

**Metropolitan Transportation Commission
Programming and Allocations Committee**

April 12, 2023

Agenda Item 2f - 23-0290

**Concurrence Request for State Transportation Improvement Program (STIP)
Amendment for Sonoma County**

Subject:

Concurrence with STIP Amendment Request for the Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing and the US 101 Hearn Avenue Regional Multimodal Interchange projects in Sonoma County.

Background:

The Sonoma County Transportation Authority (SCTA) requests MTC's concurrence for a STIP amendment for two Sonoma projects: the Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing project and the US 101 Hearn Avenue Regional Multimodal Interchange project. MTC's 2022 Regional Transportation Improvement Program (RTIP), approved in December 2021, programmed \$3.4 million for the construction phase of the Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing project in FY 2023-24. The California Transportation Commission (CTC) approved this project in the 2022 STIP at its March 2022 meeting.

SCTA, the City of Santa Rosa, and Caltrans have expedited the delivery of the US 101 Hearn Avenue Regional Multimodal Interchange project. The project will be ready for construction ahead of the Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing project and the STIP funding will complete the funding plan and allow the project to move forward. Therefore, to keep the project on schedule and to utilize available state funding, SCTA requests that MTC concur with reprogramming \$3.4 million in STIP funds to the US 101 Hearn Avenue Regional Multimodal Interchange project for construction in FY 2023-24. The US 101 Hearn Avenue Regional Multimodal Interchange project will replace a substandard two-lane overcrossing with a new overcrossing. The new overcrossing will include two lanes in each direction and new sidewalks and bike lanes over US 101, closing a gap between the east and west sides of the interchange for pedestrians and bicyclists.

The Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing remains scheduled to allocate Active Transportation Program (ATP) funding for the construction phase in Fiscal Year

2023-24. SCTA staff are working with City of Santa Rosa staff to substitute local funds for the \$3.4 million in reprogrammed STIP funds.

Since this action proposes to amend the STIP to reprogram funds, Committee action is required to concur with the proposed amendment consistent with the 2022 RTIP Policies and Procedures (MTC Resolution No. 4488).

The current and proposed 2022 STIP programming is shown below.

Existing Programming:

<u>PPNO</u>	<u>Sponsor</u>	<u>Phase</u>	<u>Amount</u>	<u>FY</u>	<u>Title</u>
2354	Santa Rosa	CON	\$3,400,000	23/24	Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing

Proposed Programming:

<u>PPNO</u>	<u>Sponsor</u>	<u>Phase</u>	<u>Amount</u>	<u>FY</u>	<u>Title</u>
2354	Santa Rosa	CON	\$0	23/24	Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing
<i>New</i>	<i>Caltrans</i>	<i>CON</i>	<i>\$2,365,000</i>	<i>23/24</i>	<i>US 101 Hearn Avenue Regional Multimodal Interchange</i>
<i>New</i>	<i>Caltrans</i>	<i>CON-CE</i>	<i>\$1,035,000</i>	<i>23/24</i>	<i>US 101 Hearn Avenue Regional Multimodal Interchange</i>

The CTC is scheduled to notice the proposed STIP amendment at its May meeting and is expected to act on the amendment at the June 28-29, 2023 meeting.

Issues:

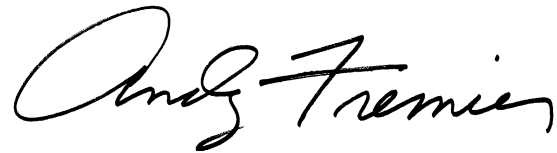
None.

Recommendations:

Approve the requested STIP amendment concurrence from SCTA and direct staff to send a letter of concurrence to Caltrans and CTC.

Attachments:

- Attachment A: SCTA STIP Amendment Request Letter

A handwritten signature in black ink that reads "Andrew B. Fremier". The signature is written in a cursive, flowing style.

Andrew B. Fremier



Sonoma County Transportation Authority
Regional Climate Protection Authority

March 3, 2023

Andrew Fremier
Executive Director
375 Beale Street, Suite 800
San Francisco, CA 95105

Attn: Karl Anderson

Re: 2022 State Transportation Improvement Program Amendment Request for the US 101 Hearn Avenue Regional Multimodal Interchange Project

Dear Andy:

On behalf of the Sonoma County Transportation Authority (SCTA) I am writing to request that the Metropolitan Transportation Commission (MTC) submit a request to the California Transportation Commission (CTC) to amend the 2022 State Transportation Improvement Program (STIP) to delete the Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing project and substitute the US 101 Hearn Avenue Regional Multimodal Interchange Project. The Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing project is currently programmed with \$3.4 million of STIP funds in Fiscal Year 2023/24. SCTA in partnership with the City of Santa Rosa are proposing to shift those funds to the US 101 Hearn Avenue Regional Multimodal Interchange Project.

