Sonoma Moves 2050

Sonoma County Comprehensive Transportation Plan

SCTCA
Sonoma County Transportation and Climate Authorities



Sonoma County Transportation and Climate Authorities

SCTCA

1-20-2026

SONOMA MOVES 2050

Sonoma County CTP 2050 - Connecting People and Places

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Chapter 1 Introduction

Sonoma Moves 2050, Sonoma County's Comprehensive Transportation Plan (CTP), describes Sonoma County's current transportation system and charts out how it could change in the future. The CTP lays out a vision for transportation for the next 25 years and beyond. The plan examines the current state of transportation in the county and identifies needs and goals and provides insights into how these needs and goals can be met. The CTP is updated frequently enough to ensure that the plan is still relevant, useful, and represents the current transportation needs and goals of SCTCA and Sonoma County jurisdictions. The previous CTP was adopted in 2021.

Maintaining an updated planning document is important because the Metropolitan Transportation Commission (MTC), the Metropolitan Planning Organization for the San Francisco Bay Area Region, requires local transportation authorities such as the SCTCA to develop transportation plans that can feed into the Regional Transportation Plan (RTP). The RTP, Plan Bay Area, is a federally required, long range transportation planning document. It is also important that the CTP be current because the SCTCA is responsible for programming, or allocating, numerous state and federal funding sources to transportation projects. To meet funding requirements associated with this funding, the SCTCA needs a policy and planning document to help guide the programming process. If the SCTCA does not meet these two requirements, it is at risk of losing critical transportation dollars.

The CTP highlights challenges and opportunities facing Sonoma County communities. Current growth trends, disruptive events such as recurring wildfires and the worldwide COVID-19 pandemic, and changing travel behavior and technologies are shifting how people move around our county and region and may continue to stress our maturing transportation system and impact access and mobility. Along with these challenges, many opportunities are before us that may change how Sonoma County residents move and how transportation impacts our communities in positive directions that are in line with SCTCA's mission, vision, and goals.

Local and Regional Partnerships

The SCTCA is governed by a twelve-member Board of Directors with representatives from each jurisdiction in Sonoma County – Cloverdale, Cotati, Healdsburg, Petaluma, Rohnert Park, Santa Rosa, Sebastopol, Sonoma, Windsor, and the County of Sonoma (Board of Supervisors). Partner agencies work closely with SCTCA to identify needs and priorities and to coordinate on transportation and climate related issues. SCTCA also works closely with the Metropolitan Planning Organization (MPO) and Council of Governments (COG) for the San Francisco Bay Area – the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG). Regional agencies are responsible for developing the Regional Transportation Plan (RTP) – Play Bay Area. The CTP feeds into the RTP by documenting transportation needs and goals and by identifying priority projects and programs.

Go Sonoma Act

In 2020, voters approved a measure to extend the Traffic Relief Act for Sonoma County (Measure M – passed in November 2002). The Go Sonoma Act extended the ¼ cent sales tax for transportation for an additional 20 years with no increase in existing rates. With HOV lanes on Highway 101 completed from the Sonoma/Marin county line in the south to Windsor in the north and with SMART passenger rail service in operation, Go Sonoma has shifted funding priority away from Highway 101 Projects to additional funding for local streets and roads rehabilitation, local streets safety and congestion relief, local bus transit, and bicycle and pedestrian projects[1]. Go Sonoma provides opportunities for:

- Funding projects based on need and competitiveness
- Investing more into transit, active transportation projects, and maintaining our roads and existing infrastructure
- New technology and innovation
- On-going community-oriented transportation programs

Table 1-1: Go Sonoma Act Funding Split Compared to Measure M Funding Split

Funding Category	Measure M 2005-2025	Go Sonoma Act (DD) 2025-2045
Smooth and Maintained Roads	20%	38%
Move Traffic and Improve Safety	20%	27%
Bus Transit	10%	23%
Bikeways and Pathways	4%	12%
Highway 101	40%	0%
SMART Passenger Rail	5%	0%

Sonoma County Transportation Authority

The Sonoma County Transportation Authority (SCTA) serves as the long-range transportation planning, coordinating, and advocacy agency for transportation funding for Sonoma County. Proposition 111, approved in California in 1990, resulted in changes to the way transportation projects are planned and funded and authorized the creation of Congestion Management Agencies. In November 1990, the SCTA was formed under the Local Transportation Authority and Improvement Act (Public Utilities Code Section 180000) and designated as the Congestion Management Agency (CMA) for Sonoma County. In 1997, the SCTA relinquished its position as the CMA under new state legislation that made the congestion management planning portion of this function optional but the agency still carries out the general functions of a CMA and operates as a Countywide Transportation Agency (CTA). The SCTA is the countywide planning and programming agency for transportation related issues and plays a leading role in transportation by securing funds, providing project oversight, and initiating long term planning.

1 Sonoma County Transportation and Climate Authorities. (2025). Final 2023 Go Sonoma Strategic Implementation Plan. https://scta.ca.gov/wp-content/uploads/2024/07/Final-2023-Go-onoma-Strategic-Plan.pdf

The SCTA has legal and administrative requirements to fulfill in the capacity of a countywide transportation agency. Some of these requirements are derived from regional agencies such as the Metropolitan Transportation Commission (MTC)/ Association of Bay Area Governments (ABAG) and the Bay Area Air District (BAAD), while others, come directly from the State, or federal government.

The SCTA Mission Statement

> *The Sonoma County Transportation Authority's mission, as a collaborative agency of the cities and County of Sonoma, is to work together to maintain and improve our transportation network. We do so by prioritizing, coordinating, and maximizing the funding available to us and by providing comprehensive, countywide planning. Our deliberations and decisions recognize the diverse needs within our county and the environmental and economic aspects of transportation planning.*

The SCTA is governed by a twelve-member Board of Directors. Nine of these members are chosen from the Councils of the nine incorporated cities or towns. The remaining three members are chosen from the County Board of Supervisors. Officers are elected annually. The SCTA holds monthly public meetings of the Board of Directors.

Regional Climate Protection Authority

The Regional Climate Protection Authority (RCPA) was formed in 2009 to coordinate countywide climate protection efforts among Sonoma County's nine cities and multiple agencies. SCTA and RCPA share the same Board of Directors and work together to reduce greenhouse gas emissions (GHGs). RCPA produces the GHG inventory, which was last updated in 2022, and which highlights that transportation continues to be the largest source of GHG emissions in Sonoma County (57% of total emissions).

RCPA and Sonoma County jurisdictions recognize the need to accelerate progress on climate action and adopted climate emergency resolutions between 2019 and 2021 and continue to work to investigate ways to fund climate action work now. The CTP supports climate action work in Sonoma County and highlights the importance of GHG reduction by identifying this as one of the key CTP goals. The CTP includes programs, policies, and projects that could contribute to the reduction of transportation GHG emissions if implemented.

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Sonoma County Transportation and Climate Authorities

SCTA/RCPA staff and Board of Directors began work on a strategic visioning and organizational alignment process in 2024. The purpose of this effort was to identify shared values, principles, vision, mission and recommendations for greater organizational collaboration between SCTA and RCPA to support a more integrated team culture that advances the impact of both SCTA and RCPA. The process built on information developed in existing SCTA/RCPA documents, including the 2021 Comprehensive Transportation Plan, Sonoma Climate Mobilization Strategy, RCPA Strategic Plan, SCTA/RCPA Equity Statement, and agency work plans.

In 2025 the Board of Directors adopted a new public facing brand name for SCTA and RCPA – Sonoma County Transportation and Climate Authorities (SCTCA). The brand name is intended to be used for general communications to increase both an internal and external sense of unity and collaboration. Sonoma County Transportation Authority and Regional Climate Protection Authority will continue to be the legal names used for contractual and other legal purposes.

Shared vision, mission, values, and principles were developed as part of the rebranding process and adopted by the Board of directors in February 2025.

SCTCA Vision:

> *A thriving and resilient Sonoma County where everyone benefits from safe and healthy built and natural environments and has equitable access to affordable clean energy solutions and safe, well maintained, zero emission transportation options.*

SCTCA Mission:

> *Our mission is to equitably plan, prioritize, coordinate, fund, and implement climate and transportation solutions that are safe, affordable, and sustainable.*

SCTCA Values:

- *Collaboration*
- *Community Wellbeing*
- *Equity*
- *Stewardship*
- *Accountability*

Figure 1-1: Sonoma County Transportation and Climate Authorities Vision, Mission, and Values



Related Planning Efforts

The CTP draws from and informs numerous other SCTCA, local agency, and state and regional planning efforts. Some of these related planning efforts include:

- Active Transportation Plans and Bicycle and Pedestrian Plans
- Strategic Transportation Demand Management Plan
- Climate Protection Initiative
- Sonoma Climate Mobilization Strategy
- Vision Zero Action Plan
- Community Based Transportation Plans
- Priority Sites and Station Area Planning
- Mode and Fuel Shift Planning
- Transit Integration/MASCOTS
- Plan Bay Area
- Local General Plans, Area Specific Plans, and targeted planning efforts
- And many others

Major Outreach Themes

Community outreach and engagement for Sonoma Moves 2050 builds on the information learned through the extensive outreach conducted as part of the last CTP along with information collected through many related planning efforts that have been recently completed or that are underway in Sonoma County or the region. Information learned through this recent and parallel work has added depth to the CTP. Past and parallel outreach and engagement summaries were reviewed to identify major themes that are repeated across multiple planning efforts to minimize the effects of outreach or survey fatigue. These major themes were summarized and evaluated in the context of the CTP Vision and Goals and were the focus of public engagement for the CTP update.

Recent and parallel outreach identified safety as a priority for Sonoma County residents as they travel within and outside of the county. Maintenance of existing transportation infrastructure including roads and highways, bicycle and pedestrian infrastructure, and filling potholes was identified as an important and ongoing issue and priority. The cost of transportation in both time and money is a recurring theme across multiple outreach efforts in Sonoma County and the region. Transit improvements and bicycle and pedestrian access have been identified as important parts of our transportation system. GHG emissions, congestion, wildfire evacuation, equity, affordable housing, and jobs-housing balance are other recurring topics in recent community outreach efforts.[2]

Identifying Plan Goals and Objectives

Sonoma Moves 2050 builds on past CTPs and has advanced the goals developed for the last CTP, Moving Forward 2050. These goals were developed with the understanding that existing transportation funding is inadequate, that there is increasing pressure on the existing transportation system, and that transportation impacts on the environment, public health, and safety are growing.

Overall, the CTP is meant to help SCTCA and local agencies improve mobility on Sonoma County's streets, highways, transit system, and bicycle/pedestrian facilities, and to reduce transportation related impacts. To that end, it provides policy guidance and identifies transportation improvements that will help Sonoma County achieve CTP vision and goals and improve transportation in our county over the next 25 years.

2 See Chapter 2 and Appendix 4 for more information on major outreach themes and topics.

Sonoma Moves 2050 Vision and Goals

Vision

Connecting people and places as we transition our transportation network to zero-emissions by 2050.

Our guiding principles are to improve **safety**, **equity**, and **quality of life**.

Our transportation system should be:

Goal 1 - Connected and Reliable

Deliver a seamless network that allows people to use a variety of transportation types easily, affordably and dependably.

- Provide a robust and well-coordinated local and regional transit system.
- Create a high-quality bicycle and pedestrian network.
- Optimize roadway operations to allow efficient movement of people.
- Ensure effective transportation options for youth and older adults.
- Guide innovation to the transportation system.

Goal 2 - Safe and Well-Maintained

Provide safe and well-maintained transportation infrastructure**.**

- Employ Vision Zero policies and strategies.
- Use maintenance dollars efficiently and effectively.
- Design infrastructure for all ages and abilities.
- Deploy innovative technologies and best practices.

Goal 3 - Community Oriented and Place-Based

Implement place-based transportation projects, tailored to urban, suburban, and rural communities that will improve local mobility.

- Target high-traffic areas with right sized solutions to improve access.
- Focus on strategies that support high density, walkable and transit-oriented communities.
- Prioritize resilient infrastructure in areas at risk for flooding, fire and other environmental challenges.
- Employ Complete Streets policies and strategies that support a diversity of uses.

Goal 4 - Zero-Emissions

Provide zero-emission transportation opportunities that meet diverse community needs, improve health and enhance quality of life.

- Prioritize transportation funding for zero-emissions strategies.
- Emphasize strategies that incentivize transit and shared mobility.
- Take bold steps to achieve a zero-emission transportation network.
- Support climate-friendly land use practices through ongoing coordination and alignment.
- Implement the Shift Sonoma County Low Carbon Transportation Plan.

Measuring Success

Decisions and actions that are made today will impact future generations. The future is never certain, but SCTCA is able to leverage tools and information to provide insights on how our county may look in the next 5, 10, 20, or even 25 years. Land use and transportation models use historical growth and travel data to predict future growth, travel demand, and congestion.

SCTCA can use these tools and data summarizing current travel patterns and behavior to anticipate the future, and to gain insights into how SCTCA can focus its efforts to make progress in achieving plan goals and objectives as described below. These tools are updated regularly and supplemented by emerging data and information on current conditions and trends. This ensures that our analysis continues to be useful and relevant for supporting SCTCA's planning and project delivery activities. Chapter 6 provides detail on the performance of the CTP related to plan goals and vision.

Implementing the CTP and Making Progress Towards Our Vision

By analyzing proposed CTP projects and programs we've determined that countywide CTP goals and vision cannot be achieved by building projects alone. In order to make progress towards our vision of the future, Sonoma County residents will need to change how they travel. This includes how far they go, how often they travel, what travel modes they use, and how efficiently they travel.

Current and past CTP performance assessments and SCTCA's experience implementing transportation and climate projects and programs in Sonoma County have helped identify that the following efforts and actions could help Sonoma County make meaningful progress towards achieving the CTP goals and vision:

- Identify and secure additional funding for road, highway, transit, and active transportation facilities and programs
- Maintain and upgrade existing transportation infrastructure
- Design infrastructure so that it is resilient to the impacts of climate change including increased flooding, wildfires, and sea-level rise
- Ensure that our transportation infrastructure serves the needs of travelers of all ages and abilities, especially the growing aging population
- Implement complete streets that serve the needs of all types of travelers

- Increase transit service including hours and days of service, frequencies, and geographic coverage Make transit more convenient, less expensive, faster, and more attractive to retain existing and attract new riders
- Continue emphasizing city-centered growth and maintaining urban growth boundaries and community separators
- Implement trip reduction strategies and reduce vehicle miles traveled
- Implement system efficiency improvements including implementing signal timing and intelligent transportation systems
- Shift short trips (5 miles and under) to non-auto and active modes of transportation
- Improve average vehicle fleet fuel economy by supporting continued electrification of vehicles in Sonoma County
- Shift goods movement to more efficient modes and optimize delivery and distribution
- Anticipate and plan for technological changes like automation, artificial intelligence, and other emerging technologies

Chapter 2 Engagement and Outreach

Introduction

Public engagement is a key component of the Sonoma County Comprehensive Transportation Plan. This chapter summarizes the outreach and engagement efforts undertaken to ensure that this CTP update reflects the diverse transportation needs, priorities, and goals of Sonoma County residents. The outreach process was designed to be inclusive, equitable, and responsive, with a focus on reaching historically underrepresented communities and seeking feedback from all areas of Sonoma County in the interest of shaping the county's transportation future.

Outreach Goals and Guiding Principles

The outreach and engagement strategy was guided by the following goals:

- Identify recurring transportation issues through past and current outreach efforts.
- Increase public awareness of the transportation system and how their input shapes the CTP.
- Provide multiple, bilingual channels for community input.
- Empower residents and community organizations to shape recommendations and priorities.

These goals align with the CTP's vision of a more connected, equitable, and sustainable transportation system.

The strategy built on the extensive engagement performed for the 2021 Comprehensive Transportation Plan. While the previous plan featured extensive public feedback, much has changed in Sonoma County following the COVID-19 pandemic including significant changes in the amount of remote work, as well as evolving transportation technology and public attitudes towards transit and other car alternatives.

Engagement Strategy Overview

The engagement strategy was designed as a phased, multi-modal process centered on listening, collaboration, and transparency. From the outset, it sought to build on existing knowledge by leveraging insights from recent and concurrent planning efforts, including Plan Bay Area 2050+ and the SCTCA Active Transportation Plan. This approach ensured that the engagement did not start from scratch, but rather acknowledged the substantial work already completed and integrated those findings into the process. By grounding outreach in existing plans, the strategy promoted continuity, reduced duplication of efforts, and demonstrated respect for the contributions of prior community and stakeholder engagement.

Another critical component of the strategy was minimizing outreach fatigue. Recognizing that many communities and stakeholders are often asked to participate in multiple overlapping planning efforts, the strategy emphasized coordination with similar ongoing engagement campaigns. This helped streamline communication, reduce redundant outreach, and make more efficient use of participants' time and attention. Accessibility was also prioritized throughout, with the development of multilingual materials, the use of both virtual and accessible formats, and partnerships with community organizations to broaden participation among traditionally underserved groups.

Finally, the strategy emphasized flexibility and inclusivity in engagement opportunities. Activities were scheduled at varied times and locations to accommodate the diverse work, school, and childcare schedules of participants. The approach also balanced digital engagement with in-person events to maximize reach

and meet people where they were most comfortable. By offering multiple avenues and formats for input, the strategy sought to create a welcoming, inclusive process that encouraged broad and meaningful participation from across the community.

Target Audiences

Outreach efforts were carefully designed to engage a broad cross-section of Sonoma County residents, encompassing those living in urban, suburban, and rural areas. This inclusive approach sought to reflect the diverse perspectives and needs of the county's population, ensuring that voices from every geographic and cultural corner had an opportunity to be heard and contribute meaningfully.

The strategy also prioritized engagement with Community-Based Organizations (CBOs) that represent a wide range of interests, including environmental, health, housing, and equity concerns. By partnering with organizations already embedded within local communities, the outreach could build on existing trust and networks, helping to amplify participation and reach groups that might otherwise be overlooked. Business owners and employers, including chambers of commerce and business associations across Sonoma County, such as the Santa Rosa Metro, Petaluma, Sonoma Valley, Rohnert Park, Healdsburg, Sebastopol, Cotati, Cloverdale, and multicultural chambers, were encouraged to complete and share the online survey to ensure that economic and workforce perspectives were incorporated into the Comprehensive Transportation Plan.

Special attention was given to reaching underrepresented populations, recognizing that these groups often face barriers to participation. Outreach efforts specifically sought to include Latino communities, seniors and families, Native American tribes, youth and students, people with disabilities, and low-income or disadvantaged communities. Tailoring engagement methods to their unique circumstances helped ensure that the planning process was equitable, accessible, and truly reflective of Sonoma County's full population.

Table 2-1: CTP Engagement Event Highlights

Date	Location	Event
10/22/24	Virtual	CTP Outreach Kick Off Town Hall
11/15/24	Santa Rosa	Santa Rosa Junior College Focus Group
11/24/24	Sebastopol	Farmers Market
1/20/25	Santa Rosa	Latino Service Providers Focus Group
2/12/25	Unincorporated Sonoma County	Los Cien – "Bridging the Resource Divide" event
3/11/25-3/27/25	Cloverdale	La Familia Sana – Direct outreach and survey distribution
3/29/25	Cotati	Climate Ready Cotati Fair
4/26/25	Santa Rosa	Earth Day Celebration
4/27/25	Windsor	Earth Day Celebration
5/3/25	Forestville	West County Fix-It Fair
5/4/25	Petaluma	Petaluma Future Fest and Expo
5/10/25	Santa Rosa	Bike-In Block Party
5/15/25	Santa Rosa	Bike to Work Day Booth
6/7/25	Rohnert Park	"Sonoma Wild" Music Festival
7/29/25	Sonoma – Sonoma Valley	Farmers Market
8/9/25	Healdsburg	Farmers Market

Major Themes – Previous Planning Documents

A wide range of transportation and climate-related documents were reviewed to understand major outreach trends and community priorities across Sonoma County. These included previous Comprehensive Transportation Plans and their engagement summaries, multiple SCTA public opinion polls and surveys, and the Sonoma County Active Transportation Plan along with locally adopted bicycle and pedestrian master plans. Regional planning efforts such as Plan Bay Area 2050+ and outreach conducted for the Regional Transportation Plan provided additional insight into shared challenges and ideas across the Bay Area. Outreach and survey work completed for past and proposed regional transportation measures were also reviewed and incorporated.

Staff also reviewed sector-specific studies that link transportation and climate outcomes, including the Sonoma Clean Power Transportation Needs Assessment and RCPA climate measure related outreach, which highlighted opportunities to reduce greenhouse gas emissions, support multimodal travel, and improve access to cleaner transportation options. Multiple Community-Based Transportation Plans offered grassroots perspectives on travel barriers, safety concerns, and localized infrastructure needs that may not surface in countywide surveys.

Additional input came from the Marin-Sonoma Coordinated Transit Service Plan (MASCOTS) engagement, as well as outreach conducted for major local projects, general plan updates, area-specific plans, and high-profile capital improvements. When reviewed collectively, the documents provide a consistent picture of public priorities around convenience, maintenance, safety, multimodal access, and equitable service delivery across the transportation network.

Themes Identified

Across all sources, several consistent themes emerged. Cost and convenience remain central concerns, with many residents emphasizing that transit is too slow, infrequent, or inconvenient compared to driving. Previous engagement also showed strong support for free or reduced-cost transit for youth, older adults, and low-income riders. Maintenance and safety surfaced as top issues, particularly the condition of local roads and sidewalks, inadequate lighting, concerns about transit safety, and difficulty walking or biking due to limited dedicated facilities. Accessibility and equity themes were prominent as well, including language barriers, insufficient weekend and nighttime transit service, challenges of regional travel without a car, and inadequate roadway space for safe bicycling. These issues closely mirror priorities identified through earlier CTP outreach and polling, which highlighted the public's strong desire for safer roads, reduced congestion, better evacuation access, expanded mobility options for vulnerable populations, and investments that support climate goals.

Outreach Tactics and Tools

Tactics

To reach community members in diverse and accessible ways, a variety of engagement tactics were employed throughout the planning process. These tactics were designed to meet people where they are—whether online, at community events, or through trusted local networks—and to provide multiple avenues for learning about the project and sharing input. From in-person meetings and pop-up events to digital outreach tools like surveys, videos, social media, and email campaigns, each method was selected to maximize participation, raise awareness, and gather meaningful feedback from a broad cross-section of stakeholders.

- Community Meetings and Workshops: Held at kickoff and during draft plan review, both virtually and in-person.
- Pop-ups and Tabling: Conducted at farmers markets, cultural events, and high-traffic areas.
- Survey: An online survey with in-depth opportunities to provide feedback on transportation priorities, challenges and needs (in English and Spanish), with incentives to boost participation. Paper versions were also offered for accessibility.
- Short-Form Videos: Created to explain key transportation issues and promote engagement.
- Social Media Campaigns: Coordinated with partner organizations to amplify reach.
- Email and Newsletters: Used to share updates and invite participation.
- Presentations: Delivered to stakeholder groups and SCTCA advisory committees.

Tools

A range of tools supported these outreach tactics by making participation easy, accessible, and inclusive. Online engagement platforms—such as the SCTCA website, Typeform surveys, webinar tools, and partner websites and social media channels—provided centralized, user-friendly spaces for sharing information and collecting input. Complementing these digital platforms, multilingual collateral including flyers, videos, and web content in both English and Spanish helped ensure that key messages reached and resonated with Sonoma County's diverse communities.

- Online Engagement Platforms: SCTCA website, Typeform surveys, and webinar tools, partner websites and social media.
- Multilingual Collateral: Flyers, videos, and web content in English and Spanish.

Phased Engagement Timeline

Phase 1: Information Gathering (July–August 2024)

- Reviewed past outreach and planning documents.
- Identified major transportation themes to guide engagement.
- Synthesized findings into a foundational memorandum.

Phase 2: Round 1 Engagement (September 2024–March 2025)

- Partnered with CBOs to host presentations and events.
- Conducted interviews and focus groups to inform survey design.
- Launched a bilingual online survey and promoted it through pop-ups and social media.
- Participated in events such as farmers markets, recycle/reuse pop-ups and community celebrations and happenings.

Phase 3: Round 2 Engagement (December 2025–February 2026)

- CTP draft shared with the public.
- Hosted public feedback events focused on reviewing the CTP draft content
- Gathered feedback on draft goals, project lists, and emerging transportation solutions.

Phase 4: Final Plan Rollout (February–May 2026)

- Incorporated feedback from the public, advisory committees, and the SCTA/RCPA Board.
- Released the Final CTP digitally, with limited printed copies.
- Promoted the plan through newsletters, social media, and presentations.
- Provided a Spanish-language version of the plan online.

Community Partnerships

Strong community partnerships were central to the outreach effort, providing vital connections to diverse audiences and ensuring the process was inclusive and culturally responsive. By collaborating with trusted local organizations, the team was able to tap into existing networks, build credibility, and reach residents who might otherwise be overlooked. These partners and others played an essential role in co-hosting events, sharing information, and shaping engagement strategies to reflect the needs and values of the communities they serve. Some of these partners included:

- Los Cien
- La Familia Sana – Cloverdale/Geyserville
- Becoming Independent
- Latino Service Providers
- North Bay Organizing Project
- Sonoma County Bicycle Coalition
- Cool Petaluma
- Climate Ready Cotati
- Reuse Alliance

Recommendations for Future Outreach

The outreach process revealed several important lessons that can guide future engagement efforts. Digital engagement emerged as a vital tool, particularly for connecting with working families and younger residents who may have limited time to attend in-person events. At the same time, pop-up events and tabling proved highly effective for meeting people where they are, creating informal opportunities for participation in familiar community spaces. Offering multilingual and multimedia content also significantly increased accessibility and participation, helping ensure that information reached a broader and more diverse audience.

Building strong community partnerships was another key factor in the success of this effort, as trusted local organizations played a crucial role in reaching underrepresented groups and encouraging their involvement. Future planning processes should continue to prioritize hybrid engagement models that combine digital and in-person strategies, while also investing in long-term community relationships to strengthen trust and collaboration. Building on the momentum and connections established through this outreach process will help ensure even broader and more meaningful participation in future initiatives.

Survey Results

Overview

The SCTCA conducted a public web-based survey to gather input on transportation priorities and behaviors. A total of 668 residents participated, offering valuable insights into how people move around the county and what changes they'd like to see.

Key Findings

Residents across Sonoma County shared their thoughts on how transportation could better serve their communities. Many emphasized the need to prioritize public transit and active transportation over driving. People expressed a strong desire for safer, more connected infrastructure for cyclists and pedestrians, as well as more reliable and accessible transit options. Driving was generally seen as a lower priority, with many hoping for alternatives that reduce traffic and environmental impact.

When it comes to adopting electric vehicles, respondents said they would be more likely to make the switch if there were better incentives, more charging stations, and easier access to information and test-driving opportunities. However, some voiced concerns about the environmental costs of EV production and the potential strain on the power grid. Others showed interest in e-bikes and shared mobility options as part of a broader clean transportation strategy.

Many participants shared personal stories and suggestions that highlighted the challenges they face with current transportation systems. These included long and complicated transit routes, lack of service in rural areas, and safety concerns for non-drivers. There was a clear call for more frequent and affordable transit, better coordination between systems, and infrastructure that supports walking and biking. Overall, the community is eager for a more equitable, sustainable, and user-friendly transportation future.

Community Voices

More than 400 participants provided open-ended comments, offering valuable insight into the community's transportation priorities and concerns. A strong desire emerged for more frequent, affordable, and reliable public transit, particularly in areas that are currently underserved. Many respondents also emphasized the need to improve safety for cyclists and pedestrians, calling for protected bike lanes, better sidewalks, and infrastructure that encourages active transportation. Traffic congestion, especially along Highway 101, was another common frustration that residents felt needed to be addressed.

In addition, several comments highlighted support for completing the SMART pathway and improving connections between different transit systems to create a more seamless travel experience. Programs like the Clipper BayPass received positive feedback for making transit more accessible and affordable. However, not all respondents were optimistic about every emerging solution—some expressed skepticism about the environmental impacts of electric vehicles, particularly regarding battery production and the strain on the electrical grid. These diverse perspectives reflect both enthusiasm for systemic improvements and a cautious approach to new technologies.

Transportation Priorities

When asked to rank transportation improvements, respondents showed strong support for sustainable and active modes of travel:

- Public Transit was the top priority for most (34.3% ranked it #1).
- Biking and Walking also ranked highly, with many placing them in their top three.
- Driving was the lowest priority, with over 70% ranking it 5th or 6th.
- Long-distance travel (out-of-county) was the least prioritized overall.

"Increasing transit frequency and service hours is the most important change needed"

"If we had truly safe, protected bike lanes, I think that would go a long way toward getting our health-conscious Sonoma County residents onto their bikes as a means of transportation. Of course, same goes for creating more pedestrian safety. Additionally, if buses and trains came more frequently, and was free or at least significantly cheaper than the cost of gas to drive to a destination, I think that would go a long way toward getting people to use cars less."

"Shuttle services and lighting/ sort of guardian at the bus/shuttle stops would be really helpful at night especially as it turns dark at around 5:00 in winter."

Encouraging Electric Vehicle (EV) Adoption

Respondents identified several factors that would make them more likely to switch to EVs:

- Incentives to purchase EVs (45.3%)
- More public charging stations (20.8%)
- E-bike/scooter incentives (15.6%)
- Information and test-driving opportunities (9.5%)

"I like the all electric buses. Would like to have more. Smaller capacity would be OK."

"Lower income families can't afford energy efficient vehicles."

"Electrify public transit, especially the SMART train."

Reducing Car Use

To encourage people to drive less, the top motivators were:

- More frequent and extended transit service (68%)
- Free or discounted transit passes (61.2%)
- Better walking and biking infrastructure (57.6%)
- Other helpful ideas included shuttles from transit hubs, trip planning tools, and bike/scooter share programs.

"Please improve programs with more routes and more frequent buses or rail systems! I would love to not drive everywhere!"

"SRJC program with free Clipper Cards for students was really helpful."

"I would love to take the train more often however it is too expensive and is just more convenient to use my car since I save money. I would also love to bike to work but for a person like me that starts at 7 am is too dark outside when I get in for me to bike in the mornings. I think the better way to make people drive less is making other forms of transportation cheaper."

Equity in Transportation

When asked if transportation services are equitably distributed across the county, the average rating was 2.0 out of 5, suggesting many feel that there is room for improvement.

"I'm interested in how more rural communities are being considered regarding access to public transportation, improved road infrastructure, and similar amenities. For instance, extending train hours, adding more stations, or providing a shuttle or convenient ride service to and from stations could significantly increase transit use in these areas"

"Take Sebastopol for instance. Traffic is compressed to one lane on 12 and 116. Cars back up almost a mile at times. How many bikes have I seen since the lanes were put in? Exactly three. Is that equitable? Cars sit at lights while the idle and pollute our air. Is that equitable?"

"More transportation in rural areas with agriculture. There are many vineyards and locations around Sonoma that don't have any access to public transportation which forces people to drive a car."

Demographics

Survey participation reflected a broad cross-section of Sonoma County residents, with strong representation from both older adults and younger respondents. The largest age groups were 65–74 and 18–24, followed closely by participants in the 55–64 and 25–34 ranges, indicating robust engagement across generations. Employment status varied widely, including full- and part-time workers, retirees, and unemployed individuals. Income distribution also spanned a wide range, with the highest concentration among households earning $50,000 or less, followed by mid-range income brackets.

Work and commuting patterns showed that many respondents do not regularly work outside the home. This likely reflects retirees and those not currently employed, while a sizable minority reported telecommuting. Respondents were geographically dispersed across the county, with notable concentrations in Sebastopol, Santa Rosa, Petaluma, and Rohnert Park.

Conclusion

The survey results highlight a strong public interest in sustainable, safe, and equitable transportation options. Residents are eager for improvements that make it easier to walk, bike, and use public transit—especially if those options are affordable and well-connected.

Chapter 3 Sonoma County Today and in the Future

Where Sonoma County residents live and where they and visitors are going has determined how the county-wide transportation system has developed over time. Travelers use highways, roads, public transit, rail, bicycles, pedestrian facilities, airports, and harbors to travel within and to and from Sonoma County. Our current transportation network, travel behavior trends and patterns, and local demographics are described in the following two chapters.

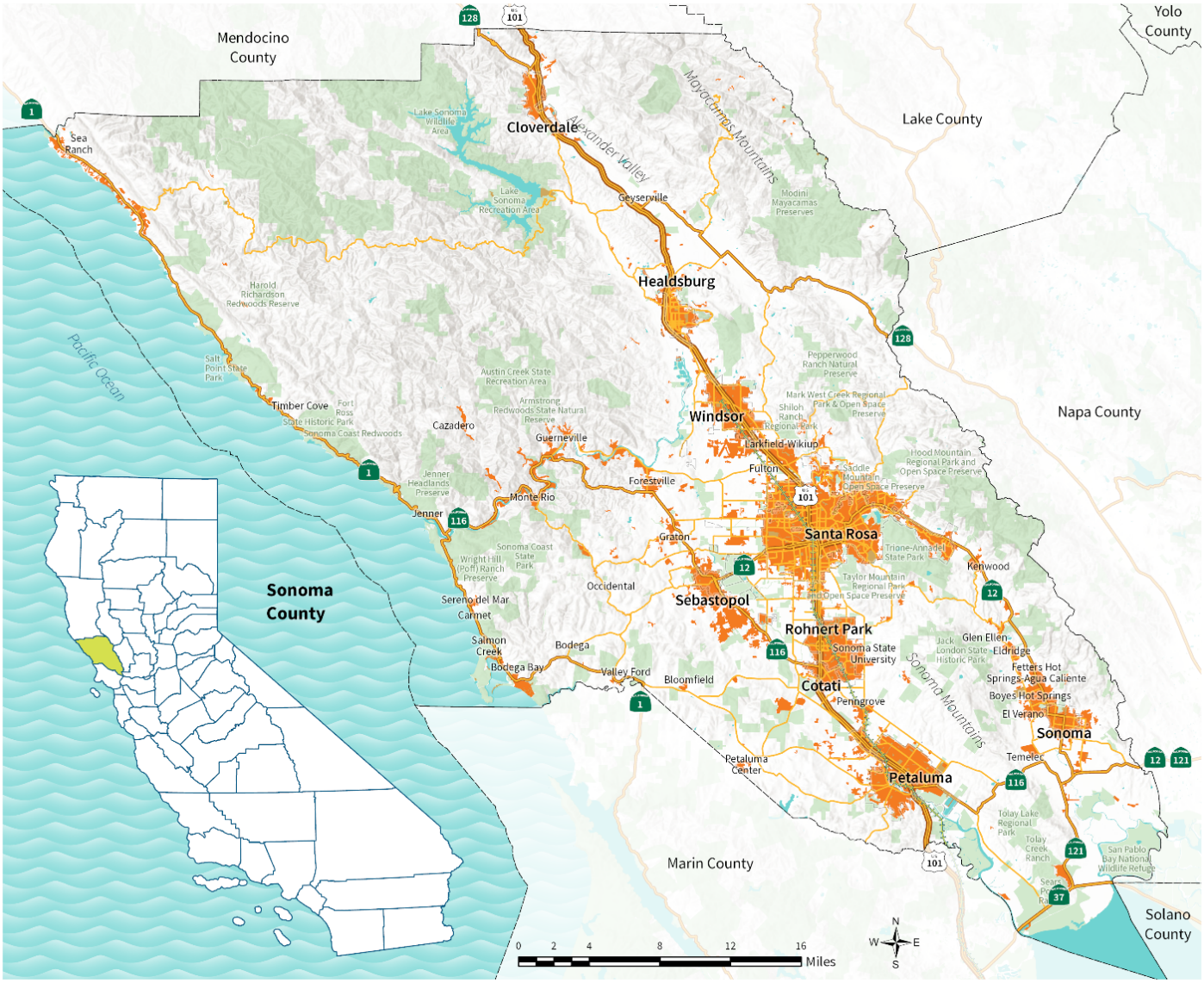
Existing Conditions - Geography, Economics, and Demographics

Sonoma County spans roughly 1,575 square miles or over one million acres of land from the northern shore of San Pablo Bay to the Pacific Ocean and is the largest county geographically in the San Francisco Bay Area. Approximately 16 percent of the land is devoted to residential uses, three percent is dedicated to employment, eight percent for government-related uses, with the remaining 73 percent of the County comprised of agricultural land and open space.

The County features diverse landscapes, including the geothermally active Mayacamas Mountains in the northeast and the Russian River watershed, which meanders through the heart of the County on its westward path to the Pacific Ocean in Jenner. The Laguna de Santa Rosa drains much of the broad Santa Rosa Plain, situated between the Sonoma Mountains and the low coastal hills. Development and transportation resources are concentrated on the Santa Rosa Plain along the U.S. 101 corridor—an area that is home to about half of the County's residents—while Sonoma Valley and Petaluma Valley anchor the south.

There are eight incorporated cities and one town in the County, as shown in Figure 3-1. Seven of these are located along the main north-south Highway 101/SMART corridor with the City of Sebastopol representing a focal point of activity in western Sonoma County along with the Russian River area. The City of Sonoma and the Sonoma Valley represent concentrations of population and activity in southeastern Sonoma County along the Highway 12 corridor. There are also other, smaller unincorporated communities throughout the County, including coastal communities such as Bodega and Jenner, and unincorporated areas adjacent to incorporated cities such as Larkfield/Wikiup and Penngrove.

Figure 3-1: Map of Sonoma County with relation to California



Growth in Sonoma County has been historically focused along the Highway 101 corridor. Rapid growth in the 1970s and 1980s led to development in unincorporated areas outside of urban service areas, which continue to be poorly served by transit or may lack complete transportation infrastructure. To limit sprawl and to protect the rural character of the County, voters in each jurisdiction have approved Urban Growth Boundaries (UGBs) to promote city-centered growth and to preserve community separators. Local General Plans continue to prioritize city-centered and focused growth. Since 2018, roughly 2,200 residential building permits have been granted each year across Sonoma County.[3] Looking back over the past decades of building permit activity in Figure 3-2, single-family housing has been the primary building type constructed. However, more recently, construction trends shifted from 2021 to 2023, showing a greater focus on multi-family housing.

3 U.S. Department of Housing and Urban Development. (2025). State of the Cities Data Systems (SOCDS) - Building Permits. (https://www.huduser.gov/portal/datasets/socds.html).

Figure 3-2: Residential Building Permits in Sonoma County

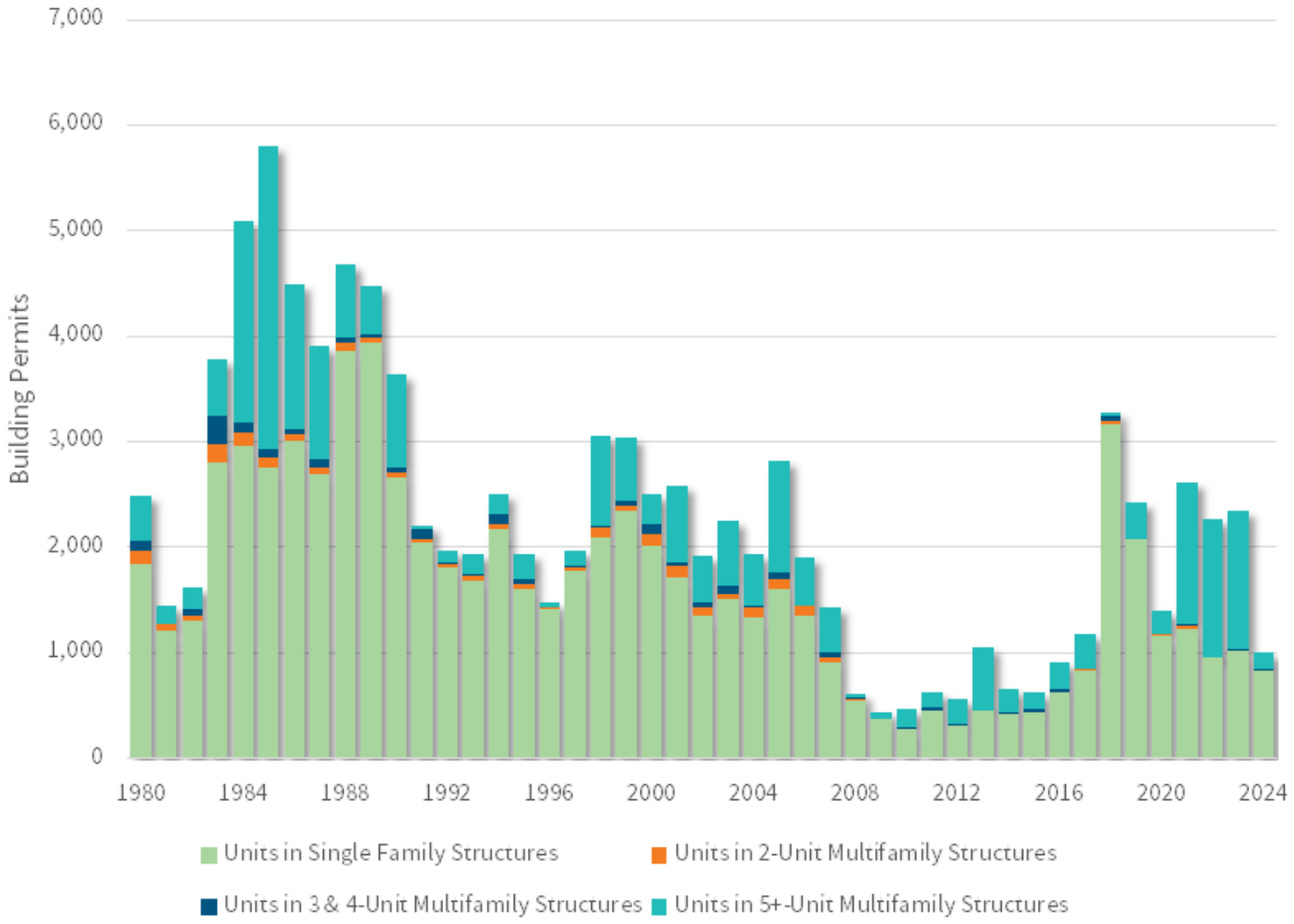
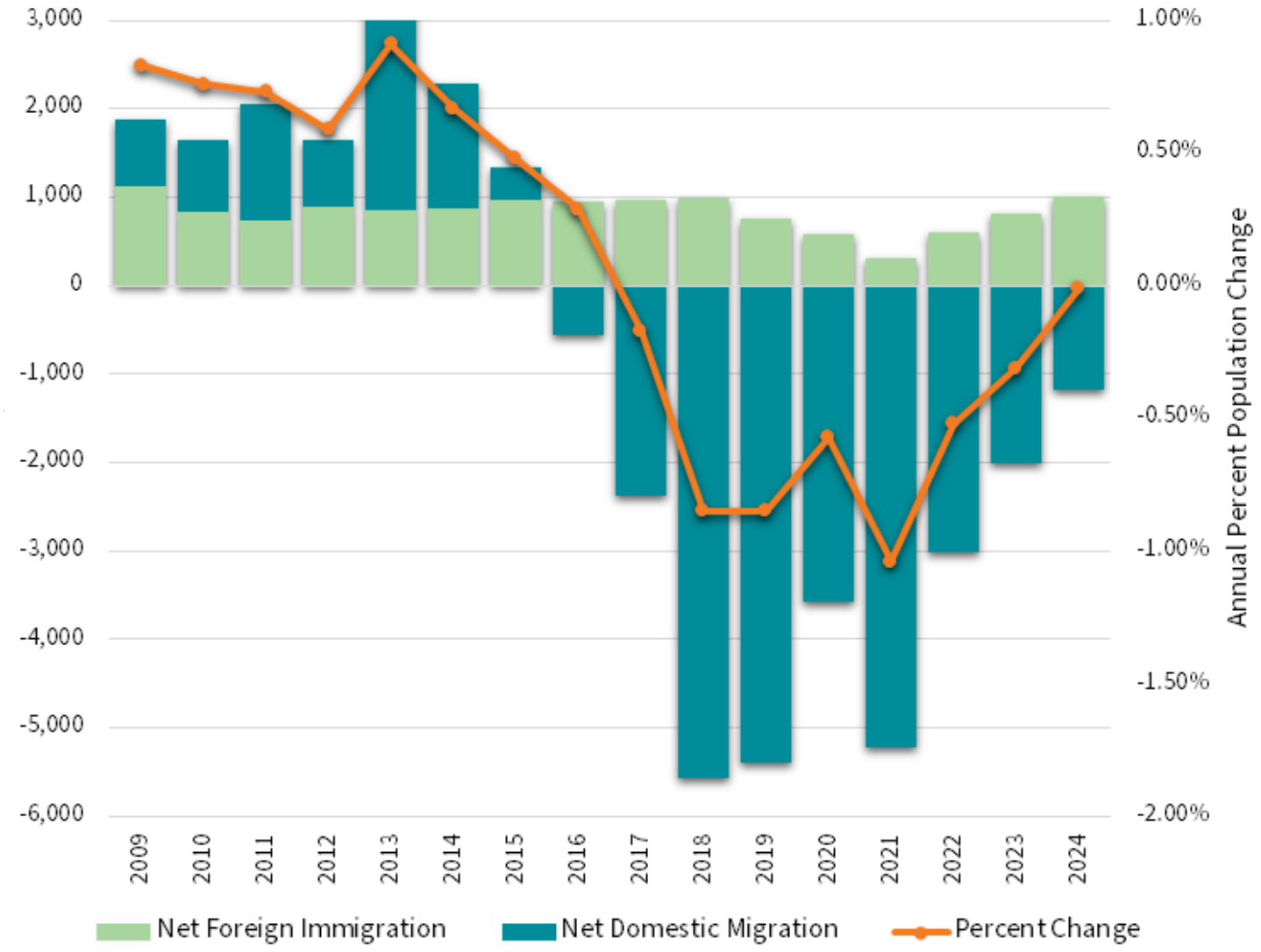


Figure 3-3: Percent Population Change, Net Foreign & Domestic Immigration, Percent Population Change 2009-2024



There are close to half a million people living in Sonoma County. According to the US Census American Community Survey (ACS) for 2023, Sonoma County has a population of 485,642 people with a median age of 42.7 years, and a median household income of $102,840 .[4] California's Department of Finance (DOF) 2025 county estimates place Sonoma's population in the mid-480,000s, consistent with ACS estimates.[5] The 2023 ACS shows 21.0% of Sonoma County's population is 65 years or older, 16.6% are foreign-born residents, and 4.4% are in or near poverty.[6] See Table 3.1 and Figure 3.4 for a comparison of Sonoma County to other areas and Counties.[7]

Table 3-1: Demographic Snapshot - Sonoma County and Other Regions

Jurisdiction	**Population**	**Median Age**	**Median Household Income**
Lake County	68,139	44.2	$58,738
Marin County	258,765	47.3	$142,785
Mendocino County	90,709	43.9	$64,688
Napa County	136,070	42.8	$108,970
Solano County	450,824	39.1	$99,994
Sonoma County	485,642	42.7	$102,840
Bay Area	7,629,426	39.7	$136,061
California	39,242,785	37.6	96,334

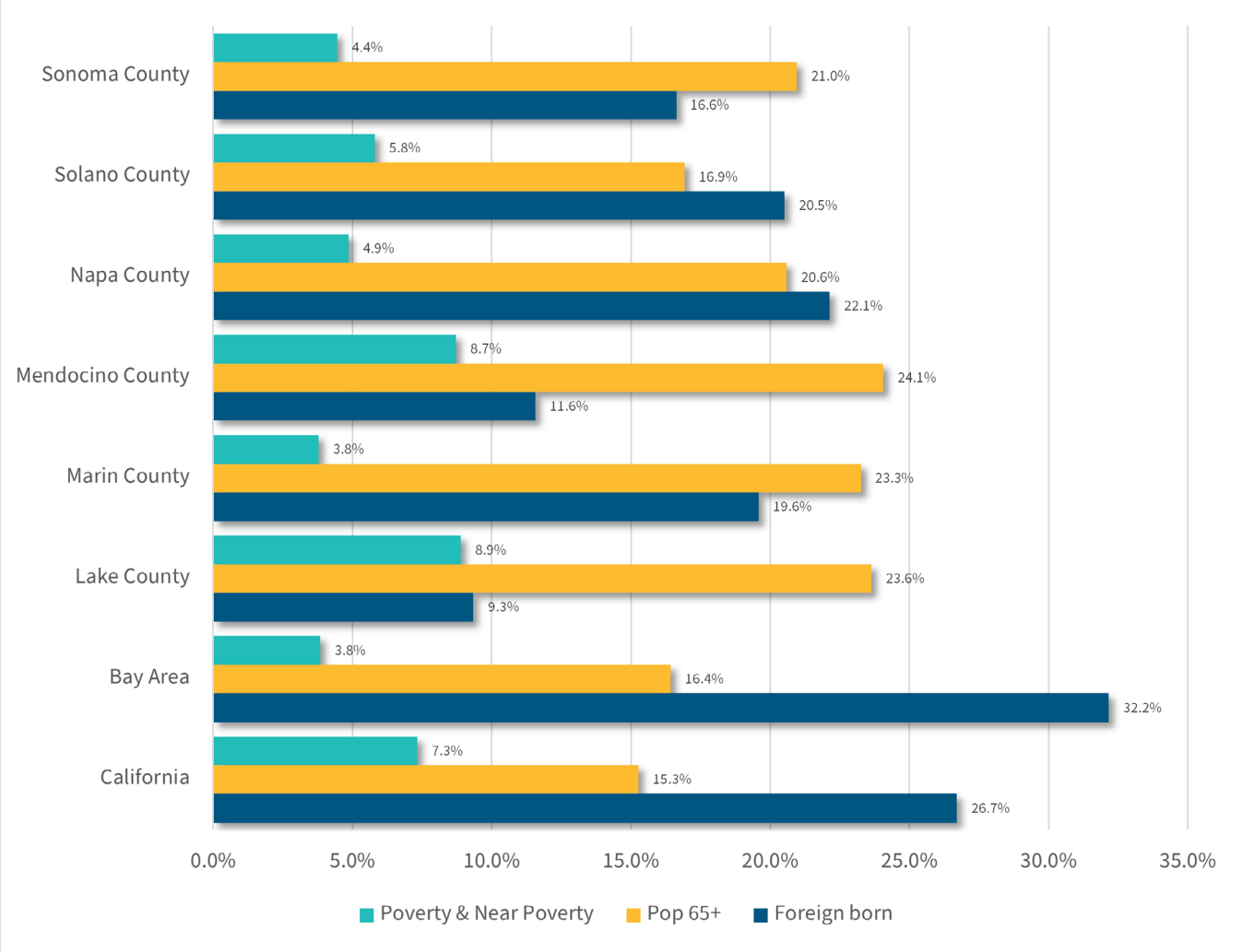
4 U.S. Census Bureau. (2025). American Community Survey 5-Year Data (2017-2023) for Sonoma County in 2023. (https://www.census.gov/data/developers/data-sets/acs-5year.html)

5 California Department of Finance. (2025). Estimates-E1: Population and Housing Estimates for Cities, Counties, and the State — January 1, 2024 and 2025. Sonoma County estimate for 2. (https://dof.ca.gov/forecasting/demographics/estimates/).

6 U.S. Census Bureau. (2025). American Community Survey 5-Year Data (2017-2023) for Sonoma County in 2023. (https://www.census.gov/data/developers/data-sets/acs-5year.html)

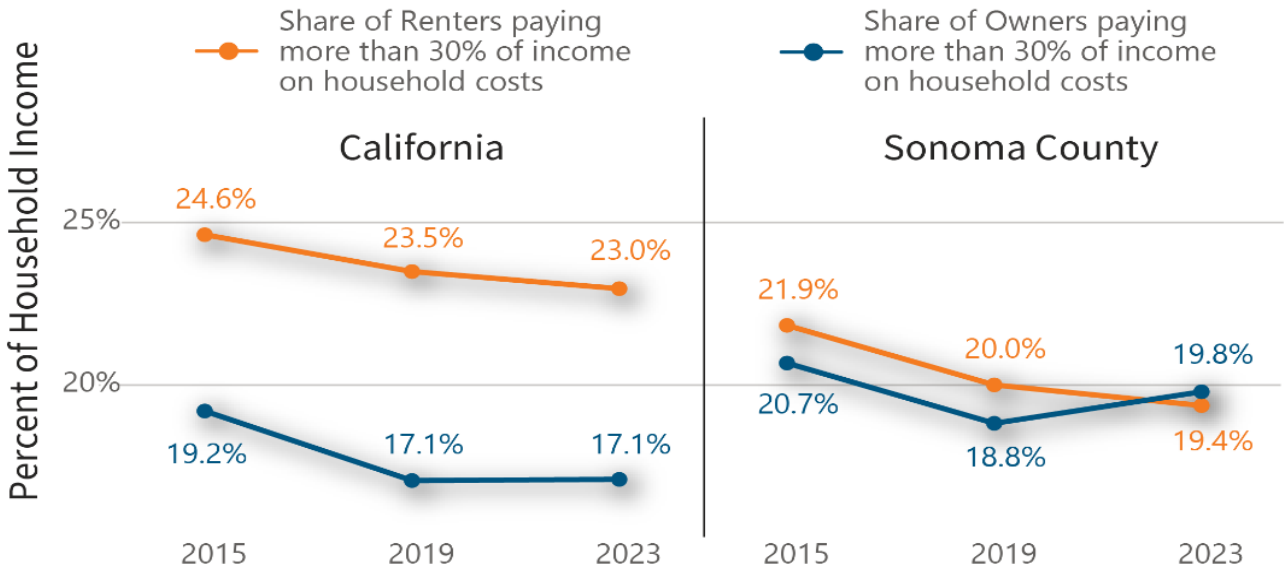
7 U.S. Census Bureau. (2025). American Community Survey 5-Year Data (2017-2023) for selected geographies in 2023. (https://www.census.gov/data/developers/data-sets/acs-5year.html)

Figure 3-4:Poverty, Older Adults, and Foreign-Born Residents - Sonoma County and Other Regions



In 2023, Sonoma County continued to face a housing affordability crisis shaped by long-term underproduction of housing and rising household costs. Since 2015, the share of renters paying more than 30% of their income toward housing has fallen from 21.9% to 18.5%, and for owners from 20.7% to 19.0%, shown in Figure 3-5. Rental costs as a percent of income have declined slightly in Sonoma County, while ownership costs have stayed relatively stable since 2015. Statewide, ownership costs are lower while rental costs are higher than in Sonoma County.

Figure 3-5: Household Costs as Percent of Income



While this modest improvement suggests some relief, median rents have risen by over 20% between 2021 and 2022, consistently outpacing incomes.[8] Approximately nine in ten very low-income renters remain cost-burdened, and workforce residents such as teachers, healthcare workers, and service employees continue to struggle to find affordable homes. Homeownership remains concentrated among older and higher-income households, while younger and lower-income residents are increasingly excluded from ownership opportunities.[9]Looking forward, Sonoma County's housing supply remains well below demand. The county added fewer than 23,000 housing units between 2000 and 2022, just a third of the pace of earlier decades (See Figure 3-2).[10] This shortage has contributed to out-migration of younger residents and families, as shown in Figure 3-3, with the share of households with children having fallen from 31% in 2021 to 27% in 2023.[11]

8 Generation Housing. (April 2023). State of Housing in Sonoma County = Apartment List. (https://generationhousing.org/publications/)

9 Generation Housing. (October 2024). State of Housing in Sonoma County. (https://generationhousing.org/publications/).

10 U.S. Department of Housing and Urban Development. (2025). State of the Cities Data Systems (SOCDS) - Building Permits. (https://www.huduser.gov/portal/datasets/socds.html).

11 U.S. Census Bureau. (2025). American Community Survey 5-Year Data (2017-2023) for Sonoma County – Family households with people under 18 years – API: B11005_003E. (https://www.census.gov/data/developers/data-sets/acs-5year.html)

Multiple years of destructive wildfires in the North Bay coupled with the unprecedented impacts of the COVID-19 pandemic show signs of disrupting growth and have led to a decline in population. County population has gone down in recent years resulting in a population decrease down to levels last seen a decade and a half ago, as shown in Figure 3-6 and Table 3-2. However, the U.S. Census[12] and the DOF report Sonoma County's population grew in 2024 following approximately six consecutive years of population decline, though county population still hovers below its 2010 population.[13] Major factor contributing to population decline were the North Bay Fires from 2017 to 2020, however the first year of declining domestic migration was in 2016, predating the wildfires. One of primary underlying factors of this population decline can be attributed to the decreasing number of births and increasing number of deaths, in which deaths exceeded births from 2021 to 2023, shown in Figure 3-7. [14]

Table 3-2: Sonoma County Jurisdictional Population 1980 - 2025

	U.S. Decennial Census					U.S. Census ACS 5-Year	CA Dept. of Finance
	1980	**1990**	**2000**	**2010**	**2020**	**2023**	**2025**
Cloverdale	3,989	4,924	6,831	8,618	8,996	8,933	8,678
Cotati	3,475	5,714	6,471	7,265	7,584	7,533	7,290
Healdsburg	7,217	9,469	10,722	11,254	11,340	11,274	10,972
Petaluma	33,834	43,184	54,548	57,941	59,776	59,321	59,094
Rohnert Park	22,965	36,326	42,236	40,971	44,390	44,461	44,062
Santa Rosa	83,320	113,313	147,595	167,815	178,127	177,216	178,452
Sebastopol	5,595	7,004	7,774	7,379	7,521	7,466	7,367
Sonoma	6,054	8,121	9,128	10,648	10,739	10,726	10,507
Windsor	n/a	13,371	22,744	26,801	26,344	26,179	25,625
Unincorporated County	133,232	146,796	150,565	145,186	134,046	132,533	130,801
Sonoma County Totals	**299,681**	**388,222**	**458,614**	**483,878**	**488,863**	**485,642**	**482,848**

12 U.S. Census Bureau, Population Division. (2025). Table: Annual Estimates of the Resident Population for Counties in California: April 1, 2020 to July 1, 2024. (https://www.census.gov/data/tables/time-series/demo/popest/2020s-counties-total.html)

13 California Department of Finance. (2025). Table 1: E-4 Population Estimates for Counties and State 2011-2020 with 2010 Benchmark, (https://dof.ca.gov/forecasting/demographics/estimates/).

14 California Department of Finance. (2025). Estimates-E-6. Population Estimates and Components of Change by County — July 1, 2010–2021. (https://dof.ca.gov/forecasting/demographics/estimates/).

Figure 3-6: Sonoma County - Total Population

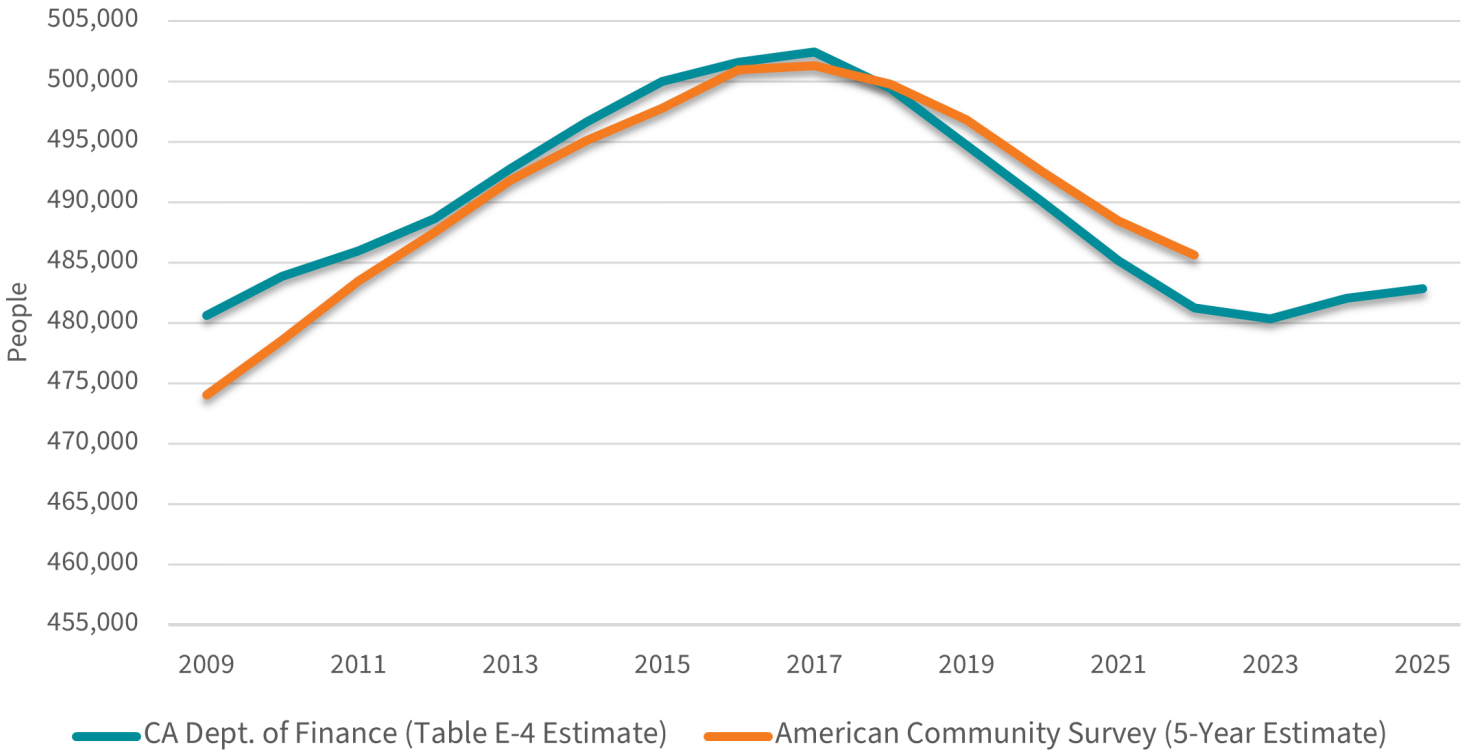
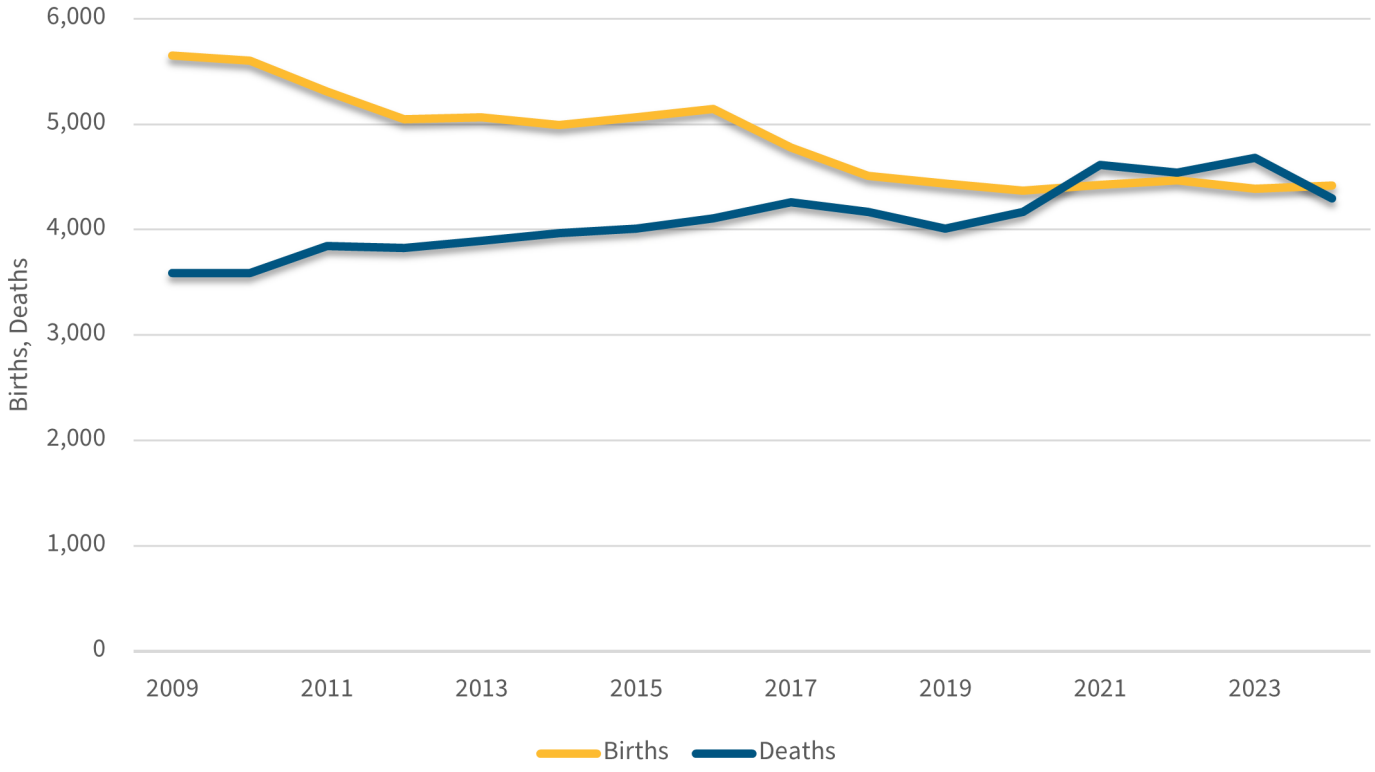


Figure 3-7: Sonoma County - Births and Deaths



Another underlying factor to Sonoma county's declining population is the increasing median age and higher share of older adults. In 2023, Sonoma County's median age is 42.7 which is higher than national, state, and regional median ages of 38.7, 37.6, and 40.7, respectively.[15] In fact, Sonoma County's older adult population (65 years or older) has the highest population share (21.0%) of California counties greater than 300,000 people, based on the 2023 ACS. The DOF projects that the aging trend will continue. Between 2020 and 2050 the percentage of the state's population that is 65 or older is projected to increase from 16% (2020) to 25% (2050).[16] This increase represents a growth of almost 60,000 people in Sonoma County's population over 65 years of age. This growth could have profound effects on the local and regional transportation system due to the particular and specific needs of aging adults such as increased demand for paratransit and on-demand transit service and shifting commute trends and impacts.

