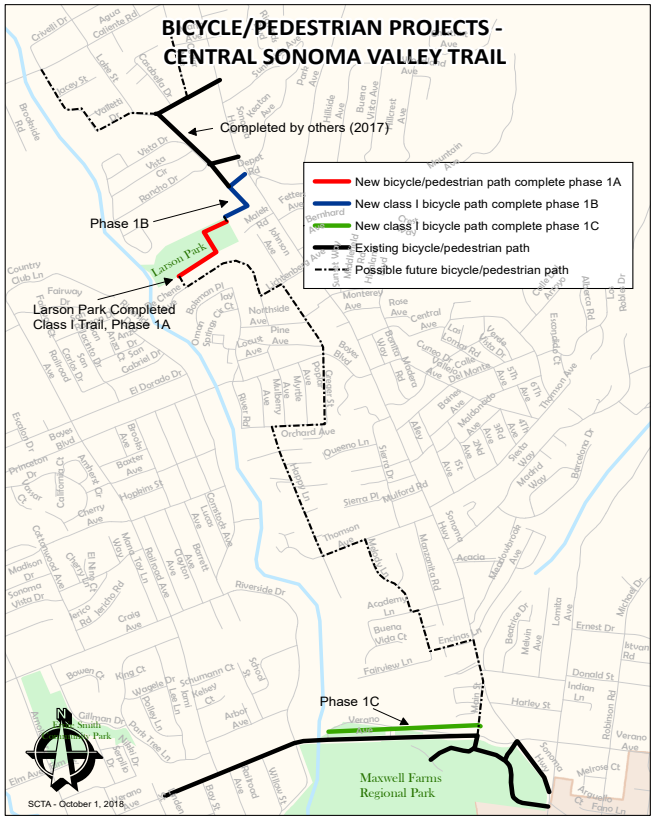
COMPLETED

PROJECT SCOPE

Create a safe route for pedestrians and bicyclists between Verano Avenue and Agua Caliente Road. There is currently no alternative through route to Highway 12 forcing pedestrians and bicyclists to use the shoulder of Highway 12 for such destinations as Flowery School, Larson Park, La Luz Community Center, Maxwell Farms Park and the Boys and Girls Club.

ADDITIONAL PROJECT DETAILS

This project will construct a bicycle and pedestrian pathway in multiple phases. The first phase provides a pathway from Larsen Park to Highway 12. The second phase provides a pathway from Verano Avenue to Larson Park. The first phase was split into two segments in order to build a portion of the pathway while right of way issues were resolved with Sonoma Valley Union School District.



PROJECT STATUS / SCHEDULE

Phases 1, 2, and 3:

All three segments (Larson Park (1A), Flowery School (1B), and Verano Avenue Trail (1C) were completed this fiscal year. The project included a bike/pedestrian pathway from Larson Park to Vailetti Drive and from Main Street along Verano Avenue to Sonoma Creek Bridge, improving access to Maxwell Farms Regional Park, Boys and Girls Club, Flowery Elementary School, and Sonoma Charter School. Construction work included asphalt paving, gravel shoulders, grading and drainage, striping, signage, fencing, bike/pedestrian bridge, and bollards.

FISCAL YEAR 2019–20 APPROPRIATIONS AND DISBURSEMENTS

The Sonoma County Regional Parks Department rolled over a balance of $20,000 from the previous fiscal year for Construction activities. Regional Parks invoiced and received reimbursement for the entire $20,000 in FY2019–20.

CURRENT FUNDING PLAN WITH MEASURE M PROGRAMMING (IN THOUSANDS)

Phase	Total	Measure M-BP	*Other	Need
1A	$190	$63	$127	$0
1B	$162	$25	$137	$0
1C	$463	$95	$388	$0
TBD	$0	$0	$0	TBD
TOTALS	**$1,074**	**$183**	**$891**	**TBD**

*Fund Source	Amount ($1000s)
Park Mitigation Fees	$115
Measure L	$175
MTC Lifeline	$500
MTC TDA Article 3	$50
State Parks per Capita	$51

Total Measure M Expenditure Plan funding is $1,900,000.