The US 101 Hearn Avenue Regional Multimodal Interchange Project is a collaborative partnership between SCTA, the City of Santa, and Caltrans. This project will leverage over \$31 million in other state and local funds, including \$17.2 million from SCTA's Measure M regional transportation sales tax and \$5 million of SCTA's Senate Bill 1 Local Partnership Formulaic Program shares. The proposed project will bring significant benefits for the Northern California Megaregion by implementing the following improvements:

- Demolishing and reconstructing the existing substandard two-lane Hearn Avenue overcrossing to correct existing substandard vertical clearance to meet the minimum Caltrans requirement of 16 feet 6 inches over US 101 and with two lanes in each direction.
- Implementing crashworthy bridge railings that meet current requirements.
- Constructing a 6-foot-wide sidewalk and Class II bike lane on the north side and an 8.5-foot-wide two-way Class IV separated bikeway and a 6-foot wide sidewalk on the south side of Hearn Avenue between Corby Avenue and Santa Rosa Avenue, closing the gap between the east and west side of the interchange for pedestrians and bicyclists
- Widening the southbound off-ramp with turning lanes at its intersection with Corby Avenue.
- Constructing turning lanes at intersections.

- Implementing pedestrian curb ramps and crosswalks that meet the requirements of the Americans with Disabilities Act (ADA).
- Incorporating protected intersection facilities for bike crossings and detection to reduce potential conflicts between bikes and vehicles

SCTA is closely collaborating with Caltrans and the City of Santa Rosa to achieve the Ready to List (RTL) milestone for the US 101 Hearn Avenue Regional Multimodal Interchange Project by April 3, 2023 and are targeting allocation of the proposed STIP and LPP funding for the construction phase at the June 2023 CTC meeting subsequent to the approval of the STIP amendment. The Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing is currently still on schedule to allocate the Active Transportation Program (ATP) funding for the construction phase in Fiscal Year 2023/24, and SCTA staff are working with City of Santa Rosa staff to substitute local funds for the \$3.4 million in deleted STIP funds and are pursuing other funding opportunities to secure funds for any additional costs of the project as required by the project's approved ATP Baseline Agreement.

Improved mobility for all modes is an essential component of the future of our transportation network, and this critical investment at Hearn Avenue will benefit communities throughout Sonoma County, including two Historically Disadvantaged Communities and three regionally-designed Equity Priority Communities within the project area. These communities often view US 101 as a physical barrier that separates them from opportunities and resources within their communities. The proposed project will enhance connections for residents and visitors traveling within Sonoma County and connecting to the rest of the Bay Area and to the North Coast.

Should you have any questions concerning this STIP Amendment request, please feel free to contact David Ripperda at (707) 565-2180 or david.ripperda@scta.ca.gov. Thank you for your consideration and we look forward to working with you on this critical project.

Sincerely,



Suzanne Smith
Executive Director, SCTA/RCPA

cc: Karl Anderson, MTC
David Ripperda, SCTA

Enclosures: US 101 Hearn Avenue Interchange ePPR
Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing ePPR

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	03/02/2023 14:43:49
Programs <input checked="" type="checkbox"/> LPP-C <input checked="" type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
04	4A1301	0400001106		Sonoma County Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Sonoma County	101	18.500	18.500		
			MPO	Element	
			MTC	Capital Outlay	
Project Manager/Contact			Phone	Email Address	
Lawrence Loi			510-908-2590	lawrence.loi@dot.ca.gov	

Project Title

US 101 Hearn Avenue Regional Multimodal Interchange

Location (Project Limits), Description (Scope of Work)

The project is in the City of Santa Rosa, at the US 101/Hearn Avenue interchange/overcrossing. The project runs along Hearn Avenue from Corby Avenue to Santa Rosa Avenue and includes the southbound US 101 off-ramp at its intersection with Corby Avenue. The project will demolish and reconstruct/replace the US 101/Hearn Avenue overcrossing to increase vertical clearance over US 101 and provide two vehicle lanes in each direction, a median, sidewalks, and Class II and Class IV bikeways that will extend to Corby Avenue and Santa Rosa Avenue. The project will also widen the southbound US 101 off-ramp with turning lanes at its intersection with Corby Avenue, add lanes at the intersections of Hearn Avenue/Corby Avenue and Hearn Avenue/Santa Rosa Avenue, and add ADA elements and protected intersection facilities for bike crossings and detection to reduce potential conflicts between bikes and vehicles.