15 U.S. Census Bureau. (2025). American Community Survey 5-Year Data (2017-2023) for Sonoma County in 2023. (https://www.census.gov/data/developers/data-sets/acs-5year.html)

16 California Department of Finance. (2025). Table P-1C: Total Population by 5-year Age Group and Sex, 2020-2070. (https://dof.ca.gov/forecasting/demographics/estimates)

Projected Population Growth in Sonoma County

Sonoma County population is predicted to grow by approximately 13 percent according to Plan Bay Area 2050+, from nearly 485,000 residents in 2023 based on the ACS to over 548,000 people in 2050.[17] The population continues to age with the median age rising from 37.5 in 2000, to 39.9 in 2010, and to 42.7 in 2023.[18] The Department of Finance anticipates the median age will increase by two more years between 2023 and 2050 and older adults will increase from 22 percent to 27 percent of countywide population, as shown in Figure 3-8.[19] Aging of the population could have significant impacts on housing needs, local employment trends, travel patterns, and demand for goods and services - especially those oriented toward the care and service of the senior population. [20] Retirees will make up a larger proportion of the population, which will reduce the size of the local workforce, which could trigger a need to import more labor from surrounding counties to fill Sonoma County jobs. Senior travel patterns can also be quite different from the rest of the population. With no need to commute to work or drop children off at school, some travel could shift to off-peak periods, taking some pressure from the busy and congested peak period travel times.

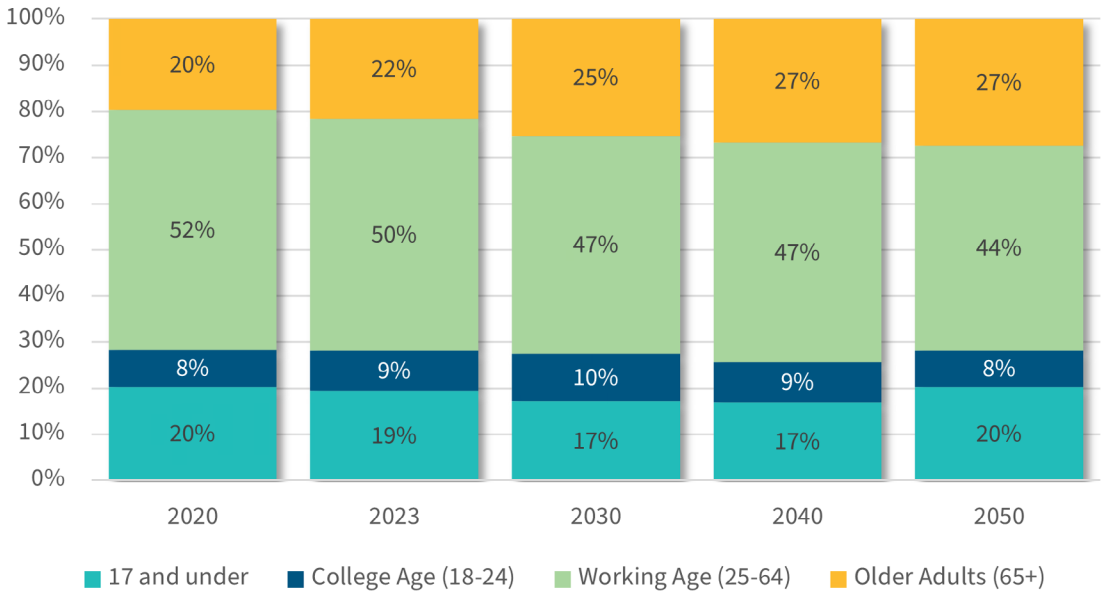
17 Metropolitan Planning Commission. (June 13, 2025). Plan Bay Area 2050+, Final Blueprint Compendium; applying 13 percent housing growth to ACS 5-yr 2023 Sonoma County population. (https://mtc.ca.gov/digital-library/5060593-plan-bay-area-2050-final-blueprint-compendium).

18 US Census American Community Survey (2018, 5-year estimates)

19 California Department of Finance. (2025). Table P-2B County Population by Age, 2020-2070, (https://dof.ca.gov/forecasting/demographics/estimates/).

20 California Department of Finance. (2025). Table: P-2B: Population Projections by Single Year of Age, 2020-2070. (https://dof.ca.gov/forecasting/demographics/projections/).

Figure 3-8: Sonoma County Aging Population 2020 - 2050

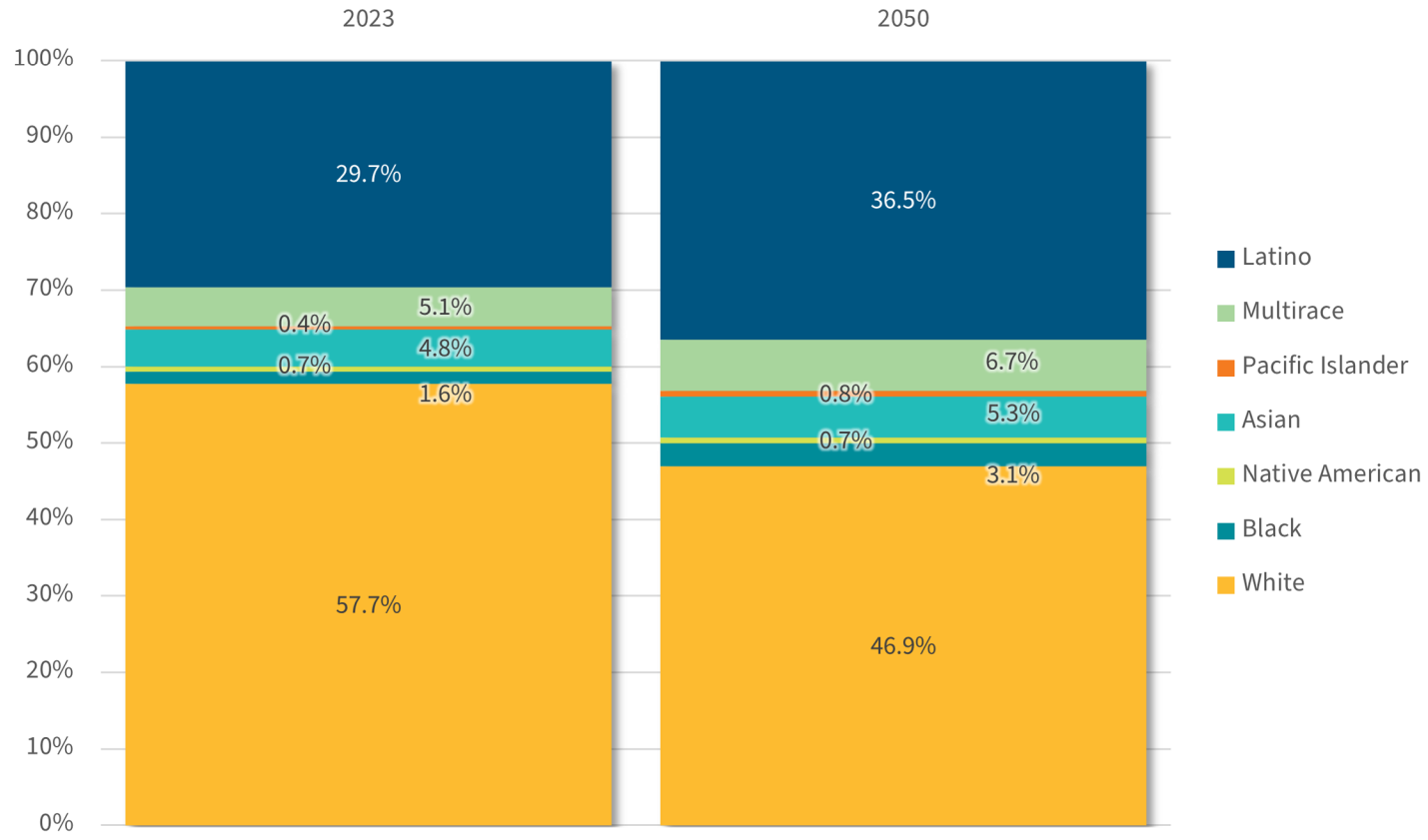


The Sonoma County population is projected to become more racially and ethnically diverse by 2050 as shown in Figure 3-9. Minority population share will increase by 2050 and are predicted to make up 53 percent of the total Sonoma County population.[21] Population growth of these ethnic groups is expected to impact housing preferences and household formations rates. [22]

21 California Department of Finance. (2025). Table: P-2D: Total Population by Race and Ethnicity. 2020-2070. (https://dof.ca.gov/forecasting/demographics/projections/).

22 California Department of Finance. (2025). Table: P-2D: Total Population by Race and Ethnicity. 2020-2070. (https://dof.ca.gov/forecasting/demographics/projections/).

Figure 3-9: Sonoma County Ethnicities 2023 - 2050



Projected Housing Growth in Sonoma County

MTC/ABAG develops housing production forecasts based on household income and demand, historic housing production rates, state housing requirements and mandates, and local planning (general plans and zoning). Housing growth assumptions also account for changes in housing type preferences due to aging populations, changes in the ethnic makeup of populations, and housing markets and demand. Regional forecasts estimate a 13% increase in households and housing through 2050, or an increase of 25,000 households during this period.[23] General plan housing estimates may differ from market and trend-based projections and represent potential housing as allowed by general plans and other local planning documents.[24] The majority of projected housing growth in the County is located in the larger jurisdictions (Santa Rosa, Petaluma, and Rohnert Park) and unincorporated areas. Housing potential in unincorporated areas is located in urban service areas or within areas that are slated for future annexation.

Economy and Cost of Living

The Sonoma County economy is somewhat diverse—rooted in agriculture and tourism but increasingly

23 Metropolitan Transportation Commission. (December 2020). Plan Bay Area 2050+ – Final Blueprint Compendium, December 2020. (https://mtc.ca.gov/digital-library/5060593-plan-bay-area-2050-final-blueprint-compendium).
24 Sonoma County Travel Model

driven by healthcare , manufacturing, construction, and tech-related services.[25] Real (inflation-adjusted) GDP reached about $31.0 billion in 2023 and has been generally rising steadily since 2009, as shown in figure 3-10.[26] In mid-2025, labor market conditions in the Santa Rosa MSA were stable, with unemployment rates hovering in the low-four percent range.[27] Economic sector outlooks for 2025 indicate healthcare as a leading job engine, alongside continued construction and advanced manufacturing activity.[28] At the same time, local vintners are navigating a wine demand slowdown and having active policy debates about industry marketing strategies.[29]

Sonoma County is currently showing strong signs of economic growth, but the Sonoma County Economic Development Collaborative suggests that the trend may be slowing. Major industries included manufacturing, healthcare and social assistance, and tourism, with the wine and craft beverage and tourism industries playing a significant role in the local economy. Prominent manufacturing sectors include the wine industry, medical devices, and electronic equipment. Healthcare and social assistance continue to expand and employed almost 35,000 workers in 2023.

25 Moody's Analytics, & Sonoma County Economic Development Collaborative. (2025). Forging Ahead: An Economic Outlook for Sonoma County. (https://www.sonomaedc.org/Microsites/Economic Development Board/Documents/Reports/2025/2025 Moody%27s Annual Report%2C Final ADA.pdf).

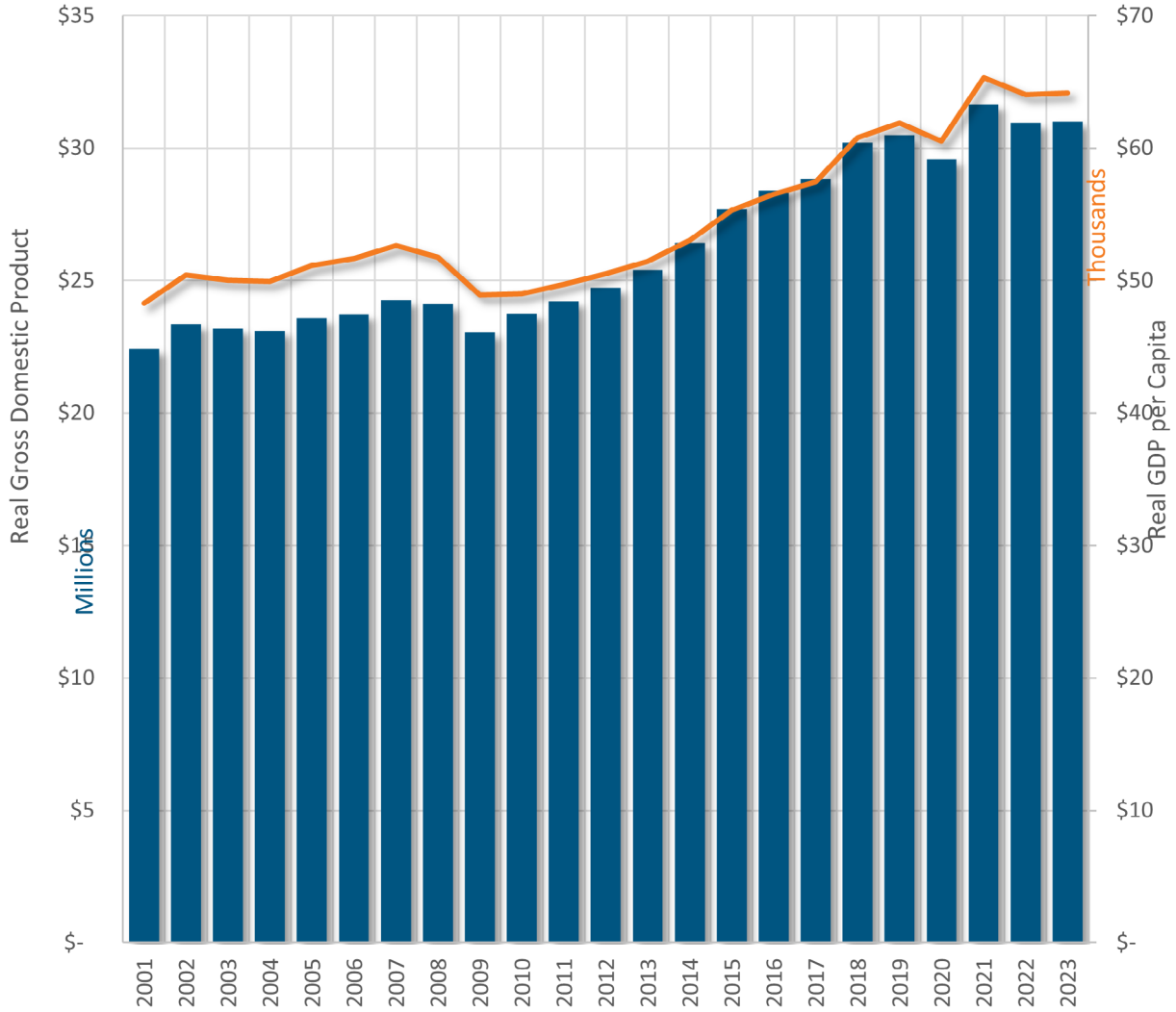
26 U.S. Department of Commerce, Bureau of Economic Analysis. (December 2024). Gross Domestic Product by County and Metropolitan Area, 2023. (https://www.bea.gov/sites/default/files/2024-12/lagdp1224.pdf).

27 U.S. Bureau of Labor Statistics, Unemployment Rate in Santa Rosa, CA (MSA) [SANT206URN]. (July 2025), retrieved from FRED, Federal Reserve Bank of St. Louis; (https://fred.stlouisfed.org/series/SANT206URN)

28 Moody's Analytics, & Sonoma County Economic Development Collaborative. (2025). Forging Ahead: An Economic Outlook for Sonoma County. (https://www.sonomaedc.org/Microsites/Economic Development Board/Documents/Reports/2025/2025 Moody%27s Annual Report%2C Final ADA.pdf).

29 Lander, J., & Mobley, E. (August 6, 2025). A plan to boost Sonoma's struggling wine industry has erupted into controversy. San Francisco Chronicle. (https://www.sfchronicle.com/food/wine/article/sonoma-county-wine-business-20798286.php).

Figure 3-10: Real Gross Domestic Product



Affordability in Sonoma County ranks among the lowest nationally and high cost of living has pushed residents to relocate to less expensive areas in the state and nation. Most government facilities, major health services, and shopping centers are located in the incorporated jurisdictions along the Highway 101 corridor. Development in the unincorporated areas is far more dispersed and is spread throughout a very large geographic area.

In 2023, 9% of Sonoma County residents lived below the poverty line according to the U.S. Census Bureau compared to 12% of all people in California. The median household income in the County is higher than the state with a Sonoma County median household income of $101,000 vs. $96,000 for the state of California as a whole. While poverty is evident in the cities, there are many people living in poverty in the rural and semi-rural unincorporated areas, such as along the Russian River or in the Springs area of the Sonoma Valley.

Fires and Other Natural Disasters

In October 2017, the Tubbs and Nuns fires ignited and were, at the time, the most destructive wildfires on record in the State of California, killing 22 people and destroying over 5,600 structures, many of them homes in urban neighborhoods in Santa Rosa and surrounding built up areas. This housing loss was devastating considering that the County was already struggling to meet housing demand. Wildfires in 2018, 2019, and 2020 destroyed homes and caused detrimental economic impacts and wildfire risk continues to loom as a threat to local communities.

Sonoma County experiences frequent winter flooding, mainly from atmospheric river storms that cause the Russian River to overflow. Major events include the February 2025 flood (river crest at 36 feet), the 2023 series of storms prompting a federal disaster declaration, the 2019 flood that reached 45.4 feet, and earlier floods in 2017 and 2006. Historically, 82% of floods occur between December and February, with 279 recorded since 1950. Guerneville and Monte Rio are among the most vulnerable areas due to their location along the river, and wildfire burn scars often worsen flood impacts.[30]

The worldwide COVID-19 pandemic has had lasting impacts on Sonoma County. Many businesses closed and the pandemic has contributed to changing trends and attitudes towards transportation in Sonoma County. Transit ridership in particular was hit hard during the pandemic as former riders stayed home and remote working became more common. Transit ridership has largely recovered in Sonoma County, but pandemic related impacts linger, and Sonoma County population has been declining since the pandemic.

Projected Employment Growth in Sonoma County

MTC/ABAG forecast future employment growth for the San Francisco Bay Area region. Forecasts consider employment and job growth trends, national population and economic forecasts, housing supply, and characteristics of the work force such as education and training. The most recent forecast projects that 53,000 additional jobs may be added to the Sonoma County economy from 2023 to 2050.[31] Historically, the majority of job growth is projected to occur in the cities, urbanized areas, and business parks in the unincorporated areas. Job growth is expected to be heavily biased towards health, education, recreation, financial, and professional service sectors.

Pending projects in the current development pipeline provide an indication of short-term potential for job growth and economic development. In 2023, there were over 150 employment related projects in the development pipeline, representing at least 6.6 million square feet of potential development across the County. Project types are diverse, ranging from visitor related uses and hotels, commercial projects, and industrial or office projects.

30 County of Sonoma. (2025). Emergencies and Disasters Since 2002. (https://sonomacounty.gov/administrative-support-and-fiscal-services/board-of-supervisors/services-and-information/emergencies-and-disasters-since-2002)

31 Metropolitan Transportation Commission. (2020). Plan Bay Area 2050+ – Final Blueprint Compendium, December 2020. (https://mtc.ca.gov/digital-library/5060593-plan-bay-area-2050-final-blueprint-compendium).

Existing Travel Characteristics

The U.S. Census Bureau and local and regional transportation planning agencies collect survey data and use a variety of analytic tools to determine where people are going, how they get there, and how they travel. This information is used to assess and prioritize future transportation improvements to enhance the transportation system.

In 2020, SCTA released the Sonoma County Travel Behavior Study (TBS), a comprehensive analysis and presentation of travel in Sonoma County.[32] The study utilized traffic counts and mobile device data to quantify vehicle trips associated with residents, employees, and visitors, where trips start and end, the purpose and length of those trips, the times of travel, and the demographics of the travelers. The study summarizes seasonal and post-wildfire event travel conditions in addition to analyzing weekday and weekend travel. This study was conducted using 2017 data primarily and represents pre-pandemic conditions. SCTA compiled a TBS Addendum in 2024 which updated the analysis conducted for the travel behavior study using data for 2019 and 2022 and considered how the COVID-19 Pandemic and other factors have impacted county travel patterns since 2017.

Findings from the TBS and TBS Addendum are based on data samples from mobile devices. Application based mobile device data typically represents persons traveling as the algorithms analyze movements of individual devices, potentially capturing more than one device per vehicle and capturing travel made using all modes of travel including driving, walking, biking, riding transit, or other travel modes.

Travel is often summarized by trip which represents an individual's travel from one location to another. Trips are normally categorized by trip purpose, or reason the trip was taken. Trips are first calculated as person-trips (i.e. two people driving together to work would be one vehicle trip but counted as two person-trips) and are then converted to vehicle trips using vehicle occupancy rates. Vehicle occupancies are important, because they demonstrate how many vehicles are needed to move a given number of people from location to location. Segmenting trips by trip purpose and vehicle/person trip helps SCTCA and local agencies focus on transportation improvements that could provide the largest benefits to Sonoma County travelers.

32 Sonoma County Transportation and Climate Authorities. (2020).Sonoma County Travel Behavior Study. (https://scta.ca.gov/planning/sonoma-county-travel-behavior-study/)

Table 3-3: Sonoma County Trip Purposes

Trip Purpose	• Average Travel Time	• Average Trip Length	Average Vehicle Occupancy
	Minutes	Miles	Persons/Vehicle
Home - Work (20.4%)	21.7	13.5	1.2
Home - School (6.5%)	10.8	5.7	2.7*
Home - Other (37.5%)	13.1	7.0	1.7
Non-Home Based (34.6%)	11.0	5.8	1.5

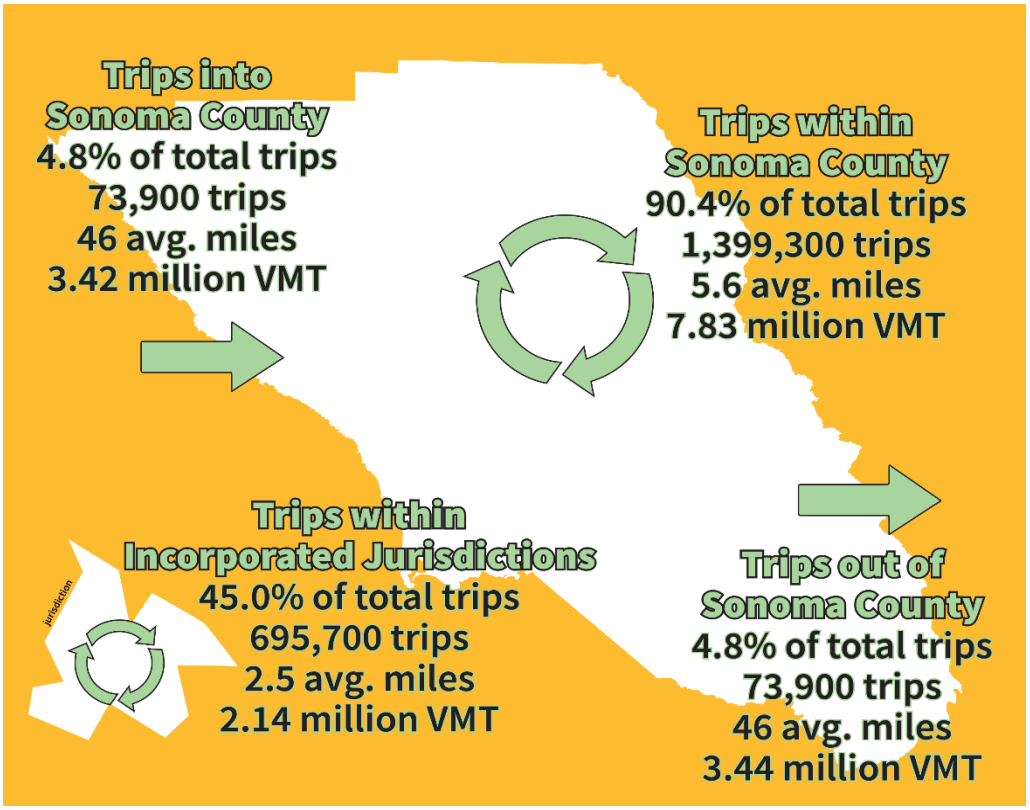
*Includes auto and school bus passengers.

Estimates for 2023 extracted from the Sonoma County Travel Model

Where Are People Going?

Sonoma County travel is largely self-contained, with around 90% percent of trips starting and ending in the County, as shown in Figure 3-11. Roughly 10% of daily trips enter, exit, or pass through the County entirely. The majority of pass-through trips occur in the Highway 37 corridor in the southeastern corner of the County with trips travelling to and from Marin, Napa, and Solano counties making up most of this travel. External travel largely stays in the region, with 32% of intercountry trips going to or coming from Marin County in 2022. Other significant out of county travel flows include travel to and from Napa, San Francisco, Solano, and Mendocino counties (See Figure 3-13). Recent estimates indicate that approximately half of all travel in the County starts and ends in close proximity to trip origins and that this travel is relatively local.

Figure 3-11: Average Weekday Travel Flows - Sonoma County 2022



Source: Sonoma County Travel Behavior Study

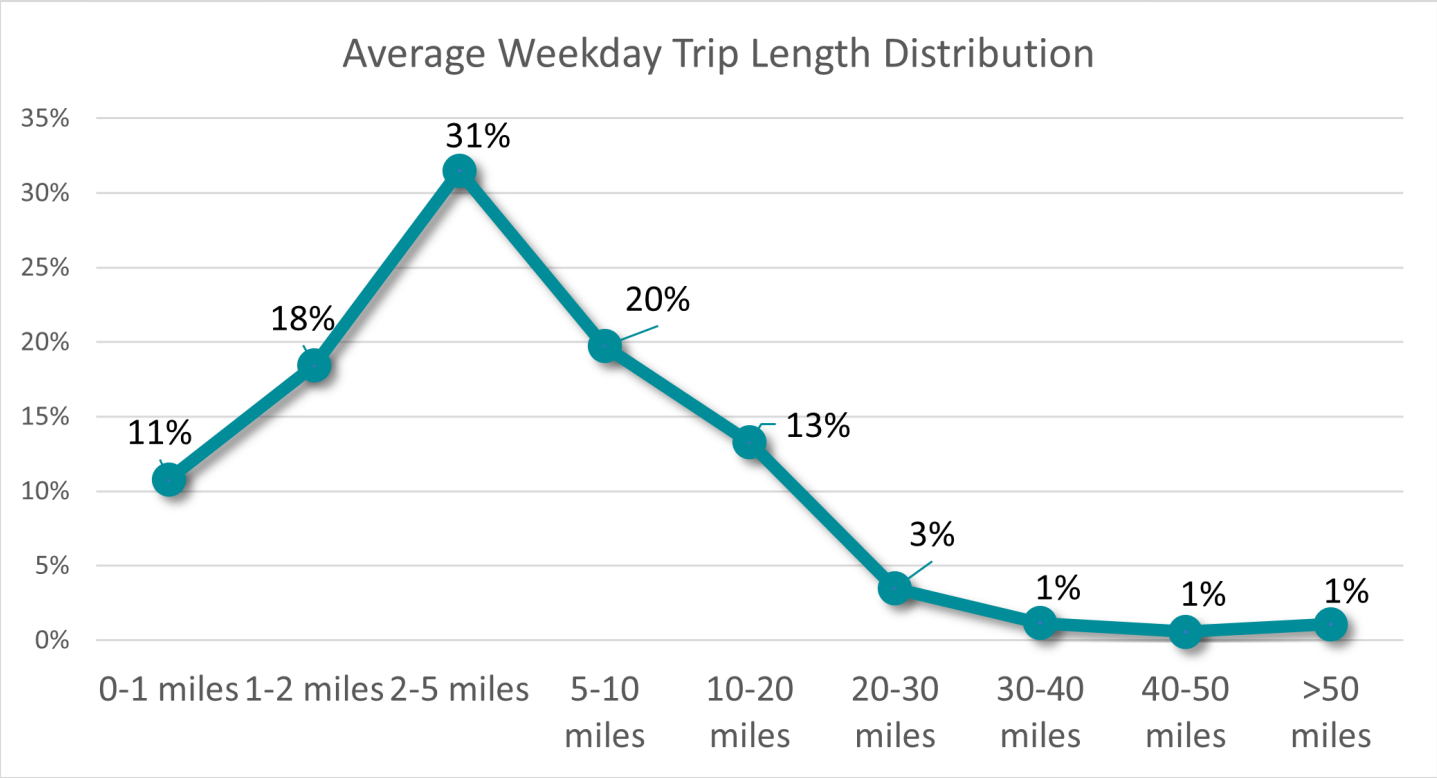
Roughly 44% of total Sonoma County vehicle trips start and end within the City of Santa Rosa on an average weekday with other incorporated areas such as Petaluma, Rohnert Park, and Windsor generating or attracting significant portions of total daily travel. Major commercial and employment concentrations such as the Santa Rosa Marketplace commercial district, Downtown Petaluma, commercial areas off Rohnert Park Expressway in the City of Rohnert Park, and Santa Rosa Junior College are focal points for travel in the County and attract or generate significant numbers of trips each day.[33]

Most trips in the County are local and are relatively short with around 60% of trips being 5 miles or under (see Figure 3-12). Within incorporated jurisdictions, roughly 45% of average weekday Sonoma County vehicle trips are approximately 2.5 miles in length (see Figure 3-11). When averaged across all trip types and lengths, the average weekday trip length in Sonoma County is 9.5 miles long.

Trip lengths also vary based on trip purpose and travel mode (See Table 3-3). Work trips are longer (13.5 miles) on average with school and shopping and other trips generally shorter (5-7 miles on average). Visitor based trips are generally long with trip lengths varying between 20-30 miles on average. Auto based trips are generally the longest (8 miles per trip), with transit (5.5 miles per trip), bike trips (6 miles per trip), and walk trips (1-2 miles) generally being shorter. [34]

33 Sonoma County Travel Behavior Study
34 Sonoma County Travel Model

Figure 3-12: Average Weekday Trip Length Distribution - Sonoma County



Workforce Commute

Sonoma County's 190,000 households contain a workforce of over 246 thousand employed residents.[35] There are approximately 211,700[36] jobs available to these residents. Major employers in the County are generally located within the cities. There is a significant internal commute between the employees located in the County's cities to employers scattered throughout the County engaged in agriculture, tourism, retail, and other employment activities. A majority (84 percent) of Sonoma County workers stay in the County for work, and 92 percent of jobs in the County are filled by county residents. Only around 15 percent of Sonoma County workers commute to jobs outside the County with an inter-county trip rate decline of 7.6% observed from 2017 to 2022 and a steady decrease in out-of-County commuting since 1980. Commute flows into and out of Sonoma County are mostly focused on the North Bay Counties of Marin, Napa, and Solano County, with some commuters coming from Mendocino and Lake Counties and shrinking numbers of commuters to and from San Francisco and the East Bay.

Roughly 15 percent of all Sonoma County weekday trips were for commute purposes in 2023[37]. Although modest in number, commute trips have a disproportionate impact on the transportation system's performance for several reasons. Commute trips are usually longer than other trips. They tend to be concentrated in a few hours of the day (7-9 AM and 4-6 PM); and vehicle occupancies are generally much lower for trips to work.

35 U.S. Census Bureau: 2019-2023 American Community Survey 5-Year Estimates.(2025).
36 California Employment Development Department, Current Employment Statistics (2025).
37 Sonoma County Travel Model.

There were approximately 290,000 vehicle trips in Sonoma County in the AM and PM Peak periods, accounting for roughly 17 percent of total daily vehicle trips in 2023 with observed declines in peak period travel observed since the COVID-19 pandemic.

Figure 3-13: Inter-County Trips, Average Weekday - Sonoma County 2022



Trips to School

Though the number of homes with school aged children continues to decline and school enrollments are shrinking, the morning traffic caused by the school commute is significant. Historically, children walked or biked to school or rode a school bus. This is no longer true, with a large proportion of students being driven to and from school. Though there are movements to make walking and biking to school more attractive to children and parents, including the Safe Routes to School program overseen by SCTCA and run by the Sonoma County Bicycle Coalition, autos continue to dominate school travel in Sonoma County.

Table 3-4: 2023 Sonoma County School Trips - Mode of Travel

Travel Mode	Percentage
Drive Alone	15.2
Shared Ride	70.1
Transit	0.7
Walk/Bike	14.0

Source: Sonoma County Travel Model

Non-Commute Trips

Other travel, including trips to medical appointments, shopping, and recreation and tourism trips make up the largest proportion of total daily trips (around 70 percent) but are less consistent than trips that are part of daily routines and are more difficult to analyze. Data available for these types of trips suggests that unless they are visitor or tourism trips, they are shorter than work trips and travelers are more likely to travel with other people in their vehicles.

Visitor Travel

Analysis conducted as part of the Sonoma County Travel Behavior Study indicated that on an average weekday 18 percent of person trips were from home locations outside of Sonoma County. This proportion increases to 24 percent on an average weekend. Roughly 92,000 or 6% of weekday trips are estimated as being social recreation trips, or tourism-based trips.

Analysis of mobile device data indicated that roughly 90 percent of visitor trips were made from destinations within 100 miles of Sonoma County. This indicates that though many visitors come to the County from diverse and distant locations (see Figure 3-14 Home Location of Visitors) most visitor travel is coming from the San Francisco Bay Area region or is part of a larger visitor tour that starts or ends in other parts of the region.

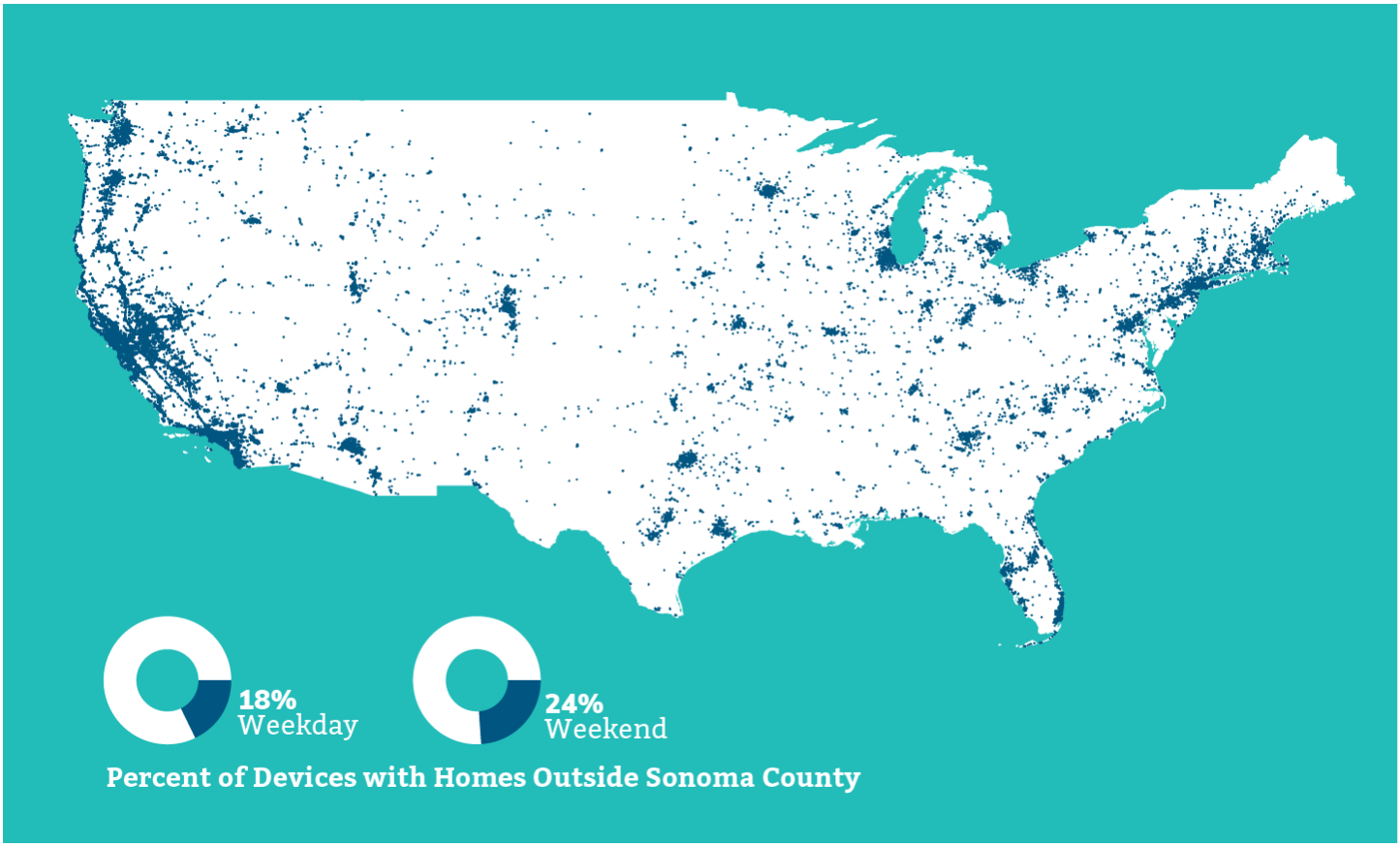
As shown in Table 3-5, roughly 40 percent of Sonoma County visitors are from the San Francisco-Oakland-Fremont area on an average weekend day with 65% of weekend visitors traveling into the County from the region or neighboring counties. The top ten metropolitan areas with estimated visitor travel to the County are all located in California, with the majority in Northern California. Visitor travel on average weekdays is mostly consistent with observed and estimated weekend travel with a slight shift towards travelers from closer locations.

Table 3-5: Metro Areas with Visitors to Sonoma County

Average Weekend Day		Average Weekday	
San Francisco-Oakland-Fremont, CA	40%	San Francisco-Oakland-Fremont, CA	31%
Sacramento, CA	8%	Vallejo-Fairfield, CA	11%
Napa, CA	7%	Napa, CA	11%
Vallejo-Fairfield, CA	7%	Sacramento, CA	8%
Ukiah, CA	5%	Ukiah, CA	6%
San Jose-Sunnyvale-Santa Clara, CA	4%	Clearlake, CA	4%
Los Angeles-Long Beach-Santa Ana, CA	3%	Los Angeles-Long Beach-Santa Ana, CA	2%
Clearlake, CA	2%	San Jose-Sunnyvale-Santa Clara, CA	2%
Modesto, CA	1%	Modesto, CA	2%
Eureka-Arcata-Fortuna, CA	1%	Stockton, CA	2%

Source: Sonoma County Travel Behavior Study

Figure 3-14: Home Locations of Visitors to Sonoma County, Spring 2017



How Are People Getting Around?

Travel in Sonoma County, like the rest of the Bay Area and United States, is heavily oriented towards private passenger vehicles. Many commute trips are concentrated during peak, or rush hour, travel periods and are major contributors to traffic congestion but increases in working from home rates have eased some peak period traffic congestion and shifted some travel to other times of the day. In 2023 about 70% of workers drove alone to get to work which is a significant drop from pre-pandemic commute rates of close to 80%. Working from home rates have increased accordingly with over 15% of workers reporting that they work from home in 2023 vs. 7% in 2018, as shown in Table 3-6. Roughly 10 percent carpooled; 1 percent used public transit; 3.5 percent bicycled or walked; and 1 percent reported getting to work using other means. These mode shares had been fairly stable since 1980, and the recent shift from driving alone to working from home more frequently has been a significant change. The average travel time to work for those that commute to a work site or office was 25 minutes in 2023 (U.S. Census Sonoma County Profile).

Table 3-6: Travel to Work Mode Share in Sonoma County

Travel to work	1980	1990	2000	2010	2018	2023
Drive Alone	69.4	74.6	74.7	74.4	77.1	69.5
Carpool	16.3	13	12.6	11.3	9.7	10.3
Transit	3.2	2.3	2.4	2	2.1	0.8
Bike/Walk/Other	7.7	5.2	4.9	4.9	4.1	4.4
Worked at home	3.4	4.9	5.4	7.1	7.2	15.1

Source: U.S. Census Bureau

Non-work travel in Sonoma County, like work travel, is auto oriented, but travelers are more likely to travel together, or share rides for school, recreation, shopping, and other trips. Over one-third of trips in the County are made with two or more people (42% of all daily trips), roughly 8% of all trips are walk or bike trips, 44% are drive alone automobile trips, and under 1% are made using transit. A higher proportion of school trips are shared ride or walk/bike trips (70% shared ride, 14% walk/bike)[38].

Table 3-7: Total Travel Mode Share in Sonoma County

Total travel	2023
Drive Alone	44.23
Shared Ride	47.05
Transit	0.46
Walk/Bike	8.25

Source: Sonoma County Travel Model

38 Sonoma County Travel Model

Motor vehicle ownership in Sonoma County

In 2024 there were 366,981 licensed drivers and 533,395 registered vehicles in the County according to DMV records (see Table 3-8). Motor vehicle ownership in the County tends to be somewhat higher than the Bay Area average. There are also fewer households without access to a private vehicle in Sonoma County compared to the State of California (4.6 percent vs. 8.3 percent); and more households with two or more vehicles (66 percent vs. 59 percent).[39] The higher auto ownership rates reflect the County's dependency on personal vehicles for transportation as a result of dispersed land uses, an extensive road network, and the rural nature of much of the County.

Table 3-8: Fee-paid Registered Vehicles in Sonoma County

Year	Registered Vehicles	Population	Vehicles per person
1950	51,582	103,405	0.5
1980	240,204	299,681	0.8
2007	428,000	484,470	0.9
2014	456,249	500,292	0.9
2020	537,434	496,947	1.1
2024	533,395	485,375	1.1

Source: Department of Motor Vehicles, U.S. Census

39 U.S. Census Bureau: 2023 American Community Survey 5-Year Estimates. (2025).

Chapter 4 Our Transportation System

The County's transportation system is made up of roads, bridges, bicycle lanes, multi-use pathways, and sidewalks. It includes public transit such as buses, trains, and, increasingly, a variety of programs and new technologies to make travel easier and more efficient.

Planning a transportation system that will meet the needs of Sonoma County residents in 2050 requires a careful look at the current system. This chapter is organized into four sections: Roads & Highways, Bicycle & Pedestrian facilities, Public Transit, and Mode Shift Strategies.

Roads and Highways

The current transportation system in Sonoma County is a network of roads and highways on which people travel in cars, trucks, buses, on bikes, or on foot. It provides access to jobs, educational centers, shopping, medical services, and facilitates the delivery of goods. City streets, country roads, highways and freeways account for a significant investment made by each city, the County, and the State. These jurisdictions are also responsible for maintenance, which is an ever growing and on-going cost.

There are over 2,700 miles of public roadways countywide, which is far greater than other counties in the Bay Area region including those with a much higher population. Close to half of the roadway mileage is in the unincorporated portions of the County (1,379 miles). As of 2024, the California State Department of Transportation (Caltrans) manages 235 miles of roadways in Sonoma County. The daily vehicle miles of travel (DVMT) are 3,044,500 miles on rural roads and 7,859,170 miles on urbanized roads for a total of 10,903,670 DVMT attributed to the public road system.[40]

On an average weekday, (Tuesday through Thursday) in spring 2022, approximately 1,547,000 vehicle trips occurred in Sonoma County. The total number of daily trips countywide in 2022 was 4.7% lower than in 2017. Approximately 1,399,000 daily trips stayed within Sonoma County in 2022, which is 4.4% lower than in 2017. Approximately 147,800 daily trips were moving into and out of Sonoma County in 2022, which represents a decline of 7.6% since 2017.[41] Roughly 50% of all trips in Sonoma County were short local trips, and were made within cities, towns, and unincorporated sub-regions. As such, there is opportunity for shifting travel in the areas where most short-distance local travel occurs because it could be replaced with transit or active transportation alternatives.[42] A majority of travel in the county originates in incorporated areas in areas with higher populations and activity. Major travel destinations focus on major employment, activity, and service centers.

40 Newsom, Gavin, and Dara Wheeler. (November 2025) Statistical Information Derived from the Highway Performance Monitoring System. (https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/hpms/hpm32024-prd-final-a11y.pdf).

41 Sonoma County Transportation Authority. (September 2025). Sonoma County Travel Behavior Study Addendum for 2017-2022. (https://scta.ca.gov/wp-content/uploads/2024/08/SC-Travel-Behavior-Addendum-8.6.24-RC.pdf)

42 Sonoma County Travel Behavior Study.

Table 4-1: Sonoma County Centerline Mileage of Public Roads, 2024[43]

Jurisdiction	Miles	Percent	Average Daily Vehicle Miles Traveled	Percent
County of Sonoma	1379	50.7%	2185	20.0%
Cloverdale	35	1.3%	45	0.4%
Cotati	23	0.8%	35	0.3%
Healdsburg	51	1.9%	87	0.8%
Petaluma	187	6.9%	406	3.7%
Rohnert Park	93	3.4%	264	2.4%
Santa Rosa	558	20.5%	1493	13.7%
Sebastopol	24	0.9%	44	0.4%
Sonoma	36	1.3%	64	0.6%
Windsor	87	3.2%	163	1.5%
State Highways	235	8.6%	6117	56.1%
State Park Service	3	0.1%	0.25	0.0%
Federal	9	0.3%	1.5	0.0%
Total Maintained Mileage	**2720**	**100.00%**	**10904**	**100.00%**

Changes Since the Last CTP - Moving Forward 2050 (2021)

Highway 101

Highway 101 is the primary north-south connector between seven of Sonoma County's nine cities, Marin County to the south, and Mendocino County to the north. The SCTCA worked for over two decades to convert the partially rural freeway into a six-lane freeway with High-Occupancy Vehicle (HOV) lanes. The final gap in Sonoma County carpool lanes between Marin County's border and downtown Windsor was filled in 2022 creating an uninterrupted 30-mile stretch of HOV lanes on Highway 101 in Sonoma County. The final stretch of HOV lanes in Marin County was completed in 2025. With these final sections completed there is now an uninterrupted stretch of 52-miles of HOV lanes on Highway 101 from the Richardson Bay Bridge in Marin City to Old Redwood Highway in Windsor. Interchange and frontage road improvements and construction of Class I and II bikeways have also been part of the travel improvements made in the Highway 101 corridor.

43 Statistical Information Derived from the Highway Performance Monitoring System.

Highway 37

State Route (SR) 37 lies along a 21-mile corridor linking US 101 in Novato to Interstate 80 in Vallejo along the northern shore of San Pablo Bay. Portions of the corridor between SR 121 and Mare Island experience significant delays due to the highway's narrowing from four to two lanes. This results in delays of up to 80 minutes during peak commute times.

In 2015, the transportation agencies of Marin, Napa, Solano, and Sonoma counties signed a Memorandum of Understanding (MOU) to collaborate on funding, financing, and implementing projects that will reconstruct SR 37 to withstand sea level rise and storm surges while improving mobility and safety along the route. This collaboration led to the formation of a Policy Committee of 12 elected officials, which has guided multiple studies and strategic plans. Topics addressed include transit feasibility (bus, rail, and water), public access, transportation demand management, highway redesign to address both congestion and climate threats, funding sources, tolling legislation, environmental documents, and short- and long-term restoration projects in the San Pablo Baylands.

Addressing these delays is challenging due to SR37's location. In 2020, Caltrans began a Planning & Environmental Linkages (PEL) study to determine options for a long-term Resilient Highway 37 corridor. The PEL study recommended that the long-term SR 37 project be constructed as a four-lane causeway with a continuous Class I bicycle path between US 101 and I-80 at an elevation resilient to sea level rise projected through the year 2130. In August 2023 with $155 million in federal Promoting Resilient Operations for Transformative, Efficient, and Cost-savings Transportation Program (PROTECT) funding The California Transportation Commission (CTC) programmed the funds to elevate a key section of SR 37 over Novato Creek in Marin County, guarding against future flooding and enhancing habitat connectivity in the San Pablo Baylands. The $270 million Novato Creek Bridge Replacement project will raise the roadway to withstand projected 2130 sea levels—and is expected to be completed by 2029. In 2025, the California Transportation Commission (CTC) programmed $73 million through the Senate Bill 1 Trade Corridor Enhancement Program (TCEP) for Phase 2 of the near-term Sears Point to Mare Island Improvement Project. SCTCA solicited proposals to select a consultant to prepare environmental documents for long-term improvements to the SR 37/121 interchange to ensure that it is resilient to sea level rise through the year 2130. The project will modify the existing intersection of SR 37/121 to a grade separated interchange, provide a railroad grade separation over the SMART Brazos Branch, and construct sections of Class I bikeways to connect with existing and planned facilities in the project area.

Highway 12

State Route 12 connects Sebastopol, Santa Rosa, the Sonoma Valley, and Napa County. It also provides a connection to the Interstate 80 corridor. Most of this corridor is two lanes, apart from a portion through Santa Rosa that has four lanes and was constructed to freeway standards. The two-lane sections in Sebastopol and in the Sonoma Valley become severely congested during peak travel times throughout the year but are particularly impacted when tourism is at its height during summer months.
SCTCA in partnership with the City of Santa Rosa, conducted a feasibility study to examine near-term, mid-term, and long-term improvements in the Highway 12/Fulton Road and Highway 12/Merced Avenue study areas. Transportation improvement options were examined to enhance safety and provide active transportation alternatives for travelers in the corridor.[44]

44 Sonoma County Transportation Authority. (September 17, 2025). SR 12/Fulton Road Interchange Feasibility Study. (https://scta.ca.gov/measure-m/sr-12-fulton-road-interchange-feasibility-study/).).

Highway 121/116

The Highway 121/116 Roundabout project, led by SCTCA in partnership with Caltrans replaced the former four-way stop at the intersection of State Routes 116 and 121 at Bonneau Road near Schellville with a modern roundabout. The project also included pedestrian facilities, relocated an existing park and ride lot and widened SR 116, SR 121, and Bonneau Road as part of the roundabout construction. Improvements were made to improve traffic flow, reduce collisions, and enhance pedestrian and bicycle access.

Issues and Opportunities

SCTCA and partner agencies will use the CTP's goals and objectives as a guideline for project implementation. These goals provide both a vision for the County's transportation system and a lens for evaluating options for prioritizing projects and programs. By focusing on the CTP vision and goals SCTCA can deliver a connected, reliable transportation network that serves all communities.

Place-based transportation projects offer a pathway to this vision. By tailoring initiatives to specific community needs, SCTCA can create healthier, more accessible spaces that prioritize zero emissions and safety. The data and insights gathered through the CTP will guide these efforts over the coming decades, while regular five-year updates allow the plan to adapt to emerging trends and changing conditions. The last five years have shown why this flexibility matters. Remote work has transformed commuting patterns dramatically following the COVID-19 pandemic. This shift has contributed to a six percent drop in solo driving commuters, fundamentally changing how Sonoma County residents use the transportation network. This iterative approach acknowledges that while the future cannot be predicted, it can be prepared for through regular check-ins and responsive planning.

Condition of Roads

As highlighted earlier in this chapter, Sonoma County has more road and highway milage than any other county in the region and maintaining the infrastructure we already have is a challenge. Extreme weather, fires, flooding, and landslides all continue to cause wear on and damage to our transportation system and infrastructure. Pavements deteriorate 40 percent in quality in the first 75 percent of their life; however, this deterioration subsequently accelerates rapidly, resulting in another 40 percent drop in quality in the next 12 percent of life. A dollar spent on fixing pavement when it is still in 'fair' condition can save five dollars in maintenance costs compared to spending maintenance funds when the pavement has already deteriorated to 'very poor' condition.

Maintaining and fixing our roads represents a significant unmet need in the current and past CTP and in annual road condition reports. Unlike other more nuanced goals, maintaining the infrastructure can be achieved through more funding, but costs are estimated at around $2 billion over the next 25 years to maintain our streets, roads, and highways.

Pavement Condition Index (PCI) trends vary across Sonoma County with some cities making steady improvements to roadways while others continue to face challenges with maintenance. According to the Metropolitan Transportation Commission, Windsor has the best pavement quality in the county with a PCI of 73, indicating good pavement health, followed by Cotati and Healdsburg at 69. In contrast, Petaluma and Sebastopol have some of the lowest scores at 48 and 50, respectively, placing pavement condition in these jurisdictions in the "poor" or "at risk" categories. The City of Santa Rosa holds a PCI of 61, while the unincorporated areas of Sonoma County average 53, reflecting the difficulty of maintaining a large rural road network. Overall, the county's PCI scores remain below the Bay Area regional average of 67, highlighting the need for continued investment in pavement preservation and rehabilitation across jurisdictions.

Figure 4-1: Pavement Condition Index Per City & Unincorporated County

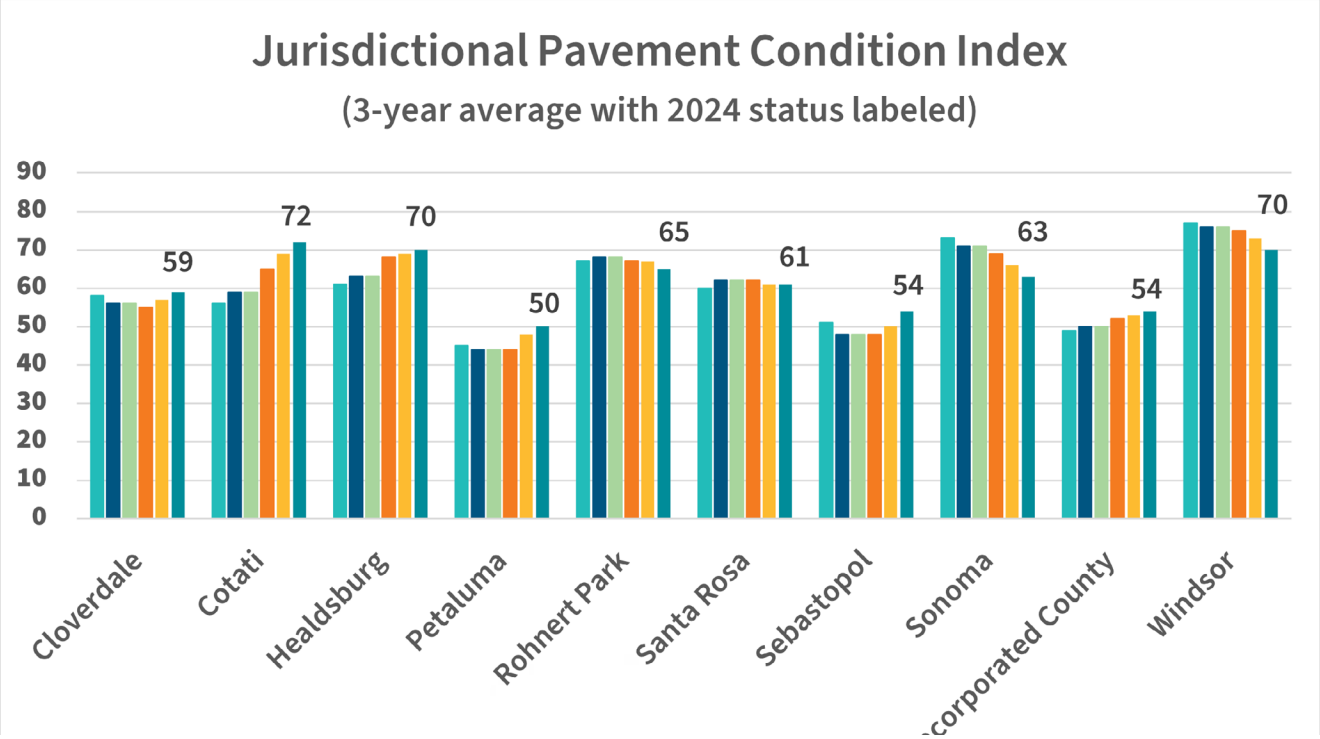
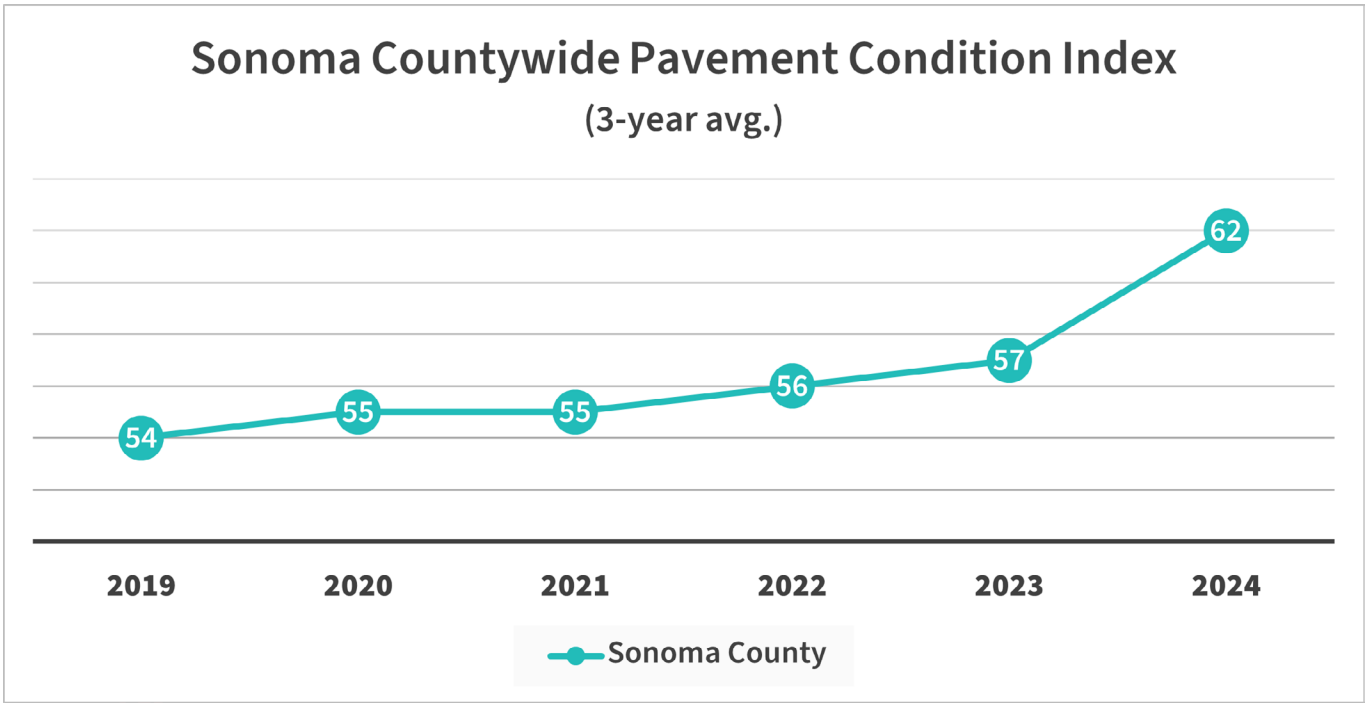


Figure 4-2: Pavement Condition Index – Sonoma County Overall (3-year avg.)



The vision for the future of highways and roadways in Sonoma County incorporates safe and well-maintained roadways, efficient use of infrastructure, and complete streets with safe access for multiple modes. This includes projects that improve pavement conditions, enhance intelligent transportation systems, construct safety and efficiency improvements at freeway interchanges and roadway intersections, and engineer multimodal corridor improvements such as transit pullouts, protected bike lanes and sidewalks.

Congestion

Congestion is consistently an area of concern for transportation and mobility in Sonoma County. Peak hour congestion on highways in Sonoma County is largely focused on U.S. Highway 101 with most congested periods occurring from 5-10am and 3-7pm, Monday through Friday. Congestion hotspots include the Santa Rosa corridor and at Rohnert Park and Cotati interchanges which experience frequent slowdowns due to merging and local access. Localized congestion is often most intense around schools and during peak commute periods. Sonoma County jurisdictions are working to reduce congestion by improving non-auto travel options, by focusing growth in areas with existing connections between housing and travel destinations, and by implementing targeted roadway, active, and transit improvements.

Bridges

The last CTP identified the need to upgrade the SMART Russian River Rail Bridge. Since then, significant progress has been made on the SMART bridge project. SMART completed construction of its extension to Windsor in 2025 and secured $269 million in federal, state, regional and local transportation grant funds to extend the rail and pathway from Windsor to Healdsburg's northern city limit, covering nearly 9 miles. This extension includes reconstruction of the Russian River Bridge. The Healdsburg Extension will be delivered through a phased progressive design-build contracting process, with Phase One awarded at $21.7 million and construction estimated to commence in 2026.[45]

45 Sonoma-Marin Area Rail Transit. December 1, 2025). Media Release: SMART Board Awards Construc-

Another significant bridge project that have been included in the CTP are the Caulfield Lane Bridge project in Petaluma that would construct an extension Caulfield Lane through the City's 500 Hopper Street property connecting the Riverfront street network to a new 500 foot moveable bridge over the Petaluma River to connect with Petaluma Boulevard South. Other bridge projects include the State Farm Drive Overcrossing of Hwy 101 between State Farm Drive and Business Park Drive in Rohnert Park, a bicycle/pedestrian overcrossing of Hwy 101 at Copeland Creek in Rohnert Park, a Santa Rosa Highway 101 overcrossing connecting the Santa Rosa Junior College campus with west Santa Rosa, bridge construction and replacements to support improvements in the Highway 37 and SMART Rail corridors, and numerous local bridge widenings and replacements. The California Transportation Commission recently approved Active Transportation Funding for the Santa Rosa Hwy 101 Bicycle/Pedestrian overcrossing which will allow the City to move forward with the project with a construction contract award expected in spring 2026. [46]

Trends and Innovation

Electric Vehicles

Sonoma County is accelerating its transition to electric vehicles (EVs) as part of a broader strategy to reduce transportation related greenhouse gas emissions, which account for over half of the county's total. With a goal of reaching 100,000 registered EVs by 2030, local agencies are expanding charging infrastructure, including solar-powered and strategically located public chargers. Local governments and agencies are working to make EVs more affordable and accessible while promoting multimodal transportation. Despite challenges such as range anxiety, limited charger availability, and equity concerns, the county is tackling these through education, policy support, and targeted investments. These efforts reflect Sonoma County's commitment to building a cleaner, more resilient, and inclusive transportation system aligned with its climate goals.

Vehicle-to-Everything (V2X) Communications

Vehicle-to-Everything (V2X) communication is technology that enables vehicles to interact with their surroundings—including other vehicles, infrastructure, pedestrians, and networks in real time. This technology could enhance road safety, traffic efficiency, and support the development of autonomous vehicles by allowing cars to share data such as speed, location, and road conditions. V2X technology includes several components like Vehicle-to-Vehicle (V2V), Vehicle-to-Infrastructure (V2I), and Vehicle-to-Pedestrian (V2P), all of which rely on communication technologies. These connections could help reduce collisions, optimize traffic flow, and enable smarter energy use through Vehicle-to-Grid (V2G) systems. As cities and transportation systems become more connected, V2X is emerging as a foundational element of smart mobility and connected transportation systems.

Road User Charges

Road User Charges (RUC), such as mileage-based user fees or vehicle miles traveled (VMT) fees, are an emerging alternative to traditional fuel taxes that are positioned to create a more sustainable and equita-

tion Contract to Build the Healdsburg Rail Extension. (https://www.sonomamarintrain.org/node/625) (

46 City of Santa Rosa. (August 26, 2025). Highway 101 Bicycle & Pedestrian Overcrossing. (https://www.srcity.org/750/Highway-101-Bicycle-Pedestrian-Overcross)

ble system for funding transportation infrastructure. As fuel-efficient and electric vehicles reduce gas tax revenues, RUC programs would charge drivers based on the number of miles they travel, ensuring all road users contribute fairly to road maintenance. States like Oregon and Utah have implemented operational RUC systems, while others—including California, Washington, and Pennsylvania—have piloted programs. These systems typically use odometer readings, GPS devices, or connected vehicle data to track mileage, with fees adjusted for vehicle type or weight. RUCs are gaining momentum as solutions to declining fuel tax revenues, offering a more adaptable and transparent funding model for modern transportation networks.

Shared Mobility

Shared mobility refers to transportation services that are shared among users, offering flexible, on-demand access to vehicles and transit options without the need for personal ownership. This includes ride-sharing (like Uber and Lyft), car-sharing (such as Zipcar), bike-sharing, scooter-sharing, and micro-transit services. Bike-share systems are currently in operation and along the SMART corridor (Redwood Bikeshare) in Sonoma County. Micro-transit services are available in Petaluma (LumaGo) and near select SMART rail station areas (SMART Connect). SCTCA previously conducted a 2-year car-sharing pilot with Zipcar from 2017-2019. These systems are designed to reduce traffic congestion, lower emissions, and improve transportation equity by making mobility more accessible and affordable. While shared mobility supports multimodal travel and complements public transit, it also faces challenges like regulatory hurdles, infrastructure demands, and the need for inclusive access. As cities continue to invest in sustainable and tech-enabled transportation, shared mobility plays a central role in shaping the future of urban travel.

Intelligent Transportation Systems (ITS)

Intelligent Transportation Systems (ITS) use information and communications technologies in the transportation system to improve operations. Historically, ITS has been implemented by deploying traffic signals that are dynamically activated by traffic, transit, and emergency vehicles. Arterial management has been implemented in selected traffic corridors by coordinating traffic signals based on traffic conditions to optimize travel flow. Signal timing technology is used to detect vehicles in left turn lanes to trigger a left turn signal so that the signal doesn't activate when no vehicles are traveling in that direction. Real-time signs displaying travel time estimates to popular destinations along highways is another form of ITS that is operational in Sonoma County.

Recent ITS trends include advanced adaptive traffic signals that use AI algorithms and real-time data from cameras and sensors to dynamically adjust signal timing. Adaptive signals reduce stop-and-go traffic, improve travel times, and cut down emissions by minimizing idle times.[47] Emerging ITS technologies include automated driving systems and data exchanges focusing on improving safety and efficiency. Sensors and transmitters can be deployed to manage smart roads, cars, streetlights, and parking systems. These systems can enable communication between vehicles and the transportation system to improve operations and safety.

47 Carnegie Mellon University | CMU . (September 17, 2025). Smart Traffic Signals. -. (https://www.cmu.edu/homepage/computing/2012/fall/smart-traffic-signals.shtml)

Autonomous Vehicles

Automated vehicles have the potential to change transportation through improvements in vehicle sensors, mapping and onboard processing. While these advances may gradually reduce the need for drivers, the adoption of autonomous vehicles is expected to be gradual due to the complexity and cost of these systems. Autonomous vehicles are now operating in limited markets through companies such as Waymo, which currently operates in cities such as San Francisco, Los Angeles, and others. Waymo received approval from the DMV to operate in the North Bay in 2025, which will likely bring Waymo to Sonoma County in the near future.[48] [49]

The convenience of autonomous vehicles is expected to initially benefit more affluent users, while achieving widespread, affordable mobility through autonomous vehicles will depend on more technological advancements, policy support, and reductions in production costs. Autonomous vehicles have the potential to increase VMT significantly due to shifts by making vehicle travel easier, changing mode choices, and adding trips on our roadways potentially with no passengers onboard the vehicle. These are trends observed in current ride hailing services that may transfer across to AV travel and are highlighted in recent studies on autonomous mobility. Because of these potential impacts, the UC Davis Institute of Transportation Studies suggests that policies including occupancy requirements, performance standards, and fee-based approaches could be required to ensure that the shift to autonomous vehicles also supports our future transportation goals.[50]

Plan Bay Area 2050 predicted that the region could see AVs grow to 20% of the regional passenger vehicle fleet by 2050. Plan Bay Area 2050+ maintains this prediction, suggesting continued improvements in AV technology, greater comfort among the general population and more AV availability beyond initial testing areas.[51] As autonomous vehicle adoption increases, transportation infrastructure may require significant changes, such as reduced parking and revised speed limits. Automation could lead to improved safety due to a reduction in distracted driving. Cities and road operators will need to adapt to shifting travel patterns and engage in an ongoing dialogue between transportation policymakers and vehicle producers and operators to maximize benefits and to mitigate the negative impacts of Autonomous Vehicles.