ARNOLD DRIVE BIKE PROJECT

PROJECT SCOPE

Build shoulders on Arnold Drive just north of the middle school to add bike lanes through Sonoma Developmental Center and Glen Ellen to Highway 12. This would continue the existing bike lane on Arnold Drive at Petaluma Avenue.

ADDITIONAL PROJECT DETAILS

This project proposes to widen Arnold Drive from PM 18.02 to PM 18.27 to provide pedestrian and bike facilities. This shoulder widening project is in Glen Ellen and runs south from the Glen Ellen Market along the east side of Arnold Drive. Minor walls and guardrail installation are needed to widen this segment of Arnold Drive.

PROJECT STATUS / SCHEDULE

The County plans to complete a feasibility study for a future project along Arnold Drive.

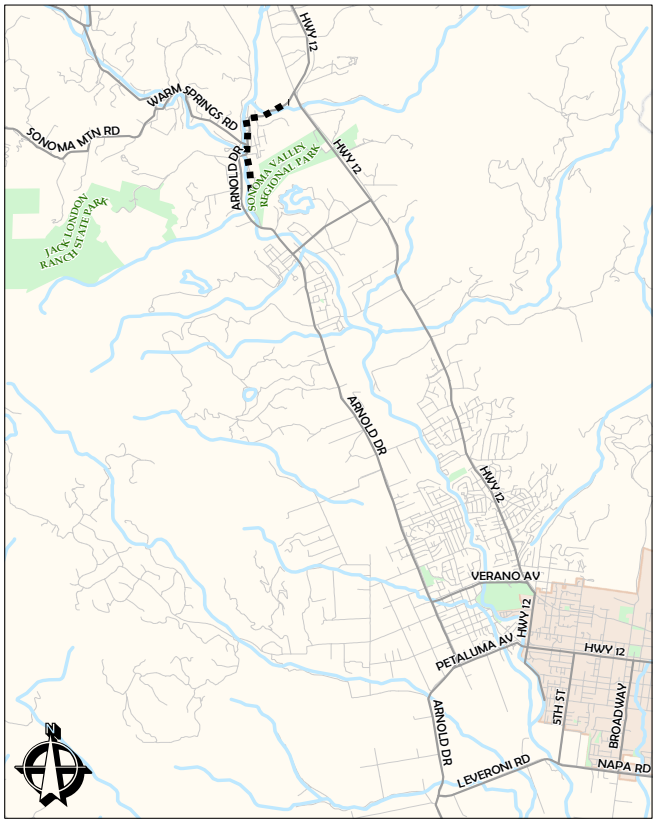
FISCAL YEAR 2019–20 APPROPRIATIONS AND DISBURSEMENTS

The County of Sonoma requested and received an appropriation in the amount of $250,000 to complete a feasibility study for bike lanes along Arnold Drive. The County received reimbursement and accruals in the amount of $217,129 and rolled over a balance of $32,871 for future years' expenditures.

CURRENT FUNDING PLAN WITH MEASURE M PROGRAMMING (IN THOUSANDS):

TOTAL	Measure M-BP	OTHER	NEED
Phase 1	$250	$0	TBD

Total Measure M Expenditure Plan funding is $2,000,000.