Component	Implementing Agency
PA&ED	City of Santa Rosa
PS&E	City of Santa Rosa
Right of Way	Caltrans District 4
Construction	Caltrans District 4

Legislative Districts

Assembly:	12	Senate:	2	Congressional:	4
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Project Milestone	Existing	Proposed
Project Study Report Approved	01/30/2013	
Begin Environmental (PA&ED) Phase		08/11/2014
Circulate Draft Environmental Document	Document Type (ND/MND)/FONSI	07/21/2016
Draft Project Report		07/21/2016
End Environmental Phase (PA&ED Milestone)		12/16/2016
Begin Design (PS&E) Phase		06/27/2017
End Design Phase (Ready to List for Advertisement Milestone)		04/03/2023
Begin Right of Way Phase		06/27/2017
End Right of Way Phase (Right of Way Certification Milestone)		04/03/2023
Begin Construction Phase (Contract Award Milestone)		10/15/2023
End Construction Phase (Construction Contract Acceptance Milestone)		12/31/2025
Begin Closeout Phase		01/01/2026
End Closeout Phase (Closeout Report)		12/31/2026

Purpose and Need

Purpose:

The purpose of the project is to: improve local traffic circulation and regional traffic operations; improve multimodal access, connectivity, and operations; and improve overall safety of the facility.

Need:

Hearn Avenue is constrained to one lane in each direction over the existing OC, leading to vehicle backups at the approaches to the OC. The on- and off-ramp connections to Route 101 are offset from Hearn Avenue. The southbound ramps connect to Corby Avenue about 300 feet south of Hearn Avenue. The northbound ramps connect to Yolanda Avenue about 500 feet south of Hearn Avenue. Both the southbound and northbound freeway ramp connections are a configuration often referred to as “hook ramps” because of their compact design. These ramps have limited capacity for vehicle queuing because of their short lengths, especially for the Route 101 southbound off-ramp due to its close proximity of Corby Avenue. As a result, during peak periods, the high volume of vehicles using the single lane southbound Route 101 off-ramp results in a circuitous queue that can extend from the Hearn Avenue / Corby Road intersection onto the southbound off-ramp, and into the southbound Route 101 auxiliary lane. This extended queue can interfere not only with access from the freeway to Corby and Hearn Avenues, but also can contribute to congestion and the flow of freeway traffic in the southbound lanes of Route 101.

The Hearn Avenue Interchange is an important connector that links the east and west sides of southern Santa Rosa and provides access to and from Route 101 to the shopping corridor on Santa Rosa Avenue, which includes retailers such as Costco, Best Buy, Trader Joe’s, and REI. It also provides access to car dealerships, food, gas, and lodging adjacent to Route 101. The Hearn Avenue Interchange area also serves to connect local residents with public transportation. Hearn Avenue is served by the My Santa Rosa CityBus bus routes 12 and 19. Santa Rosa Avenue is served by the My Santa Rosa CityBus bus routes 5, 18 and 19, the Sonoma County Transit bus routes 44 and 48, and the Golden Gate Transit bus routes 72 and 74, which connect southern Santa Rosa to Rohnert Park, Petaluma, and San Francisco. Within the City of Santa Rosa, Route 101 serves as a barrier to bicycle and pedestrian access between each side of the freeway. Currently there are no bike lanes or continuous sidewalk access along Hearn Avenue between Corby Avenue and Santa Rosa Avenue. The proposed project improvements provide improved multimodal access, connectivity, and operations through the interchange area. Mode types include vehicles, pedestrians, bicyclists and transit.