48 Waymo. (September 17, 2025). Waymo - Self-Driving Cars - Autonomous Vehicles - Ride-Hail. (https://waymo.com/index/)

49 California DMV. (December 1, 2025). Waymo Approved Areas of Operation for Driverless Testing and Deployment(https://www.dmv.ca.gov/portal/vehicle-industry-services/autonomous-vehicles/autonomous-vehicle-testing-permit-holders/waymo-approved-areas-of-operation-for-driverless-testing-and-deployment/)

50 Kerlin, Katherine E. (2024). Half of Uber, Lyft Trips Replace More Sustainable Options.(https://www.ucdavis.edu/news/half-uber-lyft-trips-replace-more-sustainable-options)

51 Metropolitan Transportation Commission. (December 2, 2025). Plan Bay Area 2050+Draft Plan October 2025.(https://planbayarea.org/sites/default/files/documents/Draft_Plan_Bay_Area_2050_Plus_Full_Document_0.pdf?cb=05b00fa0))

Goods Movement

Goods Movement refers to the transportation of products from the location of their manufacture or harvest to their final retail destination. The transportation or movement of goods remains a vital component of the regional economy and transportation system. Recent data indicates that goods movement industries continue to contribute significantly to regional employment and economic activity, particularly with advancements in logistics and supply chain technologies. As of July 2025, the freight industry, encompassing the broader "Transportation, Warehousing, and Utilities" sector, employs approximately 4,400 people in Sonoma County. This employment figure has remained stable throughout the first half of 2025.[52]

Highway 101, Highway 37, and the SMART rail line are the main arteries for freight distribution in Sonoma County. SMART currently provides freight service to the North Bay operating in the historic rail corridor that has been used by the Southern Pacific and Northwestern Pacific Railroads in the past. SMART began providing freight service in March 2022 and currently provides service to businesses in Petaluma. Freight rail service may be extended in the future to the north as passenger rail extensions are constructed to Healdsburg and Cloverdale. The freight rail line provides connections to national rail network to the east via the Brazos Branch Line (owned by SMART), connecting to the California Northern Railroad in American Canyon, and to the Union Pacific Railroad Martinez Subdivision in Suisun City.[53] Highway 101 would benefit from a shift of freight from truck to rail. Shifting truck trips to rail would provide congestion relief, ease pavement wear, and reduce emissions.

The majority of freight and goods movement flowing east-west through the North Bay uses the State Route 37 corridor which runs for 21 miles along the northern shore of San Pablo Bay. The SR 37 corridor links US 101 in Novato, Marin County with Interstate 80 (I-80) in Vallejo, Solano County. Near-term plans to reduce congestion in the corridor and longer-term plans to increase resiliency and to mitigate impacts from flooding could ensure that this corridor remains viable for goods movement in the face of sea level rise.

Trends and Innovation

Goods movement and freight will continue to be important in Sonoma County with ecommerce demand on the rise and with growing demand on our transportation network to move goods into and out of the county. Currently, freight and delivery vehicles contribute relatively high amount of congestion and pollution from a small number of vehicles. Improving vehicle technology could help reduce freight and shipping related emissions. While the Environmental Protection Agency waiver for California emissions rules, including the California Air Resource Board's adopted Advanced Clean Trucks (ACT) Regulation, was revoked in June 2025, the state continues to work toward a transition away from fossil fuels for all vehicles including heavy duty trucks. Additional charging infrastructure and grid upgrades will be needed to support these vehicles as they are added to vehicle fleets.

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52 California Employment Development Department – Labor Market Information Division. (December 12, 2025). SANTA ROSA-PETALUMA METROPOLITAN STATISTICAL AREA (MSA). (https://labormarketinfo.edd.ca.gov/file/lfmonth/satr$pds.pdf).

53 Sonoma-Marin Area Rail Transit. (October 23, 2025). SMART Freight – Sonoma-Marin Area Rail Transit. (https://www.sonomamarintrain.org/smart-freight)

The transition to cleaner vehicles will take many years, but improvements in freight logistics could improve congestion and reduce GHG emissions in the near term. Improvements such as route optimization, off-peak deliveries, and lighter-weight electric vehicles for last-mile connections could reduce the impact of goods movement. Reducing delivery distances can reduce impacts on our roadways and lower emissions and VMT. Distribution centers are increasingly moving closer to their delivery areas. Changes in zoning could allow distribution centers to operate in retail spaces that are seeing higher vacancy rates because of growing e-commerce. This could allow for smaller last-mile delivery vehicles, such as cargo bikes, light electric vehicles and remotely operated or autonomous delivery vehicles.

Active Transportation Infrastructure

Active transportation refers to "human-powered" modes of travel like walking, biking, or using personal mobility devices. Each trip we make begins or ends with active transportation even when driving or taking transit. Active transportation is a healthy, low-cost, and zero-emissions form of transportation. Bicycling and walking can provide connections to local or regional transit extending personal mobility. Replacing vehicle trips with bicycle or walking trips has numerous benefits including reduced air and noise pollution, reduced traffic congestion, reduced wear and tear on roadways, and improved physical and mental health. Sonoma County's moderate climate and the relatively flat terrain make it an excellent place to bike and walk. Diverse scenic vistas including mountains and the coast attract cyclists from around the world who participate in the numerous cycling races and events hosted in Sonoma County.

Transportation and land use policies such as Complete Streets policies and Priority Development Areas (PDAs)[54] have contributed to an increase in dedicated space for bicyclists and pedestrians in recent decades. All jurisdictions within Sonoma County have adopted Complete Streets policies, which require jurisdictions to accommodate all travelers including pedestrians, bicyclists, public transit users, and drivers when developing transportation projects. MTC's Complete Streets Policy has since been strengthened to focus on ensuring people of all ages and abilities that bike, walk, roll, and take transit are safely accommodated within the transportation network. Infill and PDA development are beginning to shift our cities toward more walkable, bikeable, and transit-oriented communities. Focused development and complete networks of sidewalks and bicycle facilities lead to more convenient distances for walking and biking that are safe and accessible.

Approximately 8% of all trips in Sonoma County are made on foot or on bicycle, but these modes account for 19% of traffic deaths.[55] For commute to work trips, about 4% of commuters walk or bike.[56] Despite the low share of active transportation trips, the Sonoma County Travel Behavior Study demonstrated that travel patterns suggest a high opportunity to shift modes away from driving. Sonoma County travel is largely self-contained, with 90 percent of daily vehicle trips starting and ending within the county and 50 percent beginning and ending within the same jurisdiction. In fact, 29 percent of trips are two-miles or shorter and 60 percent of trips are five-miles or shorter. These distances could be easily traveled using active modes especially if safe and convenient opportunities to walk and bike were available.

54 Priority Development Areas (PDAs) are places near public transit that are planned for new homes, jobs and community amenities. PDAs help the Bay Area reduce greenhouse gas emissions and begin to solve the region's housing crisis. (https://mtc.ca.gov/planning/land-use/priority-development-areas-pdas)

55 SCTA. (March 2022). Sonoma County Vision Zero Action Plan (https://scta.ca.gov/wp-content/uploads/2022/03/Sonoma-Vision-Zero-Action-Plan_Final-1.pdf).

56 SCTA. (March 2022). Sonoma County Vision Zero Action Plan.

Safety is the most frequently cited barrier to bicycling in Sonoma County according to feedback received through Active Transportation Plans, CTP outreach, and other related planning efforts. Safety improvements for bicyclists and pedestrians and dedicated space for walking and biking were identified as high priorities in recent outreach. Maintaining sidewalks and streets for walking and biking were also cited as important transportation needs. SCTCA's Countywide Active Transportation Plan (2025) focuses on creating spaces for people to walk, bike, and roll that are low-stress and safe. The ATP supports developing regional routes that cross jurisdictional boundaries, prioritizing these regional routes, and then funding them. This vision is possible by investing in and working to connect and create a broad network of safe routes that connect people with destinations. SCTCA will continue to support projects that make it possible to walk, bike, roll, and take transit safely in Sonoma County by prioritizing infrastructure improvements, planning, education, and encouragement.

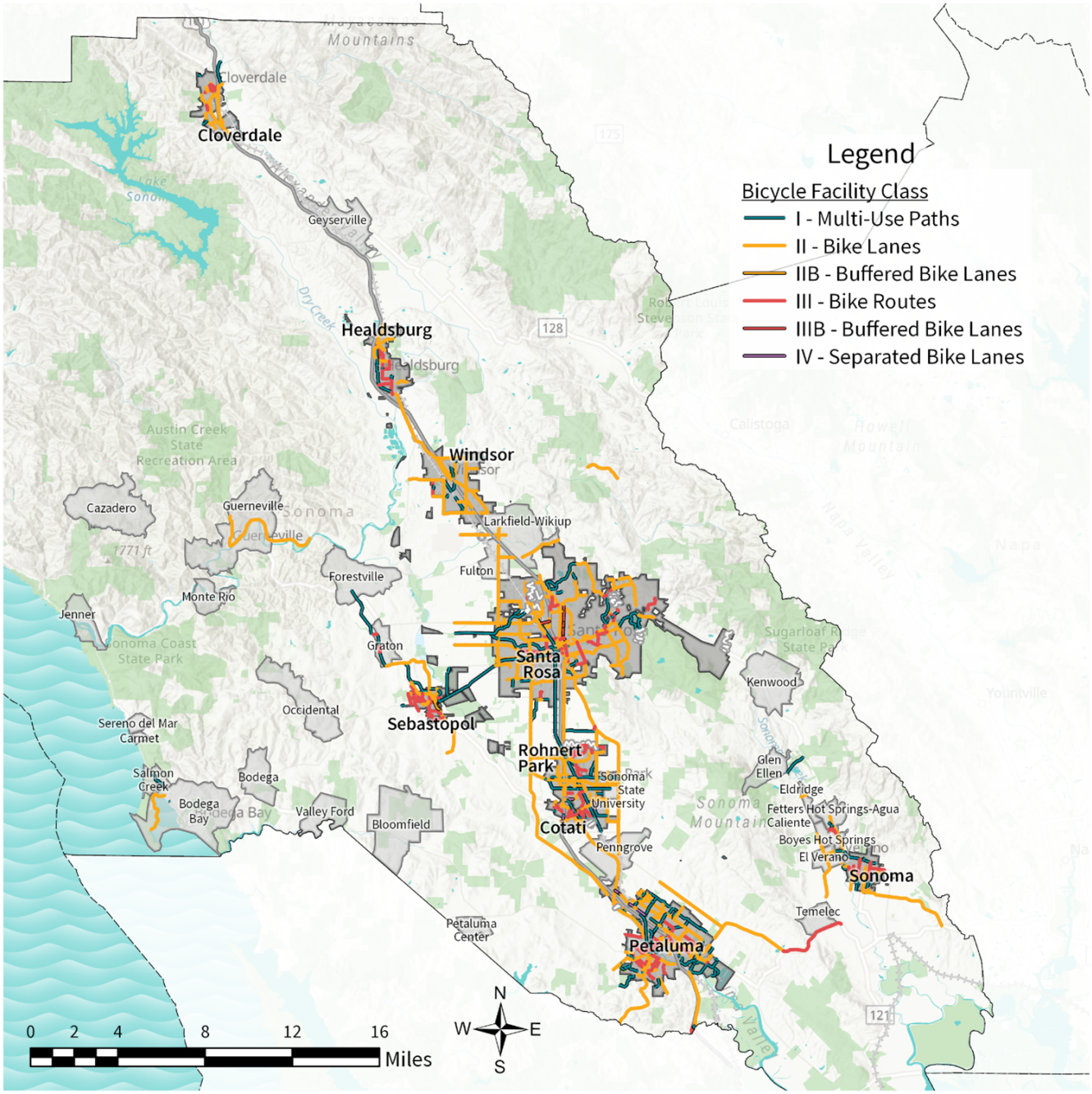
Since Moving Forward 2050 (2021)

Approximately 35 miles of new bicycle facilities were constructed in Sonoma County since the last CTP was adopted in 2021 (see Figure 4.3). These facilities include large sections of the SMART Pathway between the Charles M. Schulz Sonoma County Airport and Town of Windsor, Santa Rosa and Rohnert Park, Petaluma to Penngrove, and north Healdsburg. Separated Class IV bike lanes were added on McDowell Blvd. in Petaluma, Armory Drive, Santa Rosa Avenue in Santa Rosa, and Brooks Road South in Windsor. And, among other important improvements, 18.8 miles of Class II or buffered Class IIB bike lanes were added throughout the county.

Many pedestrian specific improvements have been made, including sidewalk completions, ADA compliant curb ramps, new and enhanced crosswalks, and pedestrian signal timing. Several other bicycle and pedestrian projects have advanced through planning, design, securing funding, and environmental review. The reconstruction of the US 101/Hearn Ave Overcrossing in Santa Rosa, completed in late 2025, has substantial safety and network benefits for active transportation. With new ADA compliant sidewalks and curbs on both sides of the overcrossing, a two-way Class IV cycle track on the south side and a one-way Class IV separated bike lane on the north side, and protected intersections for bike crossings and detection, the project will reduce potential conflicts between bikes and vehicles.

In 2025, SCTCA completed the Countywide Active Transportation Plan (ATP), which was an update to the 2014 Countywide Bicycle and Pedestrian Master Plan (BPMP). The Countywide ATP is an umbrella for all local jurisdiction-level ATPs in Sonoma County. The Plan focuses on a vision and strategies to make walking, bicycling, and travel by personal mobility device safer and more appealing for both everyday transportation and recreation and making active modes of travel attractive options for people of all ages and abilities. Through the Countywide ATP update, SCTCA facilitated updates to local ATPs in Cloverdale, Cotati, Healdsburg, Rohnert Park, Sebastopol, Sonoma, and the Unincorporated County. During this timeframe, Santa Rosa, Petaluma, and Windsor also developed updates to their respective Active Transportation Plans. These three plans and their project lists will also become part of the Countywide ATP through an administrative update.

Figure 4-3: Sonoma County Bicycle Facilities Map 2025



Since the 2014 BPMP update, several changes and advancements have been made in the state of active transportation planning practice. SCTCA adopted a Vision Zero Action Plan in 2021, which is a countywide commitment to eliminate traffic fatalities and serious injuries on our roadways through engineering, programs, policies, and education. Nearly all local jurisdictions within Sonoma County subsequently adopted the Vision Zero Action Plan locally. The Countywide ATP also considers recent policy changes at both the national and state level that acknowledge the need for more robust infrastructure, programs, and policies to make walking and biking safer. The facility recommendations in the ATP focus on advancing infrastructure changes to provide more separated and protected spaces for people walking, biking, and rolling particularly where vehicle speeds and/or volumes are relatively high. This is consistent with industry practice in active transportation planning, and with the Safe System Approach that is part of the National Safety Strategy announced by USDOT in 2022 as well as Caltrans' commitment in the most recent Strategic Highway Safety Plan. The Countywide ATP includes toolboxes highlighting best practices for implementing bicycle infrastructure, pedestrian facilities, and traffic calming, as well as a technical appendix with additional resources on facility selection and design based on context. Bicycle facility types are shown in Table 4.2.

The Countywide ATP integrated the countywide High-Injury Network (HIN) that was developed as part of the Vision Zero Action Plan to understand where there is a history of severe collisions. The HIN was used to help identify locations that need improvement by overlaying it with a Level of Traffic Stress analysis, which examined existing roadway characteristics and traffic conditions that make active transportation more stressful. Both the HIN and Level of Traffic Stress were used as criteria to prioritize infrastructure projects. See Figure 4.4 for examples of both.

Current Bicycle System

The bicycle network in Sonoma County is made up of approximately 356 miles of dedicated bicycle lanes and paths (Class I, II, IIB, and IV facilities) and another 48 miles of shared bike routes (Class III and IIIB facilities). The Countywide ATP includes another 1,176 miles of planned facilities. Approximately 60 percent of existing bicycle infrastructure is on street Class II and Class IIB bike lanes. Planned facilities include a higher focus on separated bikeways, with 54 percent being Class I pathways or Class IV separated on-street bike lanes. The bicycle system includes, but is not limited to, the following facility types: Multi-Use Paths (Class I), Separated Bike Lanes (Class IV), Buffered Bike Lanes (Class IIB), Bike Lanes (Class II), Bike Boulevards (Class IIIB), Bike Routes (Class III), multi-use trails, traffic calming, signage, intersection treatments for bicycles, bicycle-activated signal detection, and bicycle parking.

Figure 4-4: Example of Level of Traffic Stress and High-Injury Network Analysis

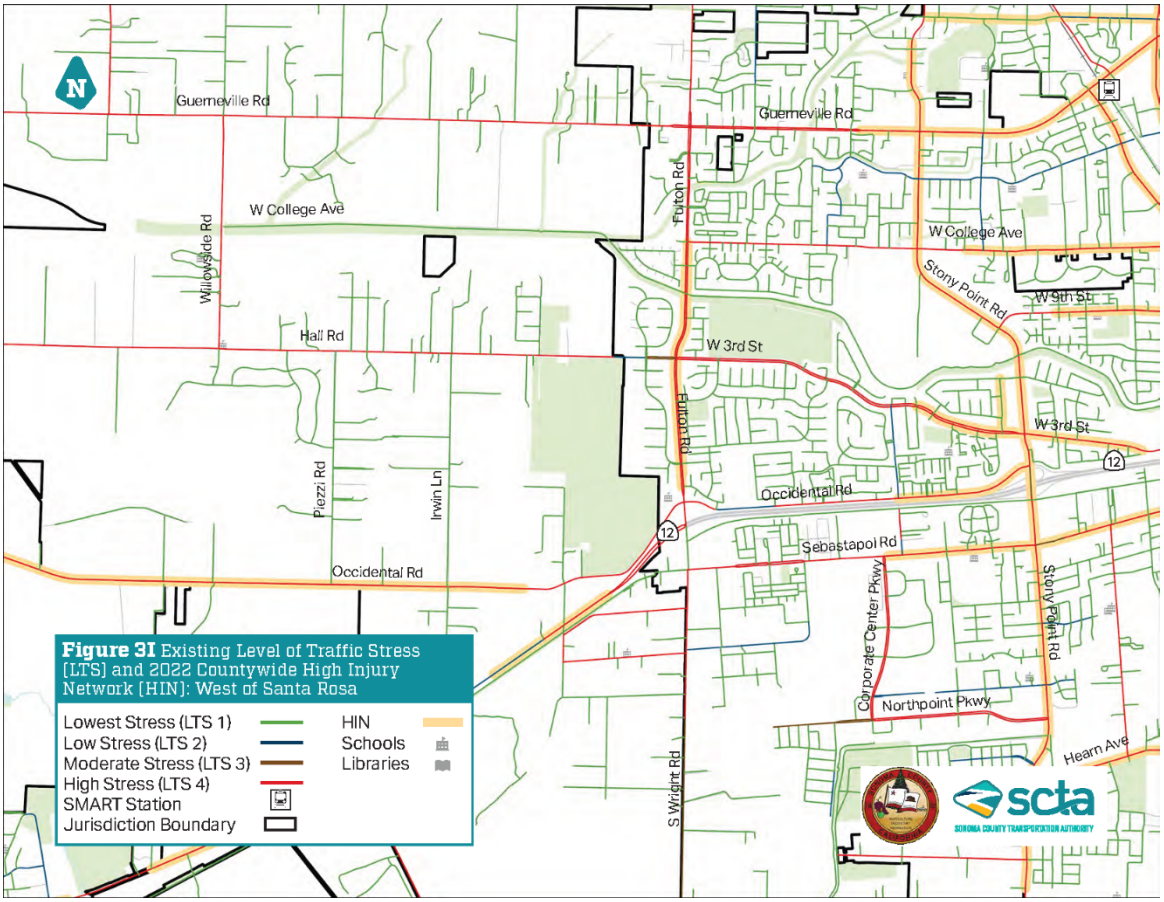


Table 4-2: Existing Bicycle Facilities by Type and Local Jurisdiction 2024, in miles

	Class I Multi-Use Path	Class II Bike Lanes	Class IIB Buffered Bike Lanes	Class III Bike Routes	Class IIIB Bicycle Boulevards	Class IV Separated Bike Lanes
City of Cloverdale	1.1	6.3		1.6		
City of Cotati	2.1	4.8		2.8		0.3
City of Healdsburg	3.3	4.3		4.7		
City of Petaluma	22.5	24.9	1.3	12.1	1	0.8
City of Rohnert Park	14	19.6		7.1		1.2
City of Santa Rosa	31.9	68.4	5.8	1.2	1.9	2
City of Sebastopol	1.5	4	1	6.7		
City of Sonoma	3.9	3.6		2.8		
Town of Windsor	3	16		0.8		
Unincorporated Sonoma County	26.2	82.1		5.4		
Totals	**109.5**	**234**	**8.1**	**45.2**	**2.9**	**4.3**

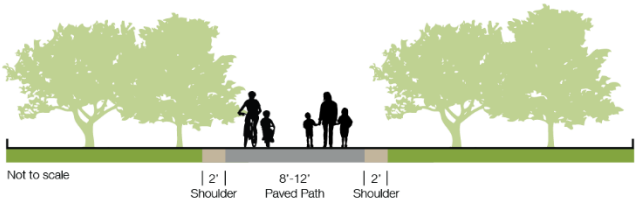
Figure 4-5: Bicycle Facilities

Multi-Use Paths

Completely separated right-of-way for exclusive use of bicycles and pedestrians





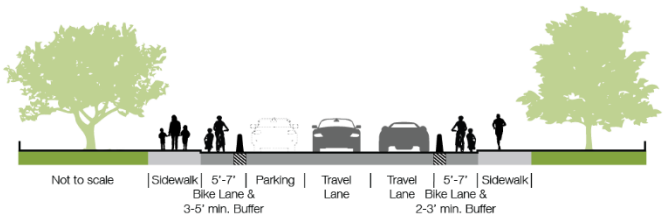


Separated Bike Lanes

Physically separated bike lane





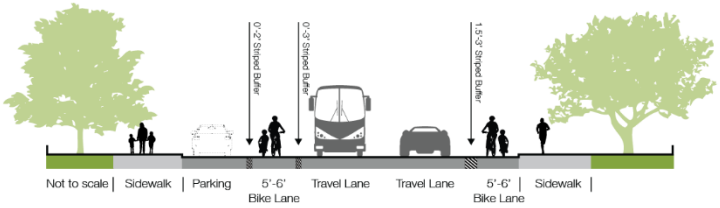


Buffered Bike Lanes

Modified on-street bike lane with painted buffer





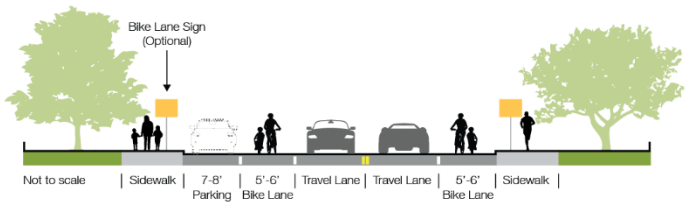


Bike Lanes

On-street striped lane for one-way bike travel





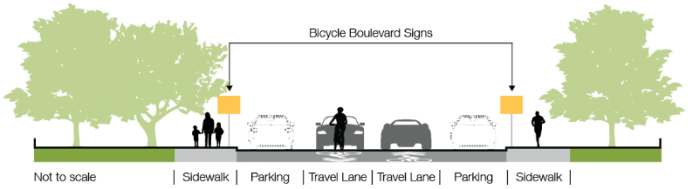


Bike Boulevards

Shared on-street facility with improvements to prioritize bicycle traffic





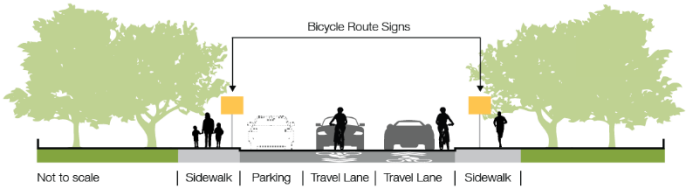


Bike Routes

Shared on-street facility







Current Pedestrian System

The pedestrian system is comprised of sidewalks, trails, crosswalks, and amenities such as landscaping, tree plantings, lighting and street furniture that create safe and comfortable walking environments. Design standards are used to create pedestrian areas that are welcoming and feel safe. Land use is critical to the viability of the pedestrian system, with pedestrian facilities designed to provide access to places people want to go like schools, offices, restaurants, entertainment, retail, and transit. Sidewalk gap assessments were conducted for several of the recently adopted Active Transportation Plans under the Countywide Plan (see example in Figure 4-5). These assessments identified where the pedestrian network is incomplete on one or both sides of the street. Gaps in the pedestrian system are often found in locations between older and newer development, in formerly rural and industrial areas, and in some of the County's unincorporated towns. Barriers imposed by the state highway system are well documented in the Caltrans District 4 Pedestrian Plan (2021). Several pedestrian accommodations have been installed around Highway 101 as part of its recent re-construction.

Pedestrians include people who use wheelchairs and rely on curb ramps and other infrastructure such as accessible pedestrian call buttons to get around. As new pedestrian facilities are built and older ones are upgraded, they must be constructed to be accessible per the regulations of the Americans with Disabilities Act (ADA) of 1990. An example of recent ADA upgrades being installed at the crossing of Jewell Avenue and Bodega Avenue in Sebastopol is pictured in Figure 4-7.

Figure 4-6: Sidewalk Gap Assessment Example

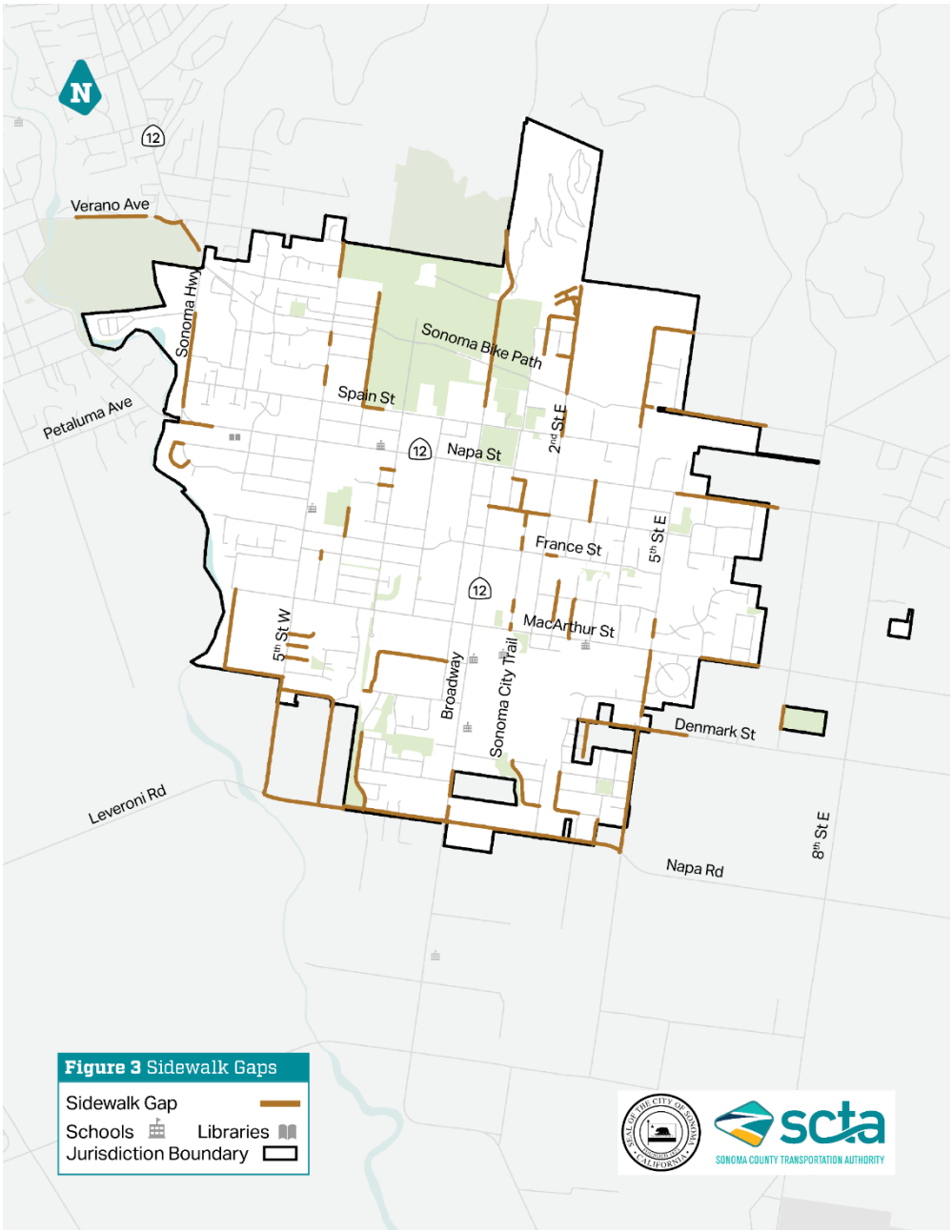
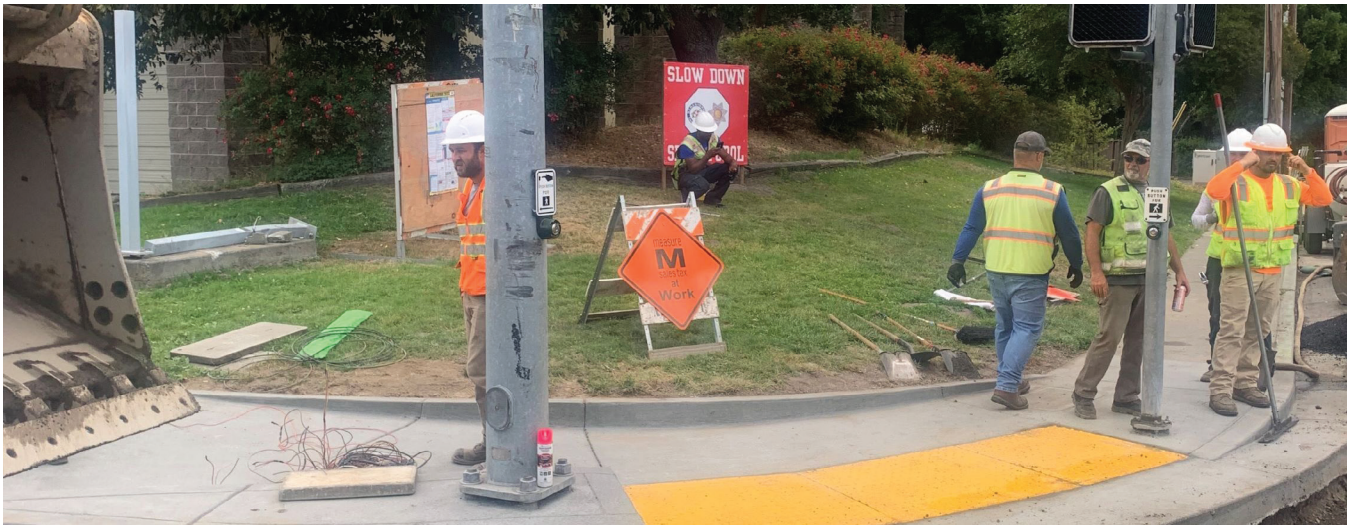


Figure 4-7: ADA Improvement Under Construction



Vision for the Future

Active Transportation Projects

Active transportation projects make up the largest number of projects in this plan. The list of bicycle and pedestrian CTP projects is derived from the Countywide Active Transportation Plan and represents a high priority subset of that list of projects. Active transportation projects that cost over one million dollars are listed individually, while all others are bundled together under one project per jurisdiction. A few of the largest projects found in the list include:

- Active Transportation Improvements around SMART Stations
- California Coastal Trail (Mendocino to Marin)
- Russian River Trail
- Sonoma Valley Trail
- SMART Pathway - Includes completion of the SMART Pathway from Petaluma to Cloverdale.
- Highway 101 Bicycle/Pedestrian Crossings at Copeland Creek in Rohnert Park and connecting the North Santa Rosa SMART station to Santa Rosa Junior College (SRJC) in Santa Rosa.
- Maintaining existing class I multiuse pathways and other bicycle and pedestrian infrastructure

The table below shows the total miles of the planned bicycle facilities by Class for each jurisdiction.

Table 4-3: Planned Bicycle Facilities, Sidewalk Installations, and Crossing Improvements[57]

Jurisdiction	Class I Multi-Use Path	Class II Bike Lanes	Class IIB Buffered Bike Lanes	Class III Bike Routes	Class IIIB Bicycle Boulevards	Class IV Separated Bike Lane	Sidewalk (Linear Feet)	Crossing Improvement (# of Crossings)
City of Cloverdale	4.55	2.33	0	0	4.44	0.89	63,800	13
City of Cotati	6.1	1.2	0	0	2.5	1.9	20,400	6
City of Healdsburg	2.43	1.26	1.16	2.25	4.54	1.96	108,300	31
City of Petaluma	46.6	7.6	0.1	0.7	35.3	34.7	53,856	3
City of Rohnert Park	6.64	0.19	2.93	0.49	3.32	10.19	0	18
City of Santa Rosa	38.00	10.14	18.41	0.88	0	60.21	400,992	426
City of Sebastopol	1.8	0.52	0.14	0	8.06	0.051	1,300	17
City of Sonoma	2.49	0.71	3.77	0	4.62	0.32	54,400	17
Town of Windsor*	18.8	1.6	3.15	4.45	1.67	10.15	0	33
Unincorporated Sonoma County*	247.1	116.5	171	11.2	110.6	143.6	6,800	18
Totals	374.51	142.05	200.66	19.97	175.05	263.97	709,848	582

** Figures for Town of Windsor and Unincorporated Sonoma County are based on draft plans.*

Supportive Actions - Active Transportation

In addition to physical bicycle and pedestrian infrastructure, supportive measures are important aspects of bicycling and walking as a means of transportation and recreation. Active transportation supportive programs, including Safe Routes to School, Vision Zero, and Bike Share, are discussed in the Mode Shift Programs section below. Supportive elements such as wayfinding, route mapping, filling gaps in regional routes, connectivity to transit, secure bicycle parking, and community safety education will all help support and grow active transportation.

Comprehensive bicycle signage programs will enhance the safety and navigability of existing facilities, especially where there are connections to transit and across jurisdictions. An example is the SMART Pathway Wayfinding Program which provides consistent signage along the multi-use trail adjacent to the SMART rail line to help users navigate between stations, neighborhoods, and regional destinations. Funded by local and state grants, the system includes maps, directional signs, and branding elements designed with public input to improve accessibility and connectivity.

Bicycle parking programs aim to provide adequate bicycle parking amenities to meet the needs of existing and future bicyclists and enhance the overall bicycle system. Local jurisdictions offer public bike racks in commercial districts, parks, and city-owned properties and the City of Santa Rosa provides a request form to request new installations. Santa Rosa also provides bike lockers at the 1st Street Parking Garage and partners with BikeLink for electronic lockers at transit hubs and colleges, supporting secure long-term parking options for commuters and students and similar facilities and programs are available across the county. All these elements are part of the bicycle and pedestrian system and contribute to the comfort and safety of the system.

57 SCTA. (2025). Countywide Active Transportation Plan. (https://scta.ca.gov/planning/countywide-active-transportation-plan/).

Trends and Innovation in Active Transportation

Daylighting

California's daylighting law (Assembly Bill 413) went into effect on January 1, 2025, prohibiting parking, stopping, or standing a vehicle within 20 feet of the approach side of any marked or unmarked crosswalk, and within 15 feet of a crosswalk with a curb extension (bulb-out). Daylighting crosswalks enhances visibility for both drivers and pedestrians at intersections, reducing the risk of crashes. Many cities have responded by installing bicycle parking in the zones around crosswalks where parking is now prohibited.

Speed Reduction

Assembly Bill 43 (AB 43), which took effect on January 1, 2022, introduced significant changes to how speed limits are set in California. The bill, along with corresponding updates to the California Manual on Uniform Traffic Control Devices (CA MUTCD), grants local jurisdictions greater flexibility to lower posted speed limits. AB 43 allows municipalities to reduce speed limits by 5 mph below the 85th percentile speed when supported by an engineering and traffic survey (ETS), and to consider the safety of pedestrians, bicyclists, and other vulnerable road users in their analysis. In certain contexts—such as in business districts, near schools, or in areas with high pedestrian activity—speed limits can be set as low as 15 or 20 mph. In 2025, Assembly Bill 1014 was signed to authorize Caltrans to utilize the same benefits AB 43 provides to local jurisdictions to modify speed limits on the state highway system. These changes support broader safety and sustainability goals, including the elimination of traffic-related deaths and serious injuries by 2030 (Vision Zero) and achieving zero transportation related emissions by 2050.

Sonoma County, Healdsburg, and Santa Rosa have all implemented speed limit reductions to improve safety and to support Vision Zero goals. Sonoma County uses engineering studies to guide changes, Healdsburg lowered limits in school zones and downtown under AB 43, and Santa Rosa reduced speeds on 29 street segments citywide, focusing on pedestrian-heavy areas and redesigning streets to naturally slow traffic. SCTCA partnered with local agencies to produce a Speed Limit Reduction Toolbox, a resource designed to help Sonoma County jurisdictions implement safer speed limits under California's AB 43 law. Funded through a portion of a federal Safe Streets and Roads for All Grant, this resource provides guidance, templates, and best practices for engineering studies, community engagement, and funding strategies to support agencies as they reduce speeds to improve safety.

Electric Bicycles

Electric bicycles (e-bikes) surged in popularity during the pandemic and continue to grow in use as new models emerge. To help regulate their use, most manufacturers and jurisdictions follow a three-class system based on motor assistance and speed capabilities. Electric bicycle safety concerns in Sonoma County and across the state have intensified due to rising youth ridership, frequent injuries, and illegal speed modifications. Many issues arise due to confusion about e-bike versus e-motorcycle use. E-bikes are lightweight bicycles with electric assist, typically limited to 20–28 mph and often requiring no license or registration. E-motorcycles, on the other hand, are fully motor-driven vehicles similar to traditional motorcycles, capable of much higher speeds, requiring licensing, and costing significantly more. Local governments are responding with education campaigns, helmet and age regulations under AB 1778, and pilot programs to restrict Class 2 e-bike use for riders under 16, aiming to improve safety and clarify legal standards for e-bike use.

E-Bikes can be grouped into the following classes (see also Table 4-4):

- **Class 1**: These are the most affordable and widely accepted pedal assist only bikes that can go up to 20mph. They are generally allowed on city streets, many bike paths, and increasingly on mountain bike trails (local rules vary).
- **Class 2**: Includes both pedal-assist and throttle modes up to 20mph. Typically permitted wherever Class 1 bikes are allowed.
- **Class 3**: Pedal-assist only, but with a higher speed limit of 28 mph. Popular with commuters for their speed and power, though often restricted from bike paths and off-road trails.

Table 4-4: Electric Bicycle Classifications

Class	Pedal Assist	Throttle	Max Assisted Speed	Minimum Age	Helmet Required
1	Yes	Walk-assist only	20 mph	None	Yes, if under 18
2	Yes	Yes	20 mph	None	Yes, if under 18
3	Yes	No (walk-assist only)	28 mph	16+	All riders

A number of new laws were enacted in 2025 which are focused on regulating e-bikes. A few notable laws include:

- **SB 1271:** Statewide Law that regulates e-bikes. Requires certified batteries, caps motor power per class types, does not permit throttle in Class 3 bikes. It also establishes manufacturing standards and ban the sale of unsafe or unlabeled components.
- **AB 1774:** Statewide law that prohibits selling or installing aftermarket speed modifications that push e-bikes past legal limits.
- **AB 1778:** Is a local pilot that requires riders in Marin County to wear helmets on all Class 2 e-bikes regardless of age and sets a minimum age of 16 to ride a Class 2 bike.[58]

58 Bike Legal. (December 4, 2025). California E-Bike Laws 2025: New Rules & Restrictions. (https://www.bikelegalfirm.com/california-e-bike-laws)

Quick Build Projects

Quick Build bicycle and pedestrian projects are fast, low-cost infrastructure improvements designed to enhance safety and mobility for people walking and biking. These projects use temporary or semi-permanent materials—like paint, bollards, signage, and modular curbs—to quickly test and implement features such as protected bike lanes, high-visibility crosswalks, pedestrian islands, and traffic calming measures. They allow cities and counties to respond rapidly to safety needs, gather community feedback, and evaluate effectiveness before committing to permanent construction.

The Quick Builds Guide by the trade group People for Bikes (PFB) defines quick-build projects as improvements that could go from planning to installation within one year. Quick build projects can have multiple positive impacts including making streets safer, supporting pedestrians and cyclists, improving the accessibility to public transit, and encouraging economic development. Several jurisdictions in Sonoma County have implemented quick build projects to provide protection for active transportation and to advance the County's safety goals from the Vision Zero Action Plan to reduce traffic deaths and serious injuries.

SCTCA received Safe Streets for All (SS4A) grant funding in 2024 for a demonstration (Quick Build) project in the cities of Cotati, Petaluma, Rohnert Park, Santa Rosa, and the Town of Windsor. SCTCA issued an RFP for consultant services in Oct 2025, proposals were due Dec 2025, and a consultant contract award is planned to be awarded in February 2026.

Public Transit Services

Public transit is integral to the transportation system as it provides access to economic, educational, and social opportunities, and is an efficient and environmentally friendly way to move large numbers of people. The cost of using public transit is substantially lower than vehicle ownership and reducing the number of vehicles per household can substantially lower household transportation expenses. The estimated average annual cost of owning and operating a new vehicle in the U.S. was $12,297 in 2024 and transit fares are generally $5 or under for most rides in 2025.[59] Replacing vehicle trips with transit trips reduces greenhouse gas emissions, air pollution, traffic congestion, and demand for parking.

In 2024, there were over 3.5 million rides on public transit in Sonoma County. Of those rides, roughly 79 percent were by bus and 21 percent were by rail. According to on-board transit surveys conducted in 2024, over 70 percent of local bus transit riders and 28 percent of train riders in Sonoma County are very low-income and similar percentages did not have access to a vehicle for their trip. High school and college students also make up a significant portion of bus transit riders. Public transit service in Sonoma County includes local and regional bus routes and regional passenger rail and is operated by seven independent agencies.

59 AAA. (September 18, 2025). Your Driving Costs: The Price of New Car Ownership Continues to Climb. (https://newsroom.acg.aaa.com/your-driving-costs-the-price-of-new-car-ownership-continues-to-climb/).

Table 4-5: Transit Operations in Sonoma County

Transit Operator	Service Type	Geographic Area
Sonoma County Transit	Intercity, local bus	All cities/town in Sonoma County, unincorporated Sonoma County including Sonoma Valley and Russian River areas, and between communities
Santa Rosa CityBus	Local bus	City of Santa Rosa
Petaluma Transit	Local bus	City of Petaluma
Golden Gate Transit	Regional commuter bus	Along Highway 101 between Santa Rosa and Petaluma, connecting to Marin County, San Francisco, and the East Bay.
Sonoma-Marin Area Rail Transit	Regional commuter rail	Fourteen stations located between Windsor and the Larkspur Ferry Terminal in Marin County
Mendocino Transit Authority	Regional commuter bus	Between Santa Rosa and Ukiah in Mendocino County, and to several communities along the Sonoma and Mendocino coast
San Joaquin Joint Powers Authority (operated by Amtrak Gold Runner Thruway)	Intercity bus	Between Arcata in Humboldt County to Martinez in Contra Costa County, with stops in Cloverdale, Healdsburg, Santa Rosa, Rohnert Park, and Petaluma. Connects to intercity Gold Runner rail.
Marin Transit	Dial-a-ride services	From Tomales and Dillon Beach in West Marin into Petaluma

Since Moving Forward 2050 (2021)

Passenger Rail — Sonoma-Marin Area Rail Transit District

The Sonoma-Marin Area Rail Transit (SMART) District added a new passenger rail infill station in North Petaluma in 2024 and extended the line north to Windsor in 2025. Additionally, the "SMART Strategic Plan 2025-2030" called for pursuing the addition of a Geyserville station to enhance value of the investment in the railroad through northern Sonoma County. Future planned extensions include service to Healdsburg and Cloverdale. Funding has been secured for the Healdsburg extension, with construction expected to be completed in 2028.

Figure 4-8: SMART System Map



In 2021, SMART implemented a 40 percent fare reduction, lowering the cost to $1.50 per rail zone traveled, in response to rising living costs. These reduced fares have remained in effect. In 2024, SMART introduced a pilot program offering free fares for youth and seniors. The agency has also expanded service to meet demand and added connections for special events such as San Francisco Giants games and county fairs.

To improve first- and last-mile connectivity, SMART launched the SMART Connect on-demand microtransit shuttle service in 2023, linking the SMART Airport Station with the Charles M. Schulz–Sonoma County Airport and nearby business areas. In 2024, a second SMART Connect shuttle began operating in the Larkspur station area, providing access to the Larkspur Ferry Terminal and surrounding destinations. Buildout of the SMART pathway, improved connections to the pathway, and participation in the Redwood Bikeshare pilot have also supported first- and last-mile connectivity.

These service enhancements have contributed to a strong post-pandemic ridership recovery. As of SMART's FY25 annual ridership was up 156 percent over it's highest year of pre-pandemic ridership in FY19, outperforming regional and national trends.

Transit Integration

The Sonoma County Integrated Transit Service Planning Study, completed in June 2024, reviewed the corridors where two or more transit services overlap and identified ways to increase efficiency and enhance the quality of transit service. The planning study was focused on local bus operations – Santa Rosa CityBus, Sonoma County Transit, and Petaluma Transit – but also reviewed regional transit operations by Golden Gate Transit and SMART. The study includes recommendations related to paratransit, fixed route, microtransit, and overlapping service corridors.

Several regional, subregional, and countywide planning efforts have outlined how multiple agencies can effectively coordinate for greater integration between systems to provide more seamless travel. Many of the recommendations from these plans are now being carried out through various programs. At the regional level, the *Bay Area Public Transit Transformation Action Plan*, adopted in 2021, outlined 27 near-term actions to re-shape the region's transit system into a more connected, efficient, and user-focused mobility network across the entire Bay Area and beyond. These near-term actions were placed into five categories – fares and payment, customer information, transit network, accessibility, and funding – and are being shepherded by MTC's Transit Regional Network Management group. Implementation of these actions are reflected in the Fare Programs, and Mapping and Wayfinding discussions below.

The *Sonoma County Integrated Transit Service Planning Study*, completed in June 2024, reviewed the corridors where two or more transit services overlap and identified ways to increase efficiency and enhance the quality of transit service. The planning study was focused on local bus operations - Santa Rosa CityBus, Sonoma County Transit, and Petaluma Transit- but also reviewed regional transit operations by Golden Gate Transit, and SMART. The study includes recommendations related to paratransit, fixed route, microtransit, and overlapping service corridors.

Marin-Sonoma Coordinated Transit Service Plan (MASCOTS)

The evolving post-pandemic transit market and maturation of the SMART train service have resulted in an opportune time to conduct a coordinated service planning effort to determine more optimal transit service in the US 101 corridor in Marin and Sonoma Counties. In late 2025, transit agencies adopted the Marin-Sonoma Coordinated Transit Service Plan (MASCOTS) with an implementation date of April 2026. MASCOTS is a subregional analysis of transit service in the Highway 101 corridor, including areas of overlapping or duplicative regional transit service, areas of underserved demand, and connections between services. The goal of this planning effort was to reduce duplication, streamline connections, and prioritize corridors with higher ridership demand. It is a collaborative project among six transit agencies and three funding agencies to create a more connected, frequent transit network.

MASCOTS found that in Sonoma County most riders are choosing SMART for regional trips and that Golden Gate Route 101 has been underutilized. A travel demand analysis showed that most travel to San Francisco from the North Bay originates in San Rafael or further south. Thus, MASCOTS recommended making SMART the primary regional connection between Sonoma and Marin Counties, streamlining direct Golden Gate Transit commuter service to San Francisco, creating stronger and more direct local services connections to feed SMART, and streamlining bus service in southern Marin. The high-level service changes for Sonoma County are outlined below.

- SMART and Golden Gate Transit Route 101:
  - Truncate Route 101 to operate between Novato and San Francisco only, and increase frequency between San Rafael and San Francisco
  - Increase SMART frequency and span of service to ensure high-quality transit is available between Sonoma and Marin Counties as a replacement for Route 101 service between Novato and Santa Rosa
- Local Bus Connections to SMART: Improve strong, direct connections to SMART by Petaluma Transit, Santa Rosa CityBus, Sonoma County Transit, and Marin Transit
- GGT Commute Routes in Sonoma: Combine into a single alignment with improved frequency.

Bus Service Improvements

Several improvements to transit service and integration among operators have been made over the last five years, while working toward full restoration of service and ridership after the COVID-19 pandemic. Petaluma Transit has increased headways on routes 2 and 11 to 15-minute frequencies during peak periods, and has restored service beyond pre-pandemic levels. Sonoma County Transit Route 20 was realigned in March 2025 to stop at 3rd Street in downtown Santa Rosa, establishing a more seamless bus-to-rail transfer with the Downtown Santa Rosa SMART station and adding more direct links between SMART and the Transit Mall. Microtransit service has been added in the Airport SMART station area, Petaluma, and in the Larkspur SMART station and Ferry terminal area in Marin County. SMART Connect, operated by SMART, runs on-demand shuttles around the Airport and Larkspur SMART stations allowing convenient access between the rail stations and the airport and ferry terminals as well as surrounding businesses. LumaGo, operated by Petaluma Transit, runs an on-demand shuttle in central Petaluma to complement the existing fixed-route service.

Figure 4-9: LumaGo Microtransit Vehicle



The pandemic-initiated paratransit “one-seat ride” pilot between Santa Rosa CityBus and Sonoma County Transit has become a permanent program. This program reduces transfers between these agencies by bringing passengers beyond jurisdictional boundaries without transfers. This program was showcased in the region-wide MTC One-Seat Ride Pilot program. All three local bus agencies adopted a consistent paratransit application to provide more consistency between operators and to facilitate better customer service.

Customer Service, Marketing, and Information

Local bus operators have established a new consolidated customer service telephone number which connects to all three transit agencies, reducing the need to transfer customers to another agencies. All have cross trained customer service representatives on system information for all three agencies. The local bus operators also recently developed consistent websites and a single landing page connecting to all transit services in Sonoma County. With collaborative design input from all three local bus operators and a consistent web platform, transit customers can now find information in the same locations on each operator’s website. The single multi-agency landing page links to both local and regional transit information. Tran-

sit operators in Sonoma County are now all promoting the Transit App as a preferred route planning and real-time arrival tool, with enhanced services for customers and the ability for transit agencies to send route-level information and announcements to customers.

At the sub-regional level, Marin and Sonoma County operators have established monthly marketing meetings to coordinate and collaborate on transit marketing in the region and have launched several successful joint campaigns. Transit operators throughout the Bay Area have made progress synchronizing schedule change dates to simplify customer communication and better coordinate on impacts to transfers between operators.

Fare Programs

Clipper® is the Bay Area's one-stop transit card and app, and it works on every system in the region. Sonoma County has had reciprocal transfer credits through Clipper® since 2017, and starting in December 2025, riders can receive higher transfer credits - up to $2.85. This means that a local bus fare or one zone trip on SMART or Sonoma County Transit is free when they switch between agencies. Clipper's® December 2025 system upgrade also added a tap-to-pay option using a credit or debit card and improved account features that allow funds to be added to cards immediately and families to manage multiple cards from one account.

Several discounted and fare free programs are available on transit in Sonoma County. The Clipper® START program, which gives low-income riders 50% off fares, became permanent in May 2025. Seniors and people with disabilities also get half-price fares. Since 2023, all local bus systems in Sonoma County have provided free rides to youth. In 2024, Petaluma Transit started a pilot making all bus and paratransit service free across their entire system. SMART also offers fare free rides to youth and seniors through a pilot that currently extends through June 2026. Sonoma County Transit runs fare free local circulator routes as part of a long-standing program in partnership with smaller cities. Sonoma County Transit and Santa Rosa CityBus run fare-free days throughout the year. College students, veterans, and active-duty military also ride free on Sonoma County Transit and Santa Rosa CityBus. Santa Rosa Junior College (SRJC) students ride free on Sonoma County Transit and Santa Rosa CityBus, and Sonoma State University (SSU) students ride free on Sonoma County Transit.

On a regional level, the Clipper BayPass pilot is now in its second phase, allowing institutions and employers to purchase bulk unlimited rides on all transit systems across the Bay Area at discounted rates. The initial phase of the Clipper BayPass pilot included access to the program for Santa Rosa Junior College (SRJC) students who signed up in the 2023–2024 school year at no cost to SRJC. The program was extended through the 2024-2025 school year; however, the SRJC did not sign up for the second phase of the pilot.

Mapping and Wayfinding

As part of MTC's Regional Network Management initiative, the Regional Mapping and Wayfinding Program aims to make it easier to navigate the Bay Area using public transit. The program includes consistent and easy to identify regional designs for transit information signs and maps at transit hubs, transfer stations, and bus stops.

Prototypes were installed at three locations around the Bay Area in late 2024 and early 2025, including the Santa Rosa downtown SMART station and Transit Mall. The prototypes tested regional guidelines in the field and evaluated the design through online and in-person surveys. Feedback received on the prototypes was used to adjust the regional guidelines that will be used for expansion throughout the region. The local prototype includes signage at the Transit Mall, SMART station, and wayfinding signage to aid pedestrian navigation between the two transit hubs. The prototype will shift into a pilot with expansion along two bus corridors in Sonoma County in 2026. SCTCA and Sonoma County operators envision full installation at transit stops and stations throughout the county as funding becomes available.

Figure 4-10: Mapping & Wayfinding Prototype at Santa Rosa Transit Mall





Fleet Electrification

Since the first battery-electric transit bus in Sonoma County was introduced by Sonoma County Transit in 2018, zero-emission fleets have expanded significantly. As of early 2026, there are 25 battery-electric buses operating in Sonoma County—about 35% of Sonoma County Transit's 49-bus fleet, 37% of Santa Rosa CityBus' 30-bus fleet, and 29% of Petaluma Transit's 14-bus fleet. In 2022, SCTCA, in partnership with Petaluma Transit, Santa Rosa CityBus, and Sonoma County Transit, was awarded a Transit and Intercity Rail Capital Program grant that included the purchase of 30 all-electric buses to replace older diesel, diesel hybrid, and compressed natural gas buses, removing more polluting vehicles from operation and reducing long-term

vehicle maintenance costs. Several more electric buses funded through this grant and other sources are on order, following each agency's Zero-Emission Bus Rollout Plan. Charing infrastructure expansion and electrical updates are important components of fleet electrification. The California Air Resources Board's Innovative Clean Transit regulation requires 25 percent of new bus purchases by small transit agencies' to be zero-emission by 2026 and all new bus purchases to be zero-emission by 2029, with a goal to transition to a fully zero-emission fleet by 2040. [60]

Current Transit System

Transit routes in Sonoma County are connected through a network of shared stops, transfer centers, rail stations, and regional hubs. The Santa Rosa Downtown Transit Mall remains Sonoma County's largest transit hub, served by Santa Rosa CityBus, Sonoma County Transit, Golden Gate Transit, and Mendocino Transit. The Santa Rosa Transit Mall underwent a major renovation in 2024, which included full reconstruction of the concrete roadway, enhanced curb ramps, shelters, upgraded wayfinding signage, and improved pedestrian access. During construction, operations shifted temporarily to First Street near City Hall.

The Petaluma Copeland Transit Mall—located next to the Downtown Petaluma SMART station—continues to serve Petaluma Transit, Sonoma County Transit, Golden Gate Transit, and Amtrak Gold Runner Thruway buses. Golden Gate Transit and SMART continue to connect Sonoma County to regional centers such as San Rafael, Larkspur, San Francisco, and the East Bay. Transit hubs located at current SMART stations in Coati and Windsor, and at future SMART stations in Healdsburg and Cloverdale, are served by Sonoma County Transit. The Cloverdale Depot is also served by Amtrak Gold Runner Thruway Service. Most of these transit hubs also serve as park-and-ride lots.

60 California Air Resources Board. (2025)., Innovative Clean Transit Regulation Summary. (https://ww2.arb.ca.gov/innovative-clean-transit-regulation-summary)

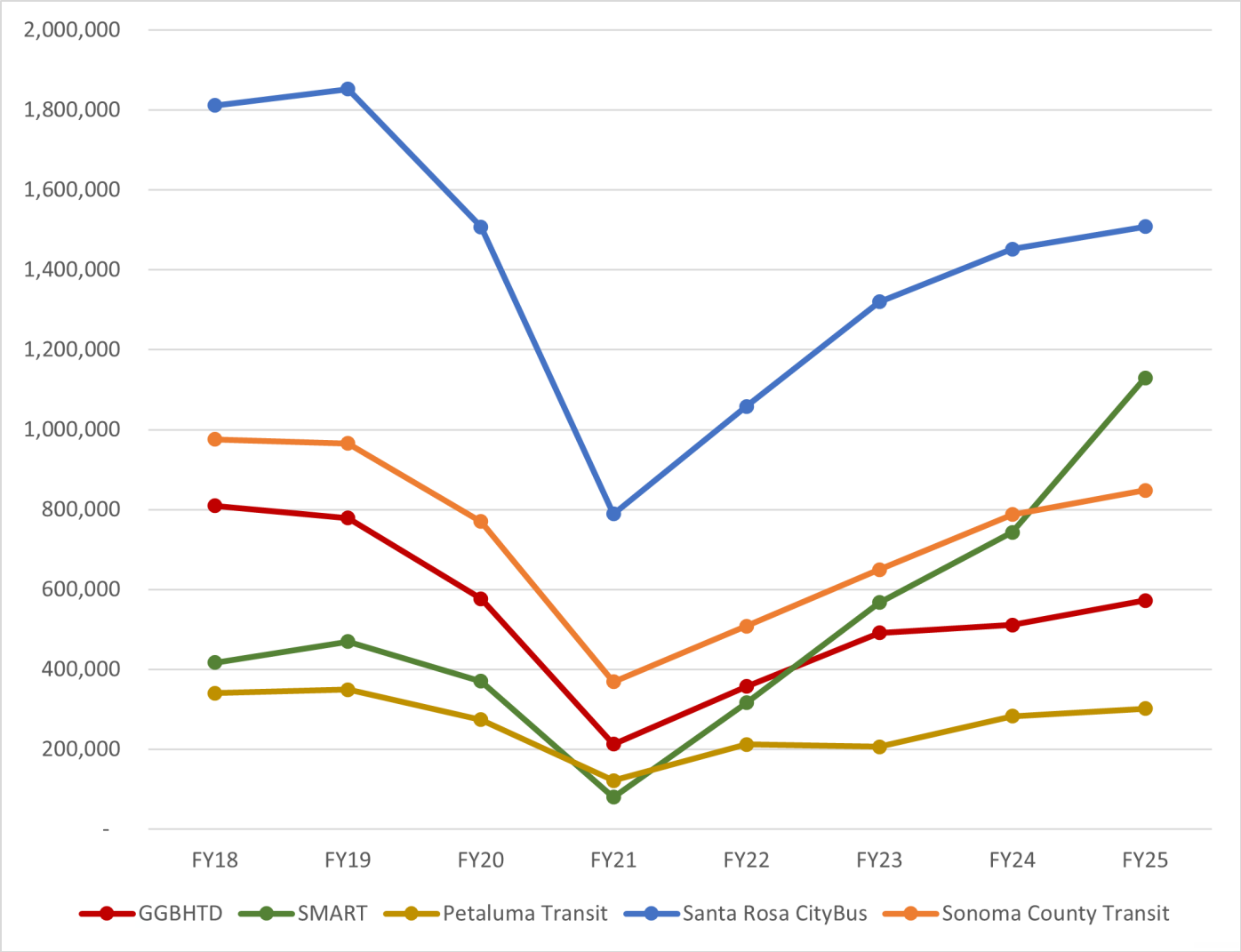
Figure 4-11: Public Transit Routes



Transit Routes and Ridership

Transit ridership tends to fluctuate with the economy and fuel prices. In Sonoma County, ridership grew with population and development from the 1990s and 2000s. Transit ridership had a marked increase in 2019 through early 2020, and a steep decrease during the COVID-19 pandemic. As of 2025, ridership has steadily recovered to around 85 percent of pre-pandemic ridership for most operators. SMART has made headlines for surpassing its pre-pandemic ridership ahead of most operators by 2023. Fare reductions, fare free programs, added service, and first/last mile connections contributed to SMART's quick recovery and the opening of new stations in North Petaluma and Windsor in 2025 further increased ridership.

Figure 4-12: Annual Transit Ridership on Routes Serving Sonoma



Paratransit Services

Paratransit provides door-to-door service to individuals living with disabilities who are unable to use the fixed-route transit system. All bus systems in Sonoma County provide paratransit service within at least a ¾-mile radius of active bus routes as required by the 1990 Americans with Disabilities Act (ADA). This civil rights legislation mandates equal opportunity in employment, transportation, telecommunications, and places of public accommodation for people with disabilities. The ADA paratransit requirement does not apply to commuter bus, commuter rail, and intercity rail systems. Paratransit service must be comparable to the public transit operator's fixed-route service when considering the following service criteria: equivalent response time, similar fares, same geographic area of service, no restriction on type of travel, and equal availability of information.

In Sonoma County all four bus transit operators contract out paratransit service. Contractors provide next-day ADA Paratransit transportation service seven days a week to those who are unable (temporarily or permanently) to independently use fixed-route transit due to a disability or health related condition. Santa Rosa and Petaluma both currently have contracts with MV Transportation to provide curb-to-curb paratransit service that will deliver patrons within city limits. Sonoma County contracts with the Center for Volunteer and Nonprofit Leadership to provide paratransit service through Volunteer Wheels in a service area and during service hours comparable to Sonoma County Transit's fixed-route system. Golden Gate Bridge, Highway and Transportation District (GGBHTD) offers intercounty demand-response paratransit service within a 3/4-mile radius of all non-commute Golden Gate Transit routes through Marin Access. Paratransit passengers may travel across multiple transit service areas by arranging transfers through the agency that administers the client's paratransit eligibility. ADA integration with the Clipper® Next-Gen platform and regional fare policies are in development to improve equity and usability.

Issues and Opportunities

With 90 percent of commutes in Sonoma County staying within the county, and approximately half of all travel in the county staying within a city or similar zone,[61] there is an opportunity to shift trips from driving to transit. However, transit in Sonoma County faces several obstacles to attracting riders. Operating hours for many transit routes are focused on the 8am to 5pm commute period and often do not meet the needs of shift workers and students with evening classes. Additionally, the rural nature and low population-density in much of unincorporated Sonoma County makes it difficult to efficiently provide transit service for all residents. According to the US Census Bureau, the average household in Sonoma County has access to around 2 cars per household, and there are more registered vehicles in the county than people according to the California Department of Motor Vehicles.[62] The suburban and rural character of Sonoma County, coupled with high auto ownership and ample free parking, contribute to around 70 percent of commuters driving alone and high automobile use and traffic.[63] The ease of use and ready availability of personal vehicles in the county has made it difficult for transit to attract riders.

With limited resources available for running and maintaining service, bus transit operators are forced to balance providing coverage in low-ridership areas for those that rely on transit and providing high-quality transit with more frequent headways for high ridership and high demand corridors and routes. High frequency routes, that run every 15 minutes or less, attract more riders as they enable people to use transit without planning their day around a limited transit schedule. Though expensive and inefficient there is still a need to provide transit service for those who depend on it in less populated areas where high-frequency routes are not viable.

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61 Sonoma County Travel Behavior Addendum for 2027-2022. https://scta.ca.gov/wp-content/uploads/2024/08/SC-Travel-Behavior-Addendum-8.6.24-RC.pdf

62 California Department of Motor Vehicles. (2024). Estimated Vehicles Registered by County 2024. (http://dmv.ca.gov/portal/research-development-data-dashboards/vehicles-registered-by-county/).

63 U.S. Census Bureau: American Community Survey.(2025). 2006-2023, Table B08301

Growth in Sonoma County will lead to increased road congestion if travel continues to focus on single drivers. Road congestion can negatively impact bus schedule reliability. However, planned growth in city centers and around transit hubs has the potential to increase transit demand and increase ridership. Continued integration of the various transit systems will allow more seamless travel across the county and throughout the region and attract new riders and improve mobility.

Fiscal Cliff and Economic Uncertainty

The COVID-19 pandemic created significant challenges for public transit. Transit experienced steep declines in ridership and fare revenue due to shelter-in-place orders and the subsequent shift to remote work. While ridership has seen a gradual recovery over the last five years, fare revenues are still significantly lower than they were pre-pandemic. Tax-based revenues for operations have also recently declined as costs have increased. As federal one-time relief funds run out, many Bay Area transit agencies are facing a fiscal cliff and will need to significantly reduce or stop service due to lost revenue. Transit agencies and advocates have been working with state lawmakers on a potential multi-year financial commitment to prevent California transit agencies from making steep cuts and further impacting service levels and ridership. In 2025, Senate Bill 63 authorized a November 2026 ballot measure for voters in Alameda, Contra Costa, San Mateo, and Santa Clara counties to consider a half-cent sales and a one-cent sales tax in San Francisco. The tax revenue would support transit agencies while they adapt to new travel patterns and make necessary service improvements.

Vision for the Future

Bus and Rail Transit projects in this plan are divided into two categories: Transit Capital Projects and Non-Capital Transit Improvements. Some of the key project types and new concepts are described in more detail below.

Transit Capital Projects — representing the capital cost of maintaining or expanding service. Key Transit Capital Projects include:

- Transit priority infrastructure and technology, including transit signal priority projects
- Transit fleet and facility electrification
- Maintenance shops, bus yards
- Mobility hubs, transit hubs, and bus stop improvements
- Bus purchases to support service improvements
- SMART rail and service extensions from Windsor to Cloverdale, including new stations, purchase of train cars, and maintenance of facilities
- SMART rail capacity improvements
- SMART East-West rail extension
- SMART Pathway construction providing first/last mile access to SMART stations

Transit Improvements — Non-Capital: Represents the cost of maintaining existing service and the non-capital costs associated with expanding service (e.g., expanded operations, fare programs). Maintenance of transit service is required to be budgeted using known fund sources, and maintenance costs are required to be listed as fully funded. Key Non-Capital Transit Improvements include:

- Service Expansion - service increases for all transit systems, schedule coordination
- Microtransit and Mobility as a Service projects
- Mobility Management
- SMART rail service to Cloverdale
- Technology — passenger information, fare payment, and operations
- Affordability - fare programs

Service Expansion

The quality of transit service is a strong determinant of ridership. A system that is reliable, is safe, and has a schedule that people can plan their days around helps retain regular riders and attract choice riders. Such a system has enough frequency so that long wait times and transfer times are minimized, with travel times that are more comparable to driving. Hours of operation and geographic coverage are also important to ensure that people can travel where they want to go during the hours they need to travel.

