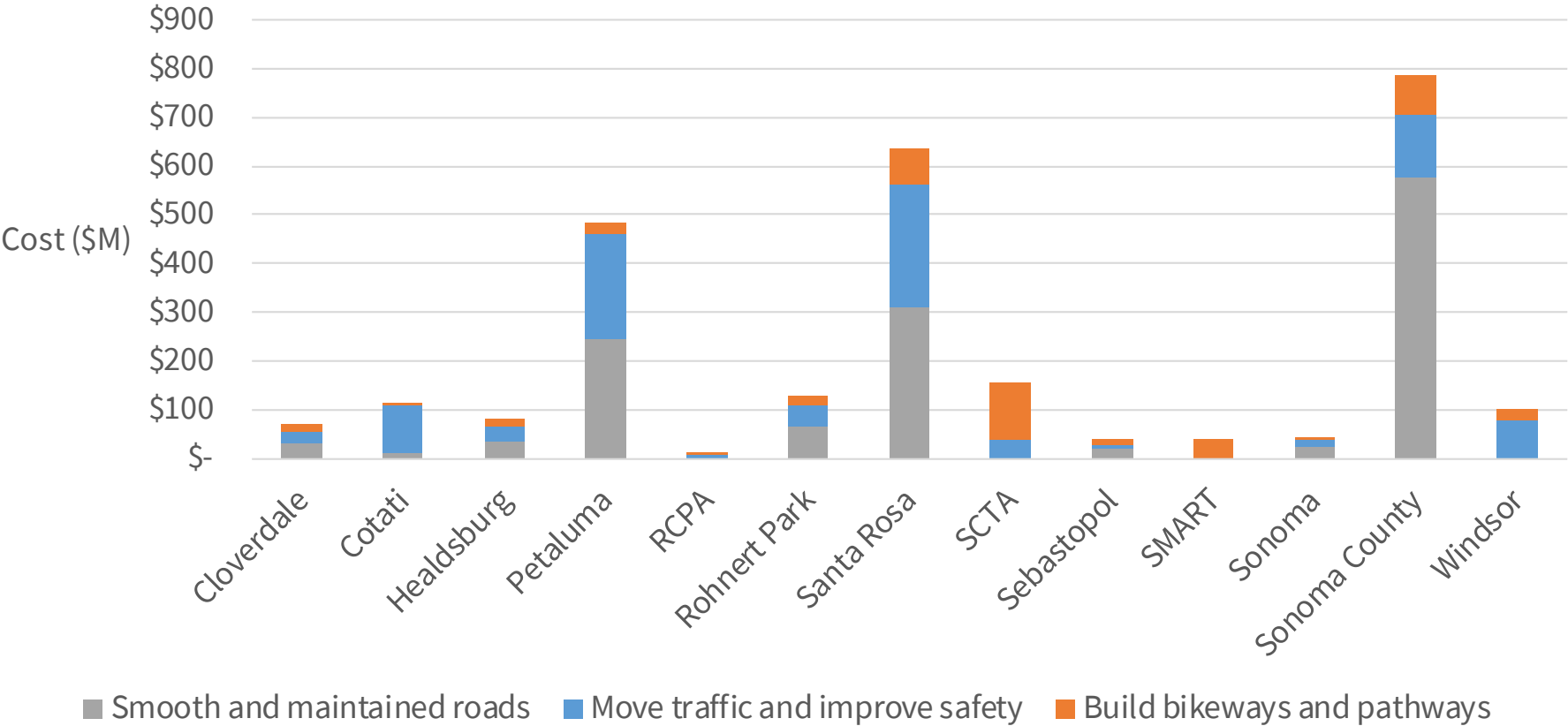


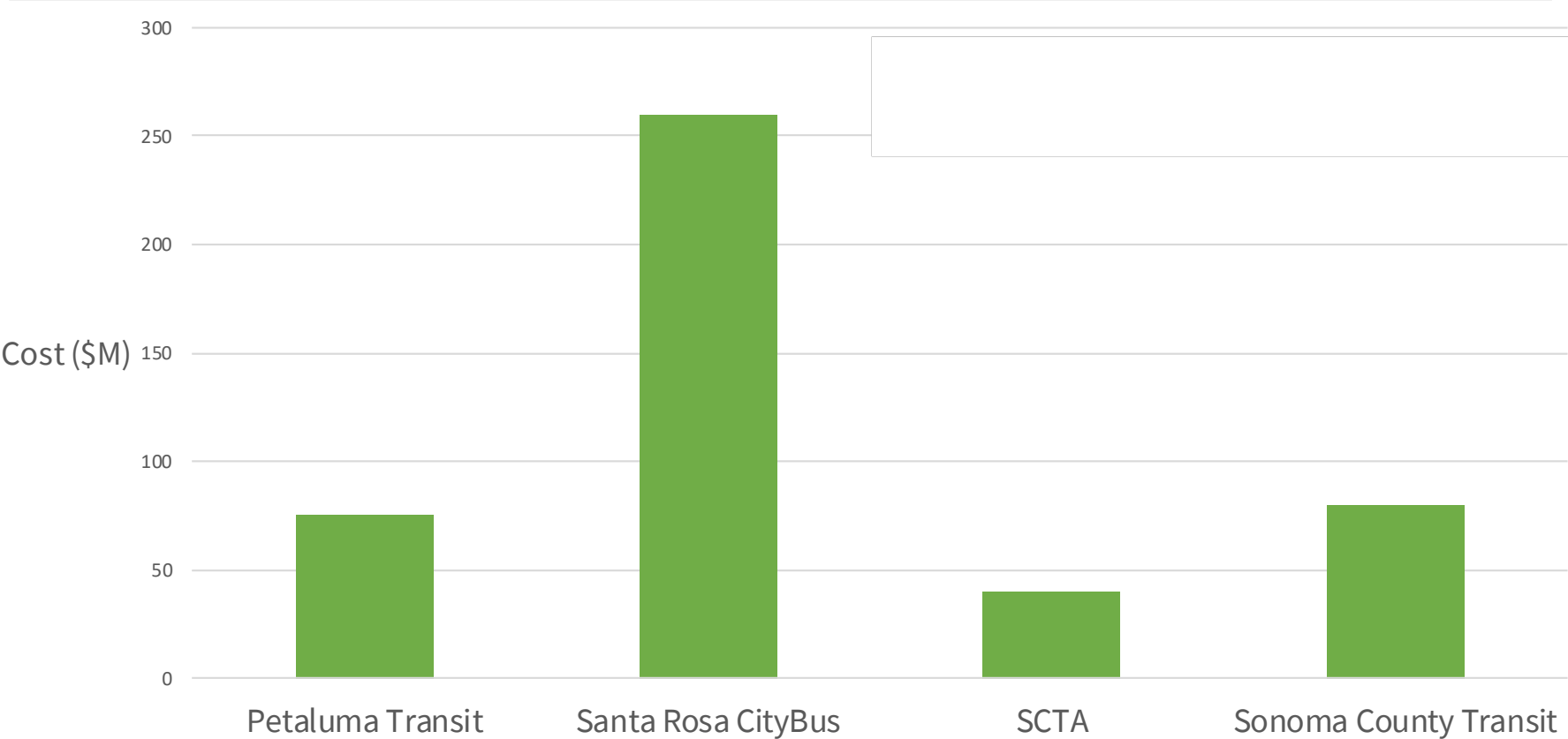
CTP: Proposed Measure Projects

April 2020

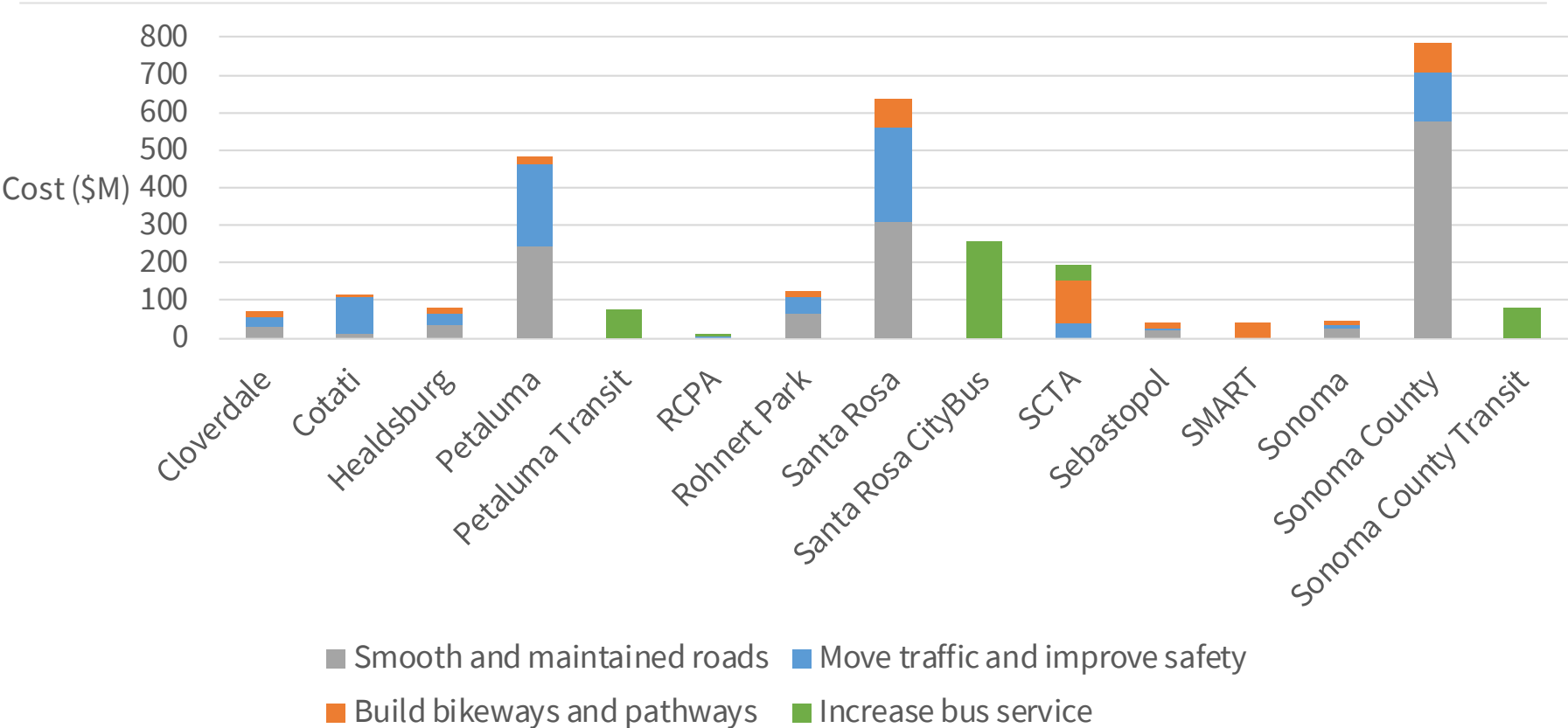