NORTHWESTERN PACIFIC RAILROAD BIKE TRAIL

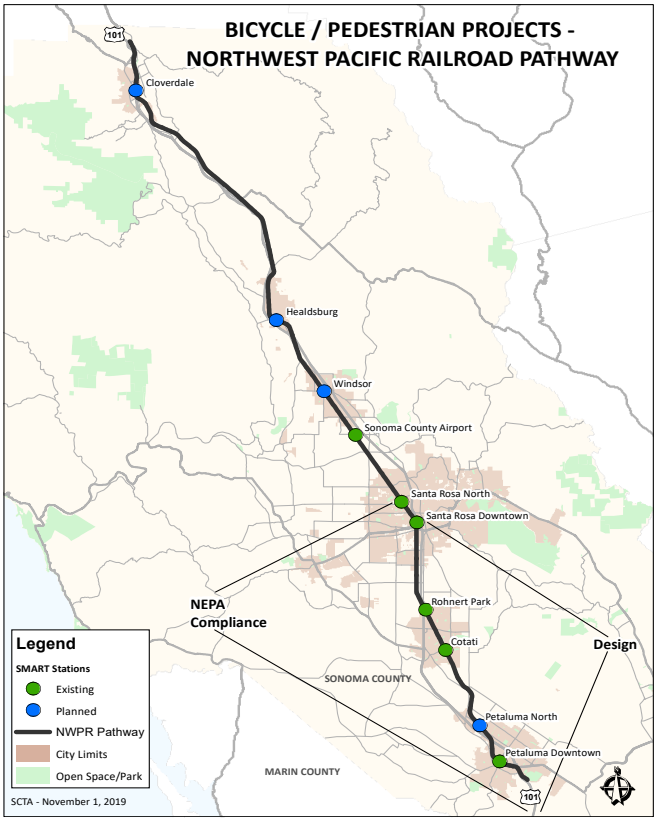
PROJECT SCOPE

Work with SMART (Sonoma Marin Area Rail Transit) to build a north-south bike path parallel to the Northwestern Pacific Railroad track throughout Sonoma County.

ADDITIONAL PROJECT DETAILS

SMART completed National Environmental Policy Act (NEPA) compliance documentation in FY2017–18 for the entire Sonoma County portion of the project that Caltrans would allow under federal rules, from the Sonoma County line to the Northern Santa Rosa station. SMART will complete 100% design for the remainder of the Initial Operating Segment (IOS) within Sonoma County (Petaluma River to Railroad Square in Santa Rosa). SMART's actions on environmental clearance and design will prepare the remainder of the IOS bike path for construction by various other agencies.

The bike path from Novato to the south side of the Petaluma River is included in Phase 1 of the Highway 101 Marin Sonoma Narrows (MSN) project.



PROJECT STATUS / SCHEDULE

SMART anticipated using the entire $1 million for NEPA compliance and design of the IOS. SMART applied for advance funding to initiate environmental and design activities before FY 2014-15 when the funds were programmed. The subsequent contract awarded a design/build contract which only expends funds as the portions are completed.

State environmental compliance was completed prior to federal compliance with the National Environmental Policy Act (NEPA). SMART used Measure M to complete NEPA compliance documentation.

FISCAL YEAR 2019–20 APPROPRIATIONS AND DISBURSEMENTS

SMART had a carry forward balance of $140,868 for FY 2019–20 for design. SMART requested and received reimbursements in the amount of $22,632 for design expenditures in FY 2019–20. SMART has a remaining appropriation balance of $118,236 for design to carry forward for future years' expenditures.

CURRENT FUNDING PLAN WITH MEASURE M PROGRAMMING

TOTAL	Measure M-BP	OTHER*	NEED
TBD	$1,000	$3,639	TBD

Total Measure M Expenditure Plan funding is $1,000,000.

COMPLETED

ACCESS ACROSS 101

PROJECT SCOPE

Identify key east-west access points across Highway 101. This funding will be used for feasibility studies and be provided to four jurisdictions along the 101 corridor on a first come, first served basis, and will not exceed $250,000 per jurisdiction.