Service expansion projects in this plan total close to $3 billion on top of ongoing operations and maintenance costs through 2050. Other service expansion and improvement projects, costing an estimated $280 million, are directly focused on improving connections to transit stops by providing micro-transit or other first-last mile connections to improve access to transit. These projects directly meet the goal of providing a *Connected and Reliable* transportation system and the objective to provide a robust and well-coordinated local and regional transit system. Transit service expansion could also help fulfil the goals for a transportation system that is *Community Oriented and Place-Based,* and *Zero-Emissions.*

Improved Facilities and Efficiency

Upgrading passenger amenities at bus stops is a priority throughout the county. Transit operators have plans to upgrade and expand the availability of bus shelters countywide, focusing on schools, employment sites, and other major trip generators. Plans for improvements also include installing benches at all bus stops, improving lighting, expanding real-time bus arrival information and other public information at bus stops countywide, adding additional bike racks, and maintaining and improving key intermodal hubs throughout the county. Engineering solutions on high-frequency bus corridors can optimize transit efficiency by speeding up bus service to better compete with the automobile. Some examples of engineering solutions are Rapid Bus and Bus Rapid Transit (BRT) facilities, including the following elements:

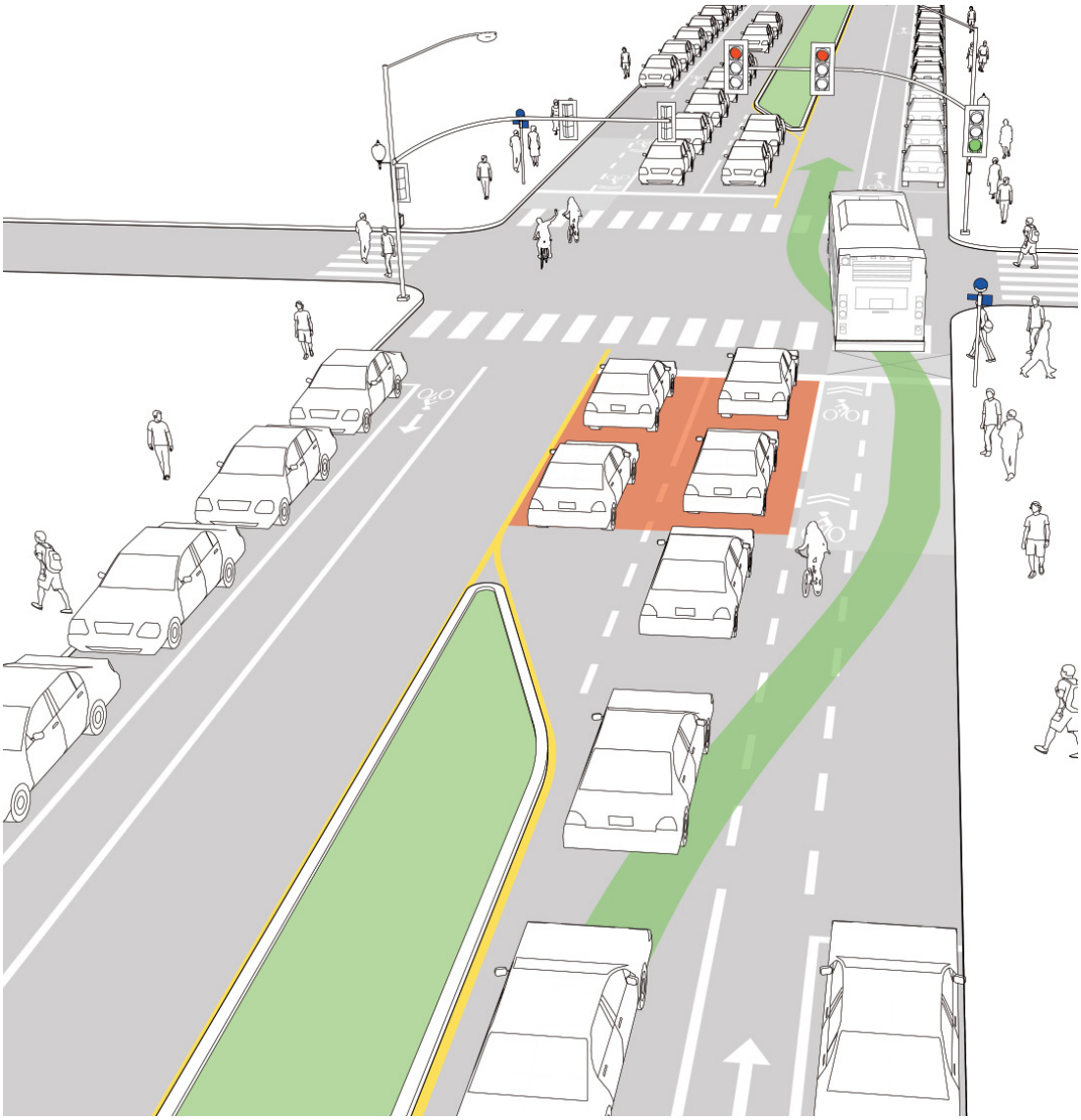
- Transit signal priority — modification of traffic signal timing or phasing when transit vehicles are present

- Queue jump lanes — short, dedicated transit lanes to allow buses to easily enter traffic flow ahead of traffic or bypass congested intersections

- Express Bus service — routes or runs with fewer stops to speed up travel time

- Bus Rapid Transit (BRT) and Rapid Bus — dedicated bus lanes, often including high-quality stations in the center of the road with platform-level boarding and off-board fare collection.

Figure 4-13: Queue Jump Lane



Source: Transit Street Design Guide, NACTO, April 2016

Figure 4-14: Bus Rapid Transit (BRT) Example



Source: AC Transit Tempo Bus Rapid Transit

Fleet maintenance, expansion, and electrification

Maintenance and improvement of the transit fleet are key components of safe, clean, and efficient transit operations. Adding transit service often requires expansion of the transit fleet.

Fleet electrification projects include full transitions to zero-emission buses as required by the California Air Resources Board by 2040. Local transit agencies have taken steps to begin transitioning to zero-emissions fleets earlier than required, by purchasing electric buses and addressing infrastructure needs. A full transition may require a network of en-route charging and systems that ensure resilience during power outages and emergencies.

Transit capital improvements projects including fleet and facility electrification, fleet expansion, rail extension, and enhancement of stations and mobility hubs total over $2.9 billion. Implementation of the transit capital improvements would advance all four of the Moving Forward 2050 goals; *Connected and Reliable, Safe and Well-Maintained, Community Oriented and Place-Based,* and *Zero-Emissions.*

Mobility Hubs and First/Last Mile Access

Mobility hubs are places that bring multiple travel options together in one location. Typically located at bus or rail stations, they make it simple to transfer between public transit, bicycling, bike share, walking, scooters, personal vehicle, car share, or ride-hailing services. These hubs provide a safe and comfortable space with amenities that help people bridge the "first and last mile" gap—connecting homes to transit, and transit to destinations. By making it easier to travel without a car, mobility hubs support sustainability, reduce traffic, and increase transportation access for everyone. More information on mobility hubs is provided in Appendix 10.

First and Last Mile solutions focus on how people get to and from transit. These efforts improve the experience of walking, biking, or rolling to a bus stop or train station, as well as the comfort and safety of waiting once they arrive. When the trip to transit is easy and welcoming, people are more likely to choose transit over driving. SCTCA partners with local jurisdictions and transit providers to improve sidewalks, meet ADA accessibility standards, and provide safer pedestrian access to transit stops.

Creating a fully connected transit network means making it safe and convenient to walk, bike, or roll to transit. Pedestrian facilities, bike routes, and secure bike parking all play a role. All local buses are equipped with front-mounted bike racks, and SMART train stations include bike racks and electronic bike lockers to address the growing demand for bike storage, especially as larger electric bikes become more common. First/last mile programs located at rail stations and bus hubs, such as Redwood Bikeshare that launched 2024, add options for riders to get to and from transit.

Microtransit and Mobility as a Service

Microtransit is an on-demand transit service that uses technology to offer flexible dynamic routing and scheduling based on riders' needs. In some lower ridership areas, microtransit has shown to be more efficient than fixed-route transit as it dynamically routes service to where there is demand and can be combined with paratransit service. Replacing certain fixed-routes and paratransit service areas with microtransit, like SMART Connect or LumaGo, may allow agencies to redirect resources and increase service on fixed routes with higher ridership.

Mobility as a Service (MaaS) integrates multiple travel options and travel payments into a single interface or platform. Technological innovations in MaaS can significantly improve the rider experience by making the trip planning process easier and more seamless. MaaS apps are often through third parties that provide access to all operators in a region on the same app, making trip planning and payments more convenient. As these technologies advance, riders can expect more readily available information and tools.

Affordability

Affordability of transit is a key equity consideration and all transit systems in Sonoma County are offering programs for reduced fares or free fares. Many of these programs rely on a subsidies provided by a state or local program.

The CTP envisions free fares for local transit and paratransit service in Sonoma County at an estimated cost of approximately $90 million. Expansion of free fare programs could help increase transit ridership and mode share; support housing and affordability-related goals; enhance access to jobs and education; and improve equity in the transportation system. The proposed program is scalable and could be implemented in phases by providing targeted fare-free or discounted fares to limited areas or population groups. A more affordable transit system aligns with the Sonoma Moves 2050 goal for a Connected and Reliable transportation system and the guiding principle of equity.

Mobility Management and Senior Ride Programs

Mobility Management refers to a person or organization that helps riders access transportation services, and may include services such as information and referrals, travel training and trip planning, assisting riders register for programs, coordinating services provided by multiple agencies and organizations, marketing services, and developing services to fill gaps. MTC's Coordinated Public Transit-Human Services Transportation Plan has highlighted mobility management as a priority for many years.[64] MTC's 2021 Transit Transformation Action Plan went a step further and called for standardizing mobility management definitions, geographic designations, and functions for the region. The plan calls for a single point of contact in each county to provide and coordinate mobility management services in their respective county.[65] The vision is to establish a countywide mobility manager for Sonoma County to enhance coordination of paratransit services and social service transportation programs, and to work to improve the effectiveness of transportation for people living with disabilities and older adults.

Transit agencies currently provide some of these services including travel training and trip planning for transit and paratransit users, and processing eligibility applications for paratransit. Transit providers are also able to easily and efficiently respond to feedback from transit and paratransit riders living with disabilities. The Sonoma County Area Agency on Aging currently manages other aspects of mobility management, including a transportation voucher and mileage reimbursement program, as well as mobility information and referral services for older adults and people living with disabilities in Sonoma County. Transportation vouchers are distributed to older adults who do not drive through social service agencies. The Area Agency on Aging maintains the Sonoma Access website[66] and an Aging and Disability Resource Hub phone line (707-565-INFO) which both provide information on transportation options and assistance.

64 Metropolitan Transportation Commission. (2024). Coordinated Public Transit-Human Services Transportation Plan. (https://mtc.ca.gov/digital-library/5032119-coordinated-public-transit-human-services-transportation-plan-2024)

65 Metropolitan Transportation Commission.(2021). Transit Transformation Action Plan. (https://mtc.ca.gov/TransitActionPlan).

66 Sonoma County Area Agency on Aging.(2025). (https://www.sonomaseniorsaccess.org).

In addition to paratransit and voucher programs, several volunteer driver programs and shuttle services help meet the transportation needs of disabled and senior residents in Sonoma County, especially in more rural areas where there are fewer transit routes and lower frequencies. Volunteer drivers provide rides for medical and social service appointments for seniors who are unable to drive. Volunteer programs include the Sebastopol Area Senior Center Volunteer Driver Transportation Program (West County), Petaluma People Services Center iRIDE (South County), Catholic Charities' volunteer driver program (Santa Rosa), Vintage House Local Independent Mobility Options Program (Sonoma Valley), Friends in Sonoma Helping (Sonoma), and Coastal Seniors (Mendocino and north Sonoma Coast). The City of Healdsburg also runs a volunteer driver program called Drivers Assisting Seniors in Healdsburg (DASH) using a city-owned vehicle.

Trends

Automation of transit has potential for reducing operational costs. Over the past few years more autonomous shuttle, robobus, and robotaxi pilot projects have launched and explored this new technology. These pilot projects are underway in the Bay Area region and include Waymo autonomous cars in several Bay Area cities and PRESTO shuttles in Contra Costa County. Automated technologies are still being refined with focused improvements needed in safety, public perception, and increased reliability in mixed traffic and inclement weather. Regulations and policy frameworks continue to be developed to address liability, oversight, standards, and integration with current transit systems. Additional infrastructure improvements need to be made to provide sufficient mapping, power supply, and communication networks to support autonomous vehicles. The California Public Utilities Commission (CPUC) now requires quarterly reporting from autonomous passenger-vehicle operators such as Waymo, Aurora, WeRide, and Zoox.[67]

In California, the regulatory groundwork for autonomous transit has progressed significantly. Within the Bay Area, Contra Costa Transportation Authority (CCTA) is piloting shared autonomous vehicle (SAV) services. Their PRESTO program uses low-speed, electric, multi-passenger driverless shuttles to test first/last mile connections in communities like Rossmoor.[68] Waymo recently obtained approval to operate in the North Bay.[69] While Sonoma County does not currently have operational autonomous shuttles or robotaxis, *SCTCA's Shift Sonoma County Low Carbon Transportation Plan* recommends seeking opportunities to pilot or support deployment of electric autonomous vehicles. With DMV approval of Waymo operation in the North Bay, these services may be seen in Sonoma County in the near future.

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67 California Public Utilities Commission. (2025). Quarterly Reporting., (https://www.cpuc.ca.gov/regulatory-services/licensing/transportation-licensing-and-analysis-branch/autonomous-vehicle-programs/quarterly-reporting).

68 Contra Costa Transportation Authority. (2024). Ride PRESTO. (https://ridepresto.com/).

69 California DMV. (2025). Waymo Approved Areas of Operation for Driverless Testing and Deployment. (https://www.dmv.ca.gov/portal/vehicle-industry-services/autonomous-vehicles/autonomous-vehicle-testing-permit-holders/waymo-approved-areas-of-operation-for-driverless-testing-and-deployment/).

Mode Shift Programs

While many projects described earlier in this chapter will help reduce GHG emissions from vehicles, there are further opportunities to work toward SCTCA's target of achieving carbon neutrality in Sonoma County by 2030 through mode shift programs. Mode shift programs, often referred to as transportation demand management (TDM), are a collection of strategies designed to change travel behaviors by increasing the attractiveness of low carbon transportation options and reducing the demand for single occupancy vehicle travel. These programs range from providing financial incentives, supportive programs, first/last mile connections, and educational and marketing initiatives for active and shared travel options.

The success of these efforts relies on strong partnerships among transportation providers, local jurisdictions, employers, the tourism industry, and community-based organizations (CBOs) to create a comprehensive approach that addresses transportation needs in both urban and rural areas of the County. These programs support the transit system and active transportation network, and can be instrumental in ushering in a safer, cleaner and more efficient transportation system in Sonoma County.

Since Moving Forward 2050 (2021)

The following mode shift and TDM programs have been implemented since the last CTP was adopted:

Sonoma Commute Rewards is a carpool matching and incentive platform that the SCTCA launched in fall 2021 for people traveling in Sonoma County. Sonoma Commute Rewards incentivizes sustainable commuting through a points-based system and encourages participation through themed challenges.

Redwood Bikeshare is a regional shared bicycle system in seven cities along the SMART corridor that launched in October 2024. The two-year pilot program, jointly managed by SCTCA and the Transportation Authority of Marin, consists of 300 bikes at approximately 70 hub locations and multiple drop zones across seven cities in Sonoma and Marin counties. This program has helped improve first/ last-mile connections with transit and provides a new convenient option for traveling around town.

Microtransit services, discussed in the public transit services section above, can also be considered mode shift programs as they provide first/last-mile connections with transit. On-demand shuttles through SMART Connect in the Airport area and Larkspur, and LumaGo in Petaluma began service in 2023 and 2024.

SCTCA's Strategic Transportation Demand Management (TDM) Plan, completed in 2025, provides a coordinated roadmap for reducing single-occupancy vehicle travel and improving transportation options across Sonoma County. It identifies practical, community-driven, non-infrastructure strategies to encourage walking, biking, transit use, carpooling, and vanpooling—helping to lower greenhouse gas emissions and enhance mobility for all. The plan includes 21 strategies that could be led by SCTCA or partner agencies, prioritized for near to long term implementation.

Fare Free Transit Programs including the Youth Fare Free program and Petaluma Fare Free pilot were introduced between 2021 and 2024. These programs have resulted in new and more frequent riders across local bus systems and SMART.

Ongoing Programs

Subsidies and Incentives

Employer incentives for commuting by transit, vanpool, or bicycle can reduce workplace parking demand, reduce congestion, save employees and employers money, and help with employee recruitment and retention. Many Sonoma County employers already provide incentive packages to make it more attractive for employees to use transit. Under the Bay Area Commuter Benefits Program, employers with over 50 or more full-time employees must register and offer benefits such as pre-tax benefits for transit or vanpools, employer-provided transit passes, or alternative commuting options. Alternative options may include a suite of measures such as bicycle subsidies along with secure bike parking, showers, and lockers.

Transit Fare Free Programs for college students have continued. College students at Sonoma State University (SSU) and Santa Rosa Junior College (SRJC) benefit from free rides on local transit simply by showing their student ID.[70]

Youth Education Programs

The Countywide Safe Routes to School (SRTS) program, administered by the Sonoma County Transportation and Climate Authorities (SCTCA), hosts a range of infrastructure and non-infrastructure efforts which help achieve the goals set forth in this plan, key milestones of the Sonoma County Vision Zero Action Plan, jurisdictions' Active Transportation Plans, and Local Road Safety Plans. The program's safety education and active transportation encouragement activities which are currently provided under contract with the Sonoma County Bicycle Coalition (SCBC), provides guidance, resources, and in-person programming to interested schools throughout the county with the goal of increasing the number of students walking, bicycling, and rolling to/from school. SRTS programming is focused on elementary and middle schools and includes the following annual events: International Walk and Roll to School Day (October), Ruby Bridges Day (November), and Bike to School Day (May). Other activities include bicycle and pedestrian safety classes, family bicycling workshops, and student travel mode reporting, and student population proximity mapping. On average, these efforts engage over 50 schools and nearly 20,000 students annually.

With the award of a USDOT Safe Streets and Roads for All Planning Grant in 2025, the countywide SRTS program has been expanded to include a more robust infrastructure planning program. The project team developed a prioritization methodology using safety, health, and climate change mitigation indicators to rank the county's 204 schools (both public and private) so that the program can focus on school neighborhoods with the highest need. The project will develop community-centered site assessments and plan reviews that will identify transportation access improvements for approximately 35 schools.

70 Go Sonoma. (2025). Youth and School Trips – Go Sonoma. (https://gosonoma.org/youth-and-school-trips/).

Through its combined infrastructure and non-infrastructure initiatives, SRTS seeks to create school zones with lower vehicle speeds, safer driver behavior, inviting and attractive neighborhood spaces, and improved air quality, by improving the safety, health and comfort of students that walk, bike, or roll to and from school.

Complementary Programs and Opportunities

Emergency Ride Home provides a safety net for anyone who works in Sonoma County and uses an alternative transportation option, such as carpooling, vanpooling, public transit, bicycling, or walking to get to work. The program will reimburse rides home in a taxi, TNC (e.g., Uber/Lyft), or other transit, in cases of a qualifying emergency.

GoSonoma.org provides a one-stop-shop for all things mobility within Sonoma County. Resources for bicycling, walking, carpooling, and using transit are compiled on this website to make getting around the county easier. It also provides links to various resources that help Sonoma County residents take advantage of transportation programs and incentives like signing up for a vanpool.

511.org, SF Bay is a phone and web resource for transportation information, options, and tools. 511.org includes traffic, transit, carpool, vanpool, and bicycling information for the entire San Francisco Bay area.

Vision Zero Action Plan the Vision Zero Action Plan was developed by the Sonoma County Transportation Authority and the Sonoma County Department of Health Services (DHS). The plan outlines actions to ensure that county roads are free of fatal and life-altering accidents. Vision Zero is a traffic safety philosophy that lays out a set of principles for engineering roads, educating travelers, and creating a sense of collective responsibility to ensuring that no one should be killed or severely injured by traffic crashes.

Parking management programs and policies can make a huge impact in lowering GHG emissions and VMT. GreenTRIP is a certification program through TransForm that works with developers and local jurisdictions to assess parking needs for new multi-family or mixed-use developments. The GreenTRIP program will analyze parking demand based on factors such as building type and size, geographic location and surrounding land uses, available transportation options, and will recommend appropriate parking levels along with vehicle trip reduction programs for local approval. Policies that set parking maximums, charging for parking, and encouraging right-sized parking could help substantially decrease the amount of vehicle miles traveled (VMT) in the county and increase transit ridership. The reduction of required parking can encourage new multi-family development which can help address the current housing deficit and improve accessibility by encouraging housing development near transit and active transportation facilities.[71]

71 Sonoma County Transportation Authority. (2025). Strategic Transportation Demand Management (TDM) Plan. (https://scta.ca.gov/tdm-plan/)

Chapter 5 Transportation Priorities for the Future

Projects Overview

The CTP identifies projects and programs that are needed to maintain and enhance the transportation system, address existing mobility needs, support local communities, and that can help SCTCA make progress towards achieving the plan's vision and goals. The CTP does not identify funding for specific projects but is a visionary long range plan which highlights transportation priorities identified by local jurisdictions and transit operators, helps evaluate and prioritize them, and estimates future transportation funding needs in Sonoma County. Improvements and investments are considered over two time periods: Short term improvements or projects that can be advanced over the next 10 years, and long-term priorities which may be implemented over the full 25 year span of the plan. Short- and long-term improvements will both be necessary in order to make significant progress in achieving the plan's goals and implementing its vision for the future.

Administratively, it is important that the CTP is current for two reasons. First, MTC requires that County Transportation Authorities such as SCTCA establish transportation plans that feed into the Regional Transportation Plan (RTP). The RTP is a federally required, long range planning document known as Plan Bay Area in the SF Bay Area region. Second, the SCTCA is responsible for programming, or allocating, numerous state and federal funding sources to transportation projects and needs and the CTP informs this process. To meet the RTP requirements, SCTCA needs an updated policy and planning document to help guide the programming process. If the SCTCA does not meet these two requirements it is at risk of losing critical transportation dollars. Additionally, projects that are submitted for inclusion in the Regional Transportation Plan/Sustainable Communities Strategy should first be included in the CTP.

A key component of the CTP is a financially unconstrained list of projects. 327 projects were either updated and carried over from the previous CTP or submitted as new projects. The combined estimated total project cost outlined in the CTP project list is $17 billion (See *Table 5.1*). Nearly $5 billion in funding is currently identified for these projects with an outstanding need of over $12 billion. Many of these projects do not have funding identified or have not been completed due to other implementation barriers. Projects on the CTP project list may be identified for potential future funding through SCTCA or regional funding programs.

Long-range planning

Large transportation projects are complicated and expensive, and most require many funding sources to complete. Stitching together a variety of funding packages can take years or even decades. Including capital projects and transportation programs in the CTP helps project sponsors secure funding and can make it easier to successfully develop, design, and deliver projects. Since the CTP is a financially unconstrained long-range plan, project sponsors are encouraged to consider a broad range of transportation needs facing their communities and Sonoma County residents when submitting project ideas to be included in the CTP list of projects.

Transportation improvement projects can generally be sorted into two groups:

1) Regionally significant projects that affect large numbers of the traveling public, are usually costly, require multi-year schedules, need to be included in regional transportation planning documents, and that can make an impact on the CTP goals; or
2) Projects with important local benefits that may not have high price tags and aren't large enough to make a difference in the countywide performance analysis.

Overall performance of projects is discussed in chapter 6 of the CTP.

Short-term implementation – SCTCA Funding Program Cycle 2

In June 2021, the Sonoma County Transportation Authority (SCTA) launched the SCTA Funding Program to strategically align upcoming transportation funding opportunities with high-priority local and regional projects. Project sponsors were asked to identify their top five priorities, enabling SCTA to match projects with the most suitable funding sources. Evaluation criteria were used to determine how project submittals address the goals established in Plan Bay Area 2050, the Sonoma County 2021 Comprehensive Transportation Plan, and the Sonoma County Climate Action Plan.

The second cycle of the SCTCA Funding Program (Cycle 2) was launched in the summer of 2025, with an estimated $74 million in funding available over the next 5-7 years. The application and evaluation process was designed to align with regional goals around equity, climate resilience, safety, and infrastructure readiness and builds on the CTP and other long range planning efforts. All projects submitted for evaluation were required to be first included in the CTP. A total of 72 applications were submitted, requesting over $776 million, highlighting the high demand and competitive nature of the funding program. Projects will be scored and prioritized in 2026 and the results of scoring will be used to identify short term funding and implementation priorities.

CTP Project Submittal Process

Jurisdictions recommend projects from their capital improvement plans, active transportation plans, and general plans to be included in the CTP. As part of this CTP update, projects and programs from previous plans were reviewed, updated, or removed if they had been completed or are no longer being actively pursued. The SCTCA received project submissions for carry-over and new projects from all Sonoma County cities, the County, and local transit agencies.

What has been completed since the last CTP?

Including projects in the CTP helps set them up for eventual implementation. Examples of projects that have been included in past CTPs and that have been implemented or that are underway are summarized below:

- SMART: Opening of the North Petaluma and Windsor Stations
- US 101 Marin Sonoma Narrows Segment C2: Completion of final HOV lane segment in Sonoma County– The entire Sonoma County Highway 101 HOV lane network is now open and in use by the public from Windsor to the Marin County line
- Major roundabout projects completed in the Town of Windsor and at Highway 116/121
- US 101/Hearn Avenue Overcrossing
- Microtransit and fare free transit programs are in operation in various locations across the county
- Completion of numerous bicycle and pedestrian projects including sections of the SMART Pathway
- Rehabilitation of miles of pavement across the county
- Ongoing operation of Safe Routes to School and Travel Demand Management Programs

Summary of Projects

A summary of all projects submitted as part of the CTP project list review and update is provided in Table 5.1 below. Included projects cover a variety of different modes of travel and are spread geographically around the county. Several proposed projects are intended to address transportation issues such as traffic congestion or safety by expanding or improving the existing infrastructure. Many projects are focused on improving mobility and reducing GHG emissions by enhancing clean transportation options like transit and active travel modes. Other projects focus on maintaining the system. The complete list of projects is available in Appendix 7 or online on the SCTCA website[72].

Smaller projects with overall project costs of less than $1M are generally listed as a single programmatic category, or grouping of similar types of projects, unless a particular funding program requires a smaller project to be listed individually. Examples of these programmatic categories include local pavement maintenance programs and the implementation of small projects proposed in Active Transportation Plans.

Table 51: Overview of CTP Projects

Category	Number of Projects	Cost in $M
Bicycle and Pedestrian Facilities	116	$1,272.41
Emission Reduction Technologies	2	$10.00
Highway Improvements	14	$4,915.00
Intersection Improvements	40	$265.32
ITS & New Technologies	7	$87.59
Multimodal Streetscape Improvements	36	$480.60
Roadway Improvements	63	$2,941.33
Transit Capital Projects	28	$2,922.00
Transit Improvements - Non-Capital	20	$4,114.20
Travel Demand Management	1	$40.00
Totals	**327**	**$17,048.45**

Bus and Rail Transit projects are divided into two different categories: one representing the cost of maintaining existing service, and another exploring the potential for enhanced and expanded service. Maintenance of transit service is budgeted using known fund sources and is fully funded. Improved bus frequencies, rapid bus corridors, microtransit service, and SMART extensions are included in the plan as transit expansion projects. Technological improvements such as real-time transit information represent exciting opportunities that could improve transit service.

The 116 bicycle and pedestrian projects identified in the CTP were submitted by local agencies and are consistent with the Countywide and local jurisdiction Active Transportation Plans. These projects focus on making bicycle and pedestrian travel more comfortable, safe, and connected.

72 https://scta.ca.gov/comprehensive-transportation-plan-update-landing page/#:~:text=PROJECTS,Transportation%20Project%20List

Highway, streets and roads projects identified in the CTP include the maintenance and rehabilitation of existing facilities, as well as the construction of new or expanded facilities. Some expansion projects represent significant investments and may require phasing to make use of limited funding opportunities.

Safe Routes to School (and to Transit), rideshare, bike share, guaranteed ride home initiatives, transit priority infrastructure and other transportation or trip reduction programs and technologies are represented as programmatic categories in the CTP project list.

CTP Project Highlights

Transit Projects

Transit providers submit CTP projects focused on sustaining existing transit operations and maintaining their fleets. Transit maintenance and sustaining existing service are tied to known funding. Many transit focused projects in the CTP seek to improve bus frequencies, extend hours of service, or add new transit stops to existing routes or add new transit service. Key expansion projects included in the updated plan are:

- Service increases for all transit systems
- SMART rail service North to Cloverdale, including maintenance facilities, and stations in Healdsburg, Geyserville, and Cloverdale
- SMART East-West service
- Transit Integration – Implement MASCOTS (Marin-Sonoma Coordinated Transit Service Plan) recommendations
- Rapid bus/Bus Rapid Transit projects in Santa Rosa and Petaluma
- Continuing and expanding fare-free transit and paratransit programs
- Maintenance shop, bus yard, and bus stop improvements
- Bus fleet electrification and charging infrastructure
- Micro-transit and first/last mile to transit improvements
- Technology – passenger information and fare technology, transit signal priority projects

Bicycle and Pedestrian Projects

Bike/Walk projects make up the largest number of individual projects included in the CTP. These projects are drawn from the countywide and local Active Transportation Plans and include larger projects with estimated costs of over $1 million. A few of the largest projects include:

- Active Transportation Improvements around SMART Stations
- California Coastal Trail (Mendocino to Marin)
- Russian River Trail
- Sonoma Valley Trail
- SMART Pathway - Includes completion of the SMART Pathway from Petaluma to Cloverdale.
- Highway 101 Bicycle/Pedestrian Crossings at Copeland Creek in Rohnert Park and connecting the North Santa Rosa SMART station to Santa Rosa Junior College (SRJC) in Santa Rosa.
- Maintaining existing Class I multiuse pathways and other bicycle and pedestrian infrastructure

Highway Projects

With the Highway 101 projects completed which added a high occupancy vehicle (HOV) lane in each direction from Windsor in the north to Marin County in the south, highway improvement projects in the CTP have shifted towards interchange improvements and safety and circulation improvements on the state highway system in other areas of the county.

Some examples of interchange improvements proposed in the Hwy 101 corridor include:

- Highway 101 at Railroad Ave, Highway 116, and West Sierra Avenue in Cotati
- Highway 101 at Mill Street in Healdsburg
- Highway 101 at Shiloh Road and Arata Lane in Windsor
- Highway 101 at Mendocino Ave/Hopper Ave in Santa Rosa
- Highway 101 at Mark West Springs Road/River Road

Other major Highway projects in Sonoma County:

- Overcrossing improvements in Petaluma, Rohnert Park, Santa Rosa
- Improvements to the Highway 12 intersection with West Napa Street in Sonoma
- Improvements to the intersection of Highway 12 and Fulton Road in Santa Rosa
- Highway 116 corridor improvements
- Highway 37 corridor protection and enhancement projects

Local Roads Projects

CTP local roads projects focus on improving safety and operations of our road network and represent a diverse set of projects including:

- Caulfield Lane Bridge and extension in Petaluma
- Airport Boulevard improvements in the Santa Rosa Airport Area
- Safety Improvements along unincorporated roadways including the Occidental Road Corridor, Verano Ave, Bodega Highway, and 8th Steet East Corridor in unincorporated Sonoma County
- Dutton Avenue, Northpoint Parkway, and Tuxhorn roundabouts in Santa Rosa
- Sebastopol Road Corridor Plan – from Dutton Ave to Stony Point Rd in Santa Rosa
- Adobe Road reconstruction in Unincorporated Sonoma County
- Complete streets and pavement restoration projects in Petaluma

Road rehabilitation

Road rehabilitation and maintenance including local road reconstruction, slurry seals, crack sealing, overlays and other rehabilitation represent a significant unmet need, with maintenance costs estimated at approximately $1.7 billion over the next 25 years to maintain roads in good condition. Each Sonoma County jurisdiction submits at least one local roads rehabilitation project to the CTP to demonstrate local commitment to maintaining the critical transportation infrastructure that we've already built and use every day.

Programs and Innovation

Continued innovation and advances in technology will help Sonoma County continue to improve mobility and transportation. The Comprehensive Transportation Plan (CTP) envisions a future where transportation is seamlessly connected and is zero-emissions. The plan aims to enhance safety, equity, and quality of life by providing a robust local and regional transit system, and a high-quality bike, pedestrian, and roadway network. Sonoma County jurisdictions and transit providers are committed to integrating innovative solutions and advanced technology to meet the evolving needs of residents and visitors. A few examples of innovative and technology focused projects in the CTP include:

- First-last mile connections around SMART Stations
- Bikeshare and micromobility programs and technologies
- Improvements to community evacuation routes in unincorporated areas and the City of Santa Rosa
- Improvements to the SMART Corridor to enhance freight/goods movement
- Implementation of the SCTCA Travel Demand Management (TDM) Plan and other TDM programs
- Intelligent Transportation System (ITS) and Advanced Traffic Management System (ATMS) improvements in various locations across the county
- Expanding the countywide electric vehicle charging network
- Developing mobility hubs in strategic locations to support multiple modes of travel
- Continued development of shared mobility and mobility as a service programs
- Transit and active transportation mapping and wayfinding improvements

Safety – Vision Zero

Vision Zero in Sonoma County is a countywide initiative led by the Sonoma County Transportation Authority (SCTA), the Department of Health Services (DHS), and local jurisdictions with the ambitious goal of eliminating all traffic fatalities and severe injuries in Sonoma County by 2030. The program is rooted in the belief that safe, healthy, and equitable mobility should be accessible to everyone. To achieve this, Sonoma County's approach combines data-informed planning, cross-jurisdictional collaboration, and meaningful community engagement to ensure both effectiveness and transparency.

The Vision Zero Action Plan sets out six interconnected goals: slowing traffic through speed management and calming measures; eliminating impaired driving, especially crashes related to driving under the influence; building safer streets for people walking, biking, and rolling; making vehicles safer while reducing dependence on private automobiles; cultivating a culture of safety through education and outreach; and embedding equity in all implementation efforts so that underserved communities are prioritized.

Data underscores the urgency of this work. While pedestrians and bicyclists represent only four percent of commuters, they account for 19% of traffic fatalities. Motorcyclists make up just one percent of commuters, but 9% of deaths. High-speed roads with limits of 40–45 miles per hour are closely tied to severe and fatal crashes and driving under the influence remains the leading cause of deadly collisions. Equity Priority Communities, which make up only 9% of the roadway network, experience 26% of serious crashes, highlighting the need to focus resources where risks are most significant.

To put the plan into action, Sonoma County has developed several key tools. The Vision Zero Data Dashboard tracks crash trends and monitors progress toward safety goals. Local Road Safety Plans (LRSPs) provide city- and town-specific strategies that align with countywide priorities, while the Vision Zero Toolkit offers templates and best practices for jurisdictions to adopt. Community engagement has been central

throughout the process, from public workshops and surveys to the Vision Zero Pledge campaign. Notably, two-thirds of surveyed residents expressed support for infrastructure improvements such as protected bike lanes and traffic calming over increased enforcement.

These efforts are guided by the Vision Zero Advisory Committee, which includes representatives from all 10 jurisdictions, nonprofits, and public health organizations. Together, these partnerships are shaping a coordinated, equity-centered pathway toward a safer transportation system for everyone in Sonoma County.

Equity in Transportation PlanningEquity is a guiding principle in transportation planning for Sonoma County, where the SCTCA has committed to ensuring that all residents—regardless of race, income, age, or ability—can access safe, reliable, and affordable mobility. The Equity Statement emphasizes community engagement, equity-based funding decisions, and accountability through public reporting. Long-range plans, such as the CTP and the Active Transportation Plan integrate data-driven strategies to address disparities. These strategies include planning focused on equity priority communities through the Community Based Transportation Planning program and transit coordination efforts to improve service for historically underserved communities.

Chapter 6 Measuring Plan Performance

The CTP establishes a long-range vision for transportation in Sonoma County and identifies near-term priorities that can be implemented to enhance transportation and support SCTCA in achieving its CTP vision and goals. The plan helps guide decision-making of the Sonoma County Transportation and Climate Authorities (SCTCA), which is responsible for planning, funding, and helping deliver transportation improvements, programs, and policies in Sonoma County. The CTP is updated every 4-5 years to consider changing conditions, travel behavior and preferences, and new demands on the transportation system.

Transportation goals for this CTP provide a comprehensive vision of the transportation system, encompassing travel behavior, transportation options, where people reside, and where they need to go. Sonoma County residents still want well-designed, well-maintained roads and buses; but they also recognize the importance of creating connections between people and places, improving safety and public health, supporting thriving communities and locations, and protecting our environment and climate.

Vision - Connecting people and places as we transition our transportation network to zero emissions by 2050.

SCTCA Equity Statement

Sonoma County Transportation and Climate Authorities (SCTCA) will strive in all of our work to achieve racial, social, and environmental equity. Ethnic, gender, economic and racial disparities in our country make it clear that every institution and organization needs to take action to create a culture of inclusion, equity, and justice. We recognize the need to increase efforts to ensure that all members of our community, regardless of race, ethnicity, age, gender, religion, sexual orientation, disability, or socio-economic status, feel valued, safe, respected, and included. We also acknowledge that we are on the ancestral lands of the Coast Miwok, Pomo, and Wappo who are the original caretakers of this area.

Equity is also central to safety and land use planning. Through Vision Zero, Sonoma County aims to eliminate all traffic fatalities and serious injuries by 2030, prioritizing investments in high-injury corridors and vulnerable communities while promoting walking and biking as safe, equitable travel options. Vulnerable road users such as pedestrians and bicyclists represent a small share of commuters but suffer a disproportionate share of fatalities, and Equity Priority Communities experience higher crash rates despite making up only a fraction of roadway mileage. Priority Development Area planning supports transit-oriented growth in alignment with regional climate goals, linking equitable mobility to sustainable development.

CTP Planned Investments through 2050

- **$1.3 billion for bike and pedestrian facilities**
- **$4.1 billion for non-capital transit improvements**
- **$2.9 billion for transit capital projects**

Community input and travel data confirm both the demand for and barriers to equitable transportation. A 2021 survey of nearly 2,500 residents identified poorly maintained infrastructure, speeding, and distracted driving as top concerns, with strong support for solutions like protected bike lanes and traffic calming.

More than half of residents use alternative transportation every week, with Hispanic residents being more likely to bike and carpool; however, many report dissatisfaction with the quality of infrastructure and safety. The CTP responds with over $17 billion in planned investments through 2050—including significant funding for bike, pedestrian, and transit improvements—paired with place-based strategies that tailor solutions to underserved urban, suburban, and rural communities. Together, these efforts aim to advance equity while improving mobility, safety, and sustainability across Sonoma County.

Our guiding principles are to improve **safety**, **equity**, and **quality of life**.

Our transportation system should be:

Goal 1 - Connected and Reliable

Deliver a seamless network that allows people to use a variety of transportation types easily, affordably, and dependably.

Goal 2 - Safe and Well-Maintained

Provide safe and well-maintained transportation infrastructure**.**

Goal 3 - Community-Oriented and Place-Based

Implement place-based transportation projects, tailored to urban, suburban, and rural communities that will improve local mobility.

Goal 4 - Zero-Emissions

Provide zero-emission transportation opportunities that meet diverse community needs, improve health, and enhance quality of life.

Evaluating Plan Performance and the CTP Project List

Decisions and actions that we make today will impact future generations. The future is never certain, but SCTCA evaluates forecasts and projections to anticipate how the decisions we make today will impact our communities over the next 25 years. Models and forecasts use historical growth patterns, travel trends, and current travel data to anticipate future growth and how the transportation system will be utilized and operated. We can use these tools to gain insights into what may help Sonoma County achieve its transportation-related goals.

The CTP transportation project list represents priority projects and improvements that Sonoma County jurisdictions and transportation providers have identified. This list of vision projects is financially unconstrained and is largely unfunded. Projects were evaluated using the Sonoma County Travel Model and analytic tools to determine how well the goals would be met if SCTCA were able to fund the entire list of projects. A list of performance measures was developed to evaluate the CTP's performance in broad terms in different ways.

Quantifiable Metrics

Performance measures were identified that demonstrate progress towards meeting CTP goals. Many of these performance metrics are broad and can be applied to several of the plan goals, as shown in Table 6.1.

The CTP performance measures are consistent with performance measures used in the last CTP and are based on industry best practices and are similar to performance measures used in other plans in the region. More detailed information on the performance evaluation, which compares existing conditions to future conditions under the CTP, is included in Appendix 8 – CTP 2050 Performance Results.

All forecasts and future estimates are compared to a baseline year estimate from 2023, representing current conditions in Sonoma County. Where available, more recent data from the Sonoma County Travel Behavior Study, its 2024 addendum, and other sources were used to understand how travel conditions have changed since 2015.

The CTP scenario assumes that by 2050, all CTP projects are funded and constructed or implemented. Population and employment growth are assumed to occur as forecasted by MTC/ABAG in Plan Bay Area 2050+, and Sonoma County residents and visitors are expected to travel primarily as they do currently. The following high-level criteria guided the CTP performance assessment:

- **High-level analysis:** The CTP performance assessment evaluates system-wide or regional transportation performance. Individual projects have fractional impacts on the system and are measured as an entire suite of projects. Detailed analysis, including CEQA/NEPA analysis if required, is conducted for projects as they are developed. The level of detail and type of analysis needed are tied to the project type and size.
- **Local agencies are planning for continued population and employment growth. Sonoma County is expected to continue growing** in the future, and local jurisdictions are preparing for this growth in their general plans and other local planning documents. Regional forecasts predict growth of over 25,000 additional households and 53,000 additional jobs in Sonoma County through 2050. Growth will significantly increase travel demand as more people use roads, trails, and the transit system. More efficient growth patterns, improved vehicle and transportation technologies, and project benefits will mitigate some future travel-related impacts.
- **The Sonoma County transportation system is relatively mature.** Proposed changes to the system are relatively minor, representing only small adjustments to the overall roadway, highway, transit, and non-motorized transportation network. Because the countywide transportation system is largely built out and mature, capital projects have a limited impact on countywide performance. Many of the proposed capital projects and programs included in the CTP are focused on improving local, or corridor, transportation safety and circulation, and not on improving the regional transportation system as a whole.

- **Existing development patterns are the primary factors influencing countywide travel patterns and conditions.** The county is expected to continue to grow, but the countywide development pattern is relatively mature, and growth is constrained and guided by urban growth and city-centered growth mechanisms and policies. The location of existing population centers and employment locations determines where and how far people travel. Growth and changes to the transportation system or policies will have some influence on this, but the existing development pattern and travel patterns are primarily determined by existing development.
- **Travel demand model limitations:** The Sonoma County Travel Model, which has been used to analyze performance, can represent and analyze certain types of projects and policies, but is limited in its ability to capture or represent the benefits of many programmatic and policy improvements. Considerable capital improvements, significant shifts in development patterns, changing vehicle efficiencies and fuel economies, and pricing policies are represented relatively accurately in the travel model and off-model post-processing tools. It is challenging to represent and capture the benefits of some projects and improvements included in the plan using the available tools. These include smaller local projects (such as most bicycle and pedestrian projects), marketing and public information campaigns (such as the countywide Vision Zero safety initiative), drastic changes in travel behavior or technologies, and some transportation policies.
- **Financial constraints:** The performance analysis has focused on all projects included in the comprehensive transportation plan. Many of these projects do not currently have identified funding sources. Additional funding will be needed to implement many of the projects included in the CTP.

Table 6-1: CTP Performance Measures and Goals

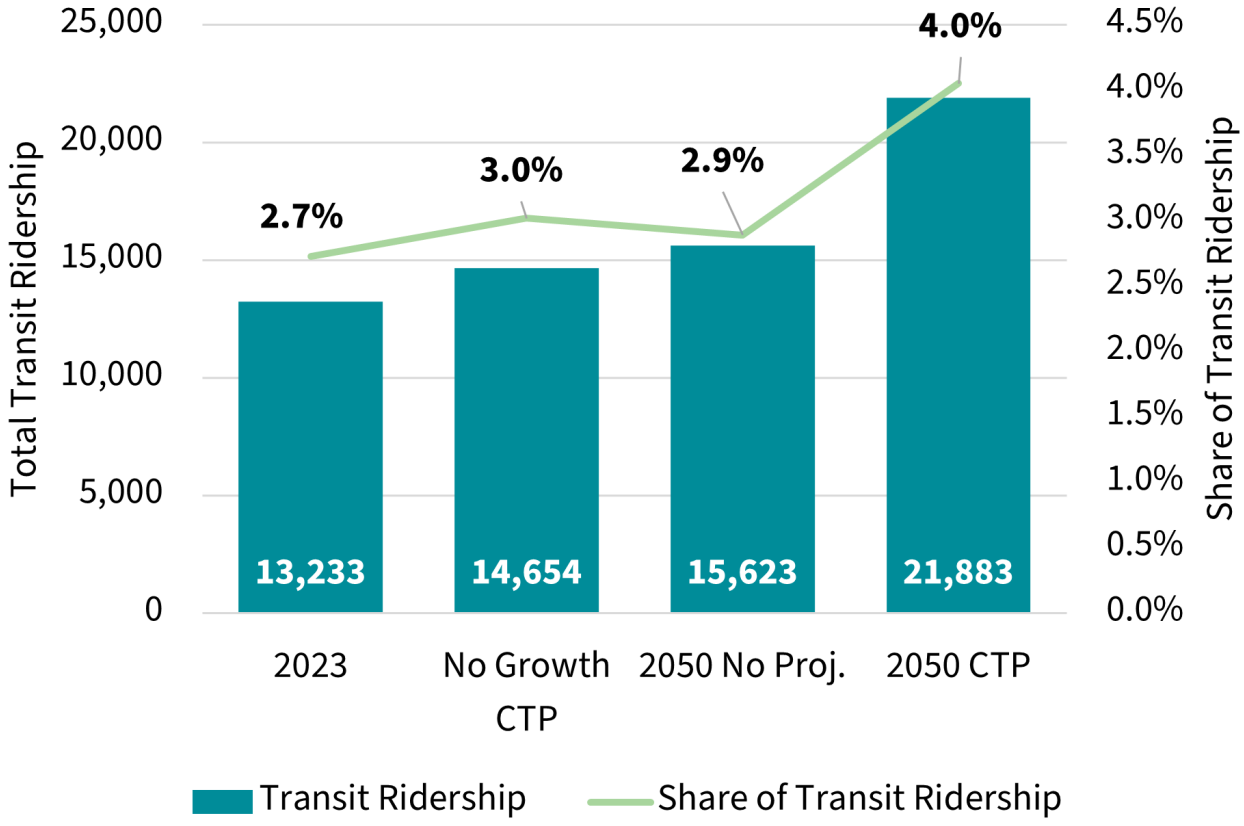
Performance Measure	Connected & Reliable	Safe & Well-Maintained	Community-Oriented and Place-Based	Zero Emissions
System Condition and Safety				
Pavement Condition Index		X		
Transit Vehicle Revenue Hours	X	X	X	X
Collision Rates		X		
Travel Efficiency				
Person Hours of Delay	X			
Peak Period Travel Time	X			
Travel Time	X	X		
Transit Use and Active Transportation				
Mode Share (Non-motorized)			X	X
Bicycle Facilities - Miles	X	X	X	X
Transit Revenue Hours	X	X	X	X
Transit Ridership/Capita	X		X	X
Equity and the Environment				
Average Household Travel Costs	X			
GHG Emissions				X
VMT			X	X
VMT/capita			X	X
VMT/job			X	X

Performance Results

The CTP performance assessment results indicate that some progress in meeting CTP goals and vision is expected by implementing CTP projects and the regional growth pattern laid out in Plan Bay Area 2050+. These positive trends are:

- **Improved transit service coverage and transit ridership:** Both coverage/availability and use of the transit system are expected to increase:
    - Transit vehicle revenue hours (transit availability) increase from 840 hours in 2023 to 1,365 hours in 2050.
    - Transit ridership increases by 65% from 13,200 riders in 2023/day to 21,900 riders/day in 2050.
    - The share of transit ridership per capita for all trips increases from 2.7% to 4.0%.

Figure 6-1: Transit Ridership



- **Expanded bicycle and pedestrian system and connectivity:** Local active transportation plans prioritize a countywide network of bikeways and pedestrian facilities connecting our jurisdictions and towns. Average trip lengths of 2.5 miles within jurisdictions indicate that many trips could be replaced with active transportation modes. The non-motorized transportation network is planned to expand significantly through 2050 if sufficient resources are available to expand the system.

  - Bicycle/pedestrian facility mileage planned to increase from 399 miles to over 1,463 miles.
- **Vehicle miles traveled and GHG emissions trend downward on a per capita basis:** Though total VMT is expected to increase due to increased population and employment growth in the future, VMT per person is projected to stay roughly consistent, and total greenhouse gas emissions and GHG/capita are expected to decrease due to more efficient development patterns, CTP projects, and vehicle fuel efficiency improvements:
  - VMT/capita predicted to stay mostly stable from 29.9 to 30.2 miles traveled per person per day.
  - Total daily GHG emissions (CO_2e) are predicted to decrease from 2,330,000 to 1,690,000 metric tons.
  - GHG/capita predicted to decrease from 4.81 to 3.13 metric tons per person each day.

Figure 6-2: Forecasted Greenhouse Gas Emissions

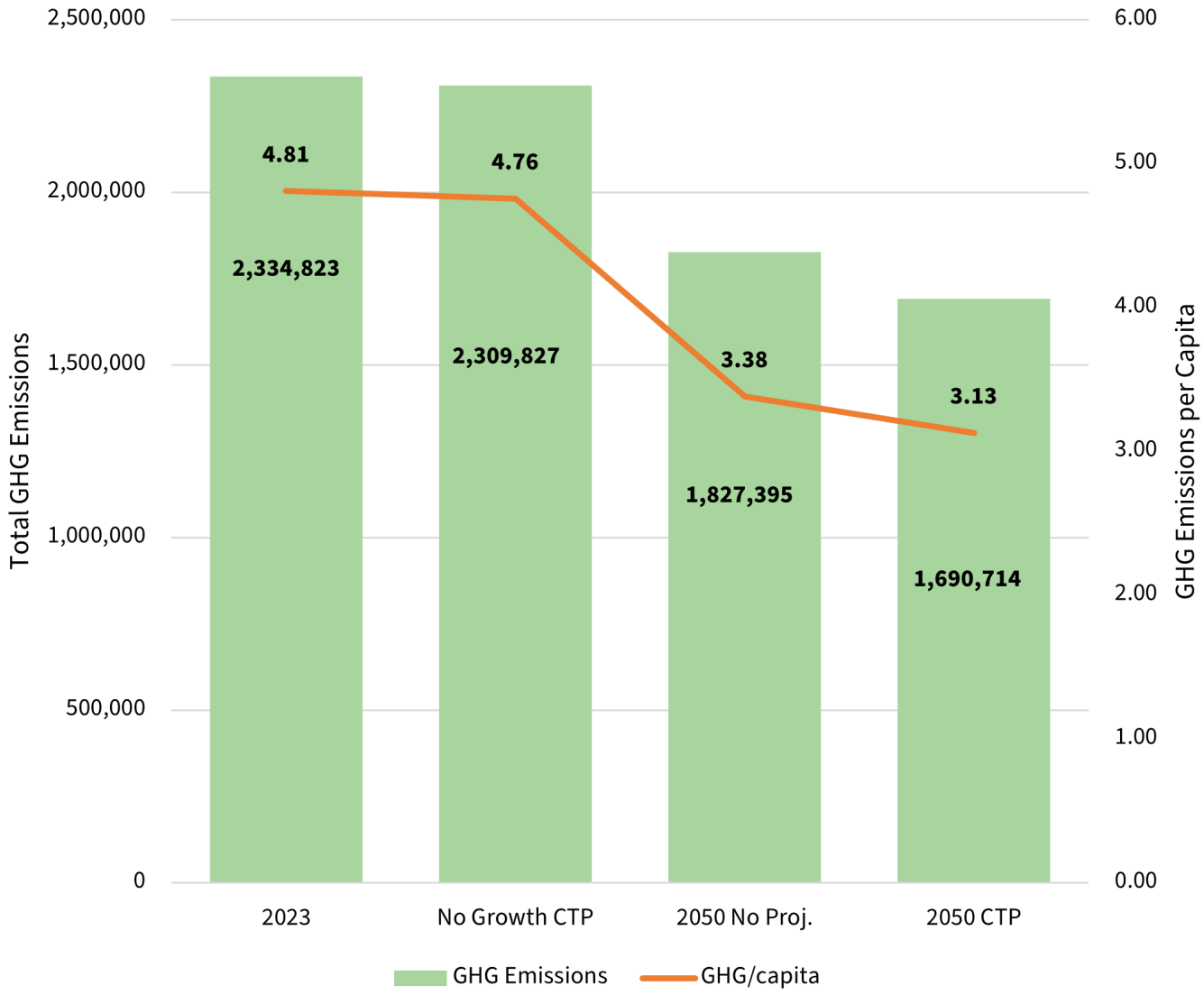
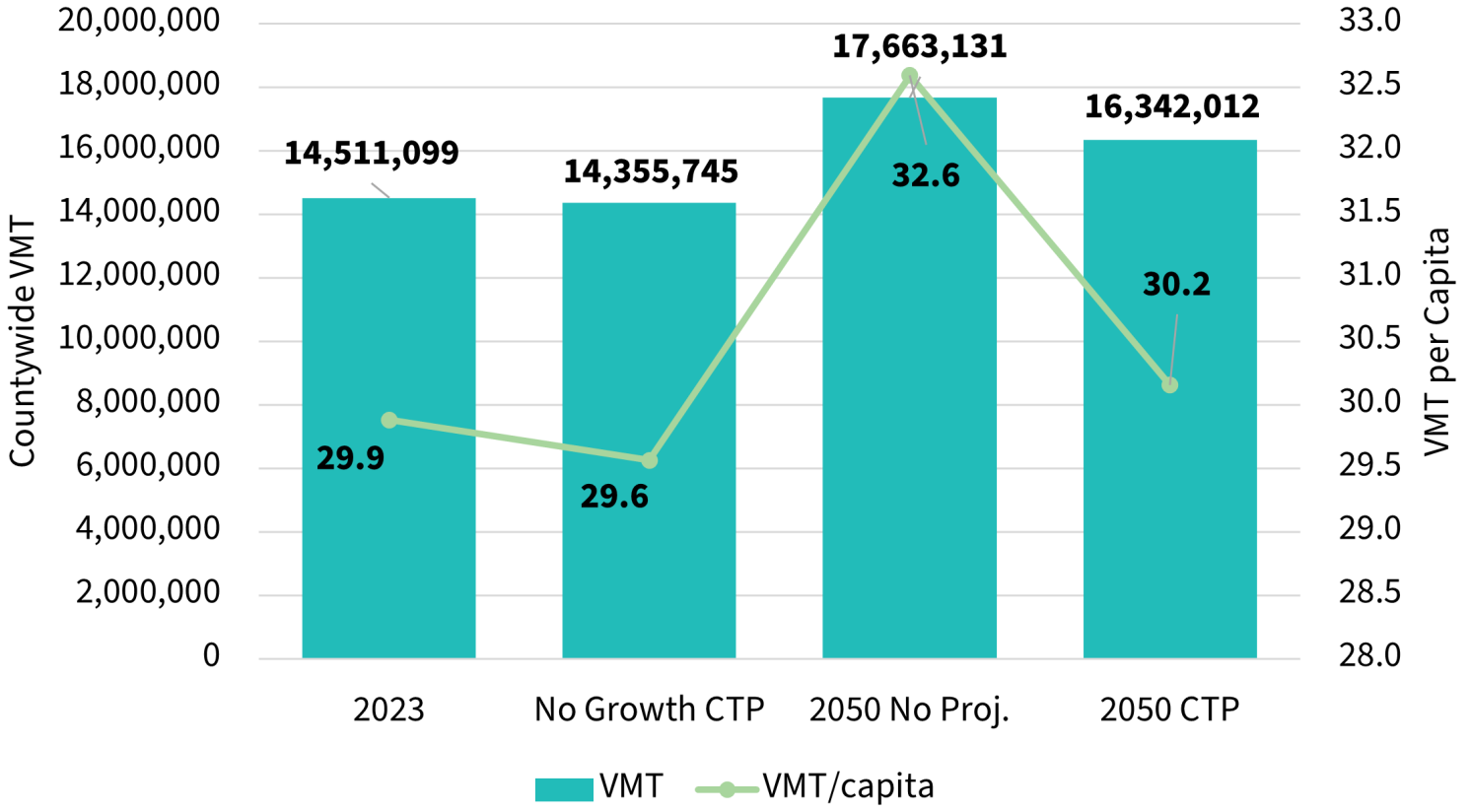


Figure 6-3: Vehicle Miles Traveled/VMT per Capita



- **Some progress improving the pavement condition of our roadways despite significant maintenance needs and funding shortfalls:** Countywide pavement condition is in the "at risk" category. PCI has increased from 53 in 2015 to 57 in 2023. Sonoma County jurisdictions have a significant unfunded need for road repair and rehabilitation to bring them up to a state of good repair (PCI in good or better category, 70+). Future improvements to pavement quality is dependent on the level of investment by jurisdictions.

- **Some reduction in collision rates and improvement to countywide traffic safety:** If no specific safety measures are taken, daily crashes are expected to increase in Sonoma County. CTP analysis tools are not able to capture the safety benefits of many safety projects included in the CTP project list. SCTCA will continue to investigate methods for quantifying the safety benefits of projects in Sonoma County.
    - The countywide Vision Zero project and many other local projects are specifically intended to improve safety in Sonoma County. Looking back over the past decade of reported crashes involving personal injuries and fatalities, the approximate daily average crash rate goes from 6.5 before 2020 to 4.5 crashes per day after 2020 indicating a positive trend in travel safety in Sonoma County.
    - When considering increases to driving alone, daily crashes are expected to increase from 7.6 to 8.6 in the absence of specific safety measures and policies based on the projected increase in VMT.

Figure 6-4: Projected Collision Rates Based on VMT

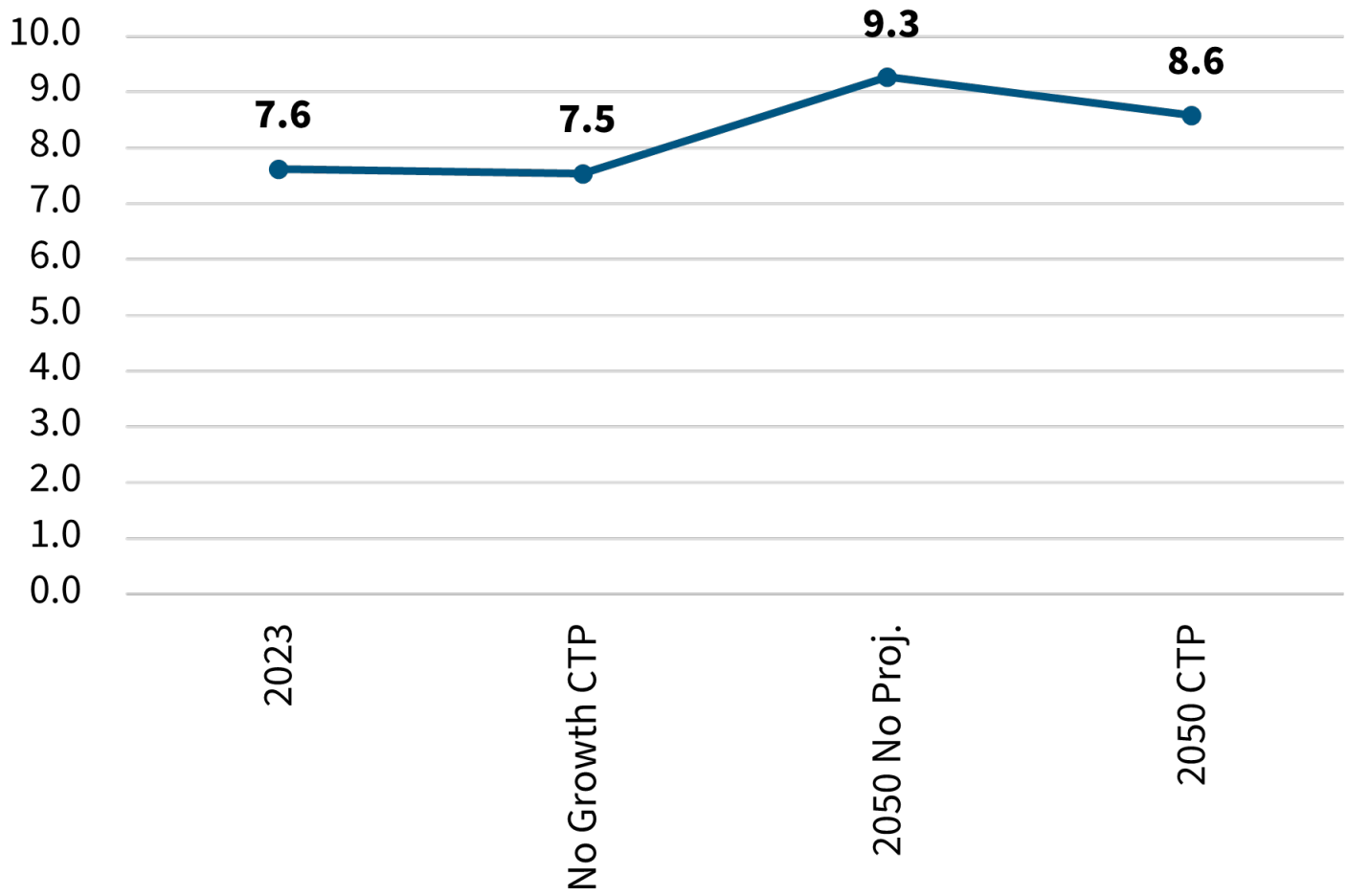
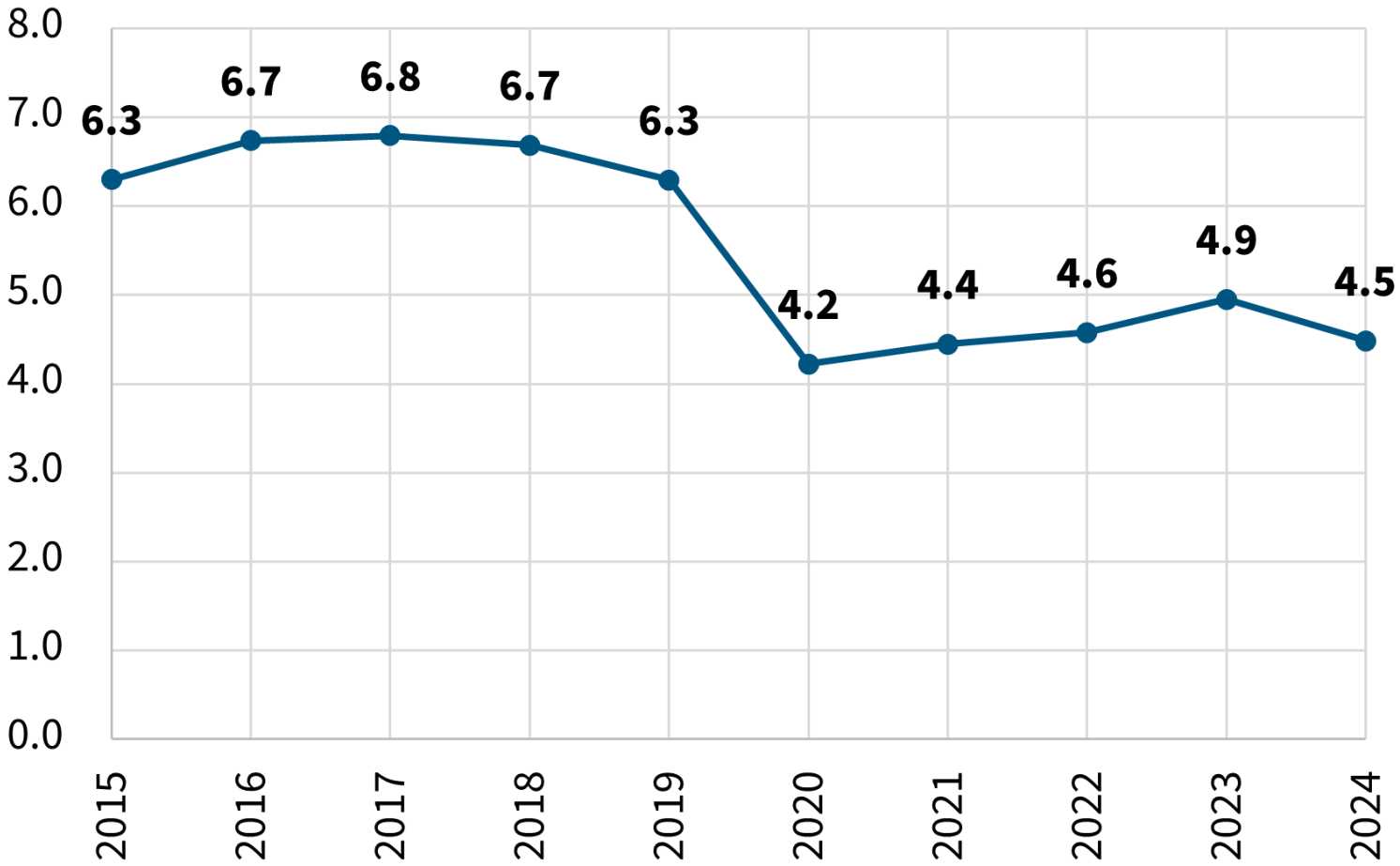


Figure 6-5: Daily Crash Rate - Actual



The performance assessment highlighted several transportation challenges facing Sonoma County in the future, such as:

- **Flat travel times and trips:** Travel times and trip lengths are expected to roughly stay the same in the future due to greater population using the transportation system and increased housing and job growth in city-centered areas.
    - Average travel time predicted to increase slightly from 14.17 minutes per trip to 14.28 minutes per trip. The average travel time for work trips is expected to have a small decrease from 22.68 minutes per trip to 21.86 minutes per trip.
    - Average trip length is predicted to stay consistent from 7.99 miles per trip to 8.00 per trip. Average trip length for work trips is predicted to approximately stay consistent from 13.51 miles per trip to 13.49 miles per trip.