Proposed Measure Project Cost Totals by Sponsor



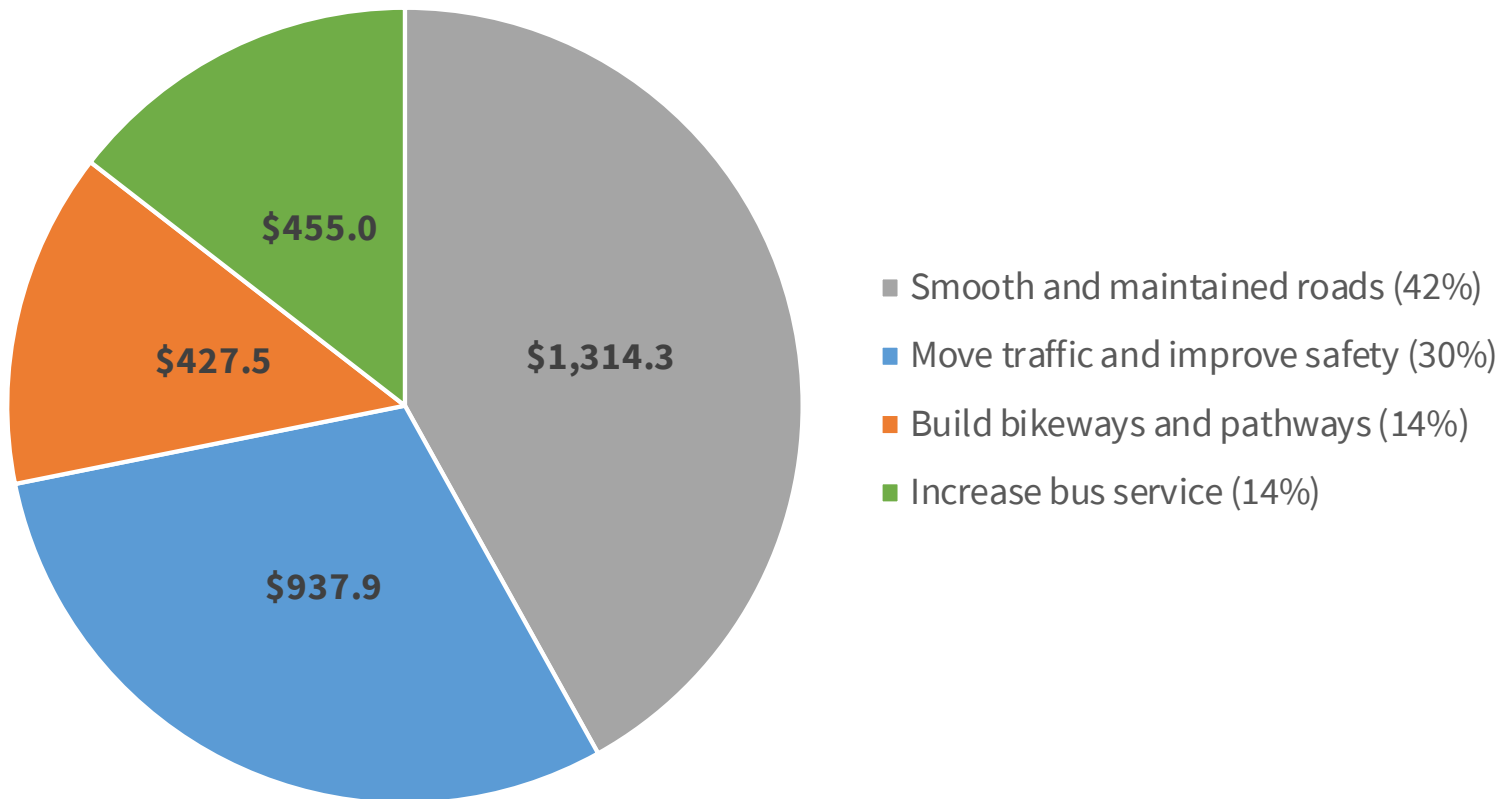
Proposed Measure Project Cost Totals by Sponsor – Transit Only