The existing Hearn Avenue OC has two approximately 13 foot wide traffic lanes and provides for pedestrian passage along a 5 foot wide sidewalk on the south side of the bridge only, with no sidewalks on either side of Hearn Avenue between the OC and Santa Rosa Avenue. Bicyclists must share the existing traffic lanes when crossing over the bridge. The existing Hearn Avenue OC has nonstandard vertical clearance of approximately 15.2 feet over the Route 101 freeway. It is proposed that the existing OC be replaced with a multi-lane facility with standard vertical clearance with bicycle and pedestrian facilities between Corby Avenue and Santa Rosa Avenue. Pedestrian and bicycle facilities will include 6 foot wide sidewalks on both sides of the new OC, a westbound 6' Class II Bike Lane, and on the southbound side of the OC a two-way Class IV Separated Bikeway. Pedestrian curb ramps will be upgraded/added with mid-walk pedestrian refuge areas provided for some long crosswalk locations. The southbound off-ramp will be widened at the approach to the intersection with Corby Avenue to provide additional vehicle storage within the ramp and reduce queues that can back up into the auxiliary lane on southbound Route 101.

NHS Improvements YES NO Roadway Class 2 Reversible Lane Analysis YES NO

Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Interchange modifications	EA	1
Operational Improvement	Turn pockets constructed	EA	1
ADA Improvements	Modify crosswalk	LF	533
Active Transportation	Sidewalk miles	Miles	0.4
Active Transportation	Bicycle lane-miles	Miles	0.6

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Change in Daily Vehicle Miles Travelled	Miles	696,328	698,288	-1,960
			VMT per Capita	0	0	0
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	5,285,846	5,538,982	-253,136
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPF, LPPC, SCCP	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0.26	0	0.26
			PM 10 Tons	0.25	0	0.25
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO ₂)	Tons	10,299	0	10,299
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	18.8	0	18.8
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SO _x)	Tons	0.09	0	0.09
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	284.5	0	284.5
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NO _x)	Tons	33.6	0	33.6
Safety	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	0	0.06	-0.06
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.003	0.003	0
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	0	15.08	-15.08
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	0.24	1.12	-0.88
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Only 'Build' Required)	Number	474	0	474
Cost Effectiveness (only 'Change' required)	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	2.62	0	2.62
Vehicle Volume	LPPF, LPPC, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	31,336	21,904	9,432
	LPPF, LPPC, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	35,931	19,750	16,181

District	County	Route	EA	Project ID	PPNO
04	Sonoma County	101	4A1301	0400001106	

Project Title

US 101 Hearn Avenue Regional Multimodal Interchange

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									City of Santa Rosa
PS&E									City of Santa Rosa
R/W SUP (CT)									City of Santa Rosa
CON SUP (CT)									Caltrans District 4
R/W									Caltrans District 4
CON									Caltrans District 4
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	1,800							1,800	
PS&E	3,939							3,939	
R/W SUP (CT)	580							580	
CON SUP (CT)					4,300			4,300	
R/W	720							720	
CON				24,636	7,700			32,336	
TOTAL	7,039			24,636	12,000			43,675	

Fund #1:	Local Funds - City Funds (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									City of Santa Rosa
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	1,150							1,150	
PS&E	1,339							1,339	
R/W SUP (CT)	580							580	
CON SUP (CT)									
R/W	220							220	
CON				6,186				6,186	
TOTAL	3,289			6,186				9,475	

Fund #2:	Local Funds - SON Co Sales Tax (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Sonoma County Transportation Auth
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	650							650	
PS&E	2,600							2,600	
R/W SUP (CT)									
CON SUP (CT)									
R/W	500							500	
CON				13,450				13,450	
TOTAL	3,750			13,450				17,200	

Fund #3:	RIP - STIP Advance Construction (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Metropolitan Transportation Commiss
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					2,365			2,365	
R/W									
CON					1,035			1,035	
TOTAL					3,400			3,400	

Fund #4:	State SB1 LPP - Local Partnership Program - Formula distribution (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Sonoma County Transportation Auth
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,000				5,000	
TOTAL				5,000				5,000	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					1,935			1,935	
R/W									
CON					6,665			6,665	
TOTAL					8,600			8,600	

Fund #5:	State SB1 LPP - Local Partnership Program - Competitive program (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					1,935			1,935	
R/W									
CON					6,665			6,665	
TOTAL					8,600			8,600	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	03/03/2023 10:02:20
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input checked="" type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
04	2G340	0413000213	2354	Sonoma County Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Sonoma County	101	21.500	21.500		
			MPO	Element	
			MTC	Capital Outlay	
Project Manager/Contact			Phone	Email Address	
Rob Sprinkle			707-543-3817	rsprinkle@srcity.org	

Project Title

Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing

Location (Project Limits), Description (Scope of Work)

In the City of Santa Rosa, Sonoma County, over US 101, north of College Avenue near Santa Rosa College, Santa Rosa High School and Coddington Mall.