- **Higher household travel costs:** Household transportation costs are influenced by cost savings and incurred costs. Anticipated savings are brought by implementation of MTC's Plan Bay Area 2050 transportation strategies[73], continued expansion of EV adoption under California's clean-vehicle regulations, and moderate improvements in Sonoma County's transit and active transportation options through implementation of the CTP project list and MASCOTS. Costs are projected to rise primarily from user-based pricing strategies—including expanded tolling, congestion pricing, and VMT-based charges—which raise out-of-pocket driving costs. Regional projections show slight 1% increase in the transportation cost burden for all households by mid-century primarily due to the introduction of user-based pricing strategies offsetting anticipated cost savings.[74]
    - In Sonoma County, it is estimated the average percentage of household income spent on transportation is predicted to increase from 13%[75] in 2023 to 14% in 2050.
    - Nationally, households in the lowest income quintile spent far less on transportation in absolute terms in 2022 ($4,917 compared to $25,279 for the highest income quintile), yet their transportation cost burden was much greater: they devoted 30.4 percent of their after-tax income to transportation, while households in the highest income quintile spent only 12.0 percent.[76]

- **Continued reliance on automobiles:** Travel is expected to continue to be focused on the automobile.
    - The percentage of trips made using non-auto modes is expected to remain approximately constant in the future from 8.7% to 8.6% of all trips.
- **Increased traffic congestion and delay:** Population and employment growth are expected to cause increased congestion in the future.
    - Daily hours lost due to congestion are expected to increase by roughly 15% in the future with the construction of CTP projects, however congestion would increase by 65% in the future due to population and employment growth if CTP projects are not implemented.
    - Hours lost due to congestion for each person each month are predicted to increase from 2.3 hours to 2.7 hours with the CTP implemented but would rise to 3.9 hours with growth and without CTP projects in place in 2050.

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73 Metropolitan Planning Commission. (June 13, 2025). Plan Bay Area 2050+, Final Blueprint Compendium. Transportation Strategies T1 through T12. (https://mtc.ca.gov/digital-library/5060593-plan-bay-area-2050-final-blueprint-compendium).

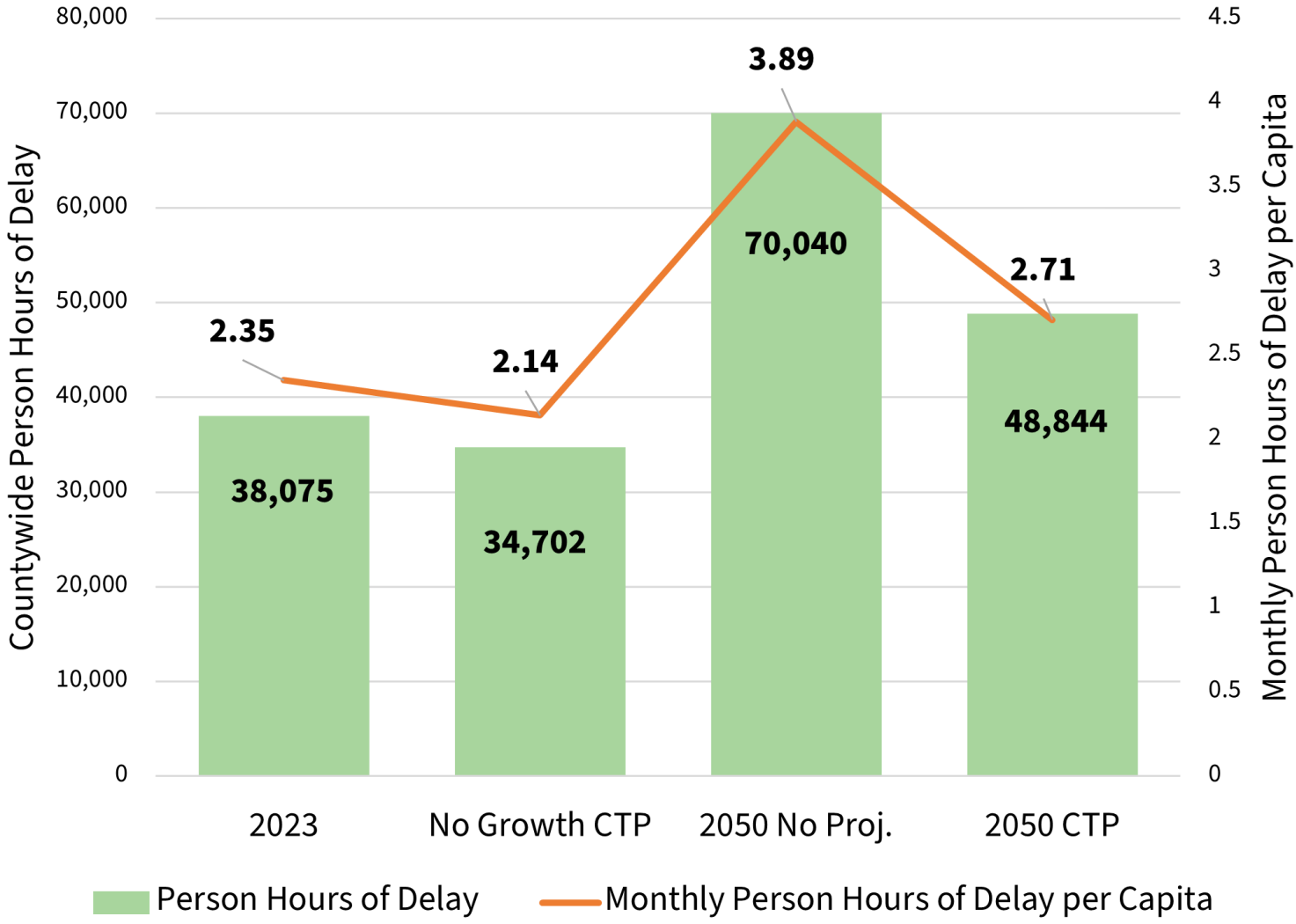
74 MTC's Plan Bay Area 2050+ Final Blueprint projects a slight increase roughly 1% increase in household transportation costs by 2050 primarily due to the introduction of user-based pricing strategies. Metropolitan Planning Commission. (June 13, 2025). Plan Bay Area 2050+, Final Blueprint Compendium. Will Bay Area Residents Spend Less on Housing and Transportation?. (https://mtc.ca.gov/digital-library/5060593-plan-bay-area-2050-final-blueprint-compendium).

75 Estimation based on 2023 average U.S. household transportation costs of $13,174 (Bureau of Transportation Statistics, U.S. Department of Transportation. Household Spending on Transportation: Average Household Spending. (https://data.bts.gov/stories/s/ida7-k95k).) divided by Sonoma County 2023 median household income of $102,840 (U.S. Census. Quick Facts, Median households income (in 2023 dollars), 2019-2023. https://www.census.gov/quickfacts/fact/table/sonomacountycalifornia#), the percent of income spent on transportation was 12.8%.

76 Bureau of Transportation Statistics, U.S. Department of Transportation. (2025). Household Spending on Transportation: Average Household Spending. (https://data.bts.gov/stories/s/ida7-k95k).

More detail on the CTP performance evaluation process is available in Appendix 8. It is important to emphasize that this is a system-level evaluation and that many CTP projects, programs, or policies are difficult or impossible to analyze using the data and tools available.

Figure 6-6: Countywide Person Hours of Delay



Chapter 7 Implementing the CTP Vision

The Comprehensive Transportation Plan envisions a future where people and places are connected and our transportation system is clean and efficient. SCTCA has prioritized safety, equity, and quality of life as guiding principles. Achieving this vision will require systemic changes to travel behavior and our transportation network and will require that people consider how their travel impacts the environment. The following goals will help our agencies and local jurisdictions implement this vision:

Sonoma Moves 2050 – Vision and Goals

Our transportation system should be:

GOAL 1 – CONNECTED AND RELIABLE

Deliver a seamless network that allows people to use a variety of transportation types easily, affordably and dependably.

GOAL 2- SAFE AND WELL-MAINTAINED

Provide safe and well-maintained transportation infrastructure.

GOAL 3 – COMMUNITY ORIENTED AND PLACE-BASED

Implement place-based transportation projects, tailored to urban, suburban, and rural communities that will improve local mobility.

GOAL 4 – ZERO-EMISSIONS

Provide zero-emissions transportation opportunities that meet diverse community needs. Improve health and enhance quality of life.

What will it take to reach our goals?

As highlighted in the CTP performance evaluation described in Chapter 6, transportation patterns, trends, and behavior are difficult to shift by implementing capital transportation projects alone. The improvements that have been proposed in the CTP project list and that are in line with the amount of funding that is anticipated for transportation improvements in the future are focused on improving local circulation, safety, and travel conditions and don't have a large impact on regional travel. Current and past research suggests that continued innovation can help SCTCA make additional progress in achieving countywide transportation goals. Transportation pricing policies, including use-based and other fees are being analyzed and considered by MTC/ABAG and the state of California and have been evaluated using SCTCA's modeling tools in the past. This analysis and research has indicated that pricing policies could reduce VMT and congestion but could also have significant impacts on household travel costs and equity if not implemented with care. Any pricing policies implemented in the future should be considered carefully to ensure that any negative impacts are mitigated especially to our most vulnerable populations.

As outlined in Chapter 5, only a fraction of CTP projects and identified transportation need is currently funded ($17 billion in need with only $5 billion of identified funding). SCTCA and local agencies will need to continue to identify and secure sustainable funding sources for transportation projects and programs. SCTCA and partner agencies should continue to improve land use and transportation connections, shift towards cleaner and low/zero-emissions vehicle fleets, and implement supportive emerging transportation technologies and innovations in their efforts to improve countywide transportation and mobility.

The CTP highlights a need to continue to pursue a variety of different policy approaches, advancements in technology, and changes in travel behavior in addition to implementing the CTP project list to accelerate our progress in achieving the plan's vision, goals, and objectives. SCTCA can prioritize the following actions in addition to implementing CTP projects to make progress towards meeting CTP goals:

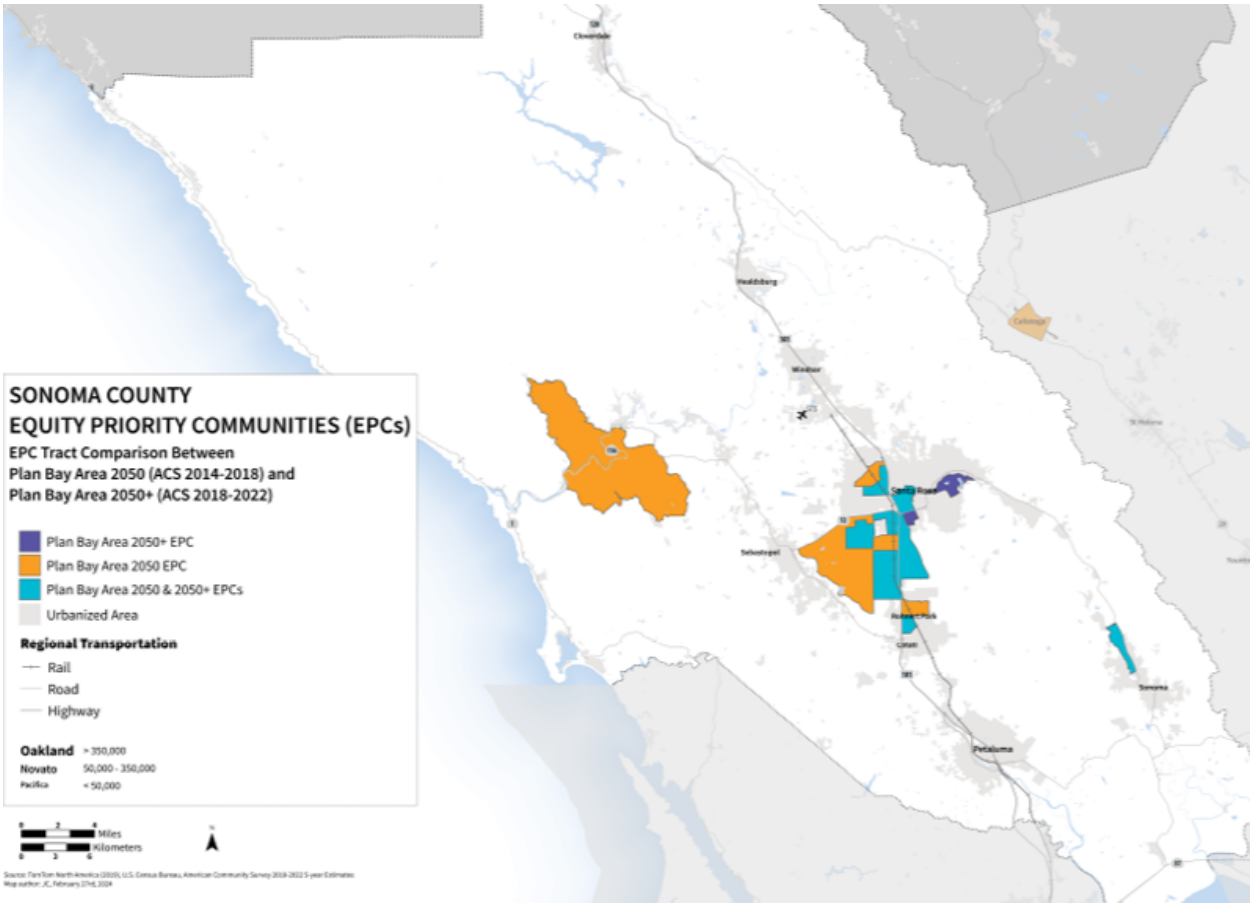
- Make equity a part of every decision-making process
- Secure additional funding for roads, highways, pathways, sidewalks, crossings, transit, and other transportation infrastructure to maintain the transportation system that we have now
- Secure additional transit funding to pay for transit expansion and to improve transit service headways and coverage
- Secure funds to build transportation projects to reduce congestion, emissions, improve health and safety, and to improve the economy
- Continue to emphasize city-centered growth
- Implement trip reduction strategies
- Fill vacant capacity on the transit system by making transit more convenient, less expensive, faster, and more attractive
- Shift trips from single occupant vehicles to pedestrian or bike travel
- Implement system efficiency improvements
- Improve the average vehicle fleet fuel economy
- Shift freight to rail when appropriate
- Thoughtfully implement transportation technologies such as autonomous vehicles, freight/delivery improvements, telework technologies, etc.

Transportation Equity

As outlined in Chapter 5, Transportation issues highlighted in the CTP are felt especially acutely by lower income and vulnerable populations in Sonoma County. Reducing the number of trips a household makes, shortening trip lengths, shifting travel to biking/walking/transit, and encouraging more trip sharing could reduce travel costs for disadvantaged populations in Sonoma County. When considering and prioritizing project funding, SCTCA prioritizes funding for projects or programs that serve equity priority communities (EPCs)[77] or other historically disadvantaged geographic areas.

77 Formerly called "Communities of Concern," Equity Priority Communities are census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color. A combination of additional factors helps define these areas. For more information visit: https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities.

Figure 7-1: Sonoma County Equity Priority Communities



SCTCA is currently implementing or can prioritize the following actions to improve transportation affordability and equitable access:

- Implement trip reduction programs such as tele-working, car and van-pools, and encourage non-auto travel (Go Sonoma Commute Rewards is a current SCTCA program that incentivizes trip reduction and shifting to non-auto travel modes).
- Encourage shifts to public transit by improving the frequency and coverage of the transit system. The CTP project list includes service frequency and coverage improvements for local bus service and SMART rail service.
- Make walking and biking more attractive, safe, and comfortable by prioritizing separated bicycle and pedestrian facilities, increasing connectivity by closing sidewalk and bikeway gaps, and by improving access to and from transit stops. The Countywide Active Transportation Plan (ATP) and local ATPs identify priority active transportation improvements and policies.
- A large proportion of trips are under 5 miles – prioritize shifting these shorter trips to non-auto modes.
- Support continued electrification of vehicles and expand charging infrastructure while providing more opportunities for lower income households to purchase EVs and access chargers.
- Continue to encourage city-centered growth and advocate for affordable and appropriate housing development near job centers.
- Continue to advance lower cost transportation options and policies and programs that make transportation more affordable such as reduced or free transit fares for students or other transit dependent population groups, e-bike incentives, and means based tolling.

- Prioritize transportation improvements identified by local communities in Community Based Transportation Plans (CBTP)[78].
- Develop new CBTPs for EPCs for areas that don't have a CBTP, update old CBTPs, and track progress in implementing CBTP recommendations.
- Adhere to the SCTCA Equity Statement[79] as we plan, prioritize, fund, and implement transportation projects and programs in Sonoma County.

Transportation Funding

Meeting CTP goals will require significant coordinated effort to prioritize limited funding that is often beyond SCTCA's control. Transportation funding comes from a mix of federal, State and local sources. Different funding has different criteria for how, when and by whom it can be used. Investments made at the state and federal level have declined and are becoming more volatile and unpredictable, making local funding more important. As funding fluctuates and becomes more uncertain it is increasingly important to prioritize limited resources.

In transportation, decision-makers are faced with having to choose between maintenance and expansion. Project sponsors must try to match various fund sources and their requirements with a variety of competing needs. SCTCA weighs these diverse factors and distributes funds to the County and cities according to these needs and the requirements of the fund source (the State government or the local transportation sales tax, for example) and monitors the use of funds and project delivery.

The system of funding transportation is complicated and cumbersome due in large part to ever evolving policies and priorities that seek to meet the demands of varying interests and concerns related to transportation improvements. This has sometimes led to restricting funds to specific kinds of projects (e.g., safety or bridge rehabilitation) or specific modes of travel. Some key points to keep in mind about transportation funding:

- Funds are often restricted to specific uses.
- Some funds are automatically apportioned through formulas to various recipients, whereas some programs require potential public sponsors to compete for limited funds.
- Most funding mechanisms do not automatically change due to inflation in prices and thus often do not keep up with the cost of doing business. For example, the prices of materials used in highway construction—steel, concrete, and asphalt—have risen dramatically without a corresponding increase in gas tax revenues, while gas tax revenue has fallen as consumers switch to more fuel efficient or zero emission vehicles. The cost of fueling buses and trains is volatile and the cost of labor has increased substantially, yet transit operators strive to provide consistent service with inconsistent costs.
- Virtually all funding sources for transportation are "matching programs" in that they do not fully fund a project and require contributions from other sources. This process, known as leveraging, means that local funds can be substantially expanded when combined with state and federal funds. For example, a program with a 20 percent local match means that every dollar of local money can produce up to four dollars from other funding sources. To be competitive, it is often necessary to provide a larger match. SCTCA's policy has been to try to maximize the leveraging of federal, State, and local funds wherever possible. The downside to this overarching approach is that projects end up being funded by numerous sources and if one of those were to decline or become unavailable the whole project may be delayed or put on hold until replacement funding is identified.

78 https://scta.ca.gov/community-based-transportation-plans/
79 https://scta.ca.gov/about-scta/equity-statement/

- As the transportation system ages, it grows more costly to maintain. Deferred maintenance often leads to short-term savings, but longer-term increases in costs.

SCTCA oversees the distribution of most discretionary state and federal funding for Sonoma County. Nearly all of these funds come to SCTCA through MTC or directly from state or federal governments. Measure M and its reauthorization, Go Sonoma, are Sonoma County's quarter cent sales taxes for transportation which have been instrumental in allowing SCTCA and other local agencies to leverage other fund sources and to implement important local and regional infrastructure and programs.

Most of the funds SCTCA allocates to transportation projects are generated by people who use the transportation system by collecting fuel and sales taxes and fees. These dollars flow into federal, state, and local funding pots. Federal funding is used primarily for capital projects such as highway improvements, bus purchases, and local road complete streets and rehabilitation projects. State funding is primarily allocated to capital projects and supports transit operations and the maintenance and operation of the state highway system. Local funds are used to leverage, or match, federal and state funding, or are used for capital, operations, and maintenance for all transportation modes.

SCTCA gathers project applications and awards funding through the SCTCA Funding Program on a four-year cycle. The SCTCA Funding Program provides a process for local project sponsors to identify the highest priorities for each jurisdiction, and for SCTCA to strategically program projects based on the most appropriate funding programs. Projects are evaluated and scored based on how they support CTP and Regional Transportation Plan goals and support the requirements and guidelines of different funding programs.

Major Funding Programs

Descriptions of a few major funding sources that SCTCA administers or helps local jurisdictions manage are provided below:

Federal Funding Sources

- **OBAG (One Bay Area Grant)** is a competitive program administered by MTC using federal funds that can be used for a wide variety of projects such as transit capital projects, bicycle and pedestrian improvements, intersection, operational, or complete street improvements on local arterial or collector roads.
- **SS4A – Safe Streets and Roads for All** is a competitive federal program that funds initiatives, planning, and projects to prevent roadway deaths and serious injuries.

State Funding Sources

- **ATP (Active Transportation Program)** is competitive state program for projects that encourage increased use of active transportation modes such as walking and biking.
- **SB1 Road Repair and Accountability Act** provides funding for fixing roads, freeways, and bridges, and improving transit and safety.
    - **LPP-F (Local Partnership Formulaic Program**) is a portion of SB1 distributed via formula to self-help entities like SCTCA that administer transportation sales taxes, tolls, or fees. Funding is eligible for road maintenance and rehabilitation, complete streets, and other transportation improvement projects.
- **STIP (State Transportation Improvement Program)** is a state formula program that can be used for any kind of infrastructure capital project.

Local Funding Sources

- **Go Sonoma**, which has replaced **Measure M**, is the transportation sales tax measure targeted at moving traffic and improving safety, maintaining roads, increasing bus service, and building bikeways and pathways.
- **TDA3 (Transportation Development Act, Article 3)** is for bicycle and pedestrian projects.
- **TFCA (Transportation Fund for Clean Air)** is used for projects that reduce vehicle emissions, like bicycle projects, transit vehicle replacements, and transportation demand management programs.

For more details on transportation funding see Appendix 13.

Transportation and Land Use

Where people live and where they want or need to go determines how much and how far they travel. Transportation planners recognize this connection and are continuing to integrate land use planning and transportation investment decisions to improve mobility and reduce travel related impacts on our environment and quality of life. This often translates into promoting lower impact and more efficient transportation modes such as transit, walking, and biking and advocating for more efficient growth and development. Sonoma County has been engaged in planning for sustainable growth for decades to reduce sprawl, traffic and air pollution, and to promote healthy, active living all of which directly support and advance the goals of the CTP.

State and Regional Efforts

Landmark legislation focused on reducing greenhouse gas emissions in California have supported integrating land use and transportation planning. Brief descriptions of important legislation is provided below:

- **California Assembly Bill 32 (AB 32)**, the Global Warming Solutions Act of 2006 mandated a reduction in California's greenhouse gas emissions to 1990 levels by 2020.
- **Senate Bill 32 (SB 32)**, the Global Warming Solution Act of 2006 requires that the California Air Resources Board work to ensure that the state's greenhouse gas emissions are reduced to 40 percent below 1990 levels by 2030.
- **Senate Bill 375 (SB 375)**, the Sustainable Communities and Climate Protection Act of 2008 defines more concrete implementation requirements to achieve the emissions reductions expected from the land use sector under AB 32. SB 375 aims to reduce greenhouse gas emissions from passenger vehicles through better coordination between transportation investments and land use decisions. At a high level SB 375 is focused on reducing driving (and thereby transportation related GHG emissions) by encouraging people to live closer to where they work, shop, and go to school, and by providing better access to public transit and active transportation. It requires Metropolitan Planning Organizations (MPOs) to develop a Sustainable Communities Strategy (SCS) that aligns transportation, housing, and land use planning to meet state emissions targets. Transportation and housing are linked through the Regional Housing Needs Allocation (RHNA) process through which each region plans for housing development in ways that support equitable, compact, and transit-friendly development near job centers and transit corridors. It also offers incentives like streamlined environmental review for compliant projects, while preserving local control over land use decisions. SB 375 seeks to create communities where people can live and work without relying so heavily on automobiles with the end goal of moving towards a more sustainable California.

- **Senate Bill 743 (SB 743 – 2013)**, strengthens the connection of transportation and land use by changing the way transportation impacts are measured for new development projects. The intent is for future development to be planned within currently developed areas resulting in more compact communities that could reduce the amount of driving required to access jobs, goods, services and reach other travel destinations. Instead of focusing on congestion by measuring Level of Service (LOS), it requires the reduction of vehicle miles traveled (VMT) when considering transportation impacts under the California Environmental Quality Act (CEQA).

At the regional level, MTC/ABAG developed the regional growth framework that promotes a more compact land use pattern for the Bay Area. MTC developed the Priority Development Area (PDA) and Priority Conservation Area (PCA) programs as a means of implementing the regional growth framework. By focusing growth and conserving critical open space areas, these programs seek to protect the region's quality of life, open space, valuable agricultural lands, and ecological diversity.

These programs are voluntary and allow local governments to identify PDAs – infill sites where greater density could be accommodated near transit stops – as well as Priority Conservation Areas (PCAs) to maintain regionally significant open spaces and priority areas for land conservation.

PDA and PCA planning focus on policies that reduce displacement and increase community stabilization. Investment near transit can bring much-needed benefits to neighborhoods but can also result in market-driven displacement of lower-income residents due to rising rents and conversion of rental units to condominiums. Regional agencies have focused on robust community involvement in planning processes—especially inclusive of low-income residents and residents of color in addition to developing and promoting affordable housing policies and preservation strategies. PDA plans consider design and market considerations, while analyzing and promoting affordable and mixed-income housing, economic opportunity, and community involvement.

MTC is further encouraging focused growth across the region through the Transit-Oriented Communities (TOC) Policy. This is a regional framework designed to promote dense, affordable, and equitable housing near major transit hubs across the Bay Area. Replacing the older TOD policy, it supports the goals of *Plan Bay Area 2050* by encouraging housing and job growth within a half-mile of transit stations like BART, SMART, Caltrain, and major bus and ferry terminals. The policy prioritizes affordable housing, sustainable transportation, and development in Equity Priority Communities.

Housing Policy

Affordable housing policies support city-centered growth by maintaining affordability in designated development areas and discouraging inefficient growth. By offering accessible housing options within urban cores, these policies help reduce the pressure on residents to relocate to rural or distant areas with longer commutes and fewer services. According to the *California Housing Partnership – Sonoma County Affordable Housing Needs Report (2025)* Sonoma County faces a severe housing crisis, with over 14,000 low-income renter households lacking affordable homes and rents averaging $2,105 per month, requiring an income of $40/hour to afford. More than 70% of extremely low-income households spend over half their income on housing, and homelessness persists due to shortages in interim and permanent supportive housing. Despite increased funding, the county still needs nearly 15,000 new units by 2031 to meet RHNA goals, most for low- and moderate-income families.

State of California Housing Policy and Legislation

California housing policy in 2025 is undergoing a major transformation aimed at tackling the state's long-standing affordability crisis and housing shortage. Landmark legislation, including AB 130 and SB 131, has reformed the California Environmental Quality Act (CEQA) to streamline approvals for infill housing and infrastructure projects. These changes reduce local barriers by allowing developments that align with either zoning or general plans to move forward more easily. At the same time, the state is investing heavily in affordable housing, with over $414 million allocated this year to fund more than 2,000 new affordable units. Two $10 billion bond measures are also being prepared for the 2026 ballot to further expand affordable housing development.

In addition to funding and streamlining, California is strengthening tenant protections and enforcing local accountability. New laws limit evictions, cap security deposits, and ban hidden rental fees, while also prohibiting discrimination based on income source. Updates to the Housing Accountability Act and Builder's Remedy provisions now restrict local governments from blocking housing projects if they fail to meet state housing element requirements. New laws require faster permit processing by local agencies. Together, these reforms represent the most significant overhaul of California's housing framework in decades, aiming to create a more equitable, efficient, and responsive housing system.

RHNA

One of the ways this is implemented is through the Regional Housing Needs Allocation (RHNA). Through the RHNA process the State estimates growth and requires regions, like the Bay Area, and cities and counties to engage in a process to plan for that growth by zoning for more housing. That process results in updated Housing Elements and zoning codes. This planning process is coordinated with the regional transportation planning process and the development of the regional transportation plan (RTP) and sustainable community strategy (SCS). The RTP and SCS for the Bay Area are prepared by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) as Plan Bay Area (PBA). The connection between RHNA and PBA is not perfect. RHNA, a land use planning process has an 8-year time horizon, as opposed to PBAs 25-year horizon and General Plans are products of cities and counties requiring approval by every jurisdiction. Despite these hurdles, the regional planning process is aligning more with RHNA, a trend that is likely to continue into future cycles.

Regional Housing Policy and Programs

MTC and ABAG are leading a coordinated regional effort to address the Bay Area's housing crisis through a framework centered on the "3Ps": Production, Preservation, and Protection of affordable housing. Their efforts are supported by the Bay Area Housing Finance Authority (BAHFA), a first-of-its-kind regional housing finance agency in California, created under AB 1487. Together, these agencies are implementing strategies outlined in *Plan Bay Area 2050*, which integrates housing with transportation, climate, and economic goals. Key initiatives include transforming underutilized land (like malls and office parks) into housing, reusing public land, and supporting local governments with technical assistance and funding to meet their housing goals.

To fund these efforts, MTC/ABAG and BAHFA are pursuing regional ballot measures, including a proposed multi-billion-dollar housing bond, and leveraging state and federal dollars. Programs like the Regional Housing Technical Assistance (RHTA) and Priority Sites Program provide planning support and project-level assistance to local jurisdictions. MTC also links housing outcomes to transportation funding through programs like the One Bay Area Grant (OBAG) and the Transit Oriented Communities (TOC) Policy, which incentivize pro-housing policies near transit. These efforts are designed to help cities meet their Regional Housing Needs Allocation (RHNA) targets.

Local Housing Policy and Programs

Current local housing policy in Sonoma County jurisdictions is guided by housing elements, general plans, and RHNA targets. Housing elements include detailed strategies to address housing needs across different income levels, especially for low-income populations, and identify specific sites for development, assess constraints, and evaluates past housing production performance. Extensive public engagement and demographic analysis are key features of local housing elements and ensure that housing policy is data-driven and community-informed.

Sonoma county jurisdictions have developed a range of affordable housing programs and policies including density bonuses, fee deferral programs, and inclusionary housing requirements for both residential and non-residential developments. Zoning reform is underway in many jurisdictions which will modernize outdated codes and align land use policies with state law and support sustainable, equitable growth.

As of 2025, all nine incorporated jurisdictions in Sonoma County, and the unincorporated county, have certified Housing Elements. This makes Sonoma County the first subregion in the Bay Area to achieve full certification from the California Department of Housing and Community Development (HCD). Three jurisdictions, Sonoma County, Santa Rosa, and Windsor, have received a Prohousing Designation from the State which acknowledges agencies that go above and beyond state housing law to accelerate housing production and makes them eligible for priority funding and technical assistance through programs like the Prohousing Incentive Program and Affordable Housing and Sustainable Communities (AHSC) grants.

Local Land Use and Transportation Policy

Urban Growth Boundaries (UGBs) have been in effect in Sonoma County for decades which help prevent sprawl and protect open space. UGBs have been successful in preserving community separators, promoting city infill, and help direct development into areas closer to jobs, services, and non-auto transportation options. This infill development can provide better mobility and access efficiently in ways that support the CTP goals and vision.

Sonoma County voters approved, and reauthorized, a sales tax to fund the preservation of agricultural land and community separators through Sonoma County's Measure F (2006) and Measure K (2016). Measure K requires voter approval on any changes to General Plans that increase the allowed density or intensity of development within Community Separators until 2036 and Measure F has been used to acquire land for the purpose of maintaining Sonoma County's open space and agricultural lands. Measure M – Parks for All (2018) supports the maintenance and expansion of regional and city parks in Sonoma County with a focus on climate-adaptive park infrastructure, forest stewardship and wildfire resilience, and restoration and habitat protection.

In 2020, the City of Sonoma passed Measure W, extending its Urban Growth Boundary (UGB) through 2040. Petaluma voters approved Measure Y in 2024, extending its Urban Growth Boundary through 2050. The UGB restricts urban development beyond a defined perimeter to protect agricultural and open lands. Other cities like Santa Rosa, Healdsburg, Rohnert Park, and Sebastopol have also renewed or strengthened their UGBs through voter-approved measures in recent years. While many other local measures during this period focused on school bonds and parcel taxes, these land use initiatives underscore Sonoma County's long-standing commitment to city-centered growth, environmental stewardship, and community-driven planning.

Climate and Transportation

One of the four CTP goals is focused on the reduction of greenhouse gas (GHG) emissions from the transportation sector. In recognition of the urgency of the climate crisis, SCTCA has set a goal of transitioning our transportation system to zero emissions by 2050.

Sonoma County's most recent community-wide emissions inventory update for 2022 revealed that transportation continued to be the largest source of greenhouse gas emissions at approximately 58 percent of total greenhouse gas emissions. This sector includes emissions from on-road driving, off-road equipment, and diesel used for passenger rail service. The majority of transportation sector emissions were from on-road transportation (cars, motorcycles, trucks, and buses). Less than 1 percent of total emissions were from the SMART commuter rail system which began service in 2017. While SMART's locomotives do emit greenhouse gases due to diesel usage, in 2023 SMART calculated a 28% emission reduction compared to making the same trip by car. These savings are directly related to increased ridership, so the emission reductions will increase as ridership continues to climb.

Overall, SCTCA expects that on-road transportation emissions will continue to rise at a lower rate than vehicle miles traveled due to improvements in fuel efficiency and as shift from fossil fuel vehicles to hybrid and electric vehicles accelerates.

In recognition of the need to accelerate progress on climate action, all local jurisdictions in Sonoma County adopted climate emergency resolutions between 2019 and 2021. These resolutions were a response to the increasing urgency of taking action to mitigate and adapt to the effects of climate change.

Likewise, the SCTCA Board (acting as the Regional Climate Protection Authority) also adopted a climate emergency resolution in September 2019 and directed staff to develop the Sonoma Climate Mobilization Strategy (CMS). The CMS adopted an aspirational goal of achieving carbon neutrality by 2030 in Sonoma County. Carbon neutral means that every ton of human caused CO_2 emitted is offset with an equivalent amount of CO_2 removed (e.g. via carbon sequestration or carbon capture technologies). To achieve this ambitious goal, Sonoma County aims to decrease emissions from the transportation sector by at least 80 percent by 2030. SCTCA's goal is more ambitious than the current State goal of an 85 percent reduction by 2045.

The CTP supports the local climate emergency resolutions and the Sonoma Climate Mobilization Strategy (CMS) through recommended programs, policies, and projects that, when implemented, will contribute to the reduction of GHG emissions from the transportation sector. However, rather than decreasing over time, transportation emissions in Sonoma County have increased 1.4 percent between 1990 and 2022. Because transportation is such a large percentage of Sonoma County's total emissions, SCTCA's 2030 carbon neutrality goal will not be achieved without significant reductions in transportation emissions. In the next update to the CMS, SCTCA will re-evaluate the 2030 goal and recommend how to align it with the CTP and State climate goals.

CTP Projects and GHG reduction

The CTP project list focuses on maintaining the transportation infrastructure that we have and providing improved options for walking, biking, and taking transit. Over half of the $17B in transportation need identified in the project list is focused on transit, technology, and bicycle and pedestrian projects. Highway and road projects on the CTP project list are focused on maintenance, connectivity, safety, innovation, and operational improvements not on increasing capacity and throughput.

Based on the CTP performance assessment and analysis completed by other agencies including MTC for the regional transportation plan – Plan Bay Area 2050+, maintaining and expanding our transportation system alone will only get us part of the way to achieving the CTP vision and goals. In addition to implementing the improvements identified in the CTP project list, land use policies that focus on mobility, proximity, and access will need to be prioritized along with shifts to travel behavior and away from fossil fuel based transportation technologies.

Shift Sonoma County Low Carbon Transportation Plan

The Shift Sonoma County Low Carbon Transportation Plan (Shift Plan) was adopted by the SCTCA Board in 2017 and was later updated in 2018. The primary goals of the plan are to:

- Reduce greenhouse gases from transportation.
- Reduce vehicles miles traveled.
- Promote safety and health.
- Promote economic vitality.

The Shift Plan contains two high level strategies focused on – 1) Mode Shift and 2) Fuel Shift. Each strategy defined goals and corresponding transportation solutions as described in the table below.

Table 7-1: SHIFT Sonoma County Strategies

Strategy	Goals	Solutions
Mode Shift Goals for 2040	• Reduce per capita vehicles miles traveled (VMT) by 10% • Shift 4% of single occupant vehicle trips to biking or walking • Increase transit ridership by 4 times • Reduce average household travel costs below 2010 levels.	• Transportation demand management (TDM) measures • Bike share • Car share
Fuel Shift Goals for 2040	• Reduce countywide petroleum use by 50% • Increase EVs to 100,000 • Increase number of charging stations to at least 11,000, at workplaces and public settings • Increase access to electric transportation options in low-income households and communities of concern • Continue municipal leadership through integration of EVs into fleets and installation of workplace and publicly accessible charging at government facilities	• Increased EV adoption • Expanded EV charging infrastructure

Since the adoption of the Shift Plan, Sonoma County has completed a car share pilot; increased the number of electric vehicles and charging stations; implemented a clean commute program for County of Sonoma employees; established a county-wide emergency ride home program; established the Sonoma Commute Rewards program; completed the Strategic Travel Demand Management Plan; and kicked off a bikeshare pilot (Redwood Bike Share) in Marin and Sonoma counties in 2024.

Work continues to make our local transit infrastructure cleaner, more efficient, and attractive to travelers. Local transit operators are investing in new electric buses and building associated charging infrastructure. Transit operators have rolled out fare free programs and modified routes to increase ridership. A series of transit integration and improvement projects such as the Transit Integration and Efficiency Study (TIES – 2019), the Sonoma County Integrated Transit Service Planning Study (2024), and the Marin-Sonoma Coordinated Transit Service Plan (MASCOTS) are focusing on efficiency and improving transit rider experience.

To achieve the goal of developing a zero-emissions transportation network, the following objectives and strategies have been defined:

Prioritize transportation funding for zero-emissions strategies:

- Work with local and regional policy makers to integrate zero emissions goals into criteria for funding new transportation projects.
- Accelerate the adoption of zero emission vehicles by providing incentives with a focus on low-income communities.
- Develop a VMT mitigation bank with requirements that all projects funded by the mitigation bank meet established criteria to reduce emissions with preference given to zero emission strategies. (Climate Mobilization Strategy Objective 5.1)

Emphasize strategies that incentivize transit and shared mobility:

- Secure funding to expand and sustain fare free programs.
- Research policies that support the deployment of autonomous transit vehicles such as downtown circulators or shuttles. Policies could include roadway space dedicated to autonomous transit, preferential curb space, and pricing.

Take bold steps to achieve a zero-emission transportation network:

- Implement pricing and parking policies that have resulted in measurable reductions in vehicle miles traveled in other jurisdictions such as:
    - Implement congestion pricing
    - Unbundle parking from all developments
    - Eliminate free parking from activity centers (e.g., shopping, employment)
    - Implement programs to offset impact of pricing policies on low-income households
- Repurpose existing local streets and roads to allocate more space for bicycles, pedestrians, and micro mobility solutions. (Climate Mobilization Strategy Objective 3.1)
- Reduce speed limits on all streets shared with bicycles and pedestrians to improve safety. (Climate Mobilization Strategy Objective 3.2)
- Make all new streets complete streets.
- Implement policies that encourage adoption of smaller, autonomous, shared, all electric vehicles and discourage single occupant, privately owned autonomous vehicles.
- Advocate for changes to fuel taxes and other vehicle-related fees to disincentivize the use of fossil fuel vehicles and raise funding to support more sustainable mobility options.

Support climate-friendly land use practices through ongoing coordination and alignment:

- Work with local jurisdictions to integrate strategies that support zero-emissions goal into general plans, specific plans, and other planning processes.

Implement the Shift Sonoma County Plan:

- Complete implementation of mode and fuel shift strategies outlined in the plan.
- Prioritize needs of low income and marginalized communities.

Implementing Sonoma Moves 2050

SCTCA will need to prioritize a variety of strategies and actions to make meaningful progress towards implementing the CTP. **Planning, funding, project delivery, and advocacy** will all be necessary and will need to be coordinated. Partnerships at the local, regional, state, and federal level will be critical to improving transportation conditions in Sonoma County and ensuring that walking and biking are safer, improving transit access and service levels, and making mobility more equitable.

Planning

It is important to plan for the future as we work to implement the CTP vision. A variety of current and ongoing planning efforts are underway that will support SCTCA and our partners in reaching our vision for transportation in Sonoma County. Examples of supportive planning efforts include:

- Countywide and local active transportation plans
- Vision Zero Action Plan
- Strategic Transportation Demand Management (TDM) Plan
- Community Based Transportation Planning
- Transit Integration and Efficiency Study (TIES), Integrated Transit Service Plan (ITSP), and Marin-Sonoma Coordinated Service Analysis (MASCOTS)
- Countywide Safe Routes to School Planning
- Shift Sonoma County
- Sonoma County Climate Mobilization Strategy
- Plan Bay Area 2050+/Transit 2050+
- Local General Plans and Specific Area Plans
- Vehicle Miles Traveled Reduction and Mitigation

Funding and Project Implementation

SCTCA will continue to prioritize projects identified in the CTP when it allocates transportation funding through SCTCA funding programs and will support local agencies as they build and implement transportation projects, improvements, services, and programs. SCTCA funding programs will consider the CTP vision and goals when prioritizing projects and allocating funding.

Advocacy – SCTCA Legislative Program

Improving transportation and implementing the CTP vision will require local, regional, state and federal partnerships and action. SCTCA works closely to coordinate with partners at each of these levels. The SCTCA legislative program which is developed and approved by the SCTCA Board of Directors each year, establishes funding, regulatory, project, and administrative priorities which guide legislative and administrative advocacy.

Conclusion

The CTP includes ambitious goals that represent the needs and vision of Sonoma County residents. SCTCA and its member and partner agencies are working together to implement the plan and focus the transportation system on people and their mobility needs. A combination of project implementation, land use changes, innovation, public and political support, and reliable funding will be needed to achieve the CTP vision and meet the CTP goals.

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Appendix A-1 Commonly Used Acronyms

A		
	AB	Assembly Bill
	ADA	Americans with Disabilites Act
	ABAG	Association of Bay Area Governments
	ACTC	Alameda County Transportation Commission
	ADA	American Disabilities Act
	AQMD	Air Quality Management District
	ARRA	American Recovery and Reinvestment Act
	ATP	Active Transportation Program
B		
	BAAQMD	Bay Area Air Quality Management District
	BACTA	Bay Area Counties Transportation Agencies
	BAIFA	Bay Area Infrastructure Financing Authority
	BARC	Bay Area Regional Collaborative
	BART	Bay Area Rapid Transit
	BATA	Bay Area Toll Authority
	BCDC	Bay Conservation & Development Commission
C		
	CAC	SCTA Citizen's Advisory Committee
	CAAC	RCPA Climate Action Advisory Committee
	CBPAC	SCTA Countywide Bicycle & Pedestrian Advisory Committee
	CalSTA	California State Transportation Agency
	CALTRANS (CT)	California Department of Transportation
	CARB	California Air Resources Board
	C/CAG	City/County Association of Governments of San Mateo County
	CCTA	Contra Costa Transportation Authority
	CEC	California Energy Commission
	CEQA	California Environmental Quality Act
	CHP	California Highway Patrol
	CIP	Capital Improvement Program
	CMA	Congestion Management Agency
	CMAQ	Congestion Mitigation & Air Quality Improvement Program
	CNG	Compressed Natural Gas
	COG	Council of Governments
	CPI	Consumer Price Index
	CRRSAA	Coronavirus Response and Relief Supplemental Appropriation Act of 2021
	CTA	California Transit Agency also County Transportation Authority
	CTC	California Transportation Commission
	CTP	Comprehensive Transportation Plan
D		
	DBE	Disadvantaged Business Enterprise
	DOT	Department of Transportation
E		
	EA	Project Number (Caltrans)
	EIR	Environmental Impact Report (CEQA)
	EIS	Environmental Impact Statement (NEPA)

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	EO	Executive Order
	EPA	Environmental Protection Agency
	EV	Electric Vehicle
F		
	FFY	Federal Fiscal Year (Oct.-Sept.)
	FHWA	Federal Highway Administration
	FTA	Federal Transit Administration
	FY	Fiscal Year (July-June)
G		
	GHG	Greenhouse Gas
	GIS	Geographic Information System
H		
	HBP	Highway Bridge Program
	HOV	High Occupancy Vehicle
	HSIP	Highway Safety Improvement Plan
I		
	INFRA	Infrastructure for Rebuilding America
	ITIP	Interregional Transportation Improvement Program
J		
	JPA	Joint Powers Agreement
K		
L		
	LCTOP	Low Carbon Transit Operations Program
	LEV	Low Emission Vehicle
	LOS	Level of Service
	LPP(c)	Local Partnership Program (Competitive)
	LPP(f)	Local Partnership Program (Formulaic)
	LRSP	Local Road Safety Plan
	LS&R	Local Streets & Roads
M		
	MOU	Memorandum of Understanding
	MPO	Metropolitan Planning Organization
	MTC	Metropolitan Transportation Commission
N		
	NEPA	National Environmental Policy Act
	NHS	National Highway System
	NOP	Notice of Preparation
	NVTA	Napa Valley Transportation Authority
O		
	OBAG	One Bay Area Grant
	OPR	Office of Planning and Research
P		
	PAED	Project Approval/Environmental Document
	PAC	SCTA Planning Advisory Committee
	PBA	Plan Bay Area
	PCA	Priority Conservation Area

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	PCI	Pavement Condition Index
	PDA	Priority Development Area
	PDWG	Project Delivery Working Group
	PID	Project Initiation Document
	PMP	Pavement Management Program
	PMS	Pavement Management System
	P&R	Park & Ride
	PPA	Priority Production Area
	PPM	Planning, Programming & Monitoring
	PPP	Public Private Partnership
	PS&E	Plans, Specifications & Estimate
	PUC	(California) Public Utilities Commission
Q, R		
	RHNA	Regional Housing Needs Allocation
	RFP	Request for Proposal
	RFQ	Request for Qualification
	RM 1/2/3	Regional Measure 1/2/3 (Bridge Toll)
	RTP	Regional Transportation Plan
	RTIP	Regional Transportation Improvement Program
	RW	Right of Way
	RWC	Right of Way Certification
S		
	SB1	Senate Bill 1 (Beall): Road Repair and Accountability Act of 2017
	SB	Senate Bill
	SCCP	Solutions for Congested Corridor Program
	SCS	Sustainable Community Strategy
	SCTA/RCPA	Sonoma County Transportation Authority/Regional Climate Protect Authority
	SFCTA	San Francisco County Transportation Authority
	SGC	Strategic Growth Council
	SHOPP	State Highway Operations & Protection Program
	SMART	Sonoma-Marin Area Rail Transit
	SOV	Single Occupant Vehicle
	SPUR	San Francisco Bay Area Planning and Urban Research
	SR	State Route
	SRTS	Safe Routes to School
	SRTP	Short Range Transit Plan
	STA	Solano Transportation Authority also State Transit Account
	STA	State Transit Assistance
	STIP	State Transportation Improvement Program
	STP	Surface Transportation Program
	Sub-HIPP	Sub regional Housing Incentive Poll Program
T		
	TAC	SCTA Technical Advisory Committee
	TAM	Transportation Authority of Marin
	TAZ	Transportation Analysis Zone
	TCEP	Trade Corridor Enhancement Program

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	TDA	Transportation Development Act
	TDM	Transportation Demand Management
	TFCA	Transportation Fund for Clean Air
	TIF	Transportation Investment Fund
	TIP	Transportation Improvement Program
	TPCC	SCTA Transit-Paratransit Coorinating Committee
	T-TAC	SCTA Transit-Technical Advisory Committee
	TOD	Transit Oriented Development
U, V, W		
	UZA	Urbanized Area
	USDOT	United States Department of Transportation
	VMT	Vehicle Miles Traveled
	VTA	Valley Transportation Authority (Santa Clara)
	WETA	Water Emergency Transportation Authority
X, Y, Z		
	ZEV	Zero Emission Vehicle

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Appendix A-2 Related Plans and Policies

The following plans and policies informed the development of the Comprehensive Transportation Plan.

Sonoma County Local Plans and Policies

General Plans & Housing Elements

Since 1969, State housing and planning laws require that all California cities and counties include in their General Plan a Housing Element that establishes objectives, policies, and programs in response to community housing conditions and needs. The Housing Element is the primary tool used by the State to ensure local governments are appropriately planning for and accommodating enough housing across all income levels, including individuals with special housing needs. The Housing Element is required to be updated every eight years. Current Housing Elements cover the period of 2023-2031.

State general plan guidelines also require that local agencies consider local transportation and circulation. General plan circulation elements are legally required components that outline the general location and extent of major transportation routes, facilities, and utilities. They must consider a balanced, multimodal transportation network that meets the needs of all users, including pedestrians, bicyclists, transit riders, and drivers, while supporting general plan land use policies. These elements aim to reduce reliance on automobiles, improve connectivity, and support sustainable development by integrating policies such as complete streets, climate action strategies, and active transportation planning.

Transit Agency Short-Range Transit Plans (SRTPs)

To effectively execute regional planning and programming responsibilities, MTC requires that each transit operator in its region that receives federal funding prepare, adopt, and submit to MTC a Short-Range Transit Plan (SRTP). SMART, Sonoma County Transit, Petaluma Transit, Santa Rosa CityBus, and GGBHTD each have an SRTP that combines data, financial analysis, and performance targets to plan for their respective public transit services. The plan guides transit investments into the future and balances projected costs and revenues over the next five years. Short-Range Transit Plans also provide a 10-year outlook for revenues and needs for each transit operator.

SMART Strategic Plan 2019

SMART's Strategic Plan guides the strategic direction of the organization and focuses on four strategic objective areas: ridership, pathways, extensions, and freight. The Plan is built on the foundation of the vision and mission statements adopted by the SMART Board in 2022 and identifies short term actions and direction for the agency.

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Golden Gate Bridge, Highway, and Transportation District Strategic Plan

In response to ongoing fiscal challenges resulting from the pandemic and recovery period, in April 2024, the GGBHTD Board of Directors approved a Draft Strategic Plan to define a path forward regarding the District's future activities and finances. The plan prioritizes financial and operational commitments that would provide resources and services, while ensuring the District's long-term financial sustainability. The plan focuses on four areas: customer service improvements; sustainability and climate responsibility; addressing financial shortfalls; and operational excellence. The plan incorporated hundreds of comments into forty individual strategies, weighing implementation timing and fiscal impacts, and provides a strong basis for expanded study and implementation of measures.

Sonoma County Integrated Transit Service Planning Study

In June 2024, SCTA completed an integrated transit service planning study that included all major transit and bus operators in the county: Santa Rosa CityBus, Sonoma County Transit, and Petaluma Transit, as well as Golden Gate Transit and SMART. The goal of the study was to identify ways in which to increase the efficiency of delivering high quality transit service while coordinating across different agencies providing those services.

Marin and Sonoma Coordinated Transit Service (MASCOTS) Study

The Marin and Sonoma Coordinated Transit Service (MASCOTS) Study is a coordinated effort of transit agencies in the two counties to develop a comprehensive service plan focused on the US 101 corridor. The purpose of the effort is to improve service efficiency, effectiveness, and legibility along the US 101 corridor to better serve existing and future transit customers.

Go Sonoma: Strategic Implementation Plan

The Go Sonoma: Strategic Implementation Plan details policies and guidance, and also serves as programming and planning document to implement the expenditure plan approved by voters. The plan provides background information regarding how Go Sonoma is different than Measure M funds. It also describes SCTCA's approach to implementation, as well as forecasts and programming. It enumerates twenty policies that will guide SCTCA and Go Sonoma project sponsors in implementation. Finally, it includes the most current information regarding projects being funded by Go Sonoma funds. Go Sonoma funds will be critical for advancing the transportation projects identified in the CTP.

Sonoma County Vision Zero Action Plan

In March 2022, SCTA completed a countywide Vision Zero Action Plan inclusive of a Vision Zero resolution to eliminate traffic fatalities and serious injuries on public roadways by 2030. Subsequently, each local jurisdiction within the county also adopted the Vision Zero goal.

Shift Sonoma County

The Shift Plan was last updated in 2017. The primary goals of the plan are to: (1) Reduce greenhouse gases from transportation; (2) Reduce vehicle miles traveled; (3) Promote safety

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and health; and (4) Promote economic vitality. The plan defines and evaluates several specific strategies to shift transportation choices away from single occupant internal combustion engine vehicles towards cleaner, healthier, and more efficient modes. These strategies are transportation demand management programs, shared mobility, and electric vehicles.

Strategic Transportation Demand Management (TDM) Plan

The SCTCA Strategic TDM Plan is a comprehensive roadmap designed to reduce single-occupancy vehicle trips and promote sustainable, equitable transportation options across Sonoma County. It emphasizes non-infrastructure strategies such as walking, biking, transit use, carpooling, and vanpooling to lower greenhouse gas emissions, improve mobility, and enhance quality of life. Developed through extensive stakeholder engagement, public surveys, and gap analysis, the plan identifies priority strategies and implementation actions focused on climate goals, equity, and community-driven solutions. It includes a phased approach for program rollout, performance monitoring, and partnerships to ensure long-term success in creating a more resilient and accessible transportation system.

Sonoma County Greenhouse Gas Inventory

The Greenhouse Gas Inventory was last updated in 2022. The Sonoma County Regional Climate Protection Authority (RCPA) established a baseline communitywide GHG inventory for calendar year 2010 and a backcast inventory for 1990 as part of the Climate Action 2020 and Beyond (CA2020) development process. The RCPA completed this 2022 inventory update to help track progress towards achieving the short and long-term emissions reduction goals established in CA2020. Key findings from the inventory included transportation continues to be the largest source of emissions for the county at nearly 60% of total emissions.

Sonoma County Travel Behavior Study

The Sonoma County Travel Behavior Study (TBS), published in 2020, presents an analysis of vehicular travel during 2017 and 2018 that occurred within Sonoma County and the greater region, it analyzes critical gateways around the county boundary and extended distance visitor travel trends. The TBS was updated through an addendum document in 2023 which provides updated travel behavior for 2017, 2019, and 2022. These studies utilize Caltrans traffic counts, origin-destination mobile device data from StreetLight Data, Inc., and supplemental data, including the U.S. Census. StreetLight quantifies vehicle trips associated with residents, employees, and visitors, where those trips start and end, the length of those trips, travel times, and time of day. In the context of the Countywide ATP, this information helps identify the proportion of trips and types of trips that may be most likely to shift to non-auto modes with adequate investment and changes in infrastructure.

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Sonoma County Active Transportation Plan

The Sonoma County Active Transportation Plan (ATP) is a comprehensive planning document developed by the Sonoma County Transportation and Climate Authorities to make walking, biking, and mobility device travel safer, more convenient, and appealing for people of all ages and abilities. Adopted in early 2025, the plan serves as an umbrella for local jurisdiction-level ATPs and outlines a vision for reducing reliance on cars, improving public health, and promoting equity through connected infrastructure and supportive programs. It includes updated policies, a prioritized project list, and design standards aligned with state and federal guidelines, aiming to create a low-stress, accessible network for everyday transportation and recreation across the county. All ATP projects are included by reference as CTP projects and each local jurisdictions ATP projects are represented by a programmatic category covering completion of all small ATP projects in the CTP project list.

Regional

Plan Bay Area 2050 (2021)

Plan Bay Area (PBA) 2050 is a joint MTC / ABAG long-range regional transportation plan covering four interrelated elements of growth: housing, economy, transportation and the environment. It meets both federal and state statutory requirements, including California's SB375, the Sustainable Communities and Climate Protection Act. The Current PBA, Plan Bay Area 2050, includes 35 strategies, comprising public policies and investment types that can be implemented in the Bay Area at the city, county, regional or state level over the next 30 years. The plan guides regional funding and policy decisions to address regional and local transportation needs.

Among the plan policies, the plan demonstrates the regional approach toward meeting state climate and housing goals, through coordinating housing and transportation planning. To meet the current 19% VMT reduction target, Priority Development Areas (PDAs) and other geographies are identified to guide development of new housing and jobs near public transit, thereby reducing dependency on personal auto usage. The plan and the policy elements guide regional funding and policy decisions.

Transit-Oriented Communities (TOC) Policy (2022)

In 2022, MTC developed its TOC Policy to align its previous transit-oriented development policies with PBA 2050. TOCs enable people to access and use transit more often for more types of trips by centering housing, jobs, services, shopping, and gathering spaces around public transit. They are places where people of all ages, abilities, and income levels can live, work and thrive. In Marin County, the TOC Policy applies to locations within a half mile of existing and planned SMART stations and ferry terminals. Since they are in places with existing transit infrastructure nearby, TOCs make the most of public investments and limit development impacts on established neighborhoods and the environment.

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TOC policy requirements address the following:

- Minimum residential and commercial office densities for new development;
- Affordable housing production, preservation and protection, and stabilizing businesses to prevent their displacement;
- Parking management; and
- Transit station access.

State

California Transportation Plan 2050 (2021)

The California Transportation Plan 2050 (CTP 2050) provides Caltrans' policy direction to align state climate, safety, equity and transportation goals for state transportation across all modes of travel. Despite unprecedented challenges from climate change and the effects of the COVID-19 pandemic on transit, the Plan defines a transportation system that is equitable, safe, sustainable, integrated, and efficient for all. The Plan calls for an integrated, statewide rail and transit network, centered around the existing California State Rail Plan, investing in networks of safe and accessible bicycle and pedestrian infrastructure, adding connected facilities for walking and bicycling, emergency evacuations, first/last-mile connections to transit, and investments in zero emission vehicle (ZEV) infrastructure. The State Rail Plan includes SMART extending passenger service to a Suisun City Rail hub by 2040. The plan also prioritizes safety through a multidisciplinary approach for speed management, such as road diets, conversion of intersections to roundabouts, and signal coordination to slow speeds.

Climate Action Plan for Transportation Infrastructure (CAPTI) (2021)

Because the transportation sector is the largest contributor to California's GHG, reducing emissions from transportation is central to the state's commitment to aggressively address the climate crisis. CAPTI aligns state transportation investments with state climate, health, and social equity goals identified in the California Transportation Plan 2050. It defines a suite of needed changes to project planning, scoping, programming, and mitigation activities to align with the CAPTI investment Strategy. Investments seeking state funding are expected to demonstrate consistency with CAPTI and state goals.

Regional Housing Needs Allocation (RHNA)

Since 1969, California has required all local governments (cities and counties) to adequately plan to meet the housing needs of everyone in the community. This process starts with the California Department of Housing and Community Development (HCD) determining both the existing and projected housing need at a variety of affordability levels for each region in the state. In the Bay Area, ABAG develops a methodology to allocate housing supply needs to local jurisdictions. California's local governments then adopt Housing Elements included in local General Plans, to show how the jurisdiction will meet local housing needs. It includes an

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inventory of sites where housing could be proposed. Current Housing Elements cover an eight-year planning period from January 31, 2023, through January 31, 2031.

Caltrans Complete Streets Evaluation Policy

The Caltrans Complete Streets Evaluation Policy focuses on providing comfortable, convenient, and connected complete streets facilities for people walking, biking, and riding transit or passenger rail unless an exception is documented and approved.

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Appendix A-3 Outreach Summary

Under development.

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Appendix A-4 Key Transportation Partners

State

California Air Resources Board (CARB)

CARB's mission is to promote and protect public health, welfare, and ecological resources through effective reduction of air pollutants while recognizing and considering effects on the economy. CARB is the lead agency for climate change programs and oversees all air pollution control efforts in California to attain and maintain health-based air quality standards. The Board is part of a coordinated three-tiered approach to cleaning up air pollution that includes the US EPA, CARB, and 35 local air pollution control districts.

California Coastal Commission (CCC)

The California Coastal Commission was established by voter initiative in 1972 and made permanent by the Legislature through adoption of the California Coastal Act of 1976. Its mission is to protect and enhance the California coast and ocean for present and future generations through careful planning and regulation of environmentally sustainable development, rigorous use of science, strong public participation, education, and effective intergovernmental coordination. Under the Act, any person wishing to perform a development within the Coastal Zone shall obtain a coastal development permit. In addition, the Commission coordinates activities along California's Pacific coast under the federal Coastal Zone Management Act. Through its Sea Level Rise Policy Guidance and ancillary efforts, the Coastal Commission advances, supports, and helps to fund California's preparation for a resilient coast for present and future generations.

California State Transportation Agency (CalSTA)

CalSTA's mission is to lead people-first transportation programs and policies to enhance safety, equity, climate action and economic prosperity for all Californians. CalSTA oversees eight state organizations that deliver transportation-related programs and services to achieve the state's mobility, safety, equity and environmental sustainability objectives. The California Transportation Commission and the Department of Transportation (Caltrans) are two of the CalSTA agencies that SCTCA regularly monitors and works with.

California Department of Transportation (Caltrans)

Caltrans' mission is to provide a safe and reliable transportation network that serves all people and respects the environment. It manages more than 50,000 miles of California's highway and freeway lanes, provides inter-city rail services, permits public-use airports and hospital heliports, and works with local agencies. Caltrans is organized to deliver six primary programs through eight districts: Aeronautics, Highway Transportation, Mass Transportation, Transportation Planning, Administration and the Equipment Service Center. District Four serves the Bay Area.

California Transportation Commission (CTC)

CTC was established in 1978 to facilitate a single, unified California transportation policy, replacing and assuming the responsibilities of four independent bodies: The California Highway Commission, the State Transportation Board, the State Aeronautics Board, and the California Toll

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Bridge Authority. The Commission is responsible for programming and allocating funds for the construction of highways, passenger rail, transit and active transportation improvements throughout California. The Commission also advises and assists the Secretary of CalSTA and the Legislature in formulating and evaluating state policies and plans for California's transportation programs. It also actively participates in the initiation and development of State and Federal legislation seeking to secure financial stability for the State's transportation needs.

Regional

Bay Area Air Quality Management District (BAAQMD)

Since 1955, BAAQMD has pursued its mission of creating a healthy breathing environment for every Bay Area resident while protecting and improving public health, air quality, and the global climate through policies, plans, rules, permits, enforcement, outreach, and grant programs. BAAQMD's Board of Directors is made up of 24 locally elected representatives from 9 Bay Area counties, with one representative coming from Sonoma County. Its relationship to transportation comes primarily through the tailpipes of moving vehicles, which account for more than 60% of the region's air pollutant concentration. Since 1980, it has overseen local implementation of the state's smog-check program. Since 1998, the California Clean Air Act has set specific requirements for achieving California air quality standards, which are more stringent than the federal standards. BAAQMD administers the Transportation Fund for Clean Air Program (TFCA), using a four-dollar surcharge on Department of Motor Vehicle registration fees to fund traffic mitigation, alternative transportation, and local government clean fuel projects.

Bay Conservation and Development Commission (BCDC)

Founded in 1965 under the McAteer-Petris Act to stop San Francisco Bay from being indiscriminately filled, BCDC's mission is to protect and enhance San Francisco Bay and encourage the Bay's responsible and productive use for this and future generations. BCDC carries out several state laws addressing the Bay and coordinates activities under the federal Coastal Zone Management Act. BCDC's primary power and responsibilities include limiting fill in the Bay, promoting public access to it, preparing for sea level rise, undertaking comprehensive planning through its San Francisco Bay Plan, and administering permits and enforcement actions within its jurisdiction.

Association of Bay Area Governments (ABAG)

Organized by local leaders in 1961, ABAG's mission is to strengthen cooperation and collaboration across local governments to build healthier, stronger communities. It is the council of governments for the nine counties and 101 cities and towns of the San Francisco Bay region, functioning as part regional planning agency and part local government services provider. ABAG's work is guided by a 22-person Executive Board, five committees, and the input of all members at an annual General Assembly. ABAG has the authority to enact certain legislation on behalf of the Bay Area, for example the state-mandated Regional Housing Need Allocation, or RHNA.

Metropolitan Transportation Commission (MTC)

Created by the state Legislature in 1970, MTC is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. Over the years, the agency's scope has grown, and its Commissioners now govern four agencies: MTC, the Bay Area Toll Authority

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(BATA), the Service Authority for Freeways and Expressways (SAFE), and the Bay Area Housing Finance Authority (BAHFA). MTC's work is guided by a 21-member policy board, with 18 of the commissioners designated as voting members.

MTC functions as both the regional transportation planning agency — a state designation — and, for federal purposes, as the region's metropolitan planning organization (MPO). MTC is responsible for regularly updating the Regional Transportation Plan (RTP), a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle and pedestrian facilities. MTC also screens requests from local agencies for state and federal grants for transportation projects to determine their compatibility with the RTP.

In its role as MPO, MTC prepares and adopts the federally and state required Transportation Improvement Program (TIP) at least once every two years. The TIP is a comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding, are subject to federally required action, or are considered regionally significant for air quality conformity purposes. The TIP covers a four-year period and must be financially constrained by year, meaning that the amount of funding committed to the projects must not exceed the amount of funding estimated to be available.

Local

Local Jurisdictions

Sonoma County is comprised of 9 incorporated town and city jurisdictions, while the approximately 1575 square miles of unincorporated area are under the jurisdiction of the County of Sonoma. This includes the Cities of Cloverdale, Cotati, Healdsburg, Petaluma, Rohnert Park, Santa Rosa, Sebastopol, Sonoma; and the Town of Windsor. Each jurisdiction has its own city or town council, with the exception of the county which is governed by the county supervisors. Each jurisdiction is responsible for planning and maintaining the roads and trails that are public property within the city, town, or county limits with the exception of state-owned roads, like Highway 1 and US-101 that are the responsibility of Caltrans.

Golden Gate Bridge Highway & Transportation District (GGBHTD)

The GBBHD was enacted through state legislation in 1923 for the purpose of planning, designing, building and financing a bridge across the San Francisco Bay strait. Additional State legislation in 1969 added the word "Transportation to the District's name and authorized it to provide ferry and bus transit services, which began with ferry service from Sausalito in 1970, local bus service under a contract with Marin Transit in 1971, intercounty service from Marin and Sonoma counties to San Francisco at the start of 1972, and additional ferry service from Larkspur in 1976. Passage of Regional Measures 2 and 3 each provided funding that allow the GGBHTD to provide express bus service to the East Bay. In 2024, in partnership with SMART, the District began the SMART Connect Larkspur Shuttle, linking SMART riders from the Larkspur Station to the Ferry terminal.
The GGBHTD Board of Directors is comprised of 19 members, representing six counties: San Francisco (9), Marin (4), Sonoma (3), Napa (1), Mendocino (1), and Del Norte (1). The GGBHTD is unique among Bay Area transit operations because it provides services without support from local sales tax measures or dedicated general funds.