Proposed Measure Project Cost Totals by Sponsor

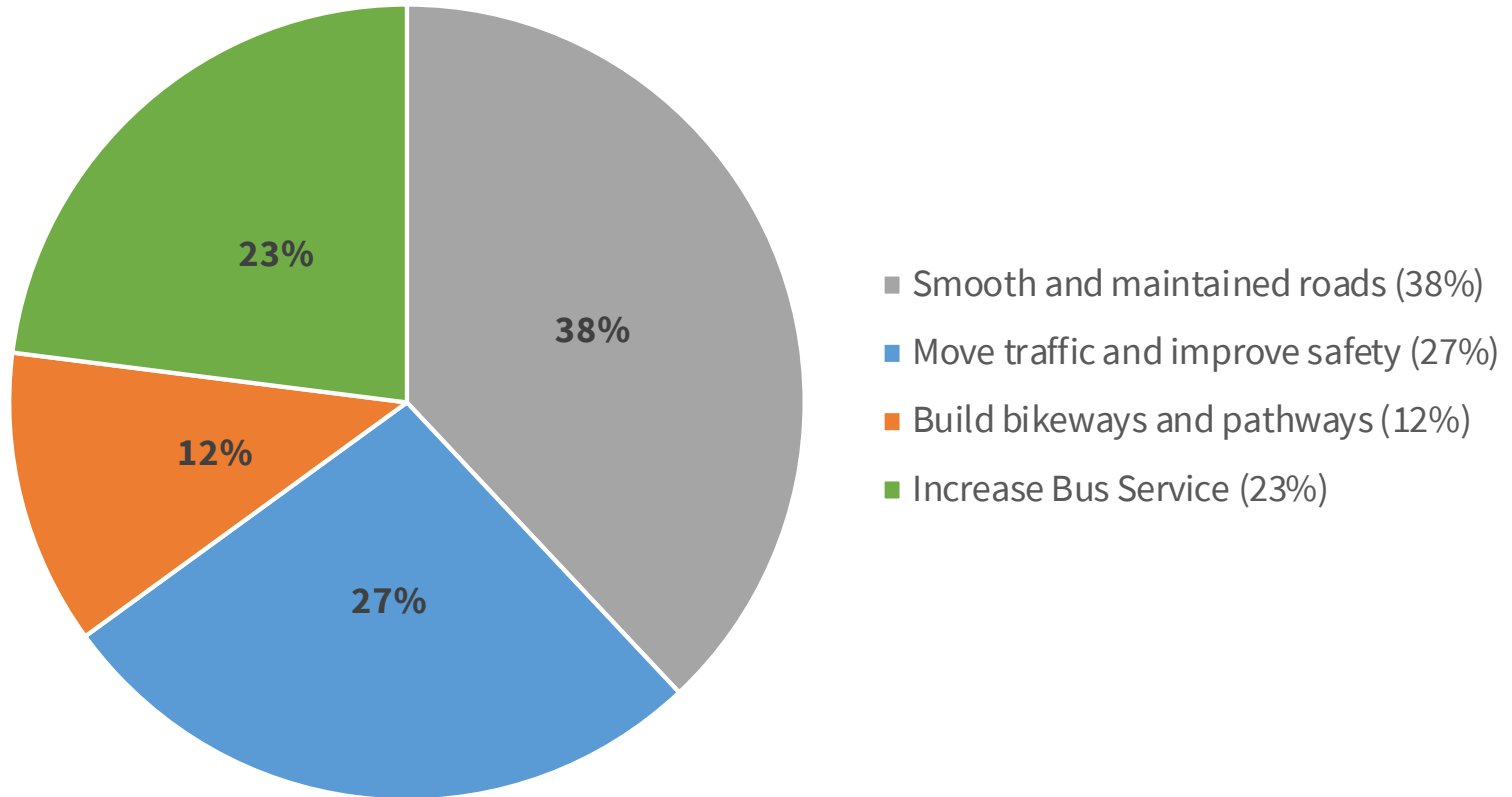


CTP Priority Project Needs for New Measure through 2045 (\$M)



Note: 14% for “increase bus service” excludes 2004 Measure M enhanced bus service

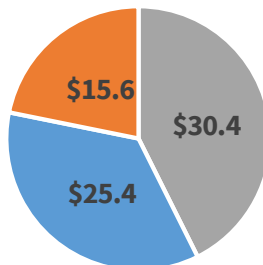
CTP Priority Project Needs for New Measure through 2045 (\$M)
Adjusted to carry forward Measure M 10% for Enhanced Bus Service