Construct a Class I ADA accessible and mode-separated bicycle and pedestrian overcrossing over US Highway 101, including new crosswalk, curb ramps and pedestrian lighting and ADA compliant ramps and touchdown landings on Elliott Avenue and Edwards Avenue.

Component	Implementing Agency
PA&ED	City of Santa Rosa
PS&E	City of Santa Rosa
Right of Way	City of Santa Rosa
Construction	City of Santa Rosa

Legislative Districts

Assembly:	2	Senate:	2	Congressional:	2,4
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Project Milestone	Existing	Proposed
Project Study Report Approved	09/14/2020	
Begin Environmental (PA&ED) Phase		01/02/2018
Circulate Draft Environmental Document Document Type (ND/MND)/CE		06/22/2020
Draft Project Report		06/19/2020
End Environmental Phase (PA&ED Milestone)		02/08/2021
Begin Design (PS&E) Phase		05/03/2021
End Design Phase (Ready to List for Advertisement Milestone)		08/28/2023
Begin Right of Way Phase		03/03/2022
End Right of Way Phase (Right of Way Certification Milestone)		09/21/2023
Begin Construction Phase (Contract Award Milestone)		03/28/2024
End Construction Phase (Construction Contract Acceptance Milestone)		03/26/2026
Begin Closeout Phase		03/27/2026
End Closeout Phase (Closeout Report)		12/31/2026

Date 03/03/2023 10:02:20

Purpose and Need

Purpose: Provide a safe alternative for bicyclists and pedestrians crossing US 101 in the vicinity of schools and transit and provide a continuous and ADA-compliant pedestrian and bicycle path to improve east-west connectivity across US 101 in the northern half of the City.

The "pedestrian/bicycle facilities miles constructed" for the overcrossing's mode-separated Class I pathway includes a dedicated 5-foot wide walking lane and 8-foot wide two-way cycle track

Need: Lack of bicycle and pedestrian connectivity in the northern half of the City of Santa Rosa between the residential and commercial areas west of U.S. 101 and the academic, residential, commercial and recreational areas east of US 101. US 101 creates a barrier between the existing and proposed bikeways on both sides of the freeway. Steele Lane and College Avenue are approximately one mile apart and provide the only crossings of US 101 for approximately two miles. This distance exceeds the comfortable range for pedestrians and many cyclists.

NHS Improvements <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	0.2

Date 03/03/2023 10:02:20

Additional Information

See Baseline Agreement for Active Transportation Program Benefits Form.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Change in Daily Vehicle Miles Travelled	Miles	0.2	0	0.2
			VMT per Capita	1	1	0
	Optional	Percent Change in Non-Single Occupancy Vehicle Travel	%	1	0	1
Air Quality & GHG (only 'Change' required)	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	1	0	1
Safety	Optional	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	2	-2
Accessibility	Optional	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	100	0	100

District	County	Route	EA	Project ID	PPNO
04	Sonoma County	101	2G340	0413000213	2354

Project Title

Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									City of Santa Rosa
PS&E									City of Santa Rosa
R/W SUP (CT)									City of Santa Rosa
CON SUP (CT)									City of Santa Rosa
R/W									City of Santa Rosa
CON									City of Santa Rosa
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	1,300							1,300	
PS&E		1,782						1,782	
R/W SUP (CT)									
CON SUP (CT)									
R/W				2,350				2,350	
CON					22,250			22,250	
TOTAL	1,300	1,782		2,350	22,250			27,682	

Fund #1:	Local Funds - TDA Article #3 (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Metropolitan Transportation Commiss
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					600			600	
TOTAL					600			600	

Fund #2:	Other State - Road Maintenance and Rehabilitation Account (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					5,100			5,100	
TOTAL					5,100			5,100	
Fund #3:	Other Fed - Active Transportation Program (ATP) (Committed)								
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					12,000			12,000	
TOTAL					12,000			12,000	

Fund #4:	RSTP - STP Local (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Metropolitan Transportation Commiss
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E		1,782						1,782	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		1,782						1,782	
Fund #5:	Local Funds - City Funds (Committed)								
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									City of Santa Rosa
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)	1,300							1,300	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W				2,350				2,350	
CON					4,550			4,550	
TOTAL	1,300			2,350	4,550			8,200	