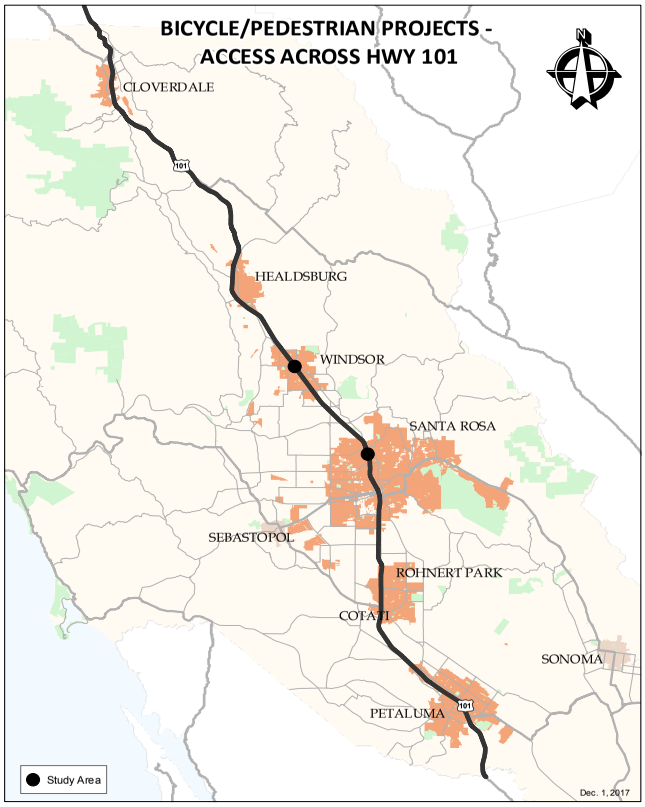
ADDITIONAL PROJECT DETAILS

This project category is open to all the jurisdictions adjacent to or bisected by Highway 101 through Sonoma County. Sponsors that have requested an appropriation include the Cities of Rohnert Park, Santa Rosa, and the Town of Windsor.

Santa Rosa
The City of Santa Rosa used $250,000 in Measure M programming for a feasibility study and a Project Initiation Document (PID) for a Class I multi-use ADA accessible crossing over Highway 101 in the vicinity of Santa Rosa Junior College.

Windsor
The Town of Windsor used their appropriation to complete a feasibility study near central Windsor.

Rohnert Park
The City of Rohnert Park is using their appropriation to complete a feasibility study for multiple locations along the 101 within the City limits.



PROJECT STATUS / SCHEDULE

COMPLETED

Santa Rosa
A feasibility study for a 101 crossing in the vicinity of Santa Rosa Junior college was completed in FY 2015-16.

Windsor
A feasibility study for a 101 crossing near Downtown Windsor was completed in FY 2017-18.

Rohnert Park
In April 2020 the City of Rohnert Park selected a consultant to conduct a feasibility study for a potential crossing. In May and June 2020, the City reviewed existing conditions and conducted a planning-level assessment of potential crossing alignments on Highway 101 at five locations, including Copeland Creek, Rohnert Park Expressway, Hinebaugh Creek, "Industrial Park" (approximately 0.75 miles south of the existing US 101 underpass at Golf Course Drive and 0.25 miles north of the existing overpass at Rohnert Park Expressway), and Business Park Drive/ State Farm Drive; and developed an online community survey which will be conducted in the next fiscal year.

FISCAL YEAR 2019–20 APPROPRIATIONS AND DISBURSEMENTS

Rohnert Park
The City carried forward a balance of $247,011 in an open appropriation from the previous fiscal year for use during the FY 2019–20. Rohnert Park received $1,221 in reimbursements for work completed in FY 2019–20 and carries forward a balance of $245,790 for future years' expenditures.

CURRENT FUNDING PLAN WITH MEASURE M PROGRAMMING (FIGURES SHOWN IN 1000S)

Phase	Total	Measure M-BP	Other*	Need
SR	$693	$250	$443	$0
W	$250	$250	$0	$0
RP	$270	$250	$20	$0
TBD	$0	$0	$0	$0
TOTALS	**$1,213**	**$750**	**$463**	**$0**

*"Other" funds include City funds and State Gas Tax.

Total Measure M Expenditure Plan funding is $1,000,000.

BICYCLE SAFETY AND EDUCATION

PROJECT SCOPE

Implement bicycle safety programs focused on educating the public and, in particular, school children.

ADDITIONAL PROJECT DETAILS

There are two project sponsors implementing two phases of the Bike Safety and Education Project. The Sonoma County Bicycle Coalition (SCBC) implements two phases of this project: Safe Routes to Schools (SRTS) and Bike Month. Safe Routes to Schools creates activities and materials to educate and promote safety through Education, Encouragement, Enforcement, Engineering and Evaluation (Five E's). This work supports the SRTS phase being implemented by the SCTA, below. The Bike Month (AKA Bike to Work) is designed to encourage commuters to try bicycling to work, school or errands during the month of May and to increase the public's awareness and respect for bicyclists.

The Sonoma County Transportation Authority (SCTA) also implemented a Safe Routes to Schools phase. SCTA was responsible for the Countywide Safe Routes to Schools Program for the 18/19 fiscal year and used Measure M funds to supplement that effort.

PROJECT STATUS / SCHEDULE

SCBC worked in coordination with SCTA to implement the Countywide Safe Routes to Schools Program and SCTA continues to expend funding received through a federal grant to implement the program. Measure M funds are used by SCTA as a match for the federal grant funding.