Project Name	Project Cost (\$M)	Measure M Priority	Project Timeframe
Smooth and maintained roads	\$30.4		2024-2044
Cloverdale Downtown Complete Streets Improvement Project	\$0.6	5	Annual
Cloverdale Neighborhood Streets Reconstruction & Maintenance Pgm	\$24.8	1	unknown
Citrus Fair Drive Greenway Project	\$1.4	8	TBD
Cloverdale River Trail Extension	\$1.9	10	TBD
North Cloverdale Gateway Project	\$1.5	7	TBD
Sidewalk & bike lane completion on Cloverdale Blvd.	\$2.0	2	TBD
Sidewalk improvements & traffic calming	\$0.8	3	TBD
South Cloverdale Gateway Project	\$5.0	6	TBD
South Cloverdale River Trail	\$0.5	9	TBD
South Downtown Multimodal Enhancement Project	\$2.5	4	TBD
Total	\$71.4		

Cost by Project Type (\$M)

Project Type
Smooth and maintained roads
Move traffic and improve safety
Build bikeways and pathways
Increase bus service

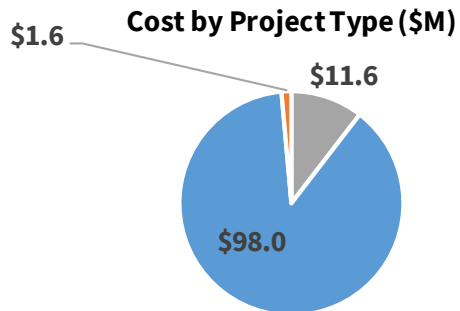


Project Name	Description
Smooth and maintained roads	
Cloverdale Downtown Complete Streets Improvement Project	Road surface & improvement project intended to extend the effective service
Cloverdale Neighborhood Streets Reconstruction & Maintenance Pgm	Cloverdale Annual Rehabilitation Program for Local Streets, including slurry seals, seal cracks, asphalt overlays and reconstruction
Citrus Fair Drive Greenway Project	Complete bike & pedestrian connection from SMART Transit Center to Tarmen Neighborhood and South Cloverdale Blvd.
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.
North Cloverdale Gateway Project	Complete bike and pedestrian enhancement on North Cloverdale Blvd. from the Highway 128 intersection to North Street.
Sidewalk & bike lane completion on Cloverdale Blvd.	Construct new sidewalks, pedestrian bridges and bike lanes along both sides of Cloverdale Blvd.
Sidewalk improvements & traffic calming	Construct sidewalk bulb-outs and improve crosswalks on Cloverdale Blvd. from Lake Street to Franklin Street
South Cloverdale Gateway Project	Complete bike and pedestrian enhancements at the South Cloverdale Blvd./Highway 101 overcrossing
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.
South Downtown Multimodal Enhancement Project	Construct "Complete Streets" bike & pedestrian facilities by expanding sidewalks, constructing new curb ramps, adding crosswalks and bike lanes

Project Name	Project Cost (\$M)	Measure M Priority	Project Timeframe
Smooth and maintained roads	\$11.6		2024-2044
Highway 116 Cotati Corridor Improvements	\$15.0	1	2025
La Plaza Reunification	\$15.0	5	2030
Old Redwood Hwy rehab - Plaza to Gravenstein Hwy	\$8.0	3	2022
US 101/Highway 116 North Bound On-Ramp Improvements	\$10.0	8	2035
US 101/Railroad Avenue Improvements.	\$40.0	2	2030
US 101/West Sierra Avenue South Bound Off-Ramp Improvements	\$10.0	6	2035
West Cotati Avenue Sidewalks	\$1.6	7	TBD
Total	\$111.2		

Cost by Project Type (\$M)

Project Type
Smooth and maintained roads
Move traffic and improve safety
Build bikeways and pathways
Increase bus service

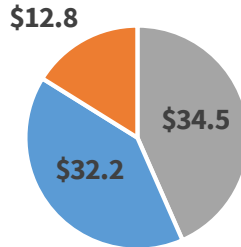


Cotati – Project Descriptions

Project Name	Description
Smooth and maintained roads	
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 new sidewalk to improve the vehicle LOS, 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 Bike and Ped Master Plan, as well as the City's General Plan.
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 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.
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.
US 101/Railroad Avenue Improvements.	This project is the creation of a new south bound off ramp and north bound on ramp at Railroad Avenue. There continues to be growth outside of Cotati and Penngrove that will exacerbate traffic in both Penngrove and in downtown Cotati, as these are the only options to access US 101. Improvements would include safety improvements on Railroad Avenue from Petaluma Hill to US 101.
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.
West Cotati Avenue Sidewalks	Closing key gaps in sidewalk between 116 (site of significant pending commercial/residential development) and a key east/west pedestrian corridor under US 101 at Clifford, including a school connection to Thomas Page Academy on West Cotati Avenue.

Project Name	Project Cost (\$M)	Measure M Priority	Project Timeframe
Smooth and maintained roads	\$34.5		2024-2044
Dry Creek Road Improvements	\$6.0	1	TBD
Grove Street Neighborhood Plan Implementation - Complete Streets	\$2.5	9	TBD
Healdsburg Avenue Complete Street Improvement Powell to N CityLim	\$9.5	2	TBD
Healdsburg Avenue-Mill Street Improvements	\$2.0	6	TBD
Healdsburg Plaza Streetscape Rehabilitation	\$2.2	4	TBD
US-101 Central Healdsburg Offramp Improvements (Roundabout)	\$10.0	5	TBD
ADA Upgrades	\$8.0	8	Annual
Foss Creek Pathway Class II	\$1.3	10	TBD
Foss Creek Segments 9 & 10	\$3.5	7	TBD
Total	\$79.6		

Cost by Project Type (\$M)



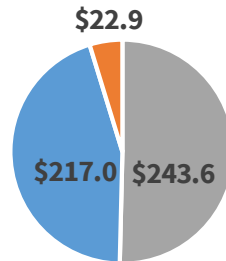
Project Type
Smooth and maintained roads
Move traffic and improve safety
Build bikeways and pathways
Increase bus service

Project Name	Description
Smooth and maintained roads	
Dry Creek Road Improvements	Reconstruct and partially widen Dry Creek to implement street curbs, sidewalks, enhanced safety pedestrian crossing class 1 pathway and lane reconfiguration; reconstruct and widen north half of Grove St/Dry Creek Rd intersection.
Grove Street Neighborhood Plan Implementation - Complete Streets	Road improvements including curb, gutter, sidewalk, and bike facilities. Complete street project.
Healdsburg Avenue Complete Street Improvement Powell to N CityLim	Road diet, bicycle facilities, pedestrian improvements, enhanced safety, and streetscape. Complete street project.
Healdsburg Avenue-Mill Street Improvements	Reconstruct Healdsburg Avenue to re-align street curbs, reduce number of vehicle lanes, implement parking, landscaped center medians, sidewalks and other pedestrian features. Mill Street reconstruction and partial widening to implement street curbs, sidewalks, and possibly lane reconfiguration.
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.
US-101 Central Healdsburg Offramp Improvements (Roundabout)	The Northbound 101 offramp crosses Southbound Healdsburg Avenue (stop sign) creating a unique traffic situation. The Central Healdsburg Area Plan calls for a roundabout at this location.
ADA Upgrades	Sidewalk repair, gap closures, and ramp upgrades.
Foss Creek Pathway Class II	Class 2 (Bike Lanes)
Foss Creek Segments 9 & 10	Construction of Class 1 pathway (ped and bike)