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Sonoma County Transit

Sonoma County Transit is the public transportation system serving Sonoma County, California, offering local and intercity bus services, paratransit, and park-and-ride options. Founded in 1980 and headquartered in Santa Rosa, it operates 23 routes connecting communities such as Santa Rosa, Petaluma, Sebastopol, Sonoma, Windsor, and Cloverdale, with hubs at the Santa Rosa Transit Mall and Petaluma's Copeland Street Transit Mall. The system covers approximately 780 square miles and provides complementary ADA paratransit services through Sonoma County Paratransit. Recent initiatives include fare-free local paratransit for veterans and students, expanded electric bus fleets, and real-time trip planning via the Transit App, ensuring accessible and sustainable mobility across the county

Petaluma Transit

Petaluma Transit is the public transportation system serving the city of Petaluma, California, operated by the City of Petaluma through MV Transportation. It provides six local fixed routes and three school routes, along with ADA-compliant paratransit services within city limits. The agency introduced a groundbreaking fare-free policy for all bus and paratransit services starting July 1, 2024, making it the first Bay Area transit agency to eliminate fares. Petaluma Transit connects key destinations including SMART stations, schools, and major neighborhoods, and offers real-time trip planning through the Transit App. Its mission emphasizes accessibility, sustainability, and community-focused service.

Santa Rosa CityBus

Santa Rosa CityBus is the primary public transit system serving Santa Rosa, California, offering fixed-route bus service and ADA-compliant paratransit across the city. Established in 1958 and rebranded as CityBus in 1987, it now operates 15 local routes and a specialized deviated route (Oakmont), supported by a fleet of approximately 28 vehicles and hubs like the Santa Rosa Transit Mall. The system emphasizes accessibility and sustainability, with initiatives such as real-time tracking, trip planning tools, and fleet electrification underway. Governed by the Santa Rosa City Council, CityBus plays a key role in connecting neighborhoods, schools, shopping centers, and employment hubs, while promoting coordinated transit across Sonoma County and the Bay Area.

Sonoma Marin Area Rail Transit (SMART)

In 2002, a new regional transportation district was established to oversee the development and implementation of passenger rail service in Sonoma and Marin Counties. The resulting SMART District is governed by a 12-member Board consisting of two county supervisors each from Marin and Sonoma counties, three appointed City Council members from each county and two representatives from the Golden Gate Bridge District. The SMART District is charged with planning, engineering, evaluating and implementing passenger train service and corridor maintenance from Cloverdale to Larkspur.

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Appendix A-5 Community-Based Transportation Plans - Projects Inventory

#	Project Name	Plan Title	Project Status - 2025	Status Reason
1	Expand Healdsburg Transit's fixed route weekend service	Healdsburg Community Based Transportation Plan	No project initiation	
2	Marketing/Education program to increase bus ridership	Healdsburg Community Based Transportation Plan	Fare free shuttle marketing	
3	Taxi Voucher Program with the local taxi company	Healdsburg Community Based Transportation Plan	DASH Volunteer Driver Program provides free rides for seniors who cannot drive within City limits. DASH does not have wheelchair accessible vehicles.	
4	Safe Routes to School	Healdsburg Community Based Transportation Plan	Healdsburg Elementary School campuses, Healdsburg Junior High School, and St. John's elementary school, have all participated in Safe Routes to School.	
5	Expand Healdsburg Transit's fixed route service into evening hours	Healdsburg Community Based Transportation Plan	No project initiation	
6	Add Sonoma County Transit route 60 express service between Healdsburg and Santa Rosa.	Healdsburg Community Based Transportation Plan	Express trips suspended and service temporarily reduced. Additional non-express peak service on Route 60 expected to return.	Express trips suspended and service temporarily reduced due to COVID-19 impacts.
7	Community Transportation Manager/Volunteer Driver Program.	Healdsburg Community Based Transportation Plan	DASH Volunteer Driver Program provides free rides for seniors	
8	Maintain Healdsburg Transit's existing fixed route service.	Healdsburg Community Based Transportation Plan	Local transit service that was in place during the development of the CBTP has been maintained.	
9	Bicycle Education Campaign and Street Skills Classes.	Healdsburg Community Based Transportation Plan	No project initiation	
10	Add sidewalks along the southern end of Healdsburg Avenue	Healdsburg Community Based Transportation Plan	No project initiation	
11	Increase Sonoma County Transit route 60 frequency between Healdsburg and Santa Rosa.	Healdsburg Community Based Transportation Plan	Express trips suspended and service temporarily reduced. Additional non-express peak service on Route 60 expected to return.	Express trips suspended and service temporarily reduced due to COVID-19 impacts.
12	Bus Voucher Program	Healdsburg Community Based Transportation Plan	Bus trips on the local circulator are now free	
13	Class II bicycle lanes along March Avenue	Healdsburg Community Based Transportation Plan	Complete	
14	Class II bicycle lanes on Westside Road	Healdsburg Community Based Transportation Plan	No project initiation	

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Community-Based Transportation Plans - Projects Inventory

#	Project Name	Plan Title	Project Status - 2025	Status Reason
15	Install more shelters and benches at bus stops	Healdsburg Community Based Transportation Plan	A replacement of the shelter at Healdsburg Plaza is in progress, which will include a new real-time arrival information sign.	
16	Extend Healdsburg Transit's fixed route service on Fitch Mountain Road	Healdsburg Community Based Transportation Plan	Rt. 67 service is provided as far east as Orangewood Dr. on Fitch Mtn. Rd. Healdsburg DASH offers scheduled rides within Healdsburg for seniors who are not able to drive.	
17	Improve roadway crossings in area of Safeway	Healdsburg Community Based Transportation Plan	No project initiation, would be condition for redevelopment	
18	Extend Healdsburg Transit's fixed route to end of Parkland Farms Blvd.	Healdsburg Community Based Transportation Plan		
19	Relocation of downtown Healdsburg Sonoma County Transit route 60 southbound bus stop	Healdsburg Community Based Transportation Plan	Bus shelter installed at 227 Healdsburg Ave.	
20	Add benches and shade structures along Foss Creek Pathway	Healdsburg Community Based Transportation Plan	Added benches and rest area under construction. Shade structures not needed because there is natural shading on much of the path.	
21	Class II Bicycle Lanes on Highway 116: Foothill Dr. to Duncan Rd.	Lower Russian River Community Based Transportation Plan	No project initiation	
22	Class II Bicycle Lanes on River Road: Westside Road to Highway 116	Lower Russian River Community Based Transportation Plan	No project initiation	
23	Class I Multi-Use Trails (Off-Road) Trails Feasibility Study	Lower Russian River Community Based Transportation Plan	Lower Russian River Trail Feasibility Study approved February 11, 2020	
24	Add Express Bus Service to Santa Rosa	Lower Russian River Community Based Transportation Plan	Express trips suspended and service temporarily reduced. Additional non-express peak service on Route 20 expected to return.	Express trips suspended and service temporarily reduced due to COVID-19 impacts.
25	Transportation Manager Coordination	Lower Russian River Community Based Transportation Plan	Sonoma County Human Services, Area Agency on Aging provides funding and coordination with the Sebastopol Senior Center for their volunteer driver program. Local bus route 28 is free with subsidies from the County.	

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Community-Based Transportation Plans - Projects Inventory

#	Project Name	Plan Title	Project Status - 2025	Status Reason
26	Add Evening Bus service	Lower Russian River Community Based Transportation Plan	Route 28 runs from 7:45 to 5:08 weekdays and Saturdays, which is expanded from the 9:15 to 3:45 schedule at the time of the plan. Route 20 hours have been reduced to 7:35 to 8:15 from 5:45 to 10:15 at the time of the plan.	Service temporarily reduced due to COVID-19 impacts. Additional peak service on Route 20 expected to return.
27	Safe Routes to School (non-Infrastructure)	Lower Russian River Community Based Transportation Plan	Guerneville school has participated in all SRTS elements. Monte Rio and Forestville have held walk and ride to school events.	
28	Install More Shelters and Benches	Lower Russian River Community Based Transportation Plan	A shelter in disrepair was replaced and a new shelter was added since 2016, as well as a new bench by the Russian River Senior Center.	
29	Expand Local Bus Service	Lower Russian River Community Based Transportation Plan	Route 28 now serves Russian River Senior Center, Guerneville School, and Guerneville Library on Armstrong Woods Road	
30	Bicycle Education in English and Spanish	Lower Russian River Community Based Transportation Plan		
31	Repair Guerneville Sidewalks	Lower Russian River Community Based Transportation Plan	Caltrans Hwy 116 ADA sidewalk project between River Road and Fife Creek on schedule for 2022-23	
32	Decrease Bus Headways	Lower Russian River Community Based Transportation Plan	Frequency increases on Route 28 are not currently planned. Saturday service added in 2020.	Current service frequency is sufficient for demand.
33	Signalization of Intersection of Highway 116/Drake & Neeley Roads	Lower Russian River Community Based Transportation Plan	No project initiation	
34	Permit Larger Items on Buses	Lower Russian River Community Based Transportation Plan	No project initiation	Limited space for large items on-board buses
35	Signalization of Intersection Highway 116/Mill Street	Lower Russian River Community Based Transportation Plan		
36	Class II Bicycle Lanes on Armstrong Woods Road; Highway 116 to State Park	Lower Russian River Community Based Transportation Plan	Complete - Class II lanes along majority of Armstrong Woods Rd. - road is too narrow approaching park entrance	
37	Build Sidewalks in Monte Rio	Lower Russian River Community Based Transportation Plan	repaired & extended along w/ADA ramps on Main St. & Bohemian Hwy (Hwy 116 to the bridge)	The road is too narrow in other areas

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Community-Based Transportation Plans - Projects Inventory

#	Project Name	Plan Title	Project Status - 2025	Status Reason
38	Build Sidewalks in Guerneville	Lower Russian River Community Based Transportation Plan	No project initiation	
39	Class II Bicycle Lanes on Highway 116: Armstrong Woods Rd. to Foothill Drive	Lower Russian River Community Based Transportation Plan	No project initiation	limited right-of-way
40	Permit More Bicycles on Bus	Lower Russian River Community Based Transportation Plan	All intercity buses can currently accommodate up to 3 bicycles on front-loading racks.	Further expansion of racks is not feasible due to vehicle length limitations.
41	Casual Car-Pool System	Lower Russian River Community Based Transportation Plan	Dynamic carpool matching through Merge may be used by people wishing to carpool	Further study would be needed to determine whether there is critical mass to warrant dedicated pick up areas for casual carpool
42	Volunteer Driver Program for Seniors' Transportation	Lower Russian River Community Based Transportation Plan	Sebastopol Senior Center's volunteer driver program serves this area; however, sustainable funding, volunteer recruitment, and lack of wheelchair accessible vehicles are ongoing challenges. West County Community Services operates a West County shuttle with a wheel chair lift through grant funding. Ongiong funding of this program is uncertain.	
43	Reduce Incidences of Speeding and DUIs	Lower Russian River Community Based Transportation Plan	No current specific efforts	County accepts requests for placement of a speed feedback trailer on County Roads
44	Class II Bicycle Lanes on Hwy. 116: Mays Canyon Rd. to Armstrong Woods Rd.	Lower Russian River Community Based Transportation Plan	No project initiation	
45	Class III Bicycle Route on Cazadero Highway/Austin Creek Road	Lower Russian River Community Based Transportation Plan	No project initiation	
46	Auto Loan Program	Lower Russian River Community Based Transportation Plan	No project initiation	
47	Build Sidewalks in Rio Nido	Lower Russian River Community Based Transportation Plan	No project initiation	limited right-of-way
48	Class II Bicycle Lanes on Highway 116: Duncan Road to Moscow Road	Lower Russian River Community Based Transportation Plan	No project initiation	
49	CityBus Evening Service Extension	Roseland Community-Based Transportation Plan	Schedule modifications were implemented with Reimagining CityBus; however, hours of operation are relatively the same. Sunday service is now provided on all routes	Additional funding needed to expand hours of service

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Community-Based Transportation Plans - Projects Inventory

#	Project Name	Plan Title	Project Status - 2025	Status Reason
50	CityBus Frequency Improvements	Roseland Community-Based Transportation Plan	Route 2/2B (formerly 9/9W) weekday headways reduced from 30 to 15 minutes from Transit Mall to Stony Point Rd. and weekend headways reduced from 60/75 to 30/45. Hourly Sunday service added on route 15.	Revenue neutral service improvements from Reimagining CityBus
51	Restructured Transit Service (Route 20)	Roseland Community-Based Transportation Plan	Transit service restructured through implementation of Reimagining CityBus after extensive outreach. Trunk portions of routes 2/2B, 12, and 15 are now bi-directional with tail loop ends.	Unfunded Phase II of Reimagining CityBus would increase bi-directional service and extend routes 12 and 15.
52	Bus Stop Improvement	Roseland Community-Based Transportation Plan	Benches have been installed at an additional four bus stops in Roseland.	
53	Roseland Neighborhood Shuttle	Roseland Community-Based Transportation Plan	No project initiation	
54	Pedestrian Improvements	Roseland Community-Based Transportation Plan	Crosswalks installed near Roseland Elementary School and Roseland University Prep, Stony Point Rd, various sections of sidewalk installed on Burbank Ave. and Stony Point Rd.	As part of the Roseland Annexation agreement, the County will provide $6.2M over a 10-year period to the City to make roadway improvements.
55	Bicycle Lanes	Roseland Community-Based Transportation Plan	Class II lanes on Stony Point Rd, Hearn Ave from SMART Pathway to Stony Point, Sebastopol Rd from Dutton to Corporate Center Pkwy. SMART (formerly NWP RR) Class I	Planned Class II on Dutton Ave, Burbank Ave. Planned Class IV on Sebastopol Rd., Class III on Earle St
56	Multi-Use Paths Northwestern Pacific Railroad (Roseland Segment)	Roseland Community-Based Transportation Plan	SMART Pathway complete from W. 3rd St to Bellevue Ave.	
57	Roseland Creek Multi-Use Path	Roseland Community-Based Transportation Plan	No project initiation. Segment in Bike/Ped Master Plan	
58	Safe Routes to School	Roseland Community-Based Transportation Plan	Shepphard Accelerated Charter and Roseland Elementary School have participated in Safe Routes to School.	
59	Street Smarts	Roseland Community-Based Transportation Plan	The County of Sonoma conducted a safety campaign around the three-foot rule for passing bicyclists. Updating StreetSmarts campaign messaging is included in the 2018 Bicycle & Pedestrian Master Plan	

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Community-Based Transportation Plans - Projects Inventory

#	Project Name	Plan Title	Project Status - 2025	Status Reason
60	Transit Orientation and Travel Training	Roseland Community-Based Transportation Plan	CityBus has continued to provide travel training services in Roseland.	Demand for these services paused during the pandemic but is expected to return.
61	Enhanced Transit Information	Roseland Community-Based Transportation Plan	Transit route and scheduling information has significantly improved since 2007. CityBus now has real-time departure and arrival information provide via text, desktop, and mobile devise. Real-time departure information is displayed at the Transit Mall for all agencies serving the Transit Mall. The system map and schedule handout were significantly revamped in 2017 with information in Spanish and English about important facilities and bike/pedestrian routes, frequency tables, service to SMART and other connecting agencies, and how to get real-time transit. Improvements were made to accessibility of the fixed route scheduling information for people with visual impairments.	
62	Reinstitute Golden Gate Transit route 90 bus service from Sonoma Valley to San Rafael & San Francisco	The Springs Community Based Transportation Plan	No project initiation	requires additional funding or reduction in other service
63	Maintain existing levels of transit service	The Springs Community Based Transportation Plan	Local transit service that was in place during the development of the CBTP has been maintained.	
64	Increase frequency of route 32 buses to/from The Springs and Sonoma	The Springs Community Based Transportation Plan	No project initiation	requires additional funding or reduction in other service
65	Increase frequency of route 40 buses to/from The Springs & Petaluma, including Saturday service	The Springs Community Based Transportation Plan	Weekday service increased in 2017, but reverted to historic schedule during COVID-19	Service temporarily reduced due to COVID-19 impacts. Adding back additional peak service on Route 40 to be evaluated.
66	Increase frequency of route 30 buses to/from The Springs & Santa Rosa & Sonoma	The Springs Community Based Transportation Plan	Weekday service has decreased slightly while weekend service has increased to average one hour and forty-five minutes	Service temporarily reduced due to COVID-19 impacts. Adding back additional peak service on Route 30 to be evaluated.
67	Later Afternoon and/or evening bus service & expanded ADA paratransit service	The Springs Community Based Transportation Plan	Route 40 hours have expanded and now runs from 6:10am to 6:50pm	Service temporarily reduced due to COVID-19 impacts. Adding back evening service on Route 40 to be evaluated.

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Community-Based Transportation Plans - Projects Inventory

#	Project Name	Plan Title	Project Status - 2025	Status Reason
68	Implement a new weekday bus route between the cities of Sonoma & Napa	The Springs Community Based Transportation Plan	Napa Vine route 25 is no longer in service	Ridership was very low and there was a need to reallocate service elsewhere
69	Safe Routes to Schools program	The Springs Community Based Transportation Plan	El Verano Elementary School has participated in Safe Routes to School.	
70	Bicycle Education Campaign & Street Skills classes	The Springs Community Based Transportation Plan	The Bicycle Coalition has done community bike rodeos and tabling in the Springs area.	
71	Expand outreach & customer service efforts to potential & existing Latino bus patrons	The Springs Community Based Transportation Plan		
72	Provide incentives for businesses to provide safe & convenient bicycle parking	The Springs Community Based Transportation Plan	No project initiation	
73	Complete the Central Sonoma Valley Bikeway (Class I, multi-use path)	The Springs Community Based Transportation Plan	Feasibility Study for connecting Sonoma Valley Trail completed in 2016. Trail segments through Larson Park to Vailetti Dr complete.	Limited ROW and funding. ROW acquisitions in progress.
74	Enhance pedestrian crossings on Highway 12 at various locations	The Springs Community Based Transportation Plan	Significant improvements have been made to the Highway 12 streetscape in The Springs. A stop light and pedestrian crossings were added at Thompson, and crossings were added at Serra (between Arroyo and Calle del Monte) and at Central.	The Springs Specific Plan Discussion Draft includes a new crosswalk with pedestrian warning lights at the Sonoma Charter School and a new crosswalk, bulbouts, and warning lights at Donal Street after sidwalks are completed in area.
75	Complete Verano Avenue sidewalks from Highway 12 to Sonoma Creek	The Springs Community Based Transportation Plan	A Class 1 multi-iuse path was constructed from Verano and Main, where the sidewalk ends, to the Sonoma Creek bridge.	
76	Arnold Drive bicycle lanes from Agua Caliente Road to Country Club Drive	The Springs Community Based Transportation Plan	Planned for implementation, from Country Club Dr. to Madrone Rd. in FY 23/24.	
77	Agua Caliente Road bicycle lanes from Highway 12 to Arnold Drive	The Springs Community Based Transportation Plan	No project initiation	
78	Boyes Boulevard sidewalks from Highway 12 to Arnold Drive	The Springs Community Based Transportation Plan	Bridge replacement to open in July 2021. No initiation of sidewalk installation.	In some areas, adding sidewalks would require use of residential frontages and/or removal of street parking.

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Community-Based Transportation Plans - Projects Inventory

#	Project Name	Plan Title	Project Status - 2025	Status Reason
79	Pedestrian lighting on Highway 12 from Donald Street to Verano Avenue	The Springs Community Based Transportation Plan	Complete - Pedestrian lighting added	
80	Agua Caliente Road sidewalks from Highway 12 to Vailetti Drive	The Springs Community Based Transportation Plan	No project initiation	
81	Add pedestrian crossings on Verano Avenue at Riverside Drive	The Springs Community Based Transportation Plan	No project initiation	
82	Pedestrian Lighting Agua Caliente Road & Boyes Boulevard	The Springs Community Based Transportation Plan	No project initiation	
83	Install more shelters, benches & bike racks at bus stops	The Springs Community Based Transportation Plan	Stop fixtures continue to be improved and upgraded, including new shelters, benches, and trash bins since 2016.	

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PlanID	Sponsor	Project Name	Description	Location	Cost ($M)
4000	Cloverdale	Cloverdale Downtown Complete Streets Improvement Project	Road surface & improvement project intended to extend the effective service	Multiple: Downtown streets including N. Cloverdale Blvd. from Railroad Ave. to Third Street, Commercial Street and Main Street	0.60
4511	Cloverdale	Cloverdale Neighborhood Streets Reconstruction & Maintenance Pgm	Cloverdale Annual Rehabilitation Program for Local Streets , including slurry seals, seal cracks, asphalt overlays and reconstruction	Citywide	24.80
4557	Cloverdale	Sidewalk & bike lane completion on Cloverdale Blvd.	Construct new sidewalks, pedestrian bridges and bike lanes along both sides of Cloverdale Blvd.	Cloverdale Blvd from northern City Limit to southern City Limit.	2.00
4558	Cloverdale	Sidewalk improvements & traffic calming	Construct sidewalk bulb-outs and improve crossswalks on Cloverdale Blvd. from Lake Street to Franklin Street	Cloverdale Blvd from Lake Street to Franklin Street	0.80
4559	Cloverdale	South Downtown Multimodal Enhancement Project	Construct "Complete Streets" bike & pedestrian facilities by expanding sidewalks, constructing new curb ramps, adding crosswalks and bike lanes	South Cloverdale Blvd between Lake Street and Franklin Street	2.50
4560	Cloverdale	South Cloverdale Gateway Project	Complete bike and pedestrian enhancements at the South Cloverdale Blvd./Highway 101 overcrossing	South Cloverdale Blvd./Highway 101 overcrossing	5.00
4561	Cloverdale	North Cloverdale Gateway Project	Complete bike and pedestrian enhancement on North Cloverdale Blvd. from the Highway 128 intersection to North Street.	North Cloverdale Blvd. from the Highway 128 intersection to North Street.	1.50
BP1	Cloverdale	Cloverdale River Trail Extension	Complete bike and pedestrian paths along Crocker Road/First Street connecting River Road and the Cloverdale River Trail and Cloverdale Blvd.	River Rd @ Crocker Rd to Great Redwood Trail and Cloverdale Blvd. at First Street	1.89
BP2	Cloverdale	South Cloverdale River Trail	Complete bike and pedestrian paths creating the South Cloverdale River Trail (Asti Road and river frontage) connecting to the Great Redwood Trail & Cloverdale Airport.	Asti Road and river frontage from Crocker Road/First Street to Cloverdale Airport	0.50
BP4067	Cloverdale	Citrus Fair Drive Greenway Project	Complete bike & pedestrian connection from SMART Transit Center to Tarmen Neighborhood and South Cloverdale Blvd.	Citrus Fair Drive from South Cloverdale Blvd to Asti Road	1.40
BP980	Cloverdale	Cloverdale ATP Projects (total less than $1M each)	Total of Cloverdale bike/ped projects from Active Transportation Plan that are each less than $1M	Citywide	0.80
2016	Cotati	Highway 116 Cotati Corridor Improvements	This project is a widening of Highway 116 between US 101 and Stony Point Road, including phased closure of driveway access to 116, the addition of signalized intersections, new bike lanes, and a new Class 1 Pathway on the North side of Hwy 116, improve the safety of 116 for all modes of transportation, and create safe new corridors for pedestrian and bicyclists. Improvements to this State facility are identified in the adopted Active Transportatation Plan, as well as the City's General Plan.	Cotati, from US 101 to Stony Point Road	18.00
2138	Cotati	Old Redwood Hwy rehab - Plaza to Gravenstein Hwy	This project consists of widening Old Redwood Highway for safer bike lanes, sidewalks, and center island medians. Also includes various signal improvements to improve congestion.	Cotati, Old Redwood Highway between La Plaza Park and Highway 116.	10.00
4001	Cotati	US 101/Highway 116 North Bound On-Ramp Improvements	This project is the creation of traditional north bound on-ramp for US 101 at the interchange with Highway 116. Highway 116 currently circulates through city streets to reach the US 101 north bound on-ramp at the intersection of Commerce Boulevard and Old Redwood Highway. This project will create a new leg from the existing US 101 south bound off ramp to provide a safer and more efficient path for traffic on Highway 116.	Cotati, at the US 101 and Highway 116 interchange.	15.00
4002	Cotati	US 101/West Sierra Avenue South Bound Off-Ramp Improvements	This project is the creation of a new south bound off ramp at West Sierra Avenue to improve transportation options for vehicles traveling south bound on US 101 by giving vehicles another option to access the Cotati/ southern Rohnert Park area, and relieving congestion at the US 101/116 interchange. Currently, no other south bound option exists between Highway 116 and Old Redwood Highway in Petaluma.	Cotati, at the US 101 and West Sierra Avenue interchange.	15.00

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PlanID	Sponsor	Project Name	Description	Location	Cost ($M)
4510	Cotati	Pavement Maintenance Program	Annual Rehabilitation Program for Local Streets in Cotati - Cotati has improved its PCI to the low 70s and it's PMP forecasts a need of $2 million annually to increase its PCI by five points over the next five years.	City-wide	10.00
4578	Cotati	La Plaza Reunification	Joining of all 4 legs of La Plaza Street around La Plaza Park, and re-routing vehicle and bicycle traffic around La Plaza Park to connections with Old Redwood Highway, West Cotati Avenue, West Sierra Avenue, and East Cotati Avenue. Project would re-create the central town plaza and encourage and activate a pedestrian and bicycle friendly downtown.	Old Redwood Highway @ East Cotati Avenue	19.00
5069	Cotati	Valparaiso Avenue and Helman Lane Pavement Rehabilitation	Project rehabilitates Valparaiso Avenue from Cotati Creek top Fehler Lane and Helman Lane between Redwood Drive and the City Limits. Project includes installation of new sidewalk along Valparaiso Ave from the Cotati Creek pedestrian bridge to the Delano Park trail.	Valparaiso Avenue and Helman Lane	2.20
5070	Cotati	Traffic Signal at William/George and Old Redwood Hwy	Project installs a traffic signal at the intersection of William Street/George Street and Old Redwood Highway. Proejct design is 65 percent complete.	Intersection of William/George and Old Redwood Hwy	1.60
5079	Cotati	Class 1 Pathway Maintenance-Cotati	Program maintains existing Class 1 Pathways.	Existing Class 1 Pathways	0.30
BP37	Cotati	West Cotati Avenue Sidewalks	Closing key gaps in sidewalk between 116 (site of significant pending commercial/residential development) and a key east/west pedestrian cooridor under US 101 at Clifford, including a school connection to Thomas Page Academy on West Cotati Avenue.	Hwy 116 to Clifford Avenue, West School Street from Richardson to Clifford Avenue.	1.50
BP981	Cotati	Cotati ATP Projects (total less than $1M each)	Total of Cotati bike/ped projects from Active Transportation Plan that are each less than $1M	Citywide	2.20
2036	Healdsburg	Mill Street Improvements	Implement street curbs, sidewalks, and possibly lane reconfiguration to accomadate bike lanes to better accommodate active transportation use and connection to County.	Mill Street: from Healdsburg Ave/Vine St (Roundabout) to Hwy 101 under-crossing	2.00
4003	Healdsburg	US 101 and Dry Creek Road Interchange Project	Safety, active transportation, and traffic flow improvements on Dry Creek from Healdsburg Avenue to US 101 interchange. Interchange improvements to provide bicycle and pedestrian improvements possibly through the use of roundabout couplet at the ramps.	Dry Creek Road from westerly edge of 101 ramps to the intersection of Dry Creek Road and Healdsburg Avenue.	14.60
4509	Healdsburg	Pavement Maintenance Program	Pavement Maintenance including resurfacing, overlays and reconstruction.	Various locations throughout the City	25.00
4546	Healdsburg	Healdsburg Avenue Complete Street Project	Road diet, bicycle facilities, pedestrian improvements, enhanced safety, and streetscape. Complete street project.	Within existing public Right-of-Way, from Powell Avenue to the Northern City Limits.	15.40
4547	Healdsburg	Healdsburg Plaza Streetscape Rehabilitation	Streetscape project to improve safety and remove ADA barriers on all walkways within the Healdsburg Plaza extending down Center Street up to and include Police Department frontage.	All walkways within the Healdsburg Plaza extending down Center Street upto and include Police Department frontage	2.20
4548	Healdsburg	US-101 Central Healdsburg Offramp Improvements (Roundabout)	The Northbound 101 offramp crosses Soutbound Healdsburg Avenue (stop sign) creating a unique traffic situation. The Central Healdsburg Area Plan calls for a roundabout at this location.	Northbound US 101 offramp at Central Healdsburg	10.00
4549	Healdsburg	Foss Creek Segments 9 & 10	Construction of Class 1 pathway (ped and bike)	From terminus of Segment 8 at the intersection of Grove and HBG Ave to the City Limit	3.50
4550	Healdsburg	Sidewalk Repair and Gap Closure (including ADA Upgrades)	Sidewalk repair, gap closures, and ramp upgrades.	Various locations throughout the City	5.00
4551	Healdsburg	Grove Street Neighborhood Plan Implementation - Complete Streets	Road improvements including curb, gutter, sidewalk, and bike facilities. Complete street project.	Grove Street between Grant Street and Dry Creek Road.	3.30
4552	Healdsburg	Foss Creek Pathway Segment 0 - Southern Path Terminus to Bridge	Foss creek path current southerly terminus is Front Street. This project will take the path across R/R tracks and front street (possible mid block crossing) and create a pathway through Railroad Park and connect to the Healdsburg Avenue Bridge over the Russian River.	Southern pathway terminus to Healdsburg Bridge	0.00
4553	Healdsburg	US-101 and Mill Street/Westside Road Interchange	Complete full interchange by adding SB on and NB off ramps to create diamond interchange with existing SB off and NB onramps.	Mill Street and US-101	25.00

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PlanID	Sponsor	Project Name	Description	Location	Cost ($M)
5060	Healdsburg	Ward Street Neighborhood Revitalization Project	This project will perform an evaluation of the existing infrastructure and develop a comprehensive plan outlining needed public improvements with the Ward Street Neighborhood. The completed plan will be used as a basis to implement various improvements and pursue additional funding. Initial grant funding will be used to close sidewalk gaps, repair uneven walkway surfaces, install ADA ramps, pavement improvements, and improve storm drainage.	Ward Street, Adeline Way, Palm Avenue, and South University	1.30
5061	Healdsburg	South Healdsburg Avenue Connectivity	This project will design and construct bike and pedestrian improvements along Healdsburg Avenue between Front Street and Exchange Avenue	Healdsburg Avenue between Front Street and Exchange Avenue	1.06
5062	Healdsburg	March Avenue Reconstruction - Lupine Road Pedestrian Crossing	The project will reconstruct the roadway along March Avenue between Healdsburg Avenue and University Avenue. Additionally, the project will improve the pestrian crossing at the intersection of Lupine Road and March Avenue.	March Avenue between Healdsburg Avenue and University Avenue	2.10
5063	Healdsburg	Sunset Drive Slope Stabilization and Pavement Repair	This project will stabilize the slope, and repair the pavement along a narrow portion of Sunset Drive. Additionally, storm drain and water main replacement within the project limits is anticipated.	Sunset Drive	1.30
5064	Healdsburg	Bridge Upgrades and Repairs	Perform bridge repairs, maintenance, and upgrades on various bridges throughout the City. Activities may include but not be limited to painting of the Healdsburg Memorial Bridge, removal of the West Grant Street Bridge, and items based upon Caltrans annual inspections.	Various locations throughout the City	3.50
5065	Healdsburg	Electric Bike and Electric Shuttle Program and Facilities	The current e-bike share pilot program will end in early 2026. The City desires to create a long term micromobility program which may include Electric Shuttle service.	Various locations throughout the City	
5066	Healdsburg	Traffic Signal Upgrades	Replace existing traffic signal heads, pedestrian countdown heads, and pedestrian push buttons with new MUTCD and ADA accessibility compliant infrastructure.	Various locations throughout the City.	1.25
5067	Healdsburg	Railroad Corridor Accessibility Improvements	In preparation for the upcoming SMART passenger rail service the City will make improvements to the crossing and along corridor, along with consideration of other transportation connections.	Various locations along the SMART right-of-way throughout the City.	0.00
5068	Healdsburg	Railroad Avenue Improvements	Contingent upon SMART station design and allowing property rights: The City will construct a new road connecting the neighborhood of Ward and Adeline into new development on Branch Street, and create a direct connection to the proposed SMART station.	Northern terminus of Adeline Way to Branch Street	5.25
BP982	Healdsburg	Implementation of ATP Projects (less than $1M each)	Design and Construction of various ATP Projects of less than $1M each	Various locations throughout the City	8.30
5080	Multiple Transit Agencies	Transit Priority Infrastructure and Technology	Funds implementation of transit priority infrastructure and technology (e.g., transit signal priority, queue jump lanes, stop enhancements) including planning, design, and construction.	Countywide	
5081	Multiple Transit Agencies	Transit Safety and Security Improvements	Funds capital and operating projects to improve safety and security on local transit systems. Capital projects may include but are not limited to facility security improvements, cameras, lighting, operator barriers, and measures to activate passenger waiting areas. Operating projects may include enhanced security services; partnerships with local intervention programs focused on mental health, addiction, homelessness, or youth violence prevention; employee training; ambassador programs; and public service campaigns.	Countywide	

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PlanID	Sponsor	Project Name	Description	Location	Cost ($M)
5082	Multiple Transit Agencies	Transit Integration Implementation	Implement transit integration recommendations from recent plans (TIES, ITSP, and MASCOTS), including coordination on fares, customer service, customer information and marketing, technology, and implementation of local and regional transit service changes.	Countywide	10.00
5083	Multiple Transit Agencies	Mobility Hubs - planning and capital	Develop mobility hubs countywide to support multiple modes of travel.	Countywide	10.00
5084	Multiple Transit Agencies	Mobility Management	Establish a countywide Mobility Manager to coordinate rides and function as a go-between for transit agencies, serving people with disabilities, older adults and people with low incomes. Functions may also include travel training, discount pass sales, eligibility consultation, etc.	Countywide	0.50
TR0012	Multiple Transit Agencies	Countywide Microtransit	Countywide Microtransit program connecting to high frequency transit route, rail or major destinations. Cost estimate based on SMART Connect costs at all Sonoma County SMART Stations ($7.1M/year for 25 years). Includes capital and operations.	Sonoma Countywide	177.50
2140	Petaluma	Caulfield Lane Bridge & Extension Crosstown Connector Projects	Construct extensions of Caulfield Lane through the City's 500 Hopper Street property connecting the Riverfront street network, as well as a new 500 foot moveable bridge over the Petaluma River. Both would include Class I multi-use pathways.	Caulfield Lane: Hopper Street to Crystal Lane	87.86
4004	Petaluma	Various Pavement Maintenance Projects	Pavement maintenance and rehabilitation projects under $1m.	City of Petaluma - Citywide	96.63
4540	Petaluma	Traffic Signals ITS Upgrades	Project includes the installation of fiber optic interconnect communication, upgrading traffic controllers with adaptive upgrades, advanced detection system for automated traffic signal performance measures and the installation of battery backup systems to create a comprehensive transportation network that is intelligent, scalable, flexible and resilient during a natural disaster.	City of Petaluma - Citywide	15.00
4541	Petaluma	Petaluma River Trail - US-101 and Rail Undercrossings Project	Construct a multi-use bicycle and pedestrian path from Shollenberger Park to the NWP trail at the Petaluma River including path and under the SMART rail line and Highway 101	North Bank of Petaluma River from Petaluma Marina to Bautista & Soto Way	6.95
4542	Petaluma	Lynch Creek Trail Crosstown Connector Project	Project includes the reconstruction of Lynch Creek Trail which includes a 10' wide concrete multi use trail, signing striping and new lighting	Petaluma River & Lynch Creek Trails: Water Street to Prince Park	2.28
4543	Petaluma	East Washington Street Complete Streets Project	Rehabilitate East Washington Street from Howard Street to US-101; project will include signal, traffic calming, accessibility, pedestrian, and if feasible, bike improvements.	East Washington Street: Bodega Avenue to US-101	10.00
4544	Petaluma	D Street Complete Streets Project	Rehabilitate East Washington Street from Howard Street to US-101; project will include signal, traffic calming, accessibility, pedestrian, and if feasible, bike improvements.	D Street: Petaluma Boulevard South to City Limits	5.57
4545	Petaluma	Caulfield Lane Complete Streets Project	Rehabilitate Caulfield Lane from Payran Street to Garfield Drive; project will include a 4-to-3 lane reduction, signal/roundabout, traffic calming, accessibility, pedestrian, and bike improvements.	Caulfield Lane: Payran Street to Garfield Drive	3.81
5000	Petaluma	Rainier Avenue Complete Streets	Pavement restoration project will include 4-3 lane reduction with protected bike lanes, pedestrian improvements, and a roundabout at Maria Drive.	Rainier Avenue: N. McDowell Blvd to Sonoma Mountain Parkway	2.70
5001	Petaluma	Howard Street Complete Streets	Pavement restoration project will include traffic calming elements, pedestrian improvements, uphill bike lanes, and major intersection reconfiguration at Liberty Street.	Howard Street: A Street to West Street	4.80
5002	Petaluma	St. Francis Drive Neighborhood Greenway	Pavement restoration project will include traffic calming, bicycle, and pedestrian improvements.	St. Francis Drive: Caulfield Lane to S. McDowell Blvd	3.40
5003	Petaluma	Casa Grande Road Complete Streets	Pavement restoration project will include 5-to-3 lane reduction with protected bike lanes, pedestrian improvements, and a roundabout at S. McDowell Boulevard.	Casa Grande Road: Lakeville Highway to Ely Blvd South	5.60

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PlanID	Sponsor	Project Name	Description	Location	Cost ($M)
5004	Petaluma	Old Redwood Highway Complete Streets	Pavement restoration project; project will include buffered/protected bike lanes where feasible and pedestrian improvements.	Old Redwood Highway: N. McDowell Blvd to City Limits	3.50
5005	Petaluma	North Webster Street Complete Streets	Pavement restoration project will include traffic calming, bicycle, and pedestrian improvements.	North Webster Street: Western Avenue to Bodega Avenue	1.80
5006	Petaluma	Daniel Dr Neighborhood Greenway & E Petaluma Pavement Restoration	Pavement restoration project will include traffic calming, bicycle, and pedestrian improvements	Daniel Drive: Caulfield Lane to Anna Way and various residential streets	9.30
5007	Petaluma	Western Ave Complete Streets & W Petaluma Pavement Restoration	Pavement restoration project will include traffic calming, bicycle, and pedestrian improvements.	Western Avenue: Hill Boulevard to Howard Street and various residential streets	11.30
5009	Petaluma	Corona Road Multi-Use Pathway	Construct a new multi-use pathway along Corona Road over US-101, a crosstown connector that currently lacks bicycle and pedestrian accomodations. To be delivered in tandem with Caltrans bridge railing replacement project.	Corona Road: Petaluma Boulevard North to North McDowell Blvd	15.00
5010	Petaluma	Fairgrounds Access Improvements	Improve access and circulations for all modes at and around the Sonoma-Marin Fairgrounds.	Sonoma-Marin Fairgrounds	4.10
5011	Petaluma	Petaluma North SMART Station Access Improvements	Improve transit, bicycle, and pedestrian access and circulation at and around the Petaluma North SMART Station.	Petaluma North SMART Station frontages on Corona Road and North McDowell Boulevard	3.90
5012	Petaluma	Safe Streets Quick Builds	Implement quick-build projects to calm traffic and improve safety for all road users.	Citywide	5.10
5013	Petaluma	Downtown ADA Improvements	Improve accessibility throughout Downtown Petaluma through the construction of curb ramps, sidewalk repairs, and ADA parking.	Downtown Petaluma	1.40
5014	Petaluma	Citywide Pedestrian Improvements	Improve pedestrian safety and accessibility throughout Petaluma through the construction of curb ramps, sidewalk gap closures, and new/improved crosswalks.	Citywide	4.20
5105	Petaluma	SMART Pathway Extension - Lakeville St to N Water Street	This project will extend the SMART Pathway roughly 500' south from its current terminus at Lakeville Street to the intersection of North Water Street and Oak Street, allowing people to connect between the SMART Pathway and downtown without having to walk or bike on busy nearby streets. The pathway will provide a short, but critical extension to a 4.5-mile segment of the SMART Pathway that currently runs from Lakeville Street to Penngrove.	Lakeville St to North Water St/Oak Street	0.80
BP983	Petaluma	Petaluma Active Transportatation Plan Projects (under $1M each)	Total of Petaluma bike/ped projects from Countywide Bicycle and Pedestrian Master Plan that are each less than $1M	City of Petaluma - Citywide	15.00
4510	Petaluma Transit	Bus Replacements (transitioning toward zero emissions fleet by 2029)	Routine replacement of Petaluma Transit and Petaluma Paratransit revenue vehicle fleet, following FTA useful life cycles and via MTC's TCP process	Petaluma	16.60
4515	Petaluma Transit	Petaluma Transit - Ongoing Operations	Operating costs for Petaluma Transit and Petaluma Paratransit, based upon September 2019 service levels and costs.	Petaluma	84.00
4516	Petaluma Transit	Service expansion	Service expansion including increased service and span on major routes & arterials, additional weekend and holiday service, additional west side and school tripper service, Phase I BRT implementation on E. Washington.	Petaluma	56.10
4523	Petaluma Transit	Fleet Expansion	Fleet expansion for fixed route and paratransit service in order to offer more service and meet growing demand.	Petaluma	5.00
4539	Petaluma Transit	Ongoing Bus Stop Improvements	Addition of shelters, benches, trash cans, real-time information displays, concrete accessibility pads, solar security lighting, maps, infoposts, etc. at various existing bus stops in Petaluma.	Petaluma	10.10
TR0004	Petaluma Transit	Transit Fleet & Facility Electrification (transitioning toward zero emissions fleet by 2029)	Purchase of Battery Electric Fixed Route and Paratransit buses (differential cost), facility charging infrastructure, purchase of Evergreen power, solar array, and backup generator.	Petaluma, CA	16.10
TR0005	Petaluma Transit	Transit Innovation Projects	Innovative transit projects using new technology to serve new markets, including micro-transit, TNC partnership, automated vehicle pilot program, AVL upgrades, and school tripper technology.	Petaluma, CA	14.90

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PlanID	Sponsor	Project Name	Description	Location	Cost ($M)
TR0006	Petaluma Transit	Fare Free Program	Discounted or fare-free programs system-wide or for specific groups, such as K-12, seniors, low-income, weekend pilot, summer pilot, or paratransit riders.	Petaluma, CA	14.00
2083	Rohnert Park	Dowdell Avenue Extension	Extension of Dowdell Avenue between Wilfred Avenue and Business Park Drive. Includes 2 travel lanes, bridge improvement at Business Park Drive, traffic light / improvements improvements at intersection of Business Park Drive, Class II bike lanes on both sides, sidewalks and landscaping. This project will help complete a roadway segment that is the preferred route for SCT's buses	Dowdell Avenue, from Wilfred Avenue to Business Park Drive	13.00
2084	Rohnert Park	Bodway Parkway Extension	Extension of Bodway Parkway between Valley House Drive and East Railroad Avenue. The extension will include two travel lanes, a Class II bikeway on both sides of the street, sidewalks and a landscape strip.	Bodway Parkway, between Valley House Drive and East Railroad Avenue	13.00
3048	Rohnert Park	Highway 101 Bicycle/Pedestrian Crossing at Copeland Creek	Bike/pedestrian bridge crossing of Highway 101 at Copeland Creek.	TBD	40.00
4008	Rohnert Park	Snyder Lane Widening – San Francisco Dr to Golf Course Dr	Retain west side travel lanes, landscaping, sidewalk, curb and gutter; demolish east side travel lane and bikeway and replace with new, expanded road section with two travel lanes, Class II bike lane, landscaping strip and sidewalk. Includes three bridge widenings at Hinebaugh Creek, Five Creek and Crane Creek.	Snyder Lane Widening, from San Francisco Drive to Golf Course Drive	40.00
4010	Rohnert Park	Central Rohnert Park PDA Complete Streets Improvements	Various improvements within the Central Rohnert Park Priority Development Area to improve active and multi-modal transportation, including but not limited to: enhanced pedestrian/bike crossings or infrastructure (over- or under-crossings or bridges) at arterials and/or the SMART rail line; traffic calming devices; traffic signal detection and/or ped/bike actuation; median, sidewalk, curb and gutter improvements including bulbouts, pedestrian safety islands; striping and pavement markings; street furniture and amenities including bike storage; bus stop amenities; wayfinding signage.	Various locations in Central Rohnert Park PDA, bounded by Highway 101 on the west, SMART railroad on the east, and Avram Avenue on the south	10.00
4012	Rohnert Park	Rohnert Park Class I Bike Paths Reconstruction	Reconstruction of existing Class I bike paths, replacing existing asphalt paths with concrete, at various locations in Rohnert Park.	Bike paths in Rohnert Park along Copeland Creek, Hinebaugh Creek, Five Creek, Crane Creek, Labath Creek, Commerce Boulevard, Camino Colegio	17.96
4507	Rohnert Park	Pavement Maintenance Program	Annual preventive maintenance program to maintain PCI between 66-80 for entire network over 25 years	Rohnert Park - citywide	26.33
4508	Rohnert Park	Maintain Pavement System – Road Rehabilitation	Road reconstruction as necessary to maintain PCI between 66-80 for entire network over 25 years	Rohnert Park - citywide	144.14
4564	Rohnert Park	Bodway Parkway Roundabouts	Construction of new roundabouts	Bodway Parkway & Valley House Drive, Bodway Parkway & East Cotati Avenue	8.42
4565	Rohnert Park	Camino Colegio Corridor Roundabouts	Construction of new roundabouts	Bodway Parkway & Camino Colegio, Mitchell Drive & Camino Colegio	5.77
4566	Rohnert Park	Southwest Avenue Corridor Roundabouts	Construction of three roundabouts on Southwest Boulevard	Southwest & Commerce, Southwest & No Name Street, Southwest & Adrian Drive	8.44
4567	Rohnert Park	Central Rohnert Park PDA Roundabouts	Construction of two roundabouts in Central Rohnert Park PDA	State Farm Drive & Enterprise Drive, State Farm Drive & Commerce	6.56
4568	Rohnert Park	Citywide Advanced Traffic Management System (ATMS) Implementation	Implementation of Citywide ATMS at 26 of 38 existing intersections; ATMS infrastructure/software, programming) and installation of 6.7 miles of fiber or copper in new interconnect conduit.	Citywide	5.65
4569	Rohnert Park	Redwood Drive Bridge Replacement at Hinebaugh Creek	Redesign and replacement of vehicular bridge	Redwood Drive at Hinebaugh Creek	13.00

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PlanID	Sponsor	Project Name	Description	Location	Cost ($M)
4570	Rohnert Park	Central Rohnert Park PDA – Commercial Connector Street Completion	Extension of City Center Drive between State Farm Drive and Commerce Boulevard (currently "Padre Center Parkway"); new street connecting Rohnert Park Expressway to City Center Drive; new street connecting Rohnert Park Expressway; three traffic signals; widening of Commerce Boulevard Bridge over Hinebaugh Creek	Driveway of Padre Park Center between Commerce Boulevard and State Farm Drive, and between State Farm Drive and Hunter Drive, south of Rohnert Park Expressway.	5.70
4571	Rohnert Park	Central Rohnert Park PDA - Rohnert Park Expressway Slip Streets	One slip streets on Rohnert Park Expressway between Commerce Boulevard and SMART Railway, each consisting of 10' vehicular travel lane, 18' diagonal parking lane, and 8' concrete bike path	Parallel to Rohnert Park Expressway between Commerce Boulevard and State Farm Drive, and State Farm Drive and the SMART Railway.	3.58
4572	Rohnert Park	State Farm Drive Overcrossing	Overcrossing of Highway 101 between State Farm Drive and Business Park Drive consisting of bridge overpass with two (2) vehicular travel lanes, two (2) unprotected bike lanes, pedestrian access.	Between State Farm Drive/Commerce Boulevard intersection on east side of Highway 101 and Business Park Drive/Redwood Drive intersection west of Highway 101	60.00
5015	Rohnert Park	Golf Course Dr West Improvements (Hwy 101 SB Ramp to Redwood Dr)	Improvements to segment of Golf Course Drive West between Hwy 101 southbound off-ramps and Redwood Drive. May include lane reconfiguration, right-of-way acquisition, sidewalk removal and replacement, traffic signalization.	Golf Course Drive between Hwy 101 Southbound Ramp and Redwood Drive, including 2 intersections	8.41
5016	Rohnert Park	Hwy. 101 SB/Golf Course Dr. Off-Ramp Intersection Improvements	Improvements to intersection of Hwy 101 southbound off-ramps and segment of Golf Course Drive West.	Intersection of Hwy 101 Southbound Off-Ramp and Golf Course Drive	4.52
5017	Rohnert Park	Commerce Blvd and Hwy. 101 NB / Commerce Blvd Off-Ramp Int. Imp	Improvements to segment of Commerce Boulevard between Hwy 101 northbound off-ramps at Commerce Boulevard and Golf Course Drive. May include lane reconfiguration, sidewalk removal and replacement, traffic signalization.	Commerce Blvd. between Hwy. 101 Northbound Off-Ramp and Golf Course Dr, including 2 intersections	6.40
5018	Rohnert Park	ATMS Improvements	Traffic signal coordination on City signals need to respond to effect of expansion of Graton Casino.	Citywide	2.54
5019	Rohnert Park	Rohnert Park Expressway/Redwood Dr Intersection Improvements	Improvements to intersection of Rohnert Park Expressway and Redwood Drive.	Intersection of Rohnert Park Expressway and Redwood Dr	3.39
5020	Rohnert Park	Wayfinding Signage Program and Implementation	Development of wayfinding program including planning, designing, fabricating and installing directional signage to help residents and visitors navigate to key destinations or routes.	Citywide, primarily on active transportation network	3.00
5021	Rohnert Park	Holly Fauna Emergency Vehicle Access Bridge	Construction of a crossing between Holly Avenue and Fauna Avenue that could be regularly used by cyclists and pedestrians, while also serving as a single-lane access route for emergency vehicles.	Terminus of Holly Avenue and Fauna Avenue at Wilfred Extension	4.89
5022	Rohnert Park	Bodway Parkway and Valley House Drive Roundabout	Design and installation of roundabout at Bodway Parkway and Valley House Drive	Bodway Parkway and Valley House Drive Intersection	4.89
5023	Rohnert Park	Southwest Blvd Corridor and Streetscape Improvements (Roundabout)	Project scoping, engineering, design and construction of corridor improvements on Southwest Boulevarde between roundabout at Commerce and Country Club Drive, including: pavement rehabilitation, lane reconfiguration, upgraded bike facilities, new sidewalk, soundwall repairs, signal coordination.	Southwest Boulevard between Roundabout @ Commerce to Country Club Drive	9.77
5024	Rohnert Park	Camino Colegio Corridor Improvements	Project scoping, engineering, design and construction of corridor improvements on Camino Colegio between East Cotati Avenue which may include pavement rehabilitation, lane reconfiguration, complete streets implementation.	Camino Colegio between East Cotati Avenue and Bodway Parkway	3.83
BP154	Rohnert Park	Enhanced Bike/Pedestrian Crossings at NWP Railroad	Enhanced Bike/Pedestrian Crossings at NWP Railroad	Intersection of NWP Railroad (SMART Rail) at Golf Course Drive	2.00
BP984	Rohnert Park	Rohnert Park ATP Projects (total less than $1M each)	Total of Rohnert Park bike/ped projects from Active Transportation Plan that are each less than $1M	Citywide	12.10
2000	Santa Rosa	Maintain Transportation System Pavement -Maintenance	Maintenance of pavement - slurry, crack seal - surface treatment	Citywide	65.00
2012	Santa Rosa	Fulton Road Interchange @ Hwy 12 - Phase 2	Convert the existing signalized intersection of Fulton Road and Highway 12 into a full interchange (including sidewalks and bike lanes)	Fulton Road Interchange @ Hwy 12	50.00

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PlanID	Sponsor	Project Name	Description	Location	Cost ($M)
2050	Santa Rosa	Dutton Meadows from Hearn Ave to Bellevue Ave	Widen and reconstruct, construct sidewalks and bike lanes	Dutton Meadows from Hearn Ave to Bellevue Ave	7.00
2051	Santa Rosa	West Avenue reconstruct and widen Sebastopol Road to South Avenue	Widen and reconstruct, construct sidewalks and bike lanes	West Ave from Sebastopol Rd to South Ave	6.00
2113	Santa Rosa	Fresno Avenue from Northpoint Pkwy to Finley Avenue	Construct new road between Northpoint parkway and Finley Avenue.	Fresno Ave from Northpoint Pkwy to Finley	8.00
2115	Santa Rosa	Stony Point Road widen from Hearn Ave to Santa Rosa City limit	Widen to four lanes including sidewalks and bike lanes	Stony Point Rd from Hearn Ave to Santa Rosa City Limits	20.00
2119	Santa Rosa	Sebastopol Road Corridor Plan widen Dutton Ave to Stony Point Rd	Construct travel lanes in each direction, widen sidewalks, bike lanes, center turn lane or medians, street furniture. This project also includes multi modal streetscape improvements	Sebastopol Road Corridor Plan from Dutton Avenue to Stony Point Road	27.00
4030	Santa Rosa	Maintain Transportation System - Road Rehabilitation	Rehabilitate existing transportation system in a state of good repair Citywide (reconstruction, thin mill overlay, full depth reclamation. Street Saver 25 years unconstraint PCI 63 - 73	Citywide	410.00
4525	Santa Rosa	Downtown Connectivity to Support Housing Density Intensification	Projects to be determined pending City Council approval early 2020, possible multi modal transportation projects that address climate adaptation, housing intensification and financial stability could include Fourth Street, Sixth Street, Third Street, B Street, Healdsburg Avenue, Mendocino Avenue streetscape. (In addition to the project type selected below the project could include the following components - Bicycle and pedestrian, ITS and new technologies, TDM, transit, intersection improvements).	Within the Downtown Station Area Specific Plan boundary	25.00
4526	Santa Rosa	Climate Adaptation Technology Innovation Transport Initiatives	Implementation of Road Diets and other single occupancy vehicle reducing projects to lower VMT	Corridors and intersections throughout the city, citywide programs	6.50
4528	Santa Rosa	Northpoint Parkway Improvements Bellevue Avenue to S.Wright Road	This project would construct a new roadway connection from Fresno Avenue to S. Wright Road and construct a new roadway from Dutton Meadow to Dutton Avenue. The improvements will include sidewalk and bike lanes. Intersection improvements will also be part of the project.	Northpoint Parkway from S. Wright Road to Bellevue Avenue	25.00
4529	Santa Rosa	East West Bicycle and Pedestrian Connections	This project proposes to construct a bicycle and pedestrian overcrossing of US Highway 101 in northern Santa Rosa, connecting the Mendocino Avenue high-frequency transit corridor and Santa Rosa Junior College Campus with the Coddingtown Transit Hub and North Santa Rosa SMART Station area. This project has been identified as a high-priority project in City public engagement and planning processes for the past 25 years, and since 2010 substantial work has been completed to move the project forward towards the construction phase, including completion of a Caltrans Project Initiation Document (PID) and funding of the environmental and design phases of the project. With the 2017 initiation of SMART rail service to the North Santa Rosa Station within ½ mile of the proposed overcrossing, and concurrent improvement of Santa Rosa CityBus bus service to the Mendocino Avenue Corridor and Coddingtown Transit Hub, this overcrossing has grown in importance for connecting bicyclists and pedestrians with important transit facilities to the east and west of US 101 in Santa Rosa. ($27.0 M)- 2025 Install bike lanes on Steele Lane/Guerneville Road ($5.0 M) - 2030	Bicycle and Pedestrian bridge over Highway 101 connecting SMART station and Santa Rosa Junior College (SRJC), Jennings Avenue crossing at SMART, bicycle lane gap closures on Guerneville Road/Steele Lane	37.00

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PlanID	Sponsor	Project Name	Description	Location	Cost ($M)
4530	Santa Rosa	Southeast Greenway Multi Use Path and Crossings	Provide continuous pedestrian, bicycle, and non-motorized transportation connections from Spring Lake Regional Park to Farmers Lane and links to downtown Santa Rosa, surrounding neighborhoods and schools, and the regional trail system. This project could also include multimodal streetscape improvements at crossings.	The proposed project would result in a multi use pathway and crossings within the 57-acre area that spans a 1.9-mile linear path from Farmers Lane/State Route (SR) 12 to Spring Lake Regional Park.	20.00
4532	Santa Rosa	Community Evacuation Routes	This also includes roadway improvements, intersection improvements, and bicycle and pedestrian facilities.	Citywide arterials associated with wildland urban interface areas, such as Fountaingrove Parkway, Montgomery Drive, Piner Road	20.00
4533	Santa Rosa	Chanate Road - Resiliency Corridor	The scope of this project includes:Fire evacuation route (Mendocino Avenue to Parker Hill Road) includes roundabout @ Parker Hill Rd and Chanate Rd and modifying existing median.	Chanate Road from Mendocino Avenue to Parker Hill Road	12.50
4534	Santa Rosa	Citywide	Construct active transportation projects as outlined in the Active Transportation Plan. Project costs can include maintenance of facilities in addition to capital costs.	Citywide, such as Fourth St/College Ave, Stony Point Rd, Northeast connections and Roseland Creek trail.	6.00
4535	Santa Rosa	Bellevue Avenue Improvements	This project would construct one travel lane in each direction plus a center turn lane or median from Stony Point Road to Santa Rosa Avenue with overcrossing at Highway 101. Project would add bike lanes and sidewalks. It would also realign the western portion of the corridor to align with Ludwig Avenue.	Bellevue Avenue from Santa Rosa Avenue to Stony Point Road	40.00
4600	Santa Rosa	Hwy 101 I/C Improvements - Hearn Ave	Reconstruct the over crossing and interchange at Hearn Avenue and Highway 101, including the addition of turn lanes, bike lanes and sidewalks. ($28.0 M construction phase) - 2022	Hearn Ave @ Hwy 101	28.00
4601	Santa Rosa	Hwy 101 I/C Improvements - Mendocino/Hopper Ave	Reconstruct the over crossing and interchange at Mendocino Ave/Hopper Ave and Highway 101, including the addition of turn lanes, bike lanes and sidewalks as part of the recovery and resiliency and financial stability efforts $40.0 M - 2040	Mendocino Ave/Hopper Ave @ Hwy 101	40.00
4603	Santa Rosa	4th Str & Hwy 12/Farmers Safety Improvements	Pedestrian and bicycle enhancements and safety enhancements at 4th Street and Hwy 12/Farmers Lane. ($8.0 M) - 2030	4th Street @ Hwy 12/Farmer's Lane	8.00
4604	Santa Rosa	SE Santa Rosa - Yolanda Ave Improvements	Improve and widen Yolanda Avenue between Petaluma Hill Road and Santa Rosa Avenue including 2 travel lanes in the westbound direction and one travel lane in the eastbound direction with a center two way left turn lane, adding bike lanes and sidewalks. ($20.0 M) - 2035	Yolanda Ave between Petaluma Hill Rd and Santa Rosa Ave	20.00
4605	Santa Rosa	SE Santa Rosa - Farmers Lane Extension	Construct Farmers Lane from Bennett Valley Road and Farmers Lane to Petaluma Hill Road at Yolanda Avenue. The project will include sidewalks, bike lanes, transit route and serve as an evacuation route. ($46.0 M) - 2030	Bennett Valley Rd to Petaluma Hill Rd @ Yolanda Ave	46.00
4606	Santa Rosa	SE Santa Rosa - Taylor Mountain Connector	Construct a shared use bike and pedestrian path (Taylor Mountain Regional Park Trail) from Bennett Valley Road/Farmers Lane to Petaluma Hill Road/Yolanda Avenue ($10.0 M) - 2045	Bennett Valley Road/Farmers Lane to Petaluma Hill Road/Yolanda Avenue	10.00
5037	Santa Rosa	HIN Quick Build Intersection Improvements	quick build features to test designs to effectively reduce speeds and conflicts between vehicles and bicycles and pedestrians at intersections on High Injury Networks. This will include testing and reconfiguring of the elements as necessary to achieve success.	Citywide on HINs	4.50
5038	Santa Rosa	South Dutton Connections	This project would construct a roundabout at Dutton Avenue, Northpoint Parkway, and Tuxhorn and extend southerly constructing a bridge over Colgan Creek to connect to the existing Dutton Ave.	Southwest Santa Rosa at Dutton Ave and Tuxhorn	15.00
5039	Santa Rosa	Stony Point Rd Bicycle and Pedestrian Enhancements	Installing separated bike lanes, pedestrian bulb out, reconfiguring the intersection of Hwy 12 and EB ramp/Joe Rodota Trail with a direct crossing, and repaving from West Third to the Hwy 12 bridge deck and pavement treatment for the bridge deck south to Sebastopol Rd.	Stony Point Rd from West Third to Sebastopol Rd	4.00

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PlanID	Sponsor	Project Name	Description	Location	Cost ($M)
5040	Santa Rosa	North Dutton Road Diet	Reduce travel lanes and install separated and buffered bike lanes on North Dutton Ave between West College Ave and West Third St. Install sidewalk in various gap locations and consider installation of a roundabout at West Ninth St and North Dutton Ave. Install pedestrian RRFBs at identified locations.	North Dutton between West College Ave and West Third St.	2.00
BP985	Santa Rosa	Santa Rosa CBPMP Projects (total less than $1M each)	Total of Santa Rosa bike/ped projects from Countywide Bicycle and Pedestrian Master Plan that are each less than $1M	Citywide	107.50
3007	Santa Rosa CityBus	Enhanced Core Network Part 3 of 3 (capital)--Rapid Bus planning, engineering , and infrastructure	Rapid Bus planning, engineering,technology, and infrastructure	Mendocino Avenue-Santa Rosa Avenue corridor, Sebastopol Road-Sonoma Ave. corridor; downtown Santa Rosa Station Area Plan improvements	15.00
3041	Santa Rosa CityBus	Passenger Information, Fare Payment Technology, and Operational Technology	Includes additional deployment of real-time bus arrival information, trip planning and fare payment apps, and future fare payment, passenger information, communications, and operational technologies, as well as related marketing	Santa Rosa Citywide	3.00
3042	Santa Rosa CityBus	Enhanced Core Network Part 2 of 3 (capital)--Facility Expansion and Improvements	Transit Mall and transit hub expansion and improvement; improved links to SMART stations; Park and Ride; multimodal connections.	Downtown Transit Mall, Coddingtown Transit Hub, seconday transit hubs (existing or new),SMART Stations, new Park and Ride locations	20.00
4501	Santa Rosa CityBus	Transit and Paratransit O&M	Operating costs for baseline transit and paratransit systems	Santa Rosa Citywide	523.00
4505	Santa Rosa CityBus	Fleet Replacement (including transition to zero-emissions fleet per ZEB Roll-out Plan)	Regular replacement of existing transit, paratransit, and non-revenue vehicles; assumes vehicles are transitioned to ZEBs in keeping with ZEB Roll-out Plan.	Santa Rosa Citywide	145.40
4514	Santa Rosa CityBus	Facility Maintenance and Rehab	Facility maintenance and rehab, including ADA bus stop improvements	Santa Rosa Citywide	40.00
4540	Santa Rosa CityBus	Enhanced Core Network and Rapid Bus (operating)	50% increase in service hours to implement Reimagining CityBus phase II priorities and support City's downtown development vision. Includes additional 15 minute service on Santa Rosa Avenue and Sonoma Avenue (completing frequency upgrades on corridors identified for future Rapid Bus service), Saturday-level service until 11:00pm on most routes (Monday-Saturday), improved weekend service, targeted route restructuring/extensions for more direct service, targeted peak frequency improvements.	Santa Rosa Citywide	206.00
4541	Santa Rosa CityBus	Enhanced Core Network Part 1 of 3 (capital)--Fleet Expansion (in compliance with ZEB Roll-out Plan)	10 new battery electric fixed-route buses, 2 new paratransit vehicles, and 2 new non-revenue vehicles, phased with operating expansion. Includes replacement of these vehicles in out years.	Santa Rosa Citywide	60.50
TR0001	Santa Rosa CityBus	Systemwide Fare-free Transit and Paratransit	Funds systemwide fare-free transit and paratransit services to increase transit ridership and mode share; support housing and affordability-related goals; and enable CityBus to reinvest funds currently spent on fare collection into improved service. Costs assume up to a 60% increase in paratransit demand due to free fares. This project is scalable, with several options for targeted fare-free or discount programs and/or start-up funding for EcoPass unlimited ridership programs for residential or institutional partners.	Santa Rosa Citywide	62.50
TR0002	Santa Rosa CityBus	Zero Emissions Bus Infrastructure	Bus charging infrastructure and resiliency measures	Santa Rosa Citywide	16.50
TR0003	Santa Rosa CityBus	New Mobility Projects	Funds innovative approaches including mobility on demand, shared mobility, or mobility as a service applications.	Santa Rosa Citywide	5.00
2001	SCTA	U.S.101 / Railroad Avenue Improvements.	Construct northbound onramp, southbound onramp and southboud offramp. Intersection and Safety improvement on Railroad Ave from Stony Point Road to Petaluma Hill Road.	Highway 101 (PM 10 - PM 11) and on Railroad Avenue from Stony Point Road to Petaluma Hill Road.	50.00