The funds for the Bike to Work (BTW) phase are used to increase participation in Bike to Work Day and Bike Month activities and to produce advertisements and promotional material to encourage biking within Sonoma County. SCBC is the organizer for Bike to Work Month in Sonoma County. Each May, SCBC promotes Bike to Work Month and Bike to Work Day countywide by partnering with local government, businesses, non-profit organizations and hundreds of volunteers and supporters.

The key goals of Bike Month and Bike to Work Day are to increase public awareness and safety for bicyclists, and to increase the number of people using bikes for everyday transportation. This is achieved through outreach, education, and by providing the tools and information necessary for people to feel comfortable commuting by bike. This year, the Shelter in Place order issued by the Sonoma County Health Officer in response to the COVID-19 pandemic prevented SCBC and the MTC from holding most of the usual Bike Month events. While Bike to Work Day, with its associated Energizer Stations and related activities, was re-scheduled to September, SCBC and the Region were able to pivot and offer a variety of virtual events to celebrate National Bike Month and continue to educate residents about safe & healthy cycling.

PROMOTION & OUTREACH

SCBC promoted multiple virtual Bike Month events through a variety of local media outlets, including but not limited to:

- Argus Courier
- Cloverdale Reveille
- Community Voice
- Healdsburg Tribune
- Press Democrat
- Sonoma County Gazette
- Sonoma West Times & News
- Windsor Times

Events were also promoted on social media outlets including Facebook, Twitter, and Instagram and via SCBC's e-newsletter. Measure M logos appeared in a background slide in our virtual events.

ONLINE WORKSHOPS & CLASSES

Date	Event	Attendees
4/24	Virtual Happy Hour	15
5/6	Bike Chat: Cycling during the COVID-19 Pandemic	30
5/6	Smart Cycling Safety Class	4
5/11	Smart Cycling	10
5/13	Bike Chat: Women and Cycling	20
5/13	Route Planning	4
5/20	Bike Chat: E-Bikes	6
5/25	Maintenance and Repair	8
5/27	Bike Chat: Ask and Expert	10
5/27	How to Buy a New or Used Bike	8
	Total	**107**

FRIENDLY COMPETITION/SOCIAL SUPPORT

Other virtual National Bike Month activities included a Facebook support group; a Pledge to Ride (followed up with weekly emails); a challenge group on Love to Ride (participants logged their goals, rides, and miles) and a photo scavenger hunt. SCBC's Safe Routes to School staff created the Green Sneaker Challenge for schools and families throughout May, encouraging a variety of outdoor physical activities as well as online educational videos.

Crossing at Verano Avenue to Maxwell Regional Park (See Central Sonoma Valley Trail, p. 44)

During the pandemic when gathering large crowds of people together was infeasible, Measure M funds allowed SCBC to continue to operate and deliver services, while pivoting to new delivery methods and media. If conditions permit, SCBC intends to re-activate its efforts to create a more "traditional" Bike to Work Day in September.

FISCAL YEAR 2019–20 APPROPRIATIONS AND DISBURSEMENTS

SCBC requested and received an appropriation in the amount of $13,000 in FY 2019–20 for the Bike to Work phase. The Bicycle Coalition received $5,009 in disbursements and carried forward $7,991 for future years' expenditures.

The Sonoma County Transportation Authority used Measure M to leverage $319,295 of federal funds for the Countywide Safe Routes to Schools Program.

CURRENT FUNDING PLAN WITH MEASURE M PROGRAMMING

Phase	Measure M—BP
SCBC SRTS	$576
DHS SRTS	$136
SCBC BTW	$167
SCTA SRTS	$260
TOTALS	**$1,139**

Total Measure M Expenditure Plan funding is $1,200,000.

5%

3

Passenger Rail Program

Measure M contributes 5 percent of its revenue to the Passenger Rail Program. Net funding in the account began with a balance of $673,475. Revenue to the program totaled $1,290,906 consisting of $1,269,197 in sales tax, $21,709 in interest (See Table 1). There were no expenditures while SMART continues to pay down an inter-program loan. Principal and interest payments from Rail to LSP paid off and closed out the inter-program loan.