Project Name	Project Cost (\$M)	Measure M Priority	Project Timeframe
Smooth and maintained roads	\$243.6		2024-2044
Caulfield Lane Reconstruction	\$4.0	10	2028
D Street Reconstruction	\$4.0	6	2028
East Washington Street Reconstruction	\$8.0	8	2035
Petaluma Crosstown Connector and Rainier Interchange	\$115.0	1	TBD
Southern Crossing at Caulfield Lane	\$72.0	3	TBD
Traffic Signals ITS Upgrades	\$10.0	5	2030
Washington Street Bridge Seismic Retrofit	\$4.0	2	2021
Class 2 bicycle lane segments citywide	\$0.9	9	TBD
Lynch Creek Trail Rehabilitation	\$7.0	4	2035
Petaluma River Trail	\$15.0	7	2025
Total	\$483.5		

Cost by Project Type (\$M)

Project Type
Smooth and maintained roads
Move traffic and improve safety
Build bikeways and pathways
Increase bus service



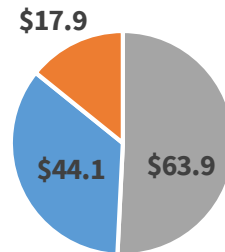
Petaluma – Project Descriptions

Project Name	Description
Smooth and maintained roads	
Caulfield Lane Reconstruction	Project includes the reconstruction of Caulfield Lane from Highway 101 to Garfield Drive which will also include the installation of curb ramps, new traffic signal detection cameras and striping.
D Street Reconstruction	Project includes the reconstruction of D Street from Windsor Drive to Petaluma Boulevard South which will also include the installation of curb ramps, new traffic signal detection cameras and striping.
East Washington Street Reconstruction	Project includes the reconstruction of East Washington Street from Hwy 101 off Ramp to Bodega Avenue which will also include the installation of curb ramps, new traffic signal detection cameras and striping.
Petaluma Crosstown Connector and Rainier Interchange	Extend Rainier Ave to cross highway 101 and terminate at Petaluma Blvd North. Construct interchange with highway 101 and Rainier Ave extension
Southern Crossing at Caulfield Lane	Construct extension of Caulfield Lane to cross the Petaluma River and terminate at Petaluma Boulevard South
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.
Washington Street Bridge Seismic Retrofit	Seismically retrofit the Washington Street bridge
Class 2 bicycle lane segments citywide	Class 2 bike lanes throughout Petaluma
Lynch Creek Trail Rehabilitation	Project includes the reconstruction of Lynch Creek Trail which includes a 10' wide concrete multi use trail, signing striping and new lighting
Petaluma River Trail	Construct a multi-use bicycle and pedestrian path from Shollenber Park to the NWP trail at the Petaluma River including path and under the SMART rail line and Highway 101

Project Name	Project Cost (\$M)	Measure M Priority	Project Timeframe
Smooth and maintained roads	\$63.9		2024-2044
Central Rohnert Park PDA – Commercial Connector Street Completion	\$5.7	3	2022-2025
Central Rohnert Park PDA - Rohnert Park Expressway Slip Streets	\$3.6	2	2022-25
Citywide Advanced Traffic Management System (ATMS) Implementation	\$5.7	9	2025
Redwood Drive Bridge Replacement at Hinebaugh Creek	\$10.0	8	2030
Southwest Boulevard Corridor Improvements	\$2.2	4	2025
State Farm Drive Overcrossing	\$17.0	1	2035
Central Rohnert Park PDA Complete Streets Improvements	\$6.0	10	2025
Enhanced Bike/Pedestrian Crossings at NWP Railroad	\$2.0	5	2022
Highway 101 Bicycle/Pedestrian Crossing	\$7.0	6	2035
Trail to Crane Creek Regional Park	\$2.9	7	2020
Total	\$125.9		

Cost by Project Type (\$M)

Project Type
Smooth and maintained roads
Move traffic and improve safety
Build bikeways and pathways
Increase bus service



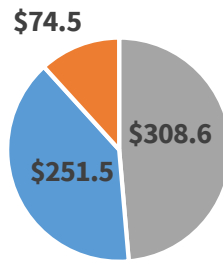
Rohnert Park – Project Descriptions

Project Name	Description
Smooth and maintained roads	
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
Central Rohnert Park PDA - Rohnert Park Expressway Slip Streets	Four slip streets on both sides of 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
Citywide Advanced Traffic Management System (ATMS) Implementation	Implementation of Citywide ATMS at 26 of 38 existing intersections (including cabinet and detection replacement/upgrade; ATMS infrastructure/software, programming) and installation of 6.7 miles of fiber or copper in new interconnect conduit.
Redwood Drive Bridge Replacement at Hinebaugh Creek	Redesign and replacement of vehicular bridge
Southwest Boulevard Corridor Improvements	Overlay and reconstruction of Southwest Boulevard and complete streets implementation as well as streetscape and urban design improvements to encourage bicycle and pedestrian use while accommodating vehicular traffic.
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.
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.
Enhanced Bike/Pedestrian Crossings at NWP Railroad	Enhanced Bike/Pedestrian Crossings at NWP Railroad
Highway 101 Bicycle/Pedestrian Crossing	Bike/pedestrian bridge crossing of Highway 101, location to be determined through Measure M funded feasibility study
Trail to Crane Creek Regional Park	Construction of a multi-use trail connecting Water Tank No. 8 service road east of Petaluma Hill Road to Crane Creek Regional Park.