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PlanID	Sponsor	Project Name	Description	Location	Cost ($M)
4031	SCTA	Landscaping - Highway 101 HOV Corridor	Follow up landscaping for Highway 101 projects as outlined in the 2014 Highway 101 Corridor Landscaping & Tree Planting Plan. The Plan is available on SCTA's Web site at: http://www.sctainfo.org/reports/Highway_101_Corrider_Landscaping_and_Tree%20Planning_Plan/Highways_101_Corrider_Landscaping_and_Tree%20Planning_Plan_January_2014.pdf	Highway 101 from the southern Sonoma County line (PM 0.0) to Windsor (PM 29.4)	18.00
4505	SCTA	Safe Routes to School	Safe Routes to School - 60 school locations in Sonoma County	60 Schools in Sonoma County	26.00
4538	SCTA	Countywide Expansion of Micromobility and First/Last Mile	Expand Bikeshare and other shared micromobility to all communities in Sonoma County. Includes the development of a comprehensive micro-mobility strategy to increase access to clean, affordable, reliable transportation options for rural communities in Sonoma County. Research best practices and emerging trends in micro-mobility; identify potential solutions for different place types (small city; large city; etc.); identify implementation resources (funding, expertise, etc.).	Sonoma countywide	90.00
4562	SCTA	8th Street East Corridor Improvements 3: Hwy 121 @ 8th St East	Install traffic signal system or roundabout on Route 121 and improve channelization at 8th Street	Hwy 121 @ 8th Street East	24.90
4573	SCTA	Countywide EV Charger Network	Develop a network of EV charging stations countywide. Locations to be determined based on outcome of countywide EV charging framework planning.	TBD	10.00
4575	SCTA	Countywide Bicycle and Pedestrian Wayfinding Program	Support a more navigable active transportation network through a countywide or regional Wayfinding Program that provides local jurisdictions with guidance and templates to plan, design, fabricate, install, and maintain directional signage for key destinations or routes, per guidance in the 2025 Countywide Active Transportation Plan.	Countywide	3.00
4577a	SCTA	SR37 Sears Pnt to Mare Is Improvement Project/Interm Project	For the 10.4-mile segment of SR 37 from just west of the SR 121 intersection to the Mare Island interchange in Solano County. The project widens the highway to four lanes by converting the existing travel lanes to High Occupancy Vehicle (HOV) lanes and added one tolled General Purpose lane in each direction and replaces the Tolay Creek Bridge to improve traffic flow and peak travel times, increase vehicle occupancy, implement bus transit, as well as providing environmental and public access enhancements.	Highway 37 from just west of SR 121 intersection to Mare Island I/C in Solano County	589.00
4577b	SCTA	SR-37 Long Term Sea Level Rise Adaptation Project	Rebuild SR 37 consistent with the Planning and Environmental Linkages (PEL) Study between the Petaluma River Bridge and the Sonoma Creek Bridge (Marin County Line to Solano County Line) to adapt to sea level rise through the year 2130. Include two lanes of travel in each direction, a multi-use path, with a shoulder running lane for peak period use. The preferred alternative would be constructed mostly on a causeway, although portions would be constructed at grade or on an embankment. Includes replacement bridges at Petaluma River and Sonoma Creek, interchanges at Lakeville Highway, SR 121, and Noble Road, along with frontage roads, relocated truck scales, a railroad grades separation, and a mobility hub at SR 121, along with asscoated environmental and public access enhancements.	Highway 37 from Petaluma River Bridge to Sonoma Creek Bridge	4,000.00

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PlanID	Sponsor	Project Name	Description	Location	Cost ($M)
4588	SCTA	Transportation Management	Development of a transportation management association (2-3 FTE plus volunteers) to provide a variety transportation demand management services to individual and groups of employers, institutions including, but not limited to: Sales and Promotion of TDM and transit products; Central Information source for VMT reducing options, and Management of funding and incentives. Cost and scope to be reevaluated upon completion of SCTA TDM plan.	Sonoma Countywide	40.00
2072	Sebastopol	Intersection Control on Hwy 116 at 2 locations in Sebastopol	Traffic signals or roundabouts at two intersections on Hwy 116 in Sebastopol.	Healdsburg Avenue (SR 116) at Covert Lane, and Petaluma Avenue (SR116) at McKinley Street/Laguna Park Way in the City of Sebastopol	4.00
2073	Sebastopol	SR 116 Curb, Gutter & Sidewalk	Widen shoulder, construct curb gutter and sidewaks, relocate utilities and storm drains.	Healdsburg Avenue (SR 116), North side, from Live Oak Avenue to Soll Court in the City of Sebastopol.	2.00
4032	Sebastopol	Pavement Rehabilitation Program	Annual Rehabilitation Program for Local Streets in Sebastopol - Raise PCI 5 points in 5 years	various in Sebastopol	7.13
4580	Sebastopol	Alternate West Route to Sebastopol	Improve a west side routing to connect SR 116 south of Sebastopol with Bodega Highway west of Sebastopol utilizing a number of alternate routes such as Pleasant Hill Road, Bloomfield Road, and possibly others	Feasible alternatives to be determined in collaboration with other agencies including Caltrans and the County	5.00
4581	Sebastopol	Bodega Corridor Project	Repaving, add bike lanes, 3 sidewalk gap closures, roadway widening, shoulder stabilizing	Bodega Avenue between Nelson Way & Pleasant Hill Rd	2.58
4582	Sebastopol	Bodega Avenue Intersections	Upgrade crosswalk protection systems	Ragle Rd, Robinson Rd, Florence Ave	1.04
4583	Sebastopol	Libby Park Bike Lane	Add bike path across Libby Park to connect Washinton St to Pleasant Hill Rd.	Libby Park	0.45
4584	Sebastopol	Class 1 bike lane to City Line	Class 1 bike lane parallel to Bodega Ave	Last block, Ragle to City Line at Atascadero Creek	1.60
4585	Sebastopol	Intersection Control & Improvements at Healdsburg Ave & Murphy Av	Improve intersection control for safety and efficiency by installing traffic signals or roundabout.	Healdsburg Ave & Murphy Avenue	0.40
4586	Sebastopol	Signal at Fircrest and Gravenstein N (Sr116)	Add traffic signal at intersection	Fircrest Avenue	1.60
4587	Sebastopol	Willow Street extension	Extend willow 1 block east	Between S Main & Petaluma	1.53
5055	Sebastopol	Bodega Avenue & Ragle Road Traffic Signal	Project is installation of new traffic signal at existing intersection and includes environmental, design and construction phases. The new signal system will include advance and video detection for all vehicles including bicycle, pedestrian-activated signals, new signage, pavement marking, striping and crosswalks. New signal will also include battery backup system that will result in automated, intelligent and reilient intersection constrol capable of maintaining operation during blackout and other disaster conditions.	Bodega Avenue, vicinity of westerly city limits	1.04
5057	Sebastopol	Johnson St - Corridor Pedestrian Safety Improvements	Install new crosswalk on the Johnson St, southwest of Eddie Ln, including pedestrian crossing signs, ADA curb ramps, pedestrian yield markings, new curb extension on the western corner and ADA curb ramps to potentially serve as an entry/exit point for cyclists separate from vehicle traffic; install new sidewalks on west side of Johnson St between the intersection with Eddie Ln southerly to near Sunset Ave intersection and conform to existing concrete sidewalk,.	Johnson St: Sunset Ave to approx. 60' e/o Eddie Ln	1.00
5059	Sebastopol	Bodega Ave Bike Lanes and Pavement Rehabilitation Phase 3	Full-width pavement rehabilitation & overlay including localized full-depth structural reconstruction; install new bike lanes/shared lanes; curb, gutter and sidewalk gap closures (throughout) and remove accessibility obstructions along existing sidewalk within existing R/W; upgrade existing curb ramps to ADA-compliant curb ramps; replace existing striping and pavement markings; upgrade existing road warning and informational signage to meet current reflectivity standards; add new advance street signs.	Bodega Ave: Pleasant Hill Rd to west city limits at Atascadero Creek Bridge	2.55

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PlanID	Sponsor	Project Name	Description	Location	Cost ($M)
5078	Sebastopol	Pedestrian Safety Crossing Improvements	Ongoing pedestrian safety improvements at crossings on arterials and collectors throughout the city. Primary strategy involves new, or upgrade, installations of pedestrian crossing facilities with Rapid Rectangular Flashing Beacons (RRFB), high reflectivity signage and pavement markings, continental crosswalk markings and ADA-compliant curb ramps. Preliminary locations (2025) are S Main St/Burnett St, N Main St/Keating, Gravenstein Hwy/Hutchins Ave & Petaluma Ave/Walker Ave, and Covert Ln/Zimpher Dr (2027) & Covert Ln/Norlee St (2029). Other locations may be added based on subsequent safety studies, community input and Council direction.	Various Locations	1.00
BP986	Sebastopol	Sebastopol ATP Projects (total less than $1M each)	Total of Sebastopol bike/ped projects from Active Transportation Plan that are each less than $1M	Citywide	2.40
4579	Sebastopol/Sonoma County	West Sebastopol Active Transport Plan	Bodega Ave - Ragle Road - Mill Station Road: Bicycle and pedestrian access - west route	Sebastopol and unincorporated county	8.30
3000	SMART	SMART Rail Expansion - Windsor to Cloverdale	Rail improvements including extension from Windsor to Cloverdale (civil track, bridges, systems, vehicle and maintaince yard capacity and two rail stations).	SMART rail line from Windsor north to Cloverdale	483.00
4502	SMART	SMART Pathway	Construction of the remaining Class 1 non-motorized pathway in discreet segments along and/or within the SMART right-of-way YOE cost estimated at $58.5m.	SMART rail corridor	58.50
4503	SMART	First/Last Mile SMART Stations Capital Enhancements	Programmatic project at or around Sonoma County SMART stations. Projects at each station vary, may have multiple project sponsors and include, but are not limited to, station furniture additions, enhanced ADA-related accessibility features, landscaping enhancements, wayfinding, bicycle parking/sharing, real time transit signage, intermodal improvements, security enhancements and other capital improvements for programs such as car sharing.	10 SMART Stations within Sonoma County (Cloverdale, Healdsburg, Windsor, Airport Boulevard, Guerneville Road, Railroad Square, Rohnert Park, Cotati, North Petaluma, Downtown Petaluma. . Petaluma).	87.50
4506	SMART	SMART Rail Operations Capacity Expansion - Rail Vehicles	Expand or enhance rail vehicle fleet with addition of cars to support deployed service levels, meet on time performance goals and increase train capacity for carrying riders comfortably.	Systemwide service.	44.00
4508	SMART	SMART Rail Operations Capacity Expansion	Additional capacity at SMART Rail Operations Center and/or other facilities along the corridor to accommodate maintenance equipment and additional SMART train sets. Includes expansion of non-revenue vehicle fleet for systemwide services.	Airport Boulevard facility with additional minor systemwide facilities along corridor.	25.00
4509	SMART	SMART Rail Freight Improvements	Addition of rail freight spurs, including Positive Train Control systems, along the corridor, and other freight rail requirements along the corridor, including additional siding, track & road crossings, and upgrade to systems on the Brazos and Blackpoint bridges	SMART rail line from Napa County to the west and Marin County to the north.	40.00
4518	SMART	First/Last Mile Transit Operations	Programmatic project to enhance local transit access to/from SMART Stations in partnership with bus operators and local jurisdictions. Multiple project sponsors and operators possible. Assumes an average of $1.5m per station per year for operating support to local transit providers. Figure has not been escalated and is shown in 2020 dollars.	10 Sonoma County Stations - Local Jurisdictions/Transit Operators are project sponsors. Petaluma).	88.00
4542	SMART	Ongoing Operations (as funded by Measure Q and reauthorized)	Rail and Pathway operations	Cloverdale to Larkspur	2,418.00
5025	SMART	Great Redwood Trail - Mendocino Cty Line to Cloverdale Station	Construct Great Redwood Trail between Mendocino County Line and SMART Cloverdale Station.	3-miles between Mendocino County Line and SMART station, with alternative path of travel options including east of Russian River along Geysers Road.	12.00

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PlanID	Sponsor	Project Name	Description	Location	Cost ($M)
5026	SMART	SMART Pathway/Great Redwood Trail Future Phases	This project would plan, environmentally clear, design, permit and construct future phases of the SMART Pathway in Sonoma County that were not environmentally cleared as part of the original project.	Varies	25.00
5028	SMART	SMART East-West Passenger Rail Operations	Operating funds for east-west passenger rail, between Novato Wye and Suisun	East-West rail from Novato Wye to Suisun	30.00
5029	SMART	SMART East-West Rail Capital Enhancements	Track and infrastructure upgrades needed to support passenger rail on east-west rail alignment, including replacement of the Black Point Bridge.	East-West rail from Novato Wye to Suisun	1,200.00
5030	SMART	SMART State of Good Repair	Capital projects to maintain SMART in a State of Good Repair, including track, bridges, systems, stations and facilities. See FTA Section 5337 Definition here: transit.dot.gov/funding/grants/state-good-repair-grants-5337	At SMART stations, facilities and track countywide	225.00
5031	SMART	Rail Sidings, Double Track, Grade Separation projects	Rail capacity improvements to improve travel time, reliability, and safety, including the addition of rail sidings, double track, and grade separations.	SMART-owned rail corridor from Cloverdale to Larkspur and Novato to Brazos Junction.	100.00
5032	SMART	Intermediate Station in Geyserville	Constructing a station midway between Healdsburg and Cloverdale to allow direct service to the Geyserville urban service area	Unincorporated Sonoma County, in the Geyserville urban service area	15.00
5033	SMART	Rail infrastructure resilience & track raising due to sea level rise	Capital improvements to improve SMART system resilience	Varies	50.00
5034	SMART	Cloverdale Rail Yard Modernization	Modernize and construct new facilities on SMART-owned rail property in Cloverdale to support corridor passenger and freight rail, as well as any tenants supporting economic development of the region.	City of Cloverdale, east of US 101 at SMART rail tracks.	15.00
5035	SMART	SMART Property Development	Project development and capital investments in transportation infrastructure and facilities supporting repurposed surplus SMART properties for housing, economic development or other purposes with public benefit. May include transit oriented development opportunities along the corridor.	SMART-owned surplus railroad property located predominantly around stations, such as at Petaluma Downtown.	
4033	Sonoma	Local Streets and Roads Rehabilitation	Rehabilitation of Local Streets and Roads per Pavement Management System.	Various Streets and Roads in the City of Sonoma.	10.00
4034	Sonoma	Intersection Improvements at SR12 Sonoma Highway and West Napa St	Improve this misaligned signaled intersection to better allow pedestrian traffic and improve vehicular turning movements.	At the intersection of SR12 Sonoma Highway and SR12 West Napa St. and Riverside Drive and Staples egress.	3.00
4036	Sonoma	Safety Improvements at Fifth St. West	Resolve Safety problem primarily at the intersection of Fifth St. West and Studley St. and Safeway egress.	On Fifth St. West between West Napa St. and Oregon St.	3.00
4037	Sonoma	Intersection Improvements at SR12 Broadway and SR12 West Napa St.	Improve this 4-way Stop intersection currently operating at LOS D. The intersection creates many points of conflict and motorist confusion, due to long pedestrian crossings and very busy pedestrian traffic in front of the Historic Sonoma Plaza.	At the intersection of SR12 Broadway and SR12 West Napa Street.	6.00
4536	Sonoma	Broadway (SR12) Streetscape Enhancements and Traffic Circulation	Enhance the Broadway streetscape to improve the pedestrian experience, provide sustainable landscaping, and increase public safety for pedestrians, bicyclists, and motorists.	Broadway (State Route 12) between Napa Street and MacArthur Street	6.00
5041	Sonoma	City Sidewalk Gap Closures	Address sidewalk gaps throughout the City highlighted in the City's Active Transportation Plan.	Citywide	8.00
5042	Sonoma	West Spain Intersection Improvments	Intersection improvements along Spain Street corridor from the intersection of West Spain Street at State Route 12 down to East Spain at First Street East. There are several intersections throughout that need improvement due to points of conflict, traffic flow, etc. This project would consolidate a project already in the CTP - Intersection Improvements at West Spain Street and Fifth Street West, which is currently a LOS E. This would be a larger scope of work focusing on intersection improvements throughout the Spain Street corridor	Spain Street Corridor	6.00

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PlanID	Sponsor	Project Name	Description	Location	Cost ($M)
5043	Sonoma	Broadway (SR12) and Leveroni Intersection Improvement	Improvements at the Intersection of Broadway (State Route 12) and Leveroni 0 this is a main thoroughfare throughout the City, estimated LOS D.	Intersection of Broadway and Leveroni	4.00
BP987	Sonoma	Sonoma ATP Projects (total less than $1M each)	Total of Sonoma bike/ped projects from Active Transportation Plan that are each less than $1M	Citywide	2.00
2002	Sonoma County	Airport Boulevard Widening between Regional Pkwy and N. Laughlin	This is phase 1C. 1A) Widen Airport Blvd between Hwy 101 and Aviation Blvd; 1B) Widen Airport Blvd between Aviation Blvd and Regional Pkwy; 1C) Widening Airport Blvd from Regional Pkwy to N. Laughlin Rd; 1D) Intersection Improvements at Airport Blvd & N. Laughlin Rd and pavement rehabilitation between N. Laughlin Rd and Ordinance; 3) Widen Airport Blvd from ORH and Hwy 101; 4) Hwy 101 & Airport Blvd I/C #22191	Airport Blvd.	50.00
2007	Sonoma County	Mark West Springs Road/Porter Creek Road safety improvements	Multimodal safety improvements, such as localized widening, signage, safety beacons, and striping.	Various locations on Markwest Springs Road and Porter Creek Rd.	5.00
2009	Sonoma County	Mirabel Road Corridor Improvements 4: Hwy 116 at Mirabel Rd	Construct roundabout at current intersection controlled by single stop sign.	Hwy 116 at Mirabel Rd	25.00
2010	Sonoma County	River Road channelization and improvements	Widen River Road and construct left turn pockets at Argonne Way and at Trenton Road/Steelhead Beach park	Unicorporated County	10.00
2011	Sonoma County	Bodega Highway improvements west of Sebastopol	Straightens curves near Occidental and add turn pockets where needed.	Bodega Hwy west of Sebastopol	20.00
2016	Sonoma County	Railroad Ave Improvements	Signalization and intersection improvements	at Old Redwood Hwy & at Petaluma Hill Road	15.00
2027	Sonoma County	Sonoma County Bridge Widening Program	Widen existing one lane bridges throughout Unicorporated Sonoma County to two lanes	Various	19.00
2029	Sonoma County	Adobe Road Reconstruction	Reconstruct or rehabilitate sections of Adobe Road Hwy 116 to Penngrove	South Sonoma County on Adobe Rd.	20.00
2046	Sonoma County	Todd Road Reconstruction	Widen Todd Road to include General Plan requirements - reconstruct from Stony Point Road to Llano Road extend east to Petaluma Hill Road	Unicorporated County	30.00
2056	Sonoma County	Alexander Valley Road Safety and Modal Improvements	Multimodal safety improvements, such as localized widening, signage, safety beacons, and striping	Unicorportated County - North of Healdsbug	4.00
2064	Sonoma County	8th Street East Corridor Improvements 2: Napa Rd. to Napa St.	8th Street East widening Napa Rd to Napa Street	Napa Rd. to Napa St.	4.00
2066	Sonoma County	Mark West Springs Rd/River Rd and Hwy 101 I/C and River Rd Widen	Construct a new bridge and interchange at River Road and Mark West Springs Road and River Rd/Mark West Springs - construct 2 additional lanes from Fulton to Old Redwood Hwy.	River Road/Mark West Springs Road and Hwy 101 and River Road/Mark West Springs Road - Fulton to Old Redwood Hwy.	60.00
2109	Sonoma County	Verano Ave - center turn lane from Arnold to HWY 12	Corridor improvements - pedestrian, bike, transit	Hwy 12 to Riverside Dr.	20.00
4040	Sonoma County	Mirabel Road Corridor Improvements 3: River Rd @ Mirabel	Signalization or Roundabout & intersection improvements	River Rd @ Mirabel	6.00
4059	Sonoma County	Old Redwood Hwy/Fulton Intersection Improvements	Signalization or Roundabout & Intersection Improvements	Old Redwood Hwy/Fulton	3.00
4060	Sonoma County	Adobe/Corona Intersection Improvements	Signalization or Roundabout & Intersection Improvements	Adobe/Corona Intersection	3.00
4061	Sonoma County	Porter Creek Rd/Calistoga Rd/Petriforest Rd. Intersection Improve	Signalization or Roundabout & Intersection Improvements	Porter Creek Rd/Calistoga Rd/Petriforest Rd.	3.00
4062	Sonoma County	Arnold/Madrone Intersection Improvements	Signalization or Roundabout & Intersection Improvements	Arnold @ Madrone	3.00
4063	Sonoma County	Hwy 116 Intersection Improvements (County portion)	Signalization or Roundabout & Intersection Safety Improvements	Multiple locations in the Hwy 116 Corridor	10.00
4064	Sonoma County	Alexander Valley/Healdsburg Ave Intersection Improvements	Intersection Improvements (Signalization or Roundabout)	Alexander Valley Rd @ Healdsburg Ave	3.00
4065	Sonoma County	Mirabel Road Corridor Improvements 2: River Rd. to Hwy 116	Widening for pedestrian & bike facilities	River Rd. to Hwy 116	8.00
4066	Sonoma County	Brickway/Laughlin Corridor Improvements	Access connection to the Airport Blvd. corridor with a new bridge	River Rd to Airport Blvd.	8.00
4508	Sonoma County	Pavement Maintenance Countywide	Maintenance of pavement - slurry, crack seal - surface treatment	various roads countywide	1,200.00
4513	Sonoma County	Laguna de Santa Rosa Trail	Construct segments of Laguna de Santa Rosa Trail (12.21 miles)	Rohnert Park City Limits to Hall Rd.	4.88

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PlanID	Sponsor	Project Name	Description	Location	Cost ($M)
4514	Sonoma County	Colgan Creek Trail Extension East and West	Connection between Santa Rosa and Taylor Mountain Regional Park, and SMART Trail to Laguna de Santa Rosa Trail along SCWA flood control channel.	Connections between Santa Rosa and Taylor Mountain Regional Park., and Todd Rd. to Laguna de S.R. Trail	0.81
4516	Sonoma County	Bellevue Creek Trail and Connector	Provides Highway 101 overcrossing. Connects to Laguna de Santa Rosa Trail and Rohnert Park "F" section.	Petaluma Hill Rd. to Stony Point Rd. and connector to Rohnert Park City Limits	1.99
4523	Sonoma County	Bodega Bay Trail	Provides a 3 mile long Class I bike path alternative to Highway 1. 1.1 miles have been completed from Keefe Avenue to the Bodega Bay Community Center. The County will complete the remaining 1.9 miles.	Parallels the Highway 1 corridor starting at Keefe Avenue and ending the County's Birdwalk Coastal Access Trail	7.71
4563	Sonoma County	Mirabel Road Corridor Improvements 1-4: Summary	Intersection improvements at Hwy 116, intersection improvements at River Road, shoulder widening on Mirabel Road between Hwy 116 and River Road for Class II bike lanes and West County Trail Extension connecting downtown Forestville to Forestville Youth Park, (Note: this project is a combination of 4 existing projects on the list; 1.Mirabel Road and Route 116 signalization and channelization 2.River/Mirabel intersection improvements 3.Mirabel Road improvements 4. West County Trail Extension)	Forestville	0.00
5044	Sonoma County	Adobe Road and Frates Road Intersection Improvements	Install a traffic signal or roundabout and safety improvements at the intersection of Adobe Road and Frates Road	intersection of Adobe Road and Frates Road	10.00
5045	Sonoma County	Adobe Road and Davis Lane (5-way intersection) intersection imp	Install a roundabout and safety improvements at the 5-way intersection of Adobe Road, Davis Lane, Bannon Lane and Woodward Avenue	Intersection of Adobe Rd, Davis Ln, Bannon Ln, & Woodward Ave	12.00
5047	Sonoma County	Lakeville Road Improvements	Evaluate and construct roadway improvements which could include, but are not limited to elevating all or a portion of Lakeville Road, fortifying the road base, making structural improvements, widening the roadway to 2 lanes in each direction, installing a safety barrier throughout the corridor.	Lakeville Road between Stage Gulch Road (Hwy 116) and Hwy 37	100.00
5048	Sonoma County	Occidental Road Safety Improvements	Construct safety improvements as needed along Occidental Road to improve safety along this important corridor.	Occidental Road between City of Santa Rosa Limits and Main Street (Occidental)	20.00
5049	Sonoma County	Calistoga Road/Porter Creek Road Safety Improvements	Construct turnouts and safety improvements as needed along Calistoga and Porter Creek Roads as needed to improve safety along these important corridors.	Calistoga Road between City of Santa Rosa limits and Porter Creek Road & Porter Creek Road from Leslie Road to Calistoga Road	20.00
5050	Sonoma County	Adobe Road and Old Redwood Hwy North Intersection Improvements	Install a traffic signal or roundabout and safety improvements at the intersection of Adobe Road and Old Redwood Hwy North	Intersection of Adobe Road and Old Redwood Hwy North	10.00
5051	Sonoma County	River Road and Olivet Road Intersection Improvements	Install a traffic signal or roundabout and safety improvements at the intersection of River Road and Olivet Road.	Intersection of River Road and Olivet Road	10.00
5052	Sonoma County	Napa Road and 5th Street East Intersection Improvements	Install a traffic signal or roundabout and safety improvements at the intersection of Napa Road and 5th Street East	Intersection of Napa Road and 5th Street East	10.00
5053	Sonoma County	River Road and Barnes Road Intersection Improvements	Install a traffic signal or roundabout and safety improvements at the intersection of River Road and Barnes Road.	Intersection of River Road and Barnes Road	10.00
5054	Sonoma County	River Road and Slusser Road Intersection Improvements	Install a traffic signal or roundabout and safety improvements at the intersection of River Road and Slusser Rd	Intersection of River Road and Slusser Road	10.00
5056	Sonoma County	Joe Rodota Trail - North Wright Road to Sebastopol Road	Midblock crosswalk at North Wright Road and extending the Class I bike parth to Sebastopol Rd	North Wright Road to Sebastopol Road (Santa Rosa City limits)	0.65
5058	Sonoma County	Spring Lake Park Greenway	Class I bike path. Connects to the City of Santa Rosa's Southeast Greenway to the west and to the planned Sonoma Valley Trail to the east.	Through Spring Lake Regional Park to the planned Sonoma Valley Trail	0.63
5071	Sonoma County	Santa Rosa Creek Trail Repair - Willowside Road to Fulton Road	The Class I bike path has been open for public use since it was completed in 2012. The 2.14 mile long trail repair includes removing and replacing asphalt pavement and rebuilding the gravel shoulders.	On the north side of Santa Rosa Creek between Willowside Road and Fulton Road	1.00
5072	Sonoma County	Hunter Creek Trail Repair	The Class I bike path has been open for public use since it was completed in 2005. The 1.5 mile long trail repair includes removing and replacing asphalt pavement and rebuilding the gravel shoulders.	Hunter Creek Trail between Santa Rosa Avenue and Hunter Lane	0.75

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PlanID	Sponsor	Project Name	Description	Location	Cost ($M)
5073	Sonoma County	Colgan Creek Trail Repair	The Class I bike path has been open for public use since it was completed in 2002. The 1.2 mile long trail repair includes removing and replacing asphalt pavement and rebuilding the gravel shoulders.	Colgan Creek Trail between Bellevue Avenue and Todd Road	0.60
5074	Sonoma County	Spring Lake Regional Park Trail Repair	The 3-mile long trail repair includes removing and replacing asphalt pavement and rebuilding the gravel shoulders.	Spring Lake Regional Park	1.50
5075	Sonoma County	West County/Joe Rodota Trail Repair	The 14 mile long trail repair includes removing and replacing asphalt pavement and rebuilding the gravel shoulders.	West County/Joe Rodota Trail from Santa Rosa to Forestville	7.00
5076	Sonoma County	Laguna de Santa Rosa Trail Repair	Laguna de Santa Rosa Trail	Laguna de Santa Rosa Trail between Hwy 12 and Occidental Road	0.90
5077	Sonoma County	California Coastal Trail	Bicycle and/or pedestrian facility following the California coast line from the Mendocino County border to Marin County border.	Sonoma County	64.00
5085	Sonoma County	Gualala River Bridge Trail	Provides connection to Mendocino County via Class I bike path across the Highway 1 Gualala River Brige	Mendocino County line to Sonoma County line	3.00
5086	Sonoma County	Piner Creek Trail	Class I bike path Gap closure of Santa Rosa's Piner Creek Trail along SCWA flood control channel.	Santa Rosa City limits to Santa Rosa Creek Trail	0.30
5087	Sonoma County	Roseland Creek Trail	Class I bike path connection between Ludwig Road and Laguna de Santa Rosa Trail along SCWA flood control channel.	Santa Rosa City limits to Laguna de Santa Rosa Trail	3.00
5088	Sonoma County	Santa Rosa Creek/Joe Rodota Trail Connector	Class I bike path connects Joe Rodota Trail and Santa Rosa Creek Trail west of Fulton Road. Class I alternative to Fulton Road.	Santa Rosa Creek Trail to Joe Rodota Trail	4.00
5089	Sonoma County	Mark West Creek Trail	Class I bike path connects Old Redwood Highway with SMART Bikeway near Airport Industrial Area.	Old Redwood Higway to Laughlin Road	3.00
5091	Sonoma County	Gossage Creek Trail	Class I bike path connection between Rohnert Park Expressway and Stony Point Rd/Hwy 116 intersection along SCWA easements	Laguna de Santa Rosa to Derby Lane	2.30
5092	Sonoma County	Kenwood/Santa Rosa Trail	Warm Springs Road to Annadel State Park	Class I bike path provides connection south of Kenwood to Annadel State Park	4.30
5097	Sonoma County	Hunter Creek Trail Extension	Class I bike path connection between Snyder Lane and Hunter Creek Trail	Hunter Creek to Synder Lane	0.50
5099	Sonoma County	Peterson Creek Trail	Class I bike path connection between Fulton Road and Santa Rosa Creek Trail along SCWA flood control channel	Santa Rosa Creek Trail to Santa Rosa City limits	3.00
5100	Sonoma County	Todd Creek Trail	North / south Class I alternative to Santa Rosa Avenue	Hunter Creek Trail to Bellevue Avenue Extension	3.30
5104	Sonoma County	Sonoma County Bay Trail	Segments of the Bay Trail. Regional Network (23.68 miles)	Segments from Dale Ave. to Napa Co. Line, Ramal Rd. to Skaggs Island Rd., Hudeman Slough to Napa Co. Line, SMART Right-of-Way to Marin Co. Line, Sonoma Creek to State Hwy. 121, andState Hwy. 121 to Port Sonoma	9.48
5106	Sonoma County	Climate Adaptation Technology Innovation Transport Initiatives	Implementation of Road Diets and other single occupancy vehicle reducing projects to lower VMT	Corridors and intersections throughout the county, countywide programs	19.50
5107	Sonoma County	Community Evacuation Routes - Unincorporated areas	This also includes roadway improvements, intersection improvements, and bicycle and pedestrian facilities.	Countywide arterials associated with wildland urban interface areas	60.00
5108	Sonoma County	Maintain Transportation System - Road Rehabilitation	Rehabilitate existing transportation system in a state of good repair Countywide (reconstruction, thin mill overlay, full depth reclamation. Street Saver 25 years unconstraint PCI 63 - 73	Countywide	0.00
BP1000	Sonoma County	Lakeville Hwy Class IV bikelanes	Construct 1.22 mile Class IV bikeway	LAKEVILLE HWY from PETALUMA CITY LIMITS to STAGE GULCH RD	2.00
BP1001	Sonoma County	Hwy 121 Class IV bikelanes	Construct .94 mile Class IV bikeway	STATE HWY 121 from NAPA RD to NAPA COUNTY LINE	1.60
BP681	Sonoma County	Sonoma Valley Trail (aka Central Sonoma Valley Trail)	Provides a 13.80 mile long Class I bike path alternative to Highway 12 between Santa Rosa and Sonoma. 0.73 miles have been completed. The County will complete the remaining 13.07 miles.	Along the Highway 12 corridor from Santa Rosa city limits to Sonoma city limits	26.00
BP682	Sonoma County	Cloverdale / Lake Sonoma Trail	Class I connection between Cloverdale adjacent to Dutcher Creek Road	Cloverdale City Limits to Lake Sonoma	2.03
BP683	Sonoma County	Cloverdale River Trail	Class I adjacent to Russian River. Connects to SMART Trail	Cloverdale City Limits to Theresa Dr.	1.37
BP686	Sonoma County	Copeland Creek Trail	Connects Sonoma State University to Crane Creek Regional Park	Rohnert Park City Limits to Crane Creek Reg. Park	3.10

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PlanID	Sponsor	Project Name	Description	Location	Cost ($M)
BP688	Sonoma County	Dutch Bill Creek Trail	Class I along portions of North Pacific Coast Railroad right-of-way. Connects Occidental to Russian River Trail at Monte Rio	State Hwy. 116 to Graton Rd.	5.40
BP704	Sonoma County	Laguna de Santa Rosa Trail Extension	Connects end of Santa Rosa Creek Trail to Russian River	Santa Rosa Creek Trail to Riverfront Park (Eastside Rd.)	2.24
BP705	Sonoma County	Larkfield / Wikiup Trail	Provides Class I alternative to Old Redwood Highway between Windsor, Larkfield/Wikiup, and Santa Rosa. Regional Network	Windsor Town Limit to Santa Rosa City Limits	1.54
BP707	Sonoma County	Monte Rio / Willow Creek Trail	Provides access to Russian River between Monte Rio and Coast. Portions of trail flood, summertime use only.	Monte Rio Bridge to Sonoma Coast State Park	3.00
BP708	Sonoma County	Petaluma / Sebastopol Trail	Follows abandoned Petaluma and Santa Rosa Railroad right of way south of Highway 116 and west of Highway 101.	Petaluma City Limits to Sebastopol City Limits	21.00
BP709	Sonoma County	Petaluma Marsh Trail	Class I alternative route to Lakeville Highway Class II	Petaluma City Limits to Port Sonoma	4.42
BP714	Sonoma County	Russian River Trail	Regional Class I bike path along the middle and lower reach of the Russian River. The approximate length is 23 miles.	Healdsburg city limits to Highway 1	27.00
BP716	Sonoma County	Salmon Creek Trail	Class I bikeway along portions of North Pacific Coast Railroad right-of-way. Connects Occidental to Town of Bodega	First St. (Occidental) to Town of Bodega	1.51
BP718	Sonoma County	Santa Rosa Creek Trail Extension	Connects Prince Memorial Greenway to the Laguna de Santa Rosa Trail	Willowside Rd. to Guerneville Rd.	0.66
BP726	Sonoma County	8th Street East Corridor Improvements 1: Sonoma/Schellville Trail	Connects the City of Sonoma bike path to the Sonoma County Bay Trail - connecting Sonoma Schellville Trail from the City of Sonoma Bike Path terminus to Hwy 12/121 paralleling Lovall Valley Road and 8th St E along Railroad Right of Way. Follows the abandoned railroad right of way - paralleling 8th St E and Lovall Valley Rd.	Sonoma City Limits to Dale Ave.	7.00
BP735	Sonoma County	Mirabel Road Corridor Improvements 1: West County Trail Extension	Connects downtown Forestville with Forestville Youth Park	Mirabel Road from Highway 116 to David Road	3.03
BP736	Sonoma County	Petaluma - Novato Trail	Alternative to SMART Trail south of Petaluma proposed as part of Highway 101 Novato Narrows project	Petaluma City Limits to Marin Co. Line	1.17
BP740	Sonoma County	Old Adobe Rd. Class IIB bikeway	Construct 6.24 mile Class II bikeway	Old Adobe Road from Old Redwood Hwy (Penngrove) to Frates Road	3.59
BP988	Sonoma County	Sonoma County ATP Projects (Not listed individually in CTP)	Construct active transportation projects as outlined in the Active Transportation Plan. Project costs can include maintenance of facilities in addition to capital costs.	Citywide	338.43
BP990	Sonoma County	Llano Rd. Class IIB bikelanes	Construct 3.27 mile Class IIB bikeway	Llano Road from SR-12 to SR-116	1.90
BP991	Sonoma County	Western Ave Class IV bikelanes	Construct 1.03 mile Class IV bikeway	Western Avenue from Petaluma city limits to Chileno Valley Road	1.70
BP992	Sonoma County	Valley Ford Freestone Rd Class IIB bikelanes	Construct 2.6 mile Class IIB bikeway	Valley Ford-Freestone Road from Bodega Hwy to Hwy 1	1.50
BP993	Sonoma County	Petaluma Hill Rd Class IIB bikelanes	Construct 5.8 mile Class IIB bikeway	Petaluma Hill Road from E Cotati Avenue to Santa Rosa city limits	3.30
BP994	Sonoma County	Stony Pt Rd to Hwy-116 Class IV bikelanes	Construct 1.34 mile Class IV bikeway	Stony Point Road from SR-116 to Rohnert Park Expressway	2.20
BP995	Sonoma County	Stony Pt Rd to Rohnert Park Expressway Class IV bikelanes	Construct 3.35 mile Class IV bikeway	Stony Point Road from Rohnert Park Expressway to Bellevue Avenue	5.60
BP996	Sonoma County	Old Redwood Hwy to Healdsburg City Limits Class IIB bikelanes	Construct 2.14 mile Class IIB bikeway	Old Redwood Highway from Healdsburg city limits to Windsor city limits	1.20
BP997	Sonoma County	Old Redwood Hwy to Cotati City Limits Class IIB bikelanes	Construct 3.26 mile Class IIB bikeway	Old Redwood Highway from Cotati city limits to Petaluma city limits	1.90
BP998	Sonoma County	Stage Gulch Rd Class IIB bikelanes	Construct 2.27 mile Class IIB bikeway	STATE HWY 116 SOUTH from LAKEVILLE HWY to ARNOLD DR	1.30
BP999	Sonoma County	Hwy 116 Class IV bikelanes	Construct 1.6 mile Class IV bikeway	STATE HWY 116 SOUTH from ARNOLD DR @ STAGEGULCH to HWY 121	2.70
3026	Sonoma County Transit	SCT Systemwide service expansion on core intercity and local routes (phase 2)	Increase service on various routes systemwide (Unconstrained Project)	Sonoma County	31.00
3043	Sonoma County Transit	SCT Facility Expansion, bus yard and maintenance	SCT bus yard and operations/maintenance facility expansion needed to accommodate proposed reduced headways and expanded weekend service on SCT's local and intercity bus routes. (Unconstrained Project)	Sonoma County	20.00
4500	Sonoma County Transit	SCT Existing Operations (Current)	Estimated cost to maintain SCT's current levels of service for fixed- route and paratransit during the 25-year life of the CTP.	Sonoma County	490.00

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PlanID	Sponsor	Project Name	Description	Location	Cost ($M)
4504	Sonoma County Transit	SCT Existing Vehicle Replacements (transitioning toward zero emissions fleet by 2029)	Estimated costs to replace SCT's existing fixed route and paratransit vehicles during the 25-year life of the CTP.	Sonoma County	54.00
4511	Sonoma County Transit	SCT Vehicle Expansion (transitioning toward zero emissions fleet by 2029)	Estimated 25 additional transit vehicles needed to accommodate proposed reduced headways and expanded weekend service on SCT's local and intercity bus routes. (Unconstrained Project)	Sonoma County	37.50
4513	Sonoma County Transit	SCT Bus yard, maintenance facility, bus stops, park and ride lots (existing)	Estimated costs to maintain SCT's existing facilities (operations & maintenance facility, bus stops, park-and-ride lots, intermodal facilities etc) during the 25-year life of the CTP	Sonoma County	10.00
TR0007	Sonoma County Transit	SCT Expanded Local Transit Services	Expanded weekday and/or weekend transit services (including paratransit) on routes 10, 12, 28, 32 and 68.	Cloverdale, Healdsburg, Windsor, Guerneville/Monte Rio area, Rohnert Park, Cotati, Sonoma/Sonoma Valley area.	24.60
TR0008	Sonoma County Transit	SCT Expanded Core Intercity Routes	Expanded weekday and weekend service (including paratransit) on "core" intercity routes 20, 30, 44, 48 and 60.	Cloverdale, Healdsburg, Windsor, Santa Rosa, Sebastopol, Rohnert Park, Cotati, Guerneville/Monte Rio area, Sonoma/Sonoma Valley area, Petaluma.	38.80
TR0009	Sonoma County Transit	SCT Countywide Bus Stop Improvements	Expanded NextBus real-time information panels at bus stops and shelters, additional and replacement passenger shelters and benches.	Sonoma County	2.50
TR0010	Sonoma County Transit	SCT Local Route Fare-Free Program	Free fares on all SCT local routes and local paratransit trips (replaces respective local city-based funding for fare-free routes).	Cloverdale, Healdsburg, Windsor, Sebastopol, Rohnert Park, Cotati, Sonoma/Sonoma Valley area, Guerneville/Monte Rio area.	12.70
TR0011	Sonoma County Transit	SCT Fleet Replacement & Electric Charging Infrastructure (transitioning toward zero emissions fleet by 2029)	Scheduled bus replacements (Electric) and expanded electric charging capabilities at SCT's transit facility in Santa Rosa and on-route in various cities throughout Sonoma County.	Cloverdale, Healdsburg, Windsor, Santa Rosa, Sebastopol, Rohnert park, Petaluma, Sonoma	40.80
5090	Sonoma County/Petaluma	Adobe Creek Trail	Connects Adobe Road and Frates Road to City of Petaluma Class I network	Petaluma City limits to Adobe Road	1.50
5095	Sonoma County/Rohnert Park	Crane Creek Trail	Class I bike path connection along SCWA flood control channel between Rohnert Park and Petaluma Hill Road	Snyder Lane to Petaluma Hill Road	2.30
5096	Sonoma County/Rohnert Park	Five Creek Trail	Class I bike path connects Rohnert Park and Petaluma Hill Road along SCWA flood control channel	Snyder Lane to Petaluma Hill Road	2.30
5098	Sonoma County/Rohnert Park	University District Trail	Class I bike path connection between Rohnert Park "G" section and Sonoma State University	Keiser Avenue to Moura Lane	1.60
4556	Sonoma County/Windsor	Jensen Lane East Connector	Install a Class I multi-use trail for pedestrians and bicyclist to connect southeast Windsor to northeast Windsor near Foothill Regional Park.	Old Redwood Hwy to Vinecrest Road adjacent to Emmerson Street and Jensen Lane	1.10
5101	Sonoma County/Windsor	Gumview Trail	Class I bike path - Town of Windsor project	Windsor Town Limits to Windsor River Road	1.40
5027	Various	Active Transportation Enhancements around SMART stations	Programmatic project, in addition to existing First/Last mile improvements CTP project, at or around Sonoma County SMART stations. Projects at each station vary, may have multiple projects sponsors and include, but are not limited to, sidewalks, traffic circles, street crossings, pedestrian-oriented street lights, enhanced ADA-related accessibility features, landscaping enhancements, wayfinding, bicycle parking/sharing, real time transit signage, intermodal improvements, security enhancements and other capital improvements for programs such as car sharing.	11 SMART Stations within Sonoma County (Cloverdale, Geyserville-pending, Healdsburg, Windsor, Airport Boulevard, Guerneville Road, Railroad Square, Rohnert Park, Cotati, North Petaluma, Downtown Petaluma.	110.00
5036	Various	Caltrans Interregional Intermodal Bus hub in Cloverdale	Near Cloverdale SMART Station, construct an intermodal, interregional bus facility to support connections with North Coast services, such as Lake County, Mendocino Transit and Humboldt Transit, as well as AMTRAK services	City of Cloverdale, proximate to SMART Station	
2037	Windsor	Old Redwood Highway Greenway: Hembree Lane to Shiloh Road	Widen Old Redwood Highway, add bicycle lanes and sidewalks where missing and replace two drainage structures. Improve the street to current design standards, including completion of sidewalks. Install Class I Multi-Use Path (Old Redwood Greenway) between Pleasant Avenue and Shiloh Road.	Old Redwood Highway from Hembree Lane to Shiloh Road	13.00

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PlanID	Sponsor	Project Name	Description	Location	Cost ($M)
2038	Windsor	Shiloh Road: Hembree Lane to Old Redwood Highway	Widen Shiloh Rd from Hembree Ln to Old Redwood Hwy and bring it up to current design standards. It is currently estimated that 75 percent of the planned improvements will be completed as part of private developments within the Shiloh Vision Plan Area.	Shiloh Road from Hembree Lane to Old Redwood Highway	10.50
2042	Windsor	Starr Road: Re-Build Railroad Grade Crossing	Widen the street and install sidewalks and bicycle lanes on Starr Road within the limits of the railway right of way.	Starr Road at SMART Train Station	1.00
2052	Windsor	Old Redwood Highway: Widen from Arata Lane to North Town Limits	Widen Old Redwood Highway between Arata Lane and the Northerly Town Limits. It is estimated that 50 percent of this project will be completed with private development.	Old Redwood Highway from Arata Lane to Northerly Town Limits	4.50
4049	Windsor	Jaguar Way Extension (CIP 2015-2016)	Provide a street link between Windsor Road and Starr Road, including access to Windsor High School. The project consists of one-half mile of new roadway improvements, including one travel lane in each direction, bike lanes, street lighting, sidewalks, and a bridge crossing at Starr Creek.	Directly north of Windsor High School and other parcels, from Windsor Road to Starr Road	9.00
4051	Windsor	Old Redwood Highway: Windsor Road to Arata Lane	Widen Old Redwood Highway between Windsor Road and Arata Lane to include a center lane. It is estimated that 50 percent of this project will be completed with private development.	Old Redwood Highway from Windsor Road to Arata Lane	13.00
4052	Windsor	Intersection Modification at Lakewood Drive/Old Redwood Highway	Widen Old Redwood Hwy and Lakewood Drive to provide additional right turn lanes and provide a signal at the northbound on-ramp.	Lakewood Drive at Old Redwood Hwy	2.00
4054	Windsor	Arata Lane Interchange Phase 2B NB On-ramp (CIP FY 2016-2017)	Construction of the Northbound on-ramp to US 101 will complete the Arata Lane interchange with US 101. This project also includes the relocation of a portion of Los Amigos Road north of Arata Lane. Rights of way have been obtained in prior phases.	Arata Lane interchange Northbound on-ramp	4.00
4056	Windsor	Shiloh Road Interchange Reconstruction	Reconstruct the Shiloh Road/US 101 interchange to provide two lanes in each direction. It is anticipated that the existing overcrossing will be replaced and ramps reconfigured. It is expected that 60 percent of project costs will come from federal, state, or regional funds.	Shiloh Road/US 101 interchange	45.00
4057	Windsor	Pavement Maintenance Program – Road Rehabilitation	Resurface streets and roads in Windsor, includes the installation of ADA pedestrian ramps where non-ADA compliant ramps exist within the project limits.	various streets and roads in Windsor	72.00
4058	Windsor	US 101 Overcrossing of Arata Lane	Replace the US 101 overcrossing of Arata Lane to provide lane capacity and enhanced bicycle and pedestrian facilities, including sidewalks. It is expected that 60 percent of project costs will come from federal, state, or regional funds.	US 101 Overcrossing of Arata Lane	18.00
4554	Windsor	Downtown Ped & Bike Crossing of US 101 Phase 1 - Underpass Widen	Improving existing US 101 underpass by widening the space under US 101 using new tie-back walls and adding Class I paths with protected two-way bike lanes and widened pedestrian paths. Improvements also include new lighting, landscaping, color and artwork.	Old Redwood Highway from US 101 NB on-ramp to Conde Lane	7.00
4555	Windsor	Downtown Ped & Bike Crossing of US 101 Phase 2 - Overcrossing	Improving east and west connectivity of central Windsor with a new bicycle and pedestrian bridge over crossing US 101 with touchdown areas at each end of the bridge.	Los Amigos Road to Old Redwood Highway over US 101	16.60
BP989	Windsor	Windsor ATP Projects (total less than $1M each)	Total of Windsor bike/ped projects from Active Transportation Plan that are each less than $1M	Citywide	8.10

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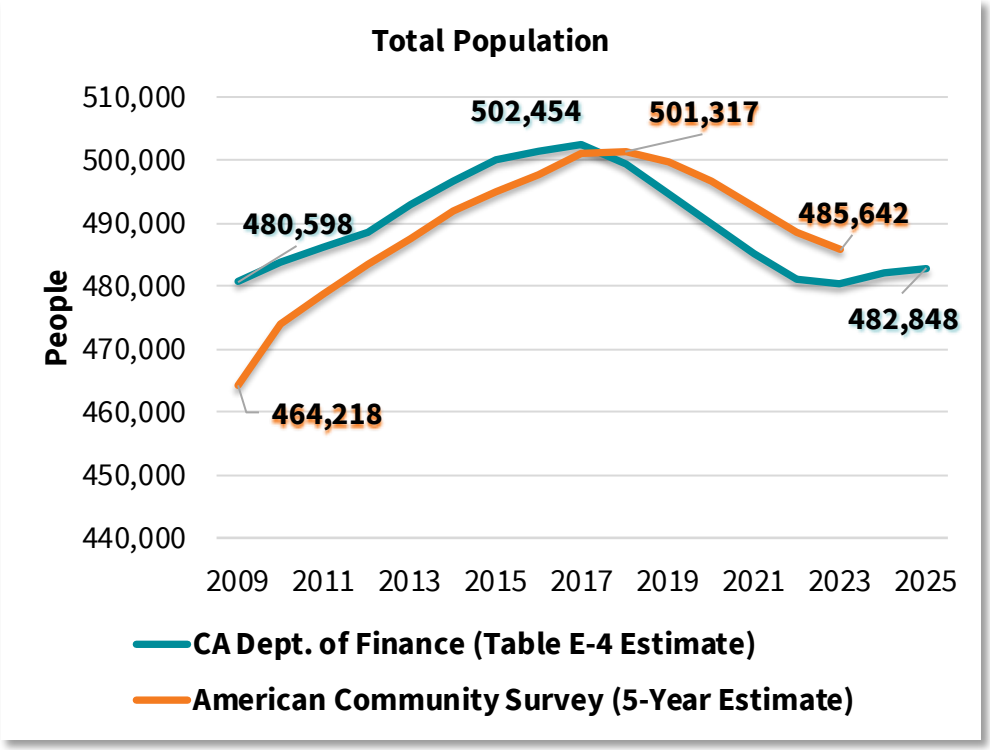
Appendix A-7 Performance Assessment Summary

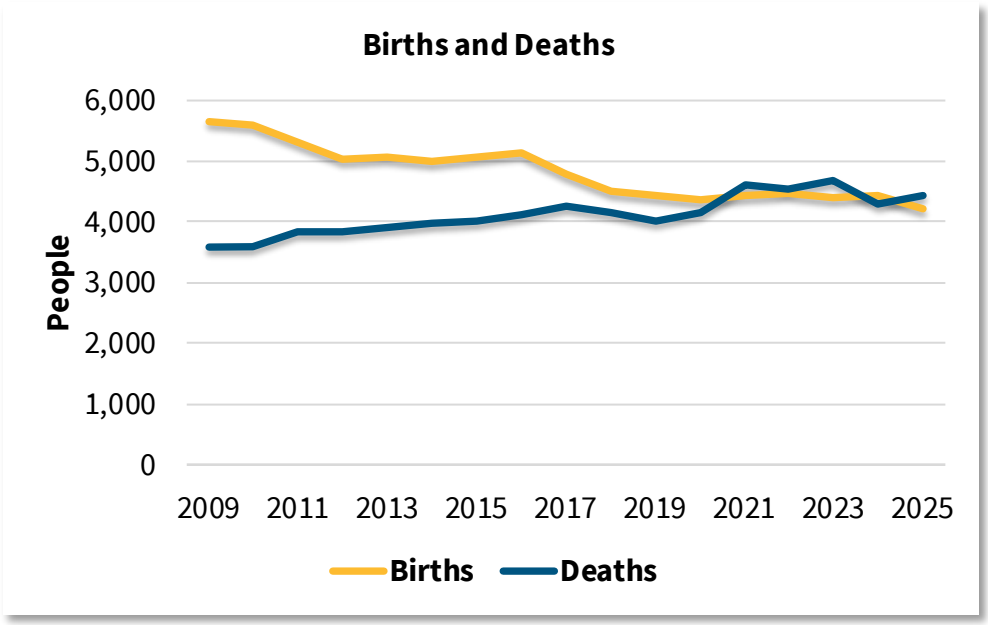
Under development.

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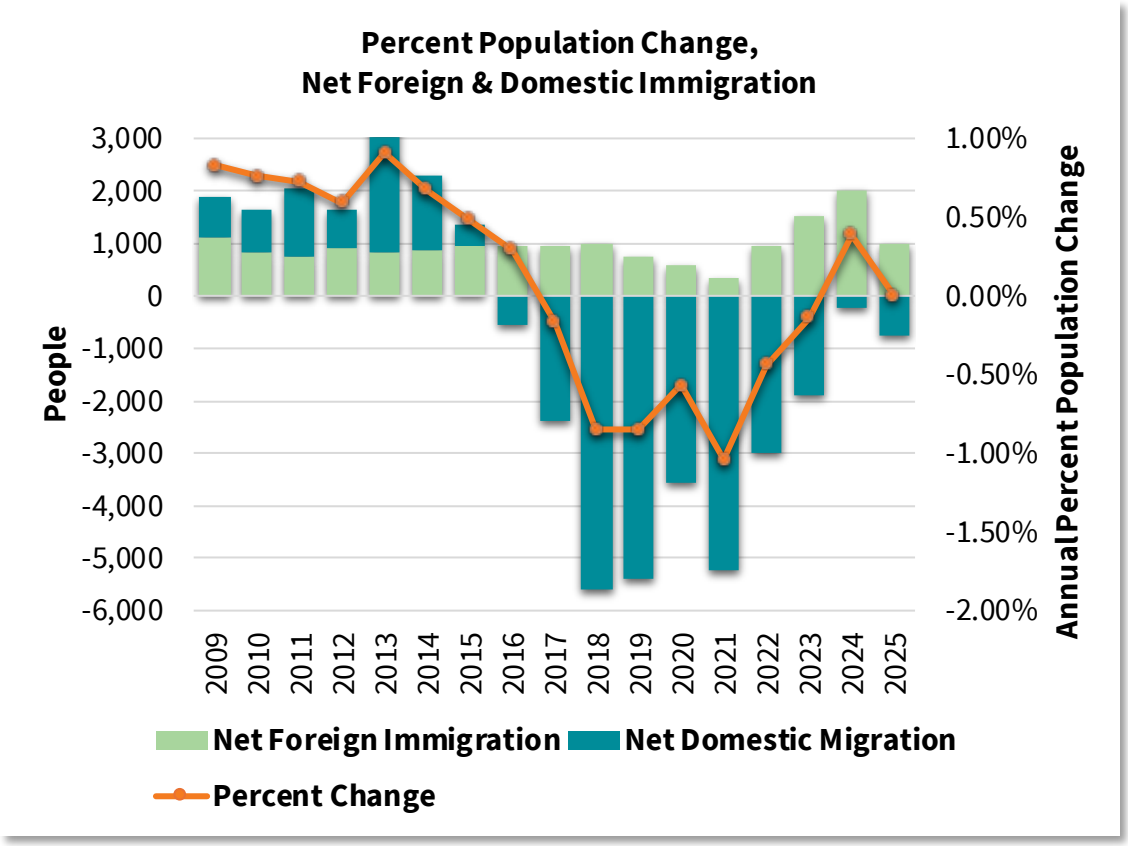
Appendix A-8 Report Card

Population





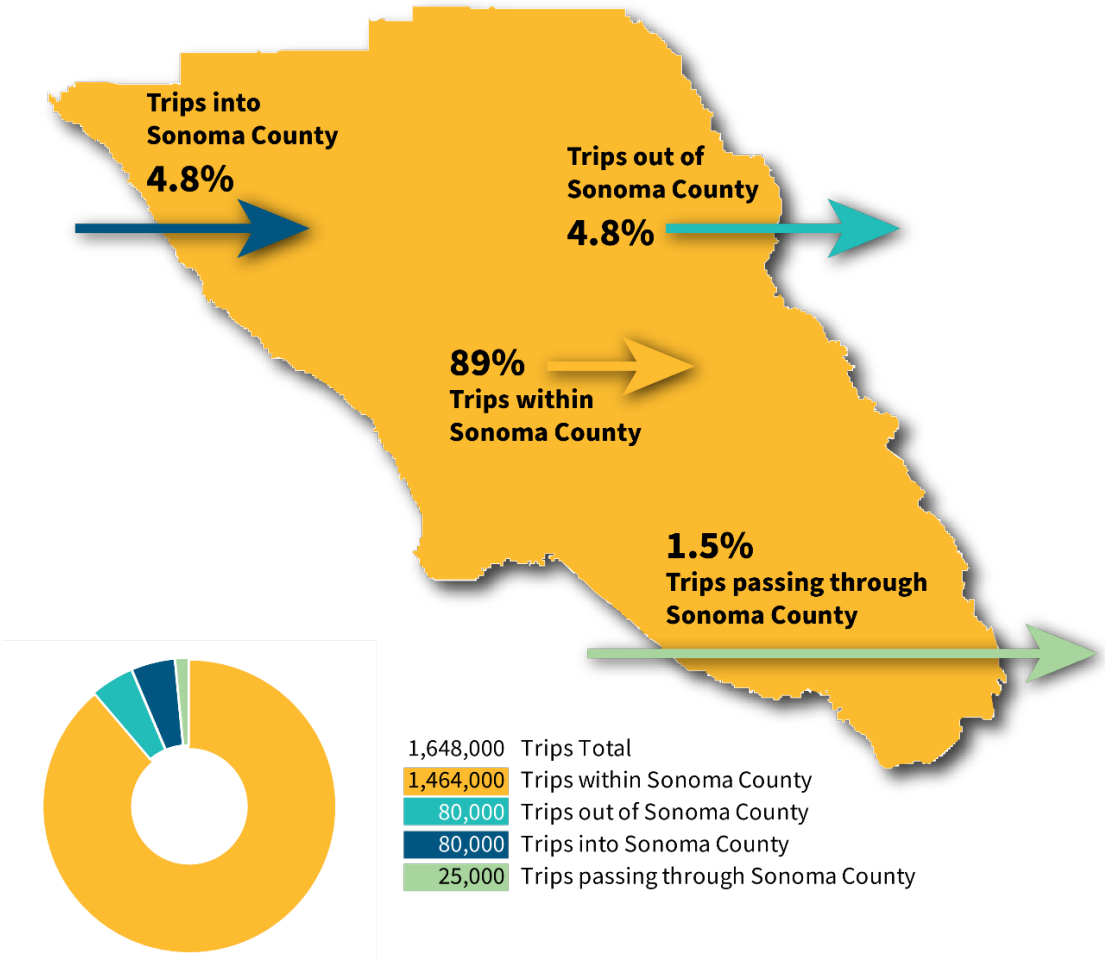
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Percent Population Change,
Net Foreign & Domestic Immigration
People
3,000
2,000
1,000
0
-1,000
-2,000
-3,000
-4,000
-5,000
-6,000
1.00%
0.50%
0.00%
-0.50%
-1.00%
-1.50%
-2.00%
Annual Percent Population Change
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
2025
Net Foreign Immigration
Net Domestic Migration
Percent Change

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Travel Patterns

Trip Origins & Destinations - Weekday



1,648,000	Trips Total
1,464,000	Trips within Sonoma County
80,000	Trips out of Sonoma County
80,000	Trips into Sonoma County
25,000	Trips passing through Sonoma County

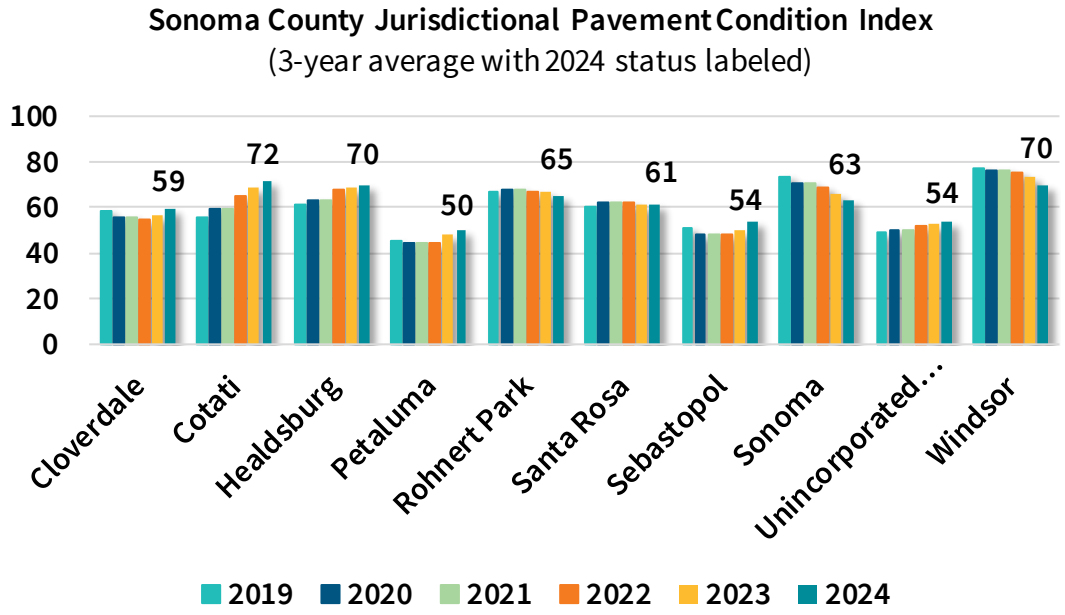
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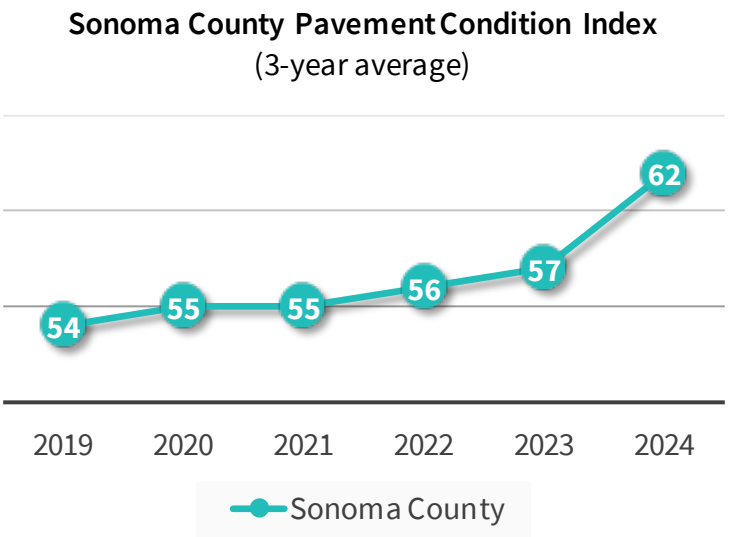
Percent of Daily Inter-County Trips



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Pavement Condition Index



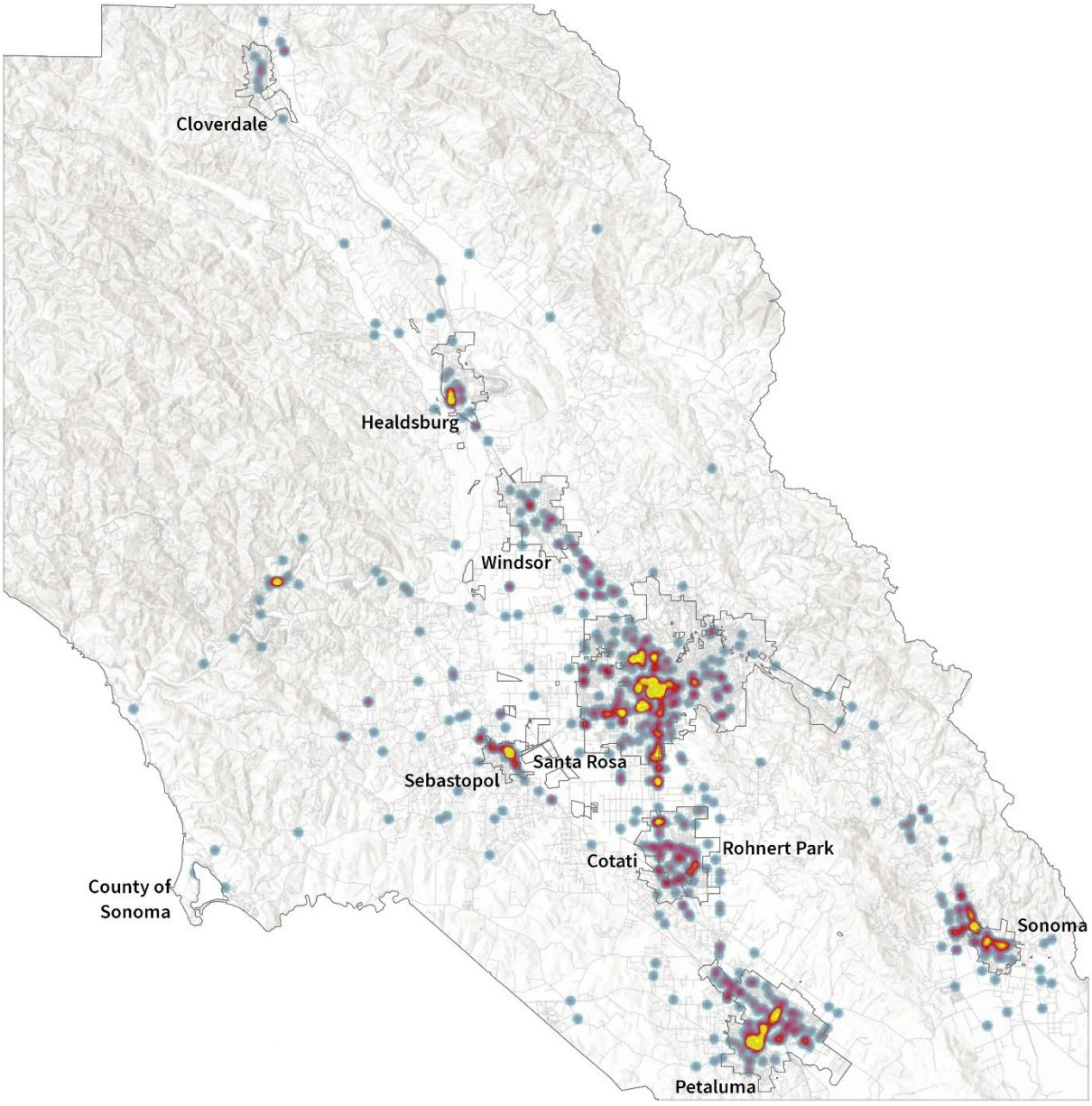


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Pedestrian and Bicyclist Crashes

Crash Density of Pedestrians and Bicyclists

2019 through 2023



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Appendix A-9 Mobility Hubs – Connecting Communities with Sustainable Multimodal Transportation

WHAT IS A MOBILITY HUB?

Mobility hubs are strategically located transportation hubs that integrate multiple modes of transportation using advanced technology, enabling seamless and convenient multimodal travel. These hubs serve as key nodes in transportation networks, offering services such as transit connections, bike-sharing, e-scooter rentals, car-sharing, EV charging stations, and pedestrian-friendly amenities. Designed to reduce reliance on single-occupancy vehicles, mobility hubs enhance transit accessibility and promote sustainable, equitable transportation solutions.