Passenger Rail ending appropriation balance in FY 2014-15 was $0 and since then SMART had no new appropriations. Expenditures include, $572,500 in bond principal payments, $160,709 in bond interest, $400,000 in inter-program LSP Loan Principal, $6,967 inter-program LSP loan interest, $375 in bond DAC filing fees and $344 Bond trustee expenses.

TABLE 7. PASSENGER RAIL PROJECT PROGRAM REPORTING, FISCAL YEAR 2019–20

Project Name	Beginning Appropriation Balance	FY 19–20 Appropriation	FY 19–20 Expenditures	Ending Appropriation Balance
SMART	$0	$0	$0	$0

Note: RAIL expenditures include **$572,500** in bond principal payments, **$160,709** in bond interest, $4**00,000** in inter-program LSP Loan Principal, **$6,967** inter-program LSP loan interest, **$375** in bond DAC filing fees and **$344** Bond trustee expenses.

Legend
Future Phases
Initial Operating Segment
Pine Mountain
Mendocino
Redwood Mountain
Sonoma
Hobergs
Pine Grove
Cobb Mountain
Cobb
Cobb Mountain
Red Mountain
Cloverdale
101
M A Y A C M A S
M O U N T A I N S
Black Mountain
Long Valley
Lake Sonoma
Geyserville
Lake Sonoma
Napa
Mount Saint Helena
Lytton
Russian River
KNIGHTS VALLEY
Healdsburg
The Big Brush
29
128
Windsor
Diamond Mountain
Cazadero
Rio Nido
Korbel
Rio Dell
Wine Hill
Villa Grande
Monte Rio
Duncans Mills
Jenner
Santa Rosa
12
Camp Meeker
Lawndale
Kenwood
Napa
Sonoma
Occidental
Sebastopol
Taylor Mountain
Glen Ellen
Rohnert Park
Bodega Bay
Bodega
Cotati
Valley Ford
1
101
Penngrove
Sonoma Marin
Sonoma
Dillon Beach
Tomales
Uscg Training Center Petaluma
Petaluma
12
Tomales Point
Chileno Valley
Marshall
Dec. 22, 2017
Sources: Esri, DeLorme, USGS, NPS

SONOMA MARIN AREA RAIL TRANSIT

COMPLETED

PROJECT SCOPE

The Sonoma Marin Area Rail Transit (SMART) project is to provide passenger train service to Sonoma and Marin County residents along the Northwestern Pacific (NWP) rail corridor that lies next to Highway 101.

ADDITIONAL PROJECT DETAILS

SMART passenger train service provides an attractive, high quality transportation alternative for thousands of commuters traveling within and between Sonoma and Marin counties as well as commuting to San Francisco. Since over half of all traffic entering Marin County from the north on Highway 101 is destined for Marin County, providing rail service to San Rafael helps make a significant contribution to relieving congestion on Highway 101. SMART also provides rail service to the existing ferry terminal at Larkspur Landing enabling commuters to transfer to a San Francisco bound ferry.

PROJECT STATUS / SCHEDULE

Measure M funding provides only a portion of the overall funding needed to initiate passenger rail service. Additional funding was secured by a ballot measure in 2009 providing a secure funding source for SMART allowing a delivery schedule to be developed. SMART uses Measure M funding to develop station sites, improve rail crossings on local roads, and perform final engineering. Measure M funds are only used for expenditures in Sonoma County from the Marin/Sonoma County line north to Santa Rosa. SMART is phasing service as sections are completed.

SMART is now in construction for the segment from Santa Rosa to north Windsor, with service to Healdsburg and Cloverdale expected subsequently.

The first phase of passenger rail operations between Santa Rosa and San Rafael was completed and service commenced in 2017.

The segment from San Rafael to Larkspur is complete and service to the Larkspur station began in late 2019.

FISCAL YEAR 2019–20 APPROPRIATIONS AND DISBURSEMENTS

SMART had $0 in carry over from the prior year's appropriations for the Rail program in construction. The SCTA disbursed $0 to SMART for construction activities this year. SMART has fully expended all appropriations.

SMART train on the Petaluma Haystack Landing Bridge, headed south, with the 101 Petaluma River Bridge..

SONOMA COUNTY TRANSPORTATION AUTHORITY