Project Name	Project Cost (\$M)	Measure M Priority	Project Timeframe
Smooth and maintained roads	\$308.6		2024-2044
Chanate Road - Resiliency Corridor	\$12.5	7	2040
Downtown Connectivity to Support Housing Density Intensification	\$25.0	1	2025
Fulton Road Interchange @ Hwy 12 - Phase 2	\$50.0	8	2040
Hwy 101 Corridor Interchange Improvements	\$98.0	3	2022
Southeast Santa Rosa Multi Modal Resiliency Corridor Enhancement - Road	\$66.0	6	2030-2045
Citywide Bikeways and pathways Projects 1st Phase - Plan Update	\$6.0	9	2035
Climate Adaptation Technology Innovation Transport Initiatives	\$6.5	2	2025
East West Bikeways and pathways Connections	\$24.0	4	2022
Southeast Greenway Multi Use Path and Crossings	\$20.0	5	2040
Southeast Santa Rosa Multi Modal Resiliency Corridor Enhancement - Bike/Ped	\$18.0	6	2030-2045
Total	\$634.6		

Cost by Project Type (\$M)

Project Type
Smooth and maintained roads
Move traffic and improve safety
Build bikeways and pathways
Increase bus service



Santa Rosa – Project Descriptions

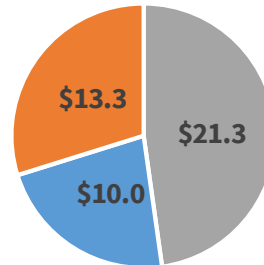
Project Name	Description
Smooth and maintained roads	
Chanate Road - Resiliency Corridor	Project includes: fire evacuation route (Mendocino Avenue to Parker Hill Road) includes roundabout @ Parker Hill Rd and Chanate Rd and modifying existing median.
Downtown Connectivity to Support Housing Density Intensification	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.
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)
Hwy 101 Corridor Interchange Improvements	Phase 1 - 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. Phase 2 - 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. Phase 3 - Expand bike, pedestrian, transit, and vehicle improvements across Hwy 101 in south Santa Rosa at Bellevue Avenue and Highway 101 so that mobility options are available to all south Santa Rosa neighborhoods, an under served area, and encourage a healthy climate for business and growth. \$30.0 M - 2040
Southeast Santa Rosa Multi Modal Resiliency Corridor Enhancement - Road	Phase 2 - 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. Phase 3 - 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

Project Name	Description
Citywide Bikeways and pathways Projects 1st Phase - Plan Update	Construct bicycle and pedestrian projects based on the results of the studies conducted in the Climate Adaptation, Technology and Innovative Solutions (Transportation Initiatives) programmatic project implementing Bicycle and Pedestrian Master Plan priorities
Climate Adaptation Technology Innovation Transport Initiatives	Programmatic efforts to address Climate adaptation - Improve transit corridor efficiency reducing per-trip travel time and per-capita CO2 emissions. Continue to implement emission reduction technologies to improve the flow of traffic and adapt to emerging technology related to mobility options (autonomous vehicles) with the deployment of ITS technology, upgraded signal controllers. Complete First Phase active transportation corridor studies identified in the Bicycle & Pedestrian Master Plan Update 2018 (BPMPU 2018) Implement Short term Implementation goals identified in the BPMPU 2018, such as Vision Zero, safe routes to school, first & last mile connections to transit & rail, regional bike share, bike & pedestrian safety & education activities. Ongoing programs to support these transportation initiatives. This project also includes intersection improvements, transit improvements, bicycle and pedestrians facilities and emission reduction technologies. Total cost estimate ~ \$6.5
East West Bikeways and pathways Connections	Phase 1 - 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 Coddington Transit Hub and North Santa Rosa SMART Station area. (\$14.0 M)- 2022. Phase 2 - Construct a bike and pedestrian at grade crossing at Jennings Avenue @ SMART (\$5.0 M) – 2025. Phase 3 - Install bike lanes on Steele Lane/Guerneville Road (\$5.0 M) - 2030
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.
Southeast Santa Rosa Multi Modal Resiliency Corridor Enhancement - Bike/Ped	Phase 1 - Pedestrian and bicycle enhancements and safety enhancements at 4th Street and Hwy 12/Farmers Lane. (\$8.0 M) - 2030. Phase 4 - 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

Project Name	Project Cost (\$M)	Measure M Priority	Project Timeframe
Smooth and maintained roads	\$21.3		2024-2044
Bodega Corridor Project	\$5.0	1	2021-2024
Alternate West Route to Sebastopol	\$5.0	4	2030
West Sebastopol Active Transport Plan	\$8.3	3	2025
Total	\$39.6		

Cost by Project Type (\$M)

Project Type
Smooth and maintained roads
Move traffic and improve safety
Build bikeways and pathways
Increase bus service



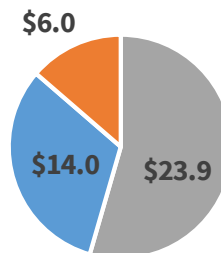
Sebastopol – Project Descriptions

Project Name	Description
Smooth and maintained roads	
Bodega Corridor Project	Repaving, add bike lanes, 3 sidewalk gap closures, roadway widening, shoulder stabilizing
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
West Sebastopol Active Transport Plan	Bodega Ave - Ragle Road - Mill Station Road: Bicycle and pedestrian access - west route

Project Name	Project Cost (\$M)	Measure M Priority	Project Timeframe
Smooth and maintained roads	\$23.9		2024-2044
Intersection Improvements at SR12 Broadway and SR12 West Napa St.	\$6.0	5	2024
Intersection Improvements at SR12 Sonoma Highway and West Napa St	\$3.0	4	2023
Intersection Improvements at West Spain St. and Fifth St. West	\$2.0	2	2021
Safety Improvements at Fifth St. West	\$3.0	1	2020
Broadway (SR12) Streetscape Enhancements and Traffic Circulation	\$6.0	3	2022
Total	\$43.9		

Cost by Project Type (\$M)

Project Type
Smooth and maintained roads
Move traffic and improve safety
Build bikeways and pathways
Increase bus service

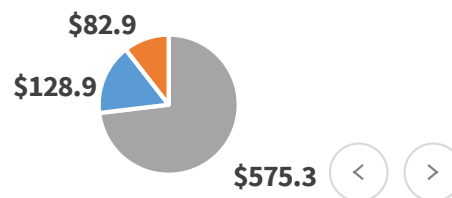


Project Name	Description
Smooth and maintained roads	
Intersection Improvements at SR12 Broadway and SR12 West Napa St.	Improve this 4-way Stop intersection currently operating at LOS D. The intersection creates many points of conflict and motorist confusion, due to long pedestrian crossings and very busy pedestrian traffic in front of the Historic Sonoma Plaza.
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.
Intersection Improvements at West Spain St. and Fifth St. West	Improve this 4-way Stop intersection currently operating at LOS E.
Safety Improvements at Fifth St. West	Resolve Safety problem primarily at the intersection of Fifth St. West and Studley St. and Safeway egress.
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.