Core components of mobility hubs often include:

- *Transit Integration*: Coordination between buses, trains, and micro-transit.
- *Shared Mobility Services*: Bike-share, scooter-share, and car-share options.
- *First/Last-Mile Solutions*: Amenities like bike parking, rideshare zones, and shuttle services.
- *User-Centric Features*: Real-time travel information, safe waiting areas, and retail or community spaces.
- *Sustainability Infrastructure*: EV charging stations and solar-powered facilities.



Source: SANDAG

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INDUSTRY TRENDS ON MOBILITY HUBS

The concept of mobility hubs has gained significant traction worldwide in the last 10 years, driven by advancements in technology and policy shifts toward sustainable, equitable transportation systems. Many European cities, such as Copenhagen, Berlin, Stockholm, and Amsterdam, along with Asian cities like Singapore and Tokyo, have led the way in integrating sustainable transport options and digital infrastructure. In the United States, mobility hubs have become a key strategy for improving urban transportation, addressing concerns around congestion, environmental impact, and equitable access to transit. Cities like Los Angeles, San Francisco, Denver, and Seattle have launched programs that combine various transportation modes—such as public transit, bike-sharing, car-sharing, e-scooters, and EV charging stations—into centralized hubs.

Current implementation trends include:

- *Multimodal Integration and First and Last*-mile *Connectivity*: Co-locating transit, micromobility, ride-share, and on-demand services supports seamless transfers and broader access. Infrastructure for bikes, walking paths, and park-and-ride facilities ensures strong first/last-mile connectivity.
- *Technology Integration*: Mobility hubs featuring integrated digital platforms for real-time trip planning, ticketing, and payments across transit, micromobility, and ride-hailing. Smart infrastructure, such as IoT sensors and digital signage, enhances service reliability and user convenience.
- *Community-Centered and Scalable Design*: Modern hubs act as community anchors with amenities like seating, public art, local vendors, and flexible spaces. Modular design allows for future expansion, temporary uses, and adaptation to changing mobility needs.
- *Equity and Accessibility*: Hubs are increasingly designed to serve low-income and underserved communities with affordable, multimodal access. Universal design standards ensure ADA compliance, multilingual signage, and equitable fare structures.
- *Climate Goals and Sustainability*: Mobility hubs help reduce emissions by promoting transit, walking, biking, and shared mobility over car use. Features like solar power, EV infrastructure, and green design support regional climate and resilience goals.
- *Public-Private Partnerships*: Collaboration between public agencies and private providers enables more comprehensive mobility options and shared infrastructure investments. These partnerships support services like bike-share, EV charging, and retail kiosks, expanding functionality while reducing public costs.

MOBILITY HUBS IN THE BAY AREA

The San Francisco Bay Area is a leader in advancing mobility hub concepts, reflecting its commitment to sustainable and equitable transportation. Locations such as San Francisco's Salesforce Transit Center and Oakland's BART stations integrate multimodal connections, shared mobility options, and user-focused amenities. Alameda County Transportation Commission (E14th/Mission Boulevard Multimodal Corridor Project) and Contra Costa Transportation Authority (Innovate 680) have

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identified Mobility Hubs as part of their corridor planning efforts. The Transportation Authority of Marin received a regional grant in 2023 to develop a Mobility Hub Plan focusing on transit hubs. The Metropolitan Transportation Commission (MTC), as the Bay Area region's Planning and Funding Agency, guides and supports the development of mobility hubs under the Regional Mobility Hubs Program as part of Regional Planning efforts, facilitating coordination across multiple communities and agencies, emphasizing reducing greenhouse gas emissions, improving transit accessibility, and addressing equity gaps. Additionally, Caltrans District 4, building on MTC's and other countywide efforts, developed a Bay Area Mobility Hubs Study in 2022. It explored opportunities and limitations for developing Mobility Hubs on Caltrans property within the Bay Area and identified a shortlist of improvement areas to offer a framework for implementation.

MTC'S REGIONAL MOBILITY HUBS PROGRAM

MTC's goals regarding the Mobility Hubs for the region are stated to be:

- Identifying mobility hub locations and planning considerations for different hub types
- Establishing design and implementation guidance
- Positioning implementation partners for success

In the early 2020s, MTC developed several key resources to assist and guide the local governments across the Bay Area in planning, designing, and implementing mobility hubs. Some of the key resources MTC has made available include:

1. The Mobility Hubs Playbook - a comprehensive technical assistance guide with implementation strategies, tactical approaches, and management techniques.
2. Regional Mobility Hubs locations and network – based on the six Mobility Hub typologies developed, MTC has identified 1691 base Mobility Hubs across the region (See Attachment 1-Universe of Bay Area Mobility Hubs, North Bay) and further prioritized 150 of them into the top 25 locations for the six typologies:
   - *Regional Downtown* – dense and walkable centers with major transit
   - *Urban Districts* – high level of transit access and shared mobility
   - *Emerging Urban Districts* – growing areas with moderate transit service
   - *Suburban* – auto-oriented hubs with access to regional connections
   - *Pulse Hubs* – major destination with peak-time demand
   - *Opportunity Hubs* – high need for mobility hub development, limited transit or services
3. Grants to establish Pilot Hubs - MTC recently funded seven pilot projects totaling $15 million, including mobility hubs near major transit corridors. These projects focus on first/last-mile connectivity and shared mobility solutions.

By offering these resources, MTC is helping Bay Area communities to create a network of well-connected, efficient mobility hubs that can enhance regional transportation, improve sustainability, and increase access to equitable transportation options for all residents.

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Potential Mobility Hubs in Sonoma County identified by MTC

The identification and ranking of Mobility Hubs for the Bay Area followed a multi-step, data-driven methodology to support regional goals like reducing vehicle miles traveled, improving connectivity, and advancing climate action. Initially, 1,691 potential hub locations were mapped based on transit connections, key trip generators, and mobility needs, and classified by hub typology, considering land use and transportation access. Hubs were then ranked based on three objectives: Coordinated Transit, Climate Action, and Equitable Mobility, ensuring that underserved communities were prioritized even if they ranked lower for other criteria. This process resulted in selecting 866 cluster sites, which were narrowed down to 150 regionally significant hubs for final screening, ensuring alignment with the Bay Area's transportation, climate, and equity goals. Ultimately, as part of the Regional Mobility Hubs Locations and Network study, MTC has identified 44 Base Mobility Hubs in Sonoma County (Table 1). Six of them were identified as Top 25 Regionally Significant in the Suburban/Rural Hubs typology category (Table 2).

Table 1 – Base (Universe of) Mobility Hubs in Sonoma County by MTC

No.	Location	# of Hubs	Type of Hub	Other Information
1	Cloverdale	1	Opportunity Hub	
2	Windsor	1	Emerging Urban District	
3	Santa Rosa	11	Opportunity Hub (7), Suburban(2), Emerging Urban District (2)	SMART -2 Equity Hub (6)
4	Rohnert Park	3	Opportunity Hub (2), Emerging Urban District	SMART -1
5	Cotati	2	Opportunity Hub (2)	
6	Sonoma State University (Rohnert Park)	2	Emerging Urban District, Suburban	SMART-1
7	Petaluma	4	Suburban, Opportunity Hub (2), Emerging Urban District	SMART-1
8	Sebastopol	1	Opportunity Hub	
Unincorporated County Communities				
9	Geyserville	1	Suburban	
10	Grant	2	Suburban (2)	
11	Larkfield-Wikiup	2	Suburban, Emerging Urban District	
12	Penngrove	2	Suburban, Emerging Urban District	SMART-1
13	Guerneville	1	Suburban	
14	Occidental	1	Suburban	
15	Verano	1	Opportunity Hub	Equity Hub
16	Fetters Hot Springs	2	Opportunity Hub (2)	Equity Hub (2)
17	Boyes Hot Springs	6	Suburban (2), Opportunity Hub (4)	Equity Hub (3)
18	Eldridge	1	Suburban	
	Total	**44**		

Source: *San Francisco Bay Region Mobility Hub*

Note – More details for each Mobility Hub location are included in the attached Appendix 1

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Definition for MTC's Mobility Hub Typology in Sonoma County and its Key Features:

Emerging Urban Districts within PDA

Emerging Urban District hubs are located within areas of moderate and low residential and employment densities. These hubs are served by high capacity transit service, functioning as centers for smaller, local communities and economic activity. The location of these hubs primarily in or near MTC Priority Development Areas (PDAs), indicating they are locations for future growth. They are often located near established job centers, shopping districts, and other services with these key features:

- High-capacity transit or high frequency bus service with two or more transit agencies
- Limited shared mobility services, mostly car share
- Moderate demand for TNCs and other for-hire services

Suburban - Not in PDA

Suburban hubs are in auto-oriented or small neighborhood areas. These hubs provide important connections to regional transit options, which may include regional rail and bus, bus rapid transit (BRT), or local bus routes. Users typically access these hubs via nearby Park-and-Ride lots and/or car share or bike share. Key features are:

- Park-and-Ride access connected to regional rail and BRT
- Frequent and infrequent local feeder bus services
- Within car share and/or bike share service areas
- Moderate demand for TNCs and taxis

Opportunity Hubs

Opportunity hubs are in outlying town center areas and/or at the intersection of MTC Communities of Concern and/or High Displacement Risk Areas. These areas have many of the key elements needed for a mobility hub – high concentrations of employment or residential density – but lack high quality, frequent transit service or other shared mobility services. Key features are:

- Areas with concentrated mobility demand, but no proximate access to multiple frequent transit routes or other shared mobility services
- Limited or no anchor services

Table 2 – Top 25 Regionally Significant Suburban/Rural Hub Cluster

City	Location and Description	MTC Typology (Cluster ID)	Other Information (e.g.,Top 25 Ranking)
Santa Rosa	Santa Rosa Transit Mall	Opportunity Hub (581)	Rank#6 Equity Hub
Petaluma	E Washington St & Ellis St	Suburban (517)	Rank #9

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Petaluma	Hwy 101 & Lakeville Hwy	Opportunity Hub (511)	Rank # 15
Rohnert Park	Redwood Dr / Commerce Blvd	Opportunity Hub (566)	Rank#20
Rohnert Park	Rohnert Park Expy Bus Pad	Opportunity Hub (562)	Rank # 22
Sonoma	Hwy 12 & Thompson Ave	Opportunity Hub (541)	Rank #24 Equity Hub

Not surprisingly, all six locations in the Top 25 Regionally Significant list are around SMART stations, with the Santa Rosa Transit Mall at the top for Sonoma County. This naturally positions this location as the primary candidate for developing a Mobility Hub in Sonoma County, followed by the other five locations.

EXISTING MOBILITY HUB-SUPPORTIVE IMPROVEMENTS AND PROGRAMS IN SONOMA COUNTY

Many existing programs and infrastructure improvements across Sonoma County already include core elements of mobility hubs. With strategic investments in bikeshare, pedestrian facilities, microtransit, wayfinding, etc., these initiatives enhance regional connectivity, promote equitable access, and support seamless multimodal travel. By improving connections to key destinations—such as transit stations, campuses, and community service centers—these efforts lay the groundwork for fully realized mobility hubs throughout the region.

- *Transit Integration and Wayfinding*
  - Santa Rosa Transit Mall serves as a regional hub for City Bus, Sonoma County Transit, and SMART, now enhanced with standardized signage from MTC's Regional Wayfinding Pilot.
  - Wayfinding Signage also connects Downtown SMART stations to nearby transit facilities and supports navigation along key corridors

- *Bikeshare and Active Transportation*
  - Redwood Bikeshare (launching 2024), the Regional e-bike program, will deploy 300 e-bikes and 75 hubs near SMART stations, colleges, and urban centers including Santa Rosa, Rohnert Park, and Petaluma. It supports first-/last-mile travel near transit, schools, and downtowns.
  - SMART Pathway Network continues expanding with new segments (e.g., Santa Rosa to Airport Blvd), improving first-/last-mile bike and pedestrian access along the rail corridor.

- *Bike/Ped Enhancements Near Mobility Nodes*
  - Sonoma State University & Rohnert Park: Bikeshare stations, improved ADA-compliant campus walkways, and city trail/bike lane upgrades (e.g., Camino Colegio, Hinebaugh Creek Trail) reinforce links between campus, transit, and neighborhoods.
  - Santa Rosa Active Transportation Plan outlines major bike/ped investments—195 miles of bikeways, 75 miles of sidewalks, and 400+ crossing improvements—to support mobility hub functions in the urban core.

- *Microtransit Connections*
  - SMART Connect provides on-demand shuttle service between SMART's Airport Station and Sonoma County Airport, improving regional accessibility via app-based bookings

- *Equitable Access & Community Hubs*

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- Sonoma Valley Service Hub (planned) will centralize county services in a transit-accessible location
- Fryer Creek Bridge (completed 2022) enhances all-ages bike/ped access to this future mobility hub

POTENTIAL LIST OF IMPROVEMENTS AND A PROPOSED ROADMAP FOR IMPLEMENTATION

As part of the SCTA's vision to create a more connected, equitable, and sustainable transportation network across Sonoma County, the development of Mobility Hubs is a strategic priority. These hubs are designed to serve as seamless connection points between SMART rail, local bus services, active transportation, and shared mobility options—particularly in areas with high travel demand, equity needs, or regional significance. Mobility Hubs are envisioned not just as transfer points, but as vibrant, inclusive community assets that improve access, safety, and quality of life.

To enable this vision of a network of Mobility Hubs across Sonoma County, a list of potential improvements is identified, and a phased approach (roadmap) for implementation incrementally is proposed. This phased strategy supports both the upgrading of existing locations with mobility hub features and the development of new hubs, focusing on safety, accessibility, sustainability, and user experience.

Phase 1 – Baseline (0–2 Years)

Category	Improvements
Transit and Mobility Integration	- Transit stop upgrades (shelters, lighting, seating) - Pick-up/drop-off zones (TNC/shuttles) - Coordinate SMART and bus schedules
Micromobility and Active Transportation	- Bike racks, scooter parking zones
Technology and User Information	- Basic wayfinding: signage, maps
Sustainability and Infrastructure	- Tactical urbanism (quick-build techniques)
Governance, Equity and Policy Support	- Seek quick-build grants - Identify key access gaps through community outreach and input

Phase 2 – Core Hub Development (2–5 Years)

Category	Improvements
Transit and Mobility Integration	- Car-share pods - Microtransit pilots in rural/unincorporated areas
Micromobility and Active Transportation	- Secure bike parking, lockers, Repair stations - Expanded micromobility
Technology and User Information	- Real-time transit info displays - Smart sensors and public Wi-Fi
Sustainability and Infrastructure	- EV charging stations (Level 2 and fast) - Solar lighting, permeable surfaces, native landscaping
Placemaking and Community Amenities	- Public art, kiosks, placemaking elements - Introduce Mobility ambassadors/safety patrols

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Governance, Equity and Policy Support	- Public and/or private Interagency partnerships and operations framework - Begin major grant-seeking - Collect hub usage data

Phase 3 – Full-Service Hub (5–10 Years)

Category	Improvements
Transit and Mobility Integration	- Transit-Oriented Development (TOD) development and around SMART stations and major hubs - Design Multimodal stations for upgraded facilities - Autonomous/on-demand shuttles pilot
Micromobility and Active Transportation	- Shuttle circulators - Trail connections to expand catchment area
Technology and User Information	- Launch integrated MaaS app for planning/payments - Performance dashboards for safety/equity/climate tracking
Sustainability and Infrastructure	- EV Charging for private and shared fleet - Green roofs, Solar panels - Stormwater management infrastructure
Placemaking and Community Amenities	- Food trucks, public art, market, pop-up services - Modular Hub elements (e.g., pop-up restrooms, mobility ticket booths) - Universal accessibility features with ADA design
Governance, Equity and Policy Support	- Advisory panels with local stakeholders - Subsidized fares/micromobility in Equity Hubs - Hub branding strategy - Evaluate and scale successful elements

Phase 4 – Monitoring and Adaptation (on-going)

Category	Improvements
Technology and User Information	- Continuous monitoring and performance tracking - Expand to a network of mobility hubs
Governance, Equity and Policy Support	- Feedback loops - Periodic (2-3 years) roadmap updates based on funding, policy, and needs

NEXT STEPS

With a strong foundation of mobility-supportive investments already in place across Sonoma County, the proposed roadmap provides a clear, phased approach for transforming existing transportation nodes into vibrant Mobility Hubs. Many jurisdictions have already implemented or planned elements aligned with Phase 1 (Baseline) and Phase 2 (Core Hub Development), including micromobility, pedestrian access, transit integration, and real-time information systems. The next step is to build on

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this momentum by targeting strategic investments where they can have the greatest regional and equity impact.

A top priority is to advance the six regionally significant hub locations identified in Table 2 of this document—each located near SMART stations or high-demand corridors. These sites are well-positioned for near-term improvement based on their regional significance, multimodal access, and alignment with MTC's Mobility Hub typologies. The initial focus should be on implementing Phase 1 and 2 improvements, including upgraded transit amenities, pedestrian infrastructure, secure micromobility facilities, real-time information displays, and EV charging. These enhancements will strengthen first/last-mile connectivity, support future transit-oriented development, and set the stage for full-service hub features in the long term.

To support this effort, a jurisdictional survey is included as Appendix 2 to this document. The survey is designed to gather relevant background information to identify and support expansion potential or planned hub location, including:

- Existing transportation infrastructure and mobility services
- Mobility Hub elements currently in place or underway
- Related local policy, land use and demography context
- Equity indicators and community needs

This data will provide a comprehensive snapshot of readiness across jurisdictions and help prioritize implementation strategies, guide funding pursuits, and align local plans with MTC's regional initiatives.
In conclusion, Mobility Hubs offer Sonoma County a powerful, phased framework to enhance transportation equity, sustainability, and connectivity. By targeting the high-priority hubs identified in Table 2 and leveraging input from local jurisdictions, the County is well-positioned to build a resilient network of people-centered mobility nodes that connect communities and support long-term regional goals.

Attachments

1 - Base Mobility Hubs in Sonoma County identified by MTC's Regional Mobility Hubs Program
2 - Data Collection Questionnaire for Mobility Hubs Development in Sonoma County

References

- MTC Mobility Hub Implementation Playbook
- MTC Mobility Hub Siting Analysis Methodology
- Bay Area Mobility Hubs Map Viewer
- Bay Area Mobility Hubs Study, Caltrans District 4
- SANDAG Mobility Hubs Program and Implementation Consideration Memo
- Santa Rosa Active Transportation Plan
- Sonoma County Transportation Authority (SCTA) Plans and Studies
- Redwood Bikeshare Program
- SMART (Sonoma-Marin Area Rail Transit) Website Resources
- Shared-Use Mobility Center Website Resources

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Base Mobility Hubs in Sonoma County identified by MTC's Regional Mobility Hubs Program						
No.	City / Location	Hub ID	Hub Typology	Other Features	MTC Cluster ID	Regional Universe Hubs Rank
1	Petaluma	28498	Suburban		509	76
2	Petaluma	28612	Opportunity Hub		511	42
3	Petaluma	28683	Emerging Urban District	Smart Station	513	79
4	Petaluma	28848	Opportunity Hub		517	33
5	Penngrove	29440	Emerging Urban District	Smart Station	529	93
6	Penngrove	29952	Suburban		536	70
7	Verano	30114	Opportunity Hub	Equity Hub	537	165
8	Boyes Hot Springs	30175	Suburban		538	212
9	Boyes Hot Springs	30252	Suburban		539	213
10	Boyes Hot Springs	30253	Opportunity Hub	Equity Hub	540	153
11	Boyes Hot Springs	30254	Opportunity Hub	Equity Hub	541	54
12	Boyes Hot Springs	30326	Opportunity Hub		542	122
13	Boyes Hot Springs	30327	Opportunity Hub	Equity Hub	543	154
14	Fetters Hot Springs	30414	Opportunity Hub	Equity Hub	544	155
15	Fetters Hot Springs	30415	Opportunity Hub	Equity Hub	545	156
16	Cotati	30792	Opportunity Hub		547	59
17	Cotati	30793	Opportunity Hub		548	55
18	Sonoma State Univer	30893	Emerging Urban District	Smart Station	549	100
19	Eldridge	30996	Suburban		550	231
20	Sonoma State Univer	31088	Suburban	University/College - Sonoma State University	551	106
21	Rohnert Park-N	31252	Opportunity Hub		562	52
22	Rohnert Park-N	31255	Emerging Urban District	Smart Station	563	90
23	Rohnert Park-N	31538	Opportunity Hub		566	50
24	Sebastopol	31996	Opportunity Hub		570	57
25	Occidental	32263	Suburban		571	81
26	Santa Rosa	32367	Opportunity Hub	Equity Hub	572	124
27	Santa Rosa	32449	Opportunity Hub	Equity Hub	573	129
28	Santa Rosa	32451	Opportunity Hub	Equity Hub	574	125
29	Santa Rosa	32452	Opportunity Hub	Equity Hub	575	135
30	Santa Rosa	32538	Opportunity Hub	Equity Hub	576	126
31	Santa Rosa	32539	Opportunity Hub	Equity Hub	577	136
32	Santa Rosa	32748	Suburban		578	31
33	Santa Rosa	32836	Emerging Urban District	Smart Station	580	55
34	Santa Rosa	32837	Opportunity Hub	Transit Center - 2nd Street Transit Mall, Equity Hub	581	21
35	Santa Rosa - N	33233	Emerging Urban District	Smart Station	583	87
36	Santa Rosa - N	33457	Suburban		584	47
37	Larkfield-Wikiup	33847	Suburban		585	62
38	Guerneville	33983	Suburban		589	79
39	Larkfield-Wikiup	34049	Emerging Urban District	Smart Station	590	104
40	Windsor	34664	Emerging Urban District		592	102
41	Grant - South	34846	Suburban		593	73
42	Grant - North	35015	Suburban		594	57
43	Geyserville	35250	Suburban		595	83
44	Cloverdale	35612	Opportunity Hub		596	60

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Data Collection Questionnaire for Mobility Hubs Development in Sonoma County

Section 1: Contact Information

1. City Name:
2. Proposed Mobility Hub Location (Address/nearby Landmark):
3. Contact Person:
    a. Name:
    b. Email/Phone:
    c. Department:

Section 2: Transportation Infrastructure and Connectivity

4. Existing Public Transportation Services near this location (e.g., number and type of bus lines, SMART station, etc.), including shuttle services, if any:
5. Road Network Accessibility (*intent: to assess the multimodal access viability*):
6. Existing and Planned Supportive Multimodal Infrastructure (List and describe all that apply):
    a. Bike lanes and its type:
    b. Pedestrian-friendly walkways:
    c. Park-and-Ride, Bike Parking
    d. Lighting and Visibility Enhancements, including CCTV for safety
    e. Car-sharing
    f. Bike Sharing/ Micromobility services (e.g., E-scooter):
    g. Park-and-Ride
    h. Wayfinding
    i. Realtime Messaging Displays
    j. Other
7. Existing or anticipated Traffic Congestion Level in this area *(intent - to help assess the potential impact and effectiveness of the proposed Mobility Hub)*

Section 3: Land Use and Land Availability for MH Development

8. Existing and Planned Land Use and Zoning (*intent - to assess compatibility with MH features*):
9. Existing or Planned Parking Spaces for various modes, including park-and-ride facilities *(intent – to assess developing integrated multimodal parking solution*s):
10. Total Area (non-contiguous but nearby) Available for Development (approximate acreage):
11. Ownership Status (public, private, mixed):

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Section 4: Demographics and Commuter/General Traffic

12. Population Density in the Area (general description is adequate – e.g., high-density area):
13. Existing and Projected (if available) Bicycle and Pedestrian counts, including people transferring from and to public transit:
14. Major Trip Generators Nearby (e.g., Offices, Schools, Hospitals, Shopping Centers):
15. Socioeconomic Profile of the Population (e.g., Income Levels, underprivileged population, any available Employment Data, etc.):
16. Projected Growth in Traffic Demand (Next 5-10 years), if available:

Section 5: Sustainability and Environmental Factors

17. Availability of Renewable Energy Sources (e.g., EV Charging, solar panels, etc.):
18. Existing Air & Noise Pollution Levels (Low/Medium/High):
19. Describe any adopted Sustainability Policy/Initiatives by the City *(intent- to assess the potential for reducing Carbon Footprint through sustainable transportation options and infrastructure)*

Section 6: Economic Viability and Investment Feasibility

20. Existing and Potential Revenue Sources (e.g., parking fees, retail/commercial leasing, etc.):
21. Potential for Private Sector Participation in developing the Mobility Hub (PPP Models):
22. Economic Benefits (e.g.,job creation, increase in real estate value, local business boost, etc.):

Section 7: Technology and Smart Mobility Integration

23. Existing or planned Digital Ticketing & Smart Payments for Micromobility services (*intent: to assess readiness for advanced payment systems for enhanced user convenience*):
24. Existing or planned availability of real-time and/or app-based information on transit, parking, or micromobility services for this location (*intent- to assess the potential for integrating into a cohesive, user-friendly Mobility-as-a-Service (MaaS) platform*)
25. Existing or Planned Data Infrastructure at this location for Traffic Monitoring & Management *(intent- it aids in effective hub management or continuous improvement):*
26. Smart Safety Infrastructure (e.g., motion-activated lighting, pedestrian sensors, emergency alert systems)
27. Existing or Planned Smart City Policy and/or Initiatives (e.g., technology-driven projects):

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Section 8. Expected Impact & Benefits

28. Does the proposed hub design improve safety for vulnerable users (e.g., seniors, children, cyclists, and pedestrians)? If so, how?:
29. Who will be the primary and other users if this location is further developed as a Mobility Hub with many amenities to support seamless and convenient transfers? (e.g., Commuters, Tourists, Local Residents, Students, etc.,):
30. How will this development benefit the community? (e.g., supports underserved communities, congestion reduction, sustainability, economic growth, accessibility improvements):

Section 9: Additional Information

31. Details of any existing or proposed collaboration with other public/private organizations:
32. Cost of any proposed projects
33. Please share any additional information and comments that will facilitate and assist in developing this location to be a thriving Mobility Hub:
34. Please attach pictures of the proposed MH location.

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Appendix A-10 GHG Reducing Strategies Matrix

Strategies and Actions / Local Examples	Implementing Party	Implementation Needs	Implementation Time Frame
Bicycle and Pedestrian Improvements			
Improve bicycle network with low-stress facilities, prioritizing closing gaps in the network	Local Jurisdictions, SCTCA	Funding, Bike Plan Updates	Medium
Improve bicycle parking at transit hubs	Transit Providers, Local Jurisdictions, SCTCA	Integration Plan, Funding	Short
Improve bicycle connections to transit hubs	Local Jurisdictions, Transit Providers, SCTCA	Integration Plan, Funding	Medium
Improve maintenance on bikeways, including path maintenance and debris clearing for on- and off-road facilities	Local Jurisdictions	Funding	Short
Require bicycle lockers and racks at park and ride lots	Caltrans, Transit Providers	Funding	Short
Require the installation of showers and lockers at large commercial developments for employees commuting by bicycle	Local Jurisdictions	Local Ordinances and Support, Funding	Short
Require the installation of sufficient bicycle parking with protection from the weather and in a safe location easily accessed by bicyclists at businesses and work places	Local Jurisdictions	Local Ordinances and Support, Funding	Short
Improve pedestrian facilities, prioritizing access to transit stops and activity centers	Local Jurisdictions, SCTCA	Funding, Pedestrian plans	Short
Promote and seek funding for Safe Routes to Schools projects such as crossing improvements, speed reductions, or improved bicycle and pedestrian access	Local Jurisdictions, School Districts, Non-profits, SCTCA	Coordination with potential project sponsors, Funding	Medium
Expand Employer Commute Programs with financial incentives for employees who bicycle to work	Employers, Local Jurisdictions, SCTCA	Funding	Medium
Expand bike sharing, offering subsidized memberships through employers and housing developments	SCTCA, Local Jurisdictions, Employers, Residential Property Managers	Funding	Medium
Require or encourage new bike share infrastructure in conjunction with other public projects and new infrastructure and development, as applicable	Local Jurisdictions	Policy reform, Support of private sector	Short/Medium
Consider reducing parking requirements when bike share is included in new developments	Local Jurisdictions	Policy Reform	Short
Include bike share information on any web-based transit trip planning tools or informational sites	SCTCA, Transit Providers	Action once bike share program is in place	Short
Post wayfinding and signage directing users between bike share and transit hubs	SCTCA, Transit Providers, Local Jurisdictions, MTC	Funding, Wayfinding Program	Short/Medium
Educate residents about how to use bike share as a transportation alternative, especially in communities with lower incomes and non-English speakers	SCTCA, Local jurisdictions, Private Operator	Funding, Support of private sector	Short/Medium
Transit Measures			

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Strategies and Actions / Local Examples	Implementing Party	Implementation Needs	Implementation Time Frame
Expand bus and rail transit hours of operation and improve frequencies	Transit Providers, SCTCA	Funding, Ridership Surveys, Implementation Plan	Medium, depends upon availability of capital and operating funds
Implement Bus Rapid Transit (BRT) and Express Bus Service in high density corridors in Santa Rosa and Petaluma	Transit Providers, Caltrans, Local Jurisdictions, SCTCA	Transit Priority Measures, Funding, Feasibility Study	Short/Long, depending on extent of implementation
Extend rail transit service north to Cloverdale (SMART)	SMART	Funding	Medium/Long
Implement preferential treatment for buses on local roadways (e.g., queue jump lanes, signal preemption, etc.)	Local Jurisdictions, Caltrans, SCTCA	Feasibility Studies, Funding, Implementation Plans	Medium
Improve coordinated transit marketing and customer information across multiple transit operators	Transit Providers, SCTCA	Funding	Short
Expand free and discount fare programs	Transit Providers, SCTCA	Funding, Feasibility Study	Short/Medium, depends upon finding additional operating funds
Expand bulk discount pass programs for employers, housing developments, and institutions	Transit Providers, SCTCA	Funding	Short
Expand Employer Commute Programs with financial incentives for employees to take transit to work, including pre-tax benefits	Employers, Transit Providers, SCTCA	Funding	Short
Expand Employer Commute Programs offering shuttle connections between work sites and SMART station or other major transit hubs	Employers, Transit Providers, SCTCA	Funding	Short
Consider on-demand transit in lower ridership areas and redirect resources to high-frequency routes	Transit Providers, SCTCA	Funding, Feasibility Study	Medium
Improve transit amenities (e.g., bus shelters, bulb-outs, real-time information, etc.)	Transit Providers, SCTCA	Funding, Implementation Plan	Medium
Land Use Improvements			
Cluster high density housing and services near transit hubs and promote compact mixed-use development	Local Jurisdictions, Private Sector	Land Use Policy Reform, Zoning Reform, Marketing, Public Sector Buy-in	Long
Develop transportation investment criteria that supports "4D" development strategy (i.e., density, diversity, design, destinations)	Local Jurisdictions, Private Sector	Policy	Long
Encourage infill development and carbon efficient design	Local Jurisdictions, Private Sector	Policy	Long
Work to overcome Jobs Housing imbalance with new job development accompanied by new housing suitable for jobs added	Local/Regional Government, Private Sector	Land Use/Zoning Reform, Affordable Housing, Policy	Long
Encourage smaller less centralized locations for daily goods and services (small neighborhood groceries, clinics providing daily/routine procedures away from hospitals, etc.)	Local/Regional Government, Private Sector	Land Use/Zoning Reform, Affordable Housing, Policy, Private Sector Buy-in	Long

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Strategies and Actions / Local Examples	Implementing Party	Implementation Needs	Implementation Time Frame
Implement Housing Assistance Program to provide appropriate employee housing near employer	SCTCA, Local Jurisdictions, Regional/State/Federal Government	Land Use Policy, Zoning Reform, Marketing, Public Sector Role, Funding	Medium/Long
Ridesharing			
Increase ridematching services	SCTCA, MTC	Funding, Outreach	Short, depending on funding
Increase amenities at park and ride facilities, including secure bike lockers, EV charging, ridematch, and transit marketing	Transit Providers, Caltrans, Local Jurisdictions, SCTCA	Funding	Medium, dependent on funding and identifying appropriate sites
Expand Employer Commute Programs offering coordination, financial incentives, and preferential parking for carpool and vanpools	Employers, Transit Providers, Caltrans, Local Jurisdictions, SCTCA	Funding	Medium
Adopt policies requiring any public partnerships with Transportation Network Companies (TNCs) to favor ridesharing over individual rides	Local Jurisdictions, Transit Providers, SCTCA	Funding, Policy Reform	Short
Travel Demand Management			
Conduct outreach to encourage employers to implement commute programs	Local Jurisdictions, SCTCA, MTC	Funding, Implementation Plan, Staff	Short
Adopt transportation demand management (TDM) ordinances with requirements for single-occupancy vehicle (SOV) reduction measures, including GreenTrip options for local municipalities, employers, and developers	Local Jurisdictions	Funding, Implementation Plan, Staff	Short
Conduct public education programs such as travel choice	Local Jurisdictions, SCTCA, MTC	Funding, Implementation Plan, Staff	Short
Promote telecommuting as a method to reduce vehicle miles traveled	Local Jurisdictions, SCTCA, MTC	Funding, Implementation Plan, Staff, Marketing/Outreach	Short
Promote school based TDM (e.g., school pool, Safe Routes to Schools, etc.)	Local Jurisdictions, SCTCA, MTC	Funding, Implementation Plan	Short
Implement car sharing, and other shared mobility programs at new high-density developments in transit rich areas	Private Sector, Non-profits with Public Sector Support	Policy Reform, Funding, Marketing, Support of private sector	Short
Consider reducing parking requirements when car share is included in new developments	Local Jurisdictions	Policy Reform, Support of private sector	Short
Promote Emergency Ride Home Program	SCTCA, Transit, Employers	Funding	Short
Pricing			
Charge for parking at activity centers (town centers, employers, shopping centers, etc.)	Local Jurisdictions, SCTCA	Policy Reform	Long (needs much public outreach)
Unbundle parking from residential and commercial leases	Local Jurisdictions	Policy	Medium

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Strategies and Actions / Local Examples	Implementing Party	Implementation Needs	Implementation Time Frame
Implement congestion pricing which could include dynamic parking pricing or fees for travel in congested areas.	Local Jurisdictions, SCTCA	Funding for Infrastructure, Feasibility study, Policy reform	Medium/Long
Support increases in gas tax or user fees on regional, state, and federal level	SCTCA	Policy Change	Unknown
Transportation Technology Improvements			
Increase zero emissions fleets for transit, school, and municipal vehicles	Transit Providers, Local Jurisdictions, SCTCA	Funding	Medium
Increase fuel efficiencies	State/Federal Government	Policy	Long/Medium
Encourage replacing school buses with zero-emission alternatives	School Districts, SCTCA, State/Federal Government	Funding, Policy	Medium
Carbon offsets – utilize existing programs and identify opportunities for new programs	Local Jurisdictions, SCTCA, Private Sector	Funding, Policy	Short/Medium
Time Frame:			
Short – 1 year			
Medium – 1-3 years			
Long – 3-5 years			

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Appendix A-11 Travel Model Overview

The Comprehensive Transportation Plan includes a performance assessment of transportation projects, programs, policies, and strategies. These projects and policies were identified in previous CTPs or other plans, including local general plans, short-range transit plans, the Regional Transportation Plan, or through transportation research, or have been submitted by local project sponsors. The Sonoma County Travel Model, SCTM 2023, along with other off-model tools and methods, were used to perform the performance assessment.

I. The Sonoma County Travel Model (SCTM 2023)

SCTM 2023 is a travel demand model that combines digital databases, computer programs, and scientific theory. It is used to replicate the real-world transportation system (roads, intersections, traffic control devices, congestion delays, transit use, road capacity, speed limits) in Sonoma County. The travel demand model can be used to forecast future travel patterns and demand based on changes to the transportation system (new roads, changes in capacity, etc.), land use (changes in residential densities, or locations, new job sites, etc.), or demographics (more or fewer people in a particular area). SCTM uses a traditional four-step travel demand modeling process to estimate:

- How much travel is taking place? (Trip Generation)
- Where are people going? (Trip Distribution)
- What travel modes are people using to make their trips? (Mode Choice)
- What routes/facilities are being used? (Trip Assignment)

1. Data Requirements:

The two basic inputs for applying the travel demand model are:

- Land use inputs, representing estimates of current and future development; and
- Transportation inputs or supply, including the current transportation network and planned changes (increases or decreases in capacity, new roads or highways, new transit lines)

These inputs are stored in a countywide GIS land-use database and model networks and are assembled and updated in consultation with local jurisdictions.

2. Four-Step Modeling Process:

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SCTA uses a traditional, four-step travel demand modeling process to replicate and forecast countywide travel behavior. These four steps are: Trip Generation, Trip Distribution, Mode Choice, and Trip Assignment steps (See Figure A-11.1: Travel Model Process).

Trip Generation: How much travel?

Sonoma County is divided into over 800 traffic analysis zones (TAZs). A zone could be as small as a few city blocks (such as central Santa Rosa) or as large as 100 square miles in rural areas (such as northwestern Sonoma County). Traffic Volume forecasts the amount of residential, office, industrial, recreation, and commercial development in the zone. Zones with high levels of residential development produce many trips, and zones with high levels of commercial, office, or industrial development attract many trips. The travel demand model estimates the number of trips going to and from each zone. Trips are divided into four categories: work trips, school trips, non-home based trips, and other trips. Each of these zones attracts and produces a certain number of trips based on the land uses present in each zone and proximity to other productions and attractions.

Trip distribution: Who goes where?

Trip distribution allocates produced trips to zones to which they are attracted. For example, after the model estimates the number of commute trips produced by a zone in Windsor, this step matches those trips to other zones in the region, such as zones in Santa Rosa or other regional employment centers. These linkages are called origin/destination pairs. A mathematical gravity model is used to determine the distribution of trips. The larger the two zones are, in terms of employment and/or population, and the closer they are in distance, the more trips will likely be generated between them.

This step produces an origin/destination table, a large matrix showing the estimated number of trips between the different zones.

Mode choice: How do people travel?

In the third step of the four-step modeling process, the model uses observed travel mode shares to estimate the proportion of total trips made by different modes of transportation, such as driving alone, carpooling, taking transit, walking, or biking.

The output of this step is a breakdown of the travel modes used for different types of trips within the county.

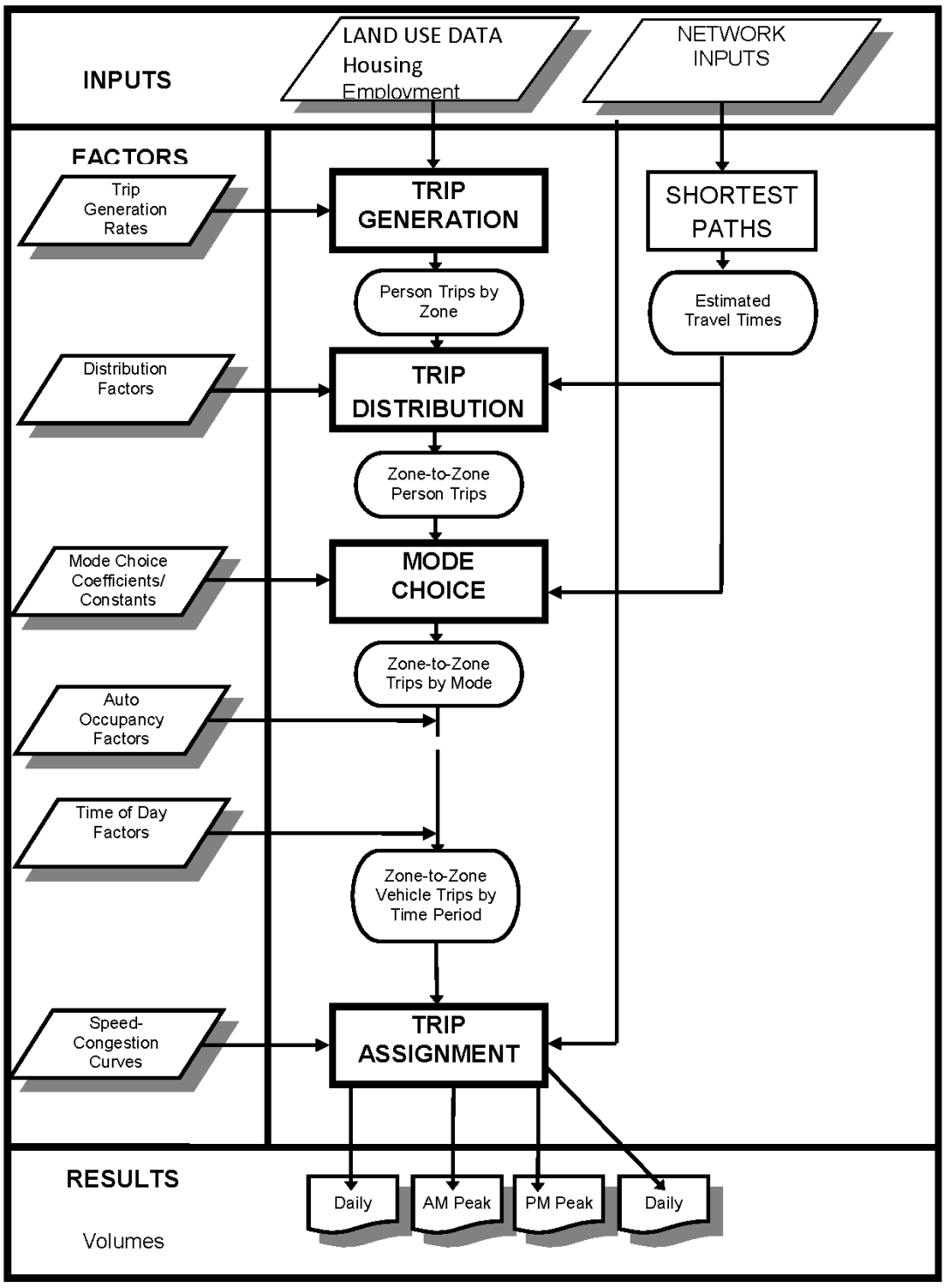
Trip assignment: What routes do people take?

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In this final step, the model selects the most likely path for each trip. The model assumes people will take the fastest route, avoiding traffic and congestion where possible. Each trip is examined, and the best path is determined to minimize the time and distance required to travel between zones. The final product of this step is a transportation network representing generalized countywide roadway, transit, and other transportation facilities, with attached future travel and traffic estimates for specific road sections and transit route ridership.

Figure A-11.1: Travel Model Process

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II. PROJECTED CONDITIONS

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Staff and consultants have used real-world traffic counts, mobile source data assembled as part of the Sonoma County Travel Behavior Study, and travel survey data to validate the SCTM.

Demographic and Transportation System Assumptions

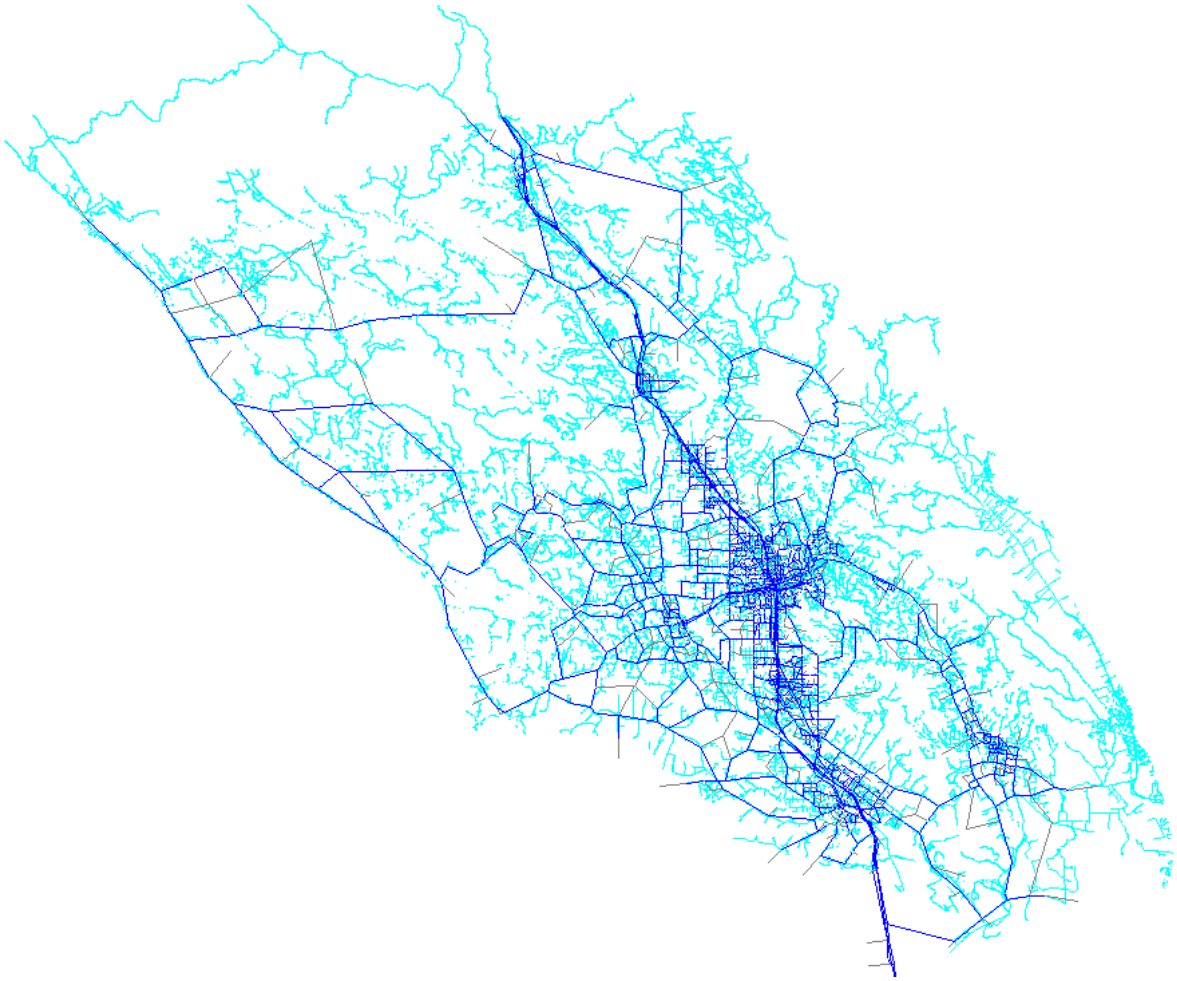
The socio-economic forecasts used in SCTM 2023 are based on the projected job and housing growth scenario of Plan Bay Area 2050+. Staff worked with local planning agencies to review estimates of existing growth and to estimate and review future projected growth at the traffic analysis zone level. The analysis uses the years 2023 and 2050, which provide an estimate of existing conditions and a variable future planning horizon to simulate job and housing development and the construction of CTP projects (see Appendix A-6).

Population and employment are projected to rise steadily in the future according to Plan Bay Area projections. Sonoma County's 2023 population of 485,642 is projected to increase to 548,000 by 2050, an increase of 62,000 persons —a 13% total increase or roughly a .47% increase per year. Employment is projected to grow from 211,700 in 2025 to 264,700 according to Plan Bay Area. This represents a potential increase of 53,000 jobs, a 25% total increase, or a roughly 0.91% increase per year. Population and job growth are projected to be centered on the Highway 101 corridor and focused on existing urbanized areas. Average household size was 2.5 persons per household in 2023, which is projected to increase to 2.7 persons per household in the future.

The SCTM generalizes the countywide transportation facilities as a transportation network (see Figure A-11. 2: Sonoma County Travel Model Network). The 2023 model networks are based on networks developed as part of the original Sonoma County Travel Model (SCTM), the Santa Rosa Travel Model, the Rohnert Park Travel Model, the Windsor Travel Model, and the Petaluma Travel Model. Road and bicycle/pedestrian networks have been updated based on feedback from local engineering and public works staff, as well as projects identified in the CTP project list (see Appendix A-6). Transit route networks are based on GTFS (General Transit Feed Specification) data. Transit providers regularly update GTFS feeds and include information on routes, stop locations, headways, and fares. Transit networks were further checked against posted transit route, stop, fare, and headway information posted by transit providers.

Figure A-11. 2: Sonoma County Travel Model Network

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III. PRICING ASSUMPTIONS

The following pricing assumptions are used in SCTM 2023:

Automobile Operating Costs: Perceived operating cost is assumed to stay constant in the future. Fuel price fluctuations and increases are expected to be offset by improvements in vehicle fuel economy. Operating costs may be adjusted during scenario analysis to test potential pricing impacts on future travel.

Tolls: Toll costs are projected to keep pace with inflation (no increase or decrease in toll amounts).

Parking: Parking costs are assumed to keep pace with inflation. Parking costs may be adjusted to test potential pricing impacts on future travel.

Transit Fares: Transit fares are assumed to keep pace with inflation. Transit fares may be adjusted to test potential pricing impacts on future travel.

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Appendix A-12 Transportation Funding

Under development.

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Appendix A-13 Demographic Snapshot



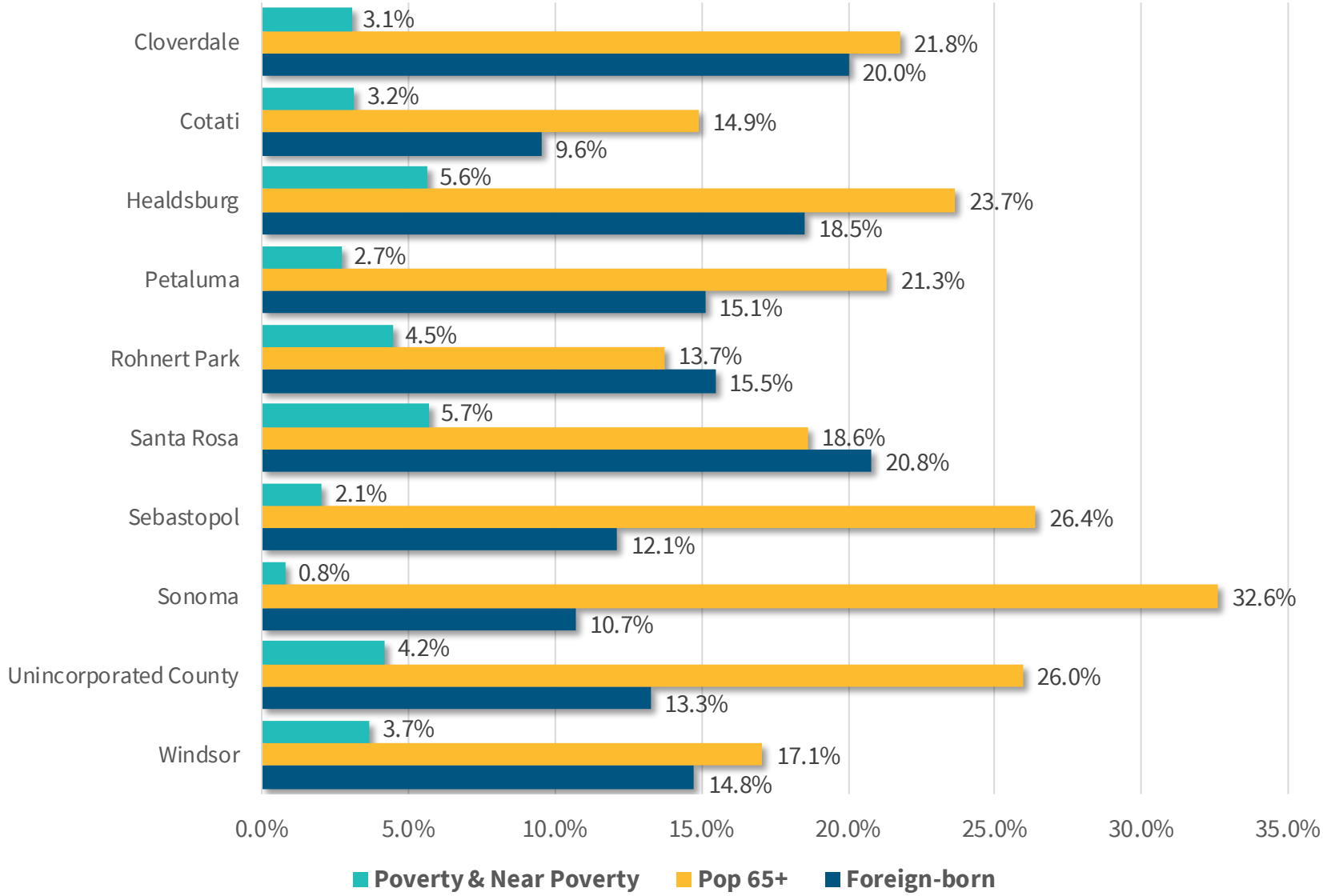
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Table A-13.1: Sonoma County Jurisdictions Demographics 2023 (Population, Age, & Income)

	Population	Median Age	Median Household Income
Cloverdale	8,933	42.9	$104,238
Cotati	7,533	38.3	$112,841
Healdsburg	11,274	43.3	$100,082
Petaluma	59,321	45.0	$109,823
Rohnert Park	44,461	34.9	$96,635
Santa Rosa	177,216	40.5	$97,410
Sebastopol	7,466	48.4	$99,600
Sonoma	10,726	54.4	$101,281
Unincorporated County	132,533	See Sonoma County Places for detailed reporting	
Windsor	26,179	42.7	$129,004

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Figure A-13.1: Sonoma County Jurisdictions Demographics 2023 (Poverty, Older Adults, & Foreign Born)



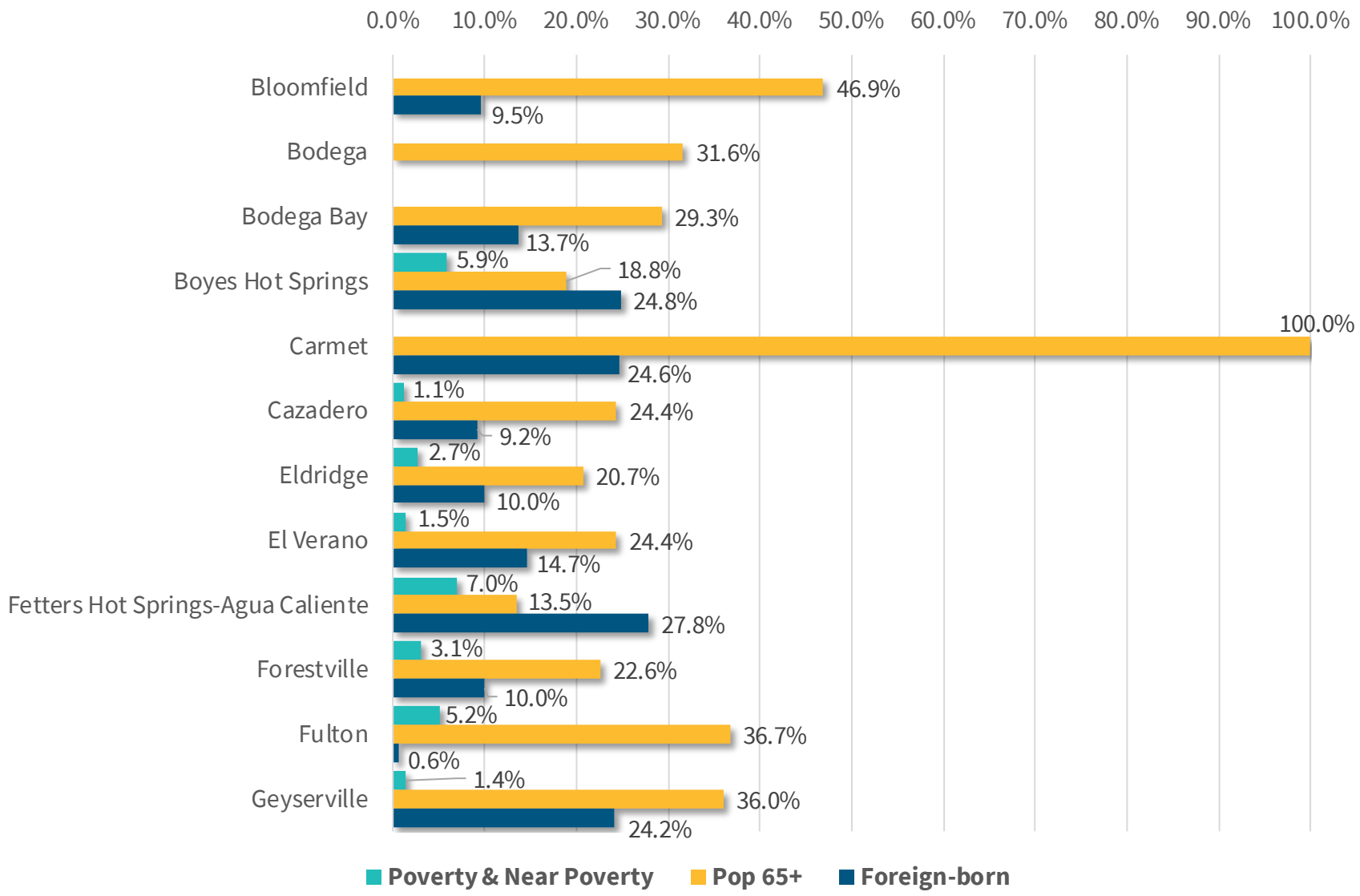
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Table A-13.2: County of Sonoma Unincorporated Places Demographics 2023 (Population, Age, & Income)

Unincorporated Place	Population	Median Age	Median Household Income
Bloomfield	294	60.9	$135,750
Bodega	335	38.5	$131,613
Bodega Bay	1,116	53.5	$177,188
Boyes Hot Springs	7,031	40.2	$ 89,568
Carmet	65	72.1	$ 90,968
Cazadero	435	49.3	$122,946
Eldridge	1,126	45.7	$111,983
El Verano	3,154	44.4	$119,527
Fetters Hot Springs-Agua Caliente	3,441	41.2	$116,667
Forestville	3,862	44.7	$105,139
Fulton	637	57.6	$166,336
Geyserville	830	58.3	$107,500
Glen Ellen	1,084	59.0	$213,261
Graton	1,819	45.2	$108,750
Guerneville	4,522	52	$ 84,294
Jenner	17	-	-
Kenwood	750	49.8	$125,221
Larkfield-Wikiup	8,861	41.0	$ 94,889
Monte Rio	765	63.4	$ 48,922
Occidental	1,162	50.9	$104,044
Penngrove	2,123	55.3	$115,826
Salmon Creek	28	-	-
Sea Ranch	1,200	70.0	$121,731
Sereno del Mar	110	60.1	
Temelec	1,696	73.3	$ 73,654
Timber Cove	181	54.7	$ 88,750

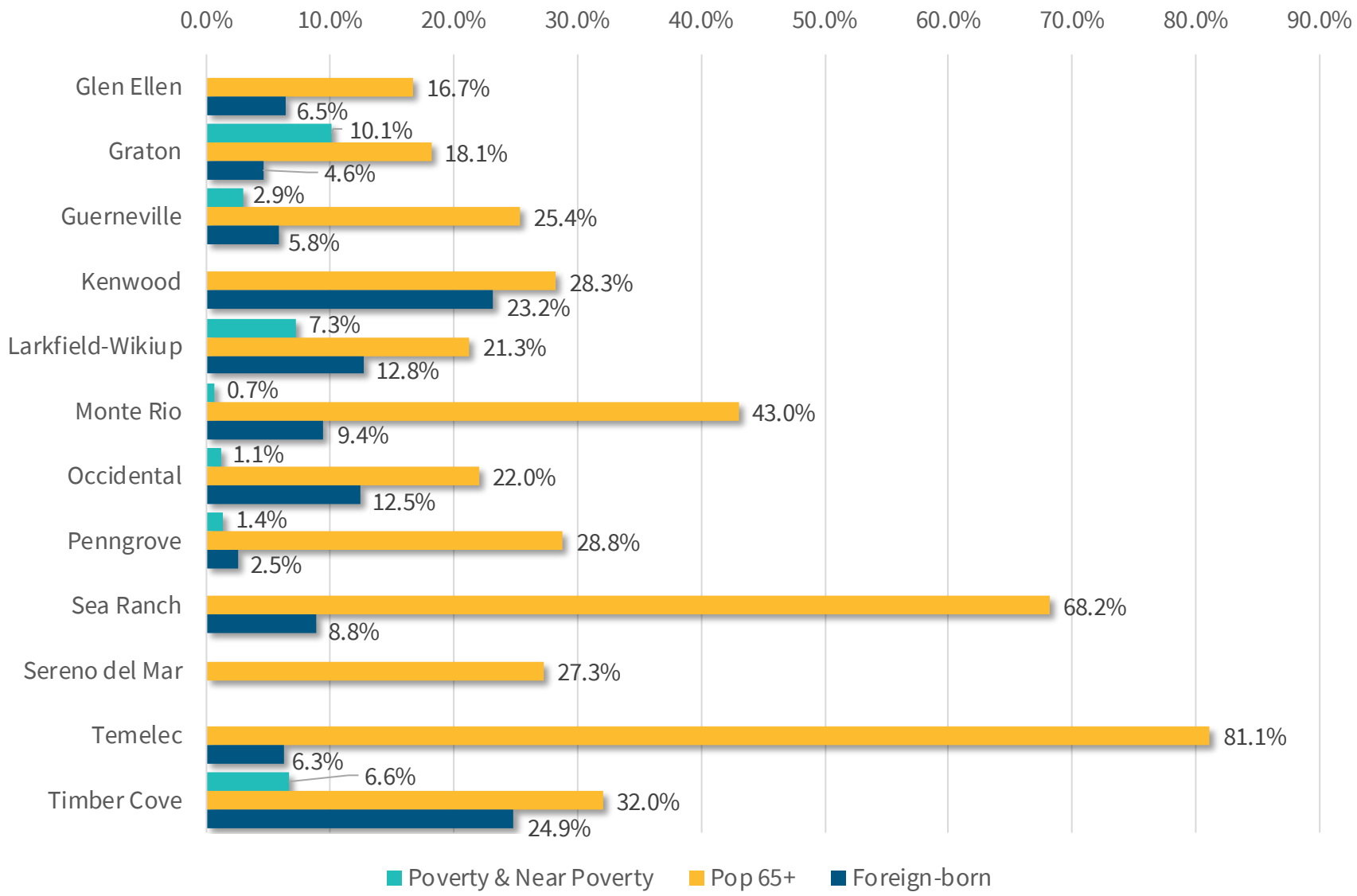
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Figure A-13.2: County of Sonoma Unincorporated Places Demographics 2023 (Poverty, Older Adults, & Foreign Born)



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Figure A-13.3: County of Sonoma Unincorporated Places Demographics 2023 (Poverty, Older Adults, & Foreign Born)



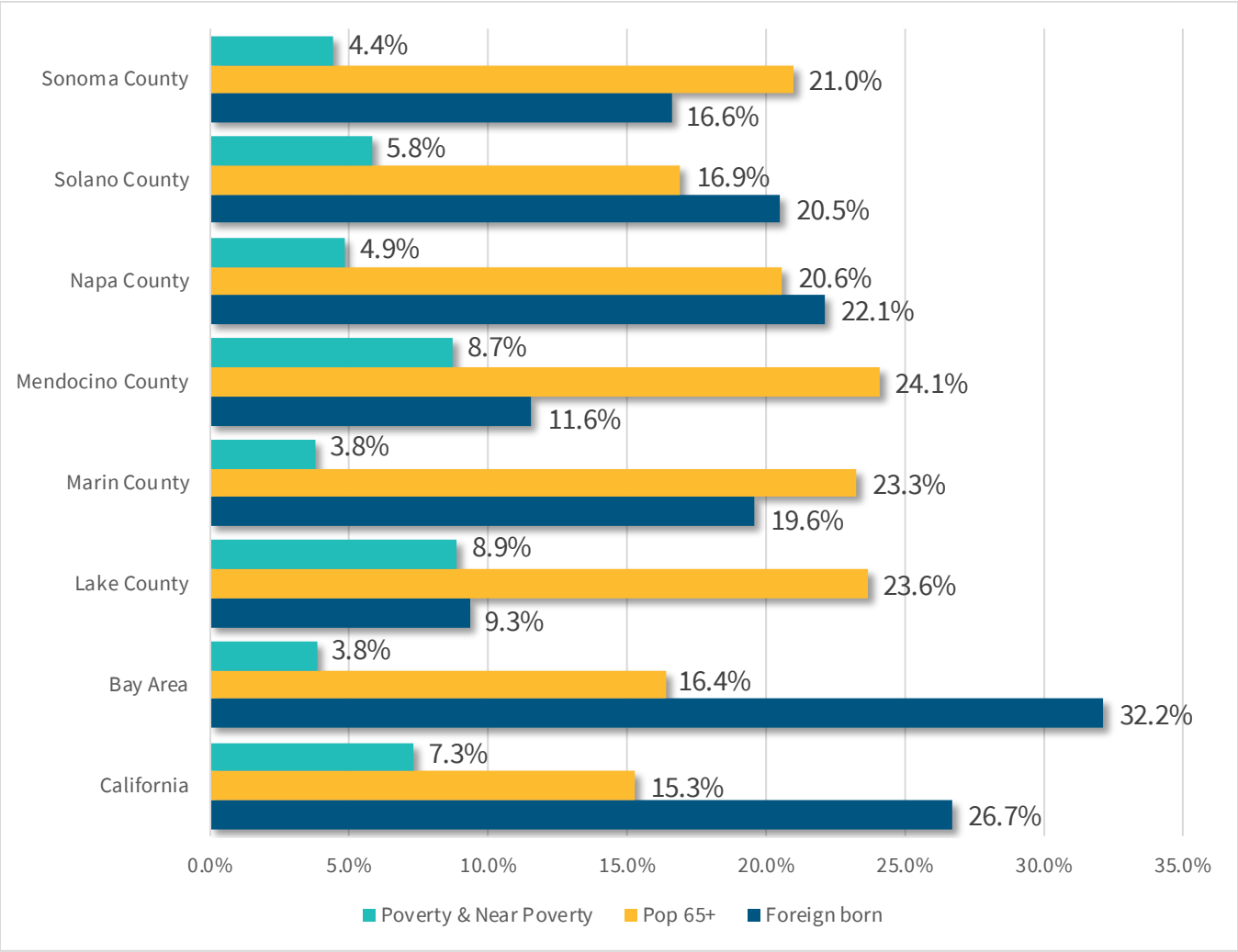
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Table A-13.3: County, Regional, and State Demographics 2023 (Population, Age, & Income)

Jurisdiction	Population	Median Age	Median Household Income
Lake County	68,139	44.2	$ 58,738
Marin County	258,765	47.3	$142,785
Mendocino County	90,709	43.9	$ 64,688
Napa County	136,070	42.8	$108,970
Solano County	450,824	39.1	$ 99,994
Sonoma County	485,642	42.7	$102,840
Bay Area	7,629,426	39.7	$136,061
California	39,242,785	37.6	$ 96,334

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Figure A-13.4: County, Regional, and State Demgraphics 2023



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