ECA General Membership November 18, 2025









SCTCA

GO SONOMA Transportation Sales Tax SCTCA Funding Cycle 2

SMART

Caltrans

- 1. History of Authorities
- 2. Role of Authorities
- 3. Project Implementation

Organizational Alignment - One Board and One Staff Two Authorities





- SCTA Created (1990)
- Sonoma County Transportation Sales Tax Passed (2004)
- SMART Sales Tax Passed (2008)

1990-2010

RCPA Created (2009)



Sonoma County Transportation Sales Tax Renewed (2020)

2011-2020

- White House Climate Action Champion (2014)
- Climate Action 2020 and Beyond (2016)

SCTA Funding Plan (2021)

• Board Awarded \$70 million with focus on Safety, Maintenance, Active and Shared Modes (2023)

2021-2024

Strategic Visioning and Organizational Alignment

- Sonoma Climate Mobilization Strategy (2021)
- Climate Resiliency District (2022)
- Climate Protection Initiative (2023)

2025

Sonoma County **Transportation and Climate Authorities**



To equitably plan, prioritize, coordinate, fund, and implement climate and transportation solutions that are safe, affordable, and sustainable.

Lead regional collaboration

Develop regional transportation and climate policy and programs Provide countywide data and reports (e.g., travel model, GHG inventory)