Project Name	Project Cost (\$M)	Measure M Priority	Project Timeframe
Smooth and maintained roads	\$575.3		2024-2044
8th Street East Corridor Improvements 2: Napa Rd. to Napa St.	\$4.0	3	2024
8th Street East Corridor Improvements 3: Hwy 121 @ 8th St East	\$4.0	3	2024
Airport Boulevard Widening Ordiance Road and Aviation Boulevard	\$50.0	2	TBD
Arnold/Madrone Intersection Improvements	\$2.0	5	TBD
Mirabel Road Corridor Improvements3: River Rd @ Mirabel	\$3.6	1	2026
Mirabel Road Corridor Improvements4: Hwy 116 at Mirabel Rd	\$24.2	1	2026
Railroad Ave Improvements	\$4.0	4	TBD
River Road Widening - Fulton to Old Redwood Hwy	\$7.0	8	TBD
Todd Road Reconstruction	\$30.0	7	TBD
8th Street East Corridor Improvements 1: Sonoma/Schellville Trail	\$7.0	3	2024
Bodega Bay Trail	\$7.7	6	2021
Mirabel Road Corridor Improvements1: West County Trail Extension	\$3.0	1	2026
Mirabel Road Corridor Improvements2: River Rd. to Hwy 116	\$12.1	1	2026
Russian River Trail	\$27.0	9	2030
Sonoma Valley Trail (aka Central Sonoma Valley Trail)	\$26.0	10	2025
Total	\$787.0		

Project Type
Smooth and maintained roads
Move traffic and improve safety
Build bikeways and pathways
Increase bus service

Cost by Project Type (\$M)



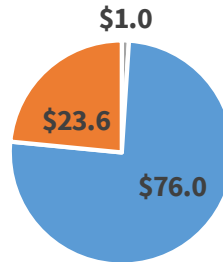
Sonoma County – Project Descriptions

Project Name	Description
Smooth and maintained roads	
8th Street East Corridor Improvements 2: Napa Rd. to Napa St.	8th Street East widening Napa Rd to Napa Street
8th Street East Corridor Improvements 3: Hwy 121 @ 8th St East	Install traffic signal system on Route 121 and improve channelization at 8th Street
Airport Boulevard Widening Ordiance Road and Aviation Boulevard	This is Phase 1. 2) widens Brickway to Laughlin Rd; 3) widens Airport Blvd between ORH and US 101; 4) Airport Blvd I/C #22191; 5) Widens Laughlin Rd to 2 lanes, controls at River Rd.
Arnold/Madrone Intersection Improvements	Signalization & Intersection Improvements
Mirabel Road Corridor Improvements 3: River Rd @ Mirabel	Signalization or Roundabout & intersection improvements
Mirabel Road Corridor Improvements 4: Hwy 116 at Mirabel Rd	Construct roundabout at current intersection controlled by single stop sign.
Railroad Ave Improvements	Signalization and intersection improvements
River Road Widening - Fulton to Old Redwood Hwy	River Rd/Mark West Springs – construct 2 additional lanes from Fulton to Old Redwood Hwy.
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
8th Street East Corridor Improvements 1: Sonoma/Schellville Trail	Connects the City of Sonoma bike path to the Sonoma County Bay Trail. Follows the abandoned railroad right of way. Regional Network
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.
Mirabel Road Corridor Improvements 1: West County Trail Extension	Connects downtown Forestville with Forestville Youth Park
Mirabel Road Corridor Improvements 2: River Rd. to Hwy 116	Widening for pedestrian & bike facilities
Russian River Trail	Regional Class I bike path along the middle and lower reach of the Russian River. The approximate length is 23 miles.
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. 0.42 miles have been completed. The County will complete the remaining 13.38 miles.

Project Name	Project Cost (\$M)	Measure M Priority	Project Timeframe
Smooth and maintained roads	\$1.0		2024-2044
Arata Lane Interchange Phase 2B NB On-ramp (CIP FY 2016-2017)	\$4.0	2	2023-2024
Jaguar Way Roadway (CIP 2015-2016)	\$9.0	3	2024-2025
Shiloh Road Interchange Reconstruction	\$45.0	5	2028-2029
US 101 Overcrossing of Arata Lane	\$18.0	6	2030-2035
Downtown Ped & Bike Crossing of US 101 Phase 1 - Underpass Widen	\$7.0	1	2027-2029
Downtown Ped & Bike Crossing of US 101 Phase 2 - Overcrossing	\$16.6	4	2029-2031
Total	\$100.6		

Cost by Project Type (\$M)

Project Type
Smooth and maintained roads
Move traffic and improve safety
Build bikeways and pathways
Increase bus service



Project Name	Description
Smooth and maintained roads	
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.
Jaguar Way Roadway (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.
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.
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.
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.
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.

Project Name	Project Cost (\$M)	Measure M Priority	Project Timeframe
Fare Free Program	\$9.7	3	2024-2044
Ongoing Bus Stop Improvements	\$6.7	4	2024-2044
Service expansion	\$37.4	2	2024-2044
Transit Fleet & Facility Electrification (transitioning toward zero emissions fleet by 2029)	\$11.9	1	2024-2044
Transit Innovation Projects	\$9.9	5	2024-2044
Total	\$75.6		

Project Type
Smooth and maintained roads
Move traffic and improve safety
Build bikeways and pathways
Increase bus service

Project Name	Description
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.
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.
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.
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.
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.

Project Name	Project Cost (\$M)	Measure M Priority	Project Timeframe
Enhanced Core Network and Rapid Bus (operating)	\$148.9	2	2024-2044
Enhanced Core Network Part 1 of 3 (capital)--Fleet Expansion (transitioning toward zero emissions fleet by 2029)	\$13.7	4	2024-2044
Enhanced Core Network Part 2 of 3 (capital)--Facility Expansion	\$15.0	4	2024-2029
Enhanced Core Network Part 3 of 3 (capital)--Rapid Bus planning, engineering, and infrastructure	\$11.6	4	2023-2027
Systemwide Fare-free Transit and Paratransit	\$50.0	3	2024-2044
Transit Fleet Electrification (transitioning toward zero emissions fleet by 2029)	\$20.0	1	2024-2044
Total	\$259.2		

Project Type
Smooth and maintained roads
Move traffic and improve safety
Build bikeways and pathways
Increase bus service

Project Name	Description
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.
Enhanced Core Network Part 1 of 3 (capital)--Fleet Expansion (transitioning toward zero emissions fleet by 2029)	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.
Enhanced Core Network Part 2 of 3 (capital)--Facility Expansion	Transit Mall and Coddington Transit Hub Expansion; improved links to SMART stations; Park and Rides
Enhanced Core Network Part 3 of 3 (capital)--Rapid Bus planning, engineering, and infrastructure	Rapid Bus planning, engineering, technology, and infrastructure
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 for K-12 students, low-income individuals, and seniors, as well as start-up funding for EcoPass unlimited ridership programs for residential or institutional partners.
Transit Fleet Electrification (transitioning toward zero emissions fleet by 2029)	Accelerates transition to all-electric transit and paratransit fleets by supporting purchase of battery-electric vehicles, deployment of charging infrastructure, and provisions for resiliency. With purchase of Sonoma Clean Power Evergreen power, Santa Rosa CityBus could be 100% carbon-free.

Project Name	Project Cost (\$M)	Measure M Priority	Project Timeframe
SMART Pathway	\$40.0	4	2022
Total	\$40.0		

Project Type
Smooth and maintained roads
Move traffic and improve safety
Build bikeways and pathways
Increase bus service

Project Name	Description
SMART Pathway	Construction of Class 1 non-motorized pathway in discreet segments along and/or within the SMART right-of-way YOE cost estimated at \$40m.

Project Name	Project Cost (\$M)	Measure M Priority	Project Timeframe
SCT Countywide Bus Stop Improvements	\$1.7	5	2024-2044
SCT Expanded Core Intercity Routes	\$25.9	2	2024-2044
SCT Expanded Local Transit Services	\$16.4	3	2024-2044
SCT Fleet Replacement & Electric Charging Infrastructure (transitioning toward zero emissions fleet by 2029)	\$27.2	1	2024-2044
SCT Local Route Fare-Free Program	\$8.5	4	2024-2044
Total	\$79.7		

Project Type
Smooth and maintained roads
Move traffic and improve safety
Build bikeways and pathways
Increase bus service

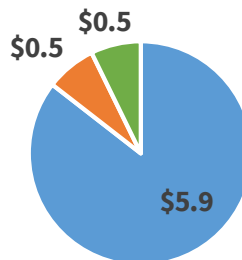
Sonoma County Transit – Project Descriptions

Project Name	Description
SCT Countywide Bus Stop Improvements	Expanded NextBus real-time information panels at bus stops and shelters, additional and replacement passenger shelters and benches.
SCT Expanded Core Intercity Routes	Expanded weekday and weekend service (including paratransit) on "core" intercity routes 20, 30, 44, 48 and 60.
SCT Expanded Local Transit Services	Expanded weekday and/or weekend transit services (including paratransit) on routes 10, 12, 28, 32 and 68.
SCT Fleet Replacement & Electric Charging Infrastructure (transitioning toward zero emissions fleet by 2029)	Scheduled bus replacements (CNG & Electric) and expanded electric charging capabilities at SCT's transit facility in Santa Rosa and on-route in various cities throughout Sonoma County.
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).

Project Name	Project Cost (\$M)	Measure M Priority	Project Timeframe
Rural EV Charger Network	\$5.9	NA	TBD
Countywide Bikeways and pathways Signage Program	\$0.5	NA	2021
GreenTRIP Sonoma County	\$0.5	NA	TBD
Total	\$6.9		

Cost by Project Type (\$M)

Project Type
Smooth and maintained roads
Move traffic and improve safety
Build bikeways and pathways
Increase bus service

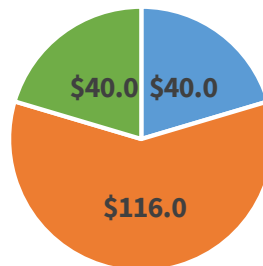


Project Name	Description
Rural EV Charger Network	<p>Develop a network of EV charging stations on government-owned properties outside of major city centers at locations that may not receive traditional grant funding due to being outside of long-standing cell-coverage zones required for grant-mandated network chargers and/or would require match funding that is currently a barrier for access to grant funding. A methodology developed by the County of Santa Clara Office of Sustainability indicate that non-residential public EV chargers that are available 7 days/week reduce 6.77 MTCO₂e/year. https://www.sccgov.org/sites/dnz/Documents/Task-3D-EV-Charging-Stations-as-GHG-Mitigation-Mechanism-under-CEQA_White-Paper.pdf</p> <p>Location: Identified government-owned locations for 280 charging ports include: Cloverdale Park & Ride, Geyserville Park & Ride, Guerneville Park & Ride, Ragle Ranch Regional Park, Healdsburg Veterans Memorial Beach Regional Park, Los Guilicos Juneville Hall Facilities, Penngrove Park & Ride, Boyes Hot Springs Park & Ride, Tom Schopflin Fields Regional Park, Cotati Park & Ride #1, Healdsburg Park & Ride, Occidental Community Center, Shiloh Ranch Regional Park, Spring Lake Regional Park Upper Lot Shady Oaks, Taylor Mountain Regional Park, North Sonoma Mountain Regional Park, Maxwell Farm Regional Park, Cotati Park & Ride #2, Spring Lake Regional Park Lower Parking Lot, Sebastopol Park & Ride, Schellville Park & Ride, Occidental Park & Ride East Upper Lot #2, Monte Rio Recreation And Park District, Monte Rio Creekside Park, Helen Putnam Regional Park, Gualala Point Regional Park, Fulton Park & Ride, River Keeper Stewardship Park, Stillwater Cove Regional Park</p>
Countywide Bikeways and pathways Signage Program	<p>Develop and implement a countywide bicycle and pedestrian signage program based on recommendations in the SCTA Countywide Bicycle and Pedestrian Master Plan, 2014 Update. Program would facilitate and encourage bike/ped access to/from major centers of activity (SMART, transit hubs, employment centers, shopping centers, schools).</p>
GreenTRIP Sonoma County	<p>Customize and pilot use of one or more GreenTRIP tools in Sonoma County (certification program, parking database, connect). http://www.transformca.org/landing-page/greentrip</p>

Project Name	Project Cost (\$M)	Measure M Priority	Project Timeframe
Highways 116 and 121 Intersection Improvements	\$22.0	NA	2019
Landscaping - Highway 101 HOV Corridor	\$18.0	NA	2015-2030
Countywide Expansion of Micromobility and first/last mile	\$90.0	NA	2021
Safe Routes to School	\$26.0	NA	ongoing
Transportation Management	\$40.0	NA	2021
Total	\$196.0		

Cost by Project Type (\$M)

Project Type
Smooth and maintained roads
Move traffic and improve safety
Build bikeways and pathways
Increase bus service



Project Name	Description
Highways 116 and 121 Intersection Improvements	Intersection improvements will install a roundabout to reduce congestion and improve facilities for bicycles and pedestrians.
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.scta.info.org/reports/Highway_101_Corridor_Landscaping_and_Tree%20Planning_Plan/Highways_101_Corridor_Landscaping_and_Tree%20Planning_Plan_January_2014.pdf
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.).
Safe Routes to School	Safe Routes to School - 60 school locations in Sonoma County
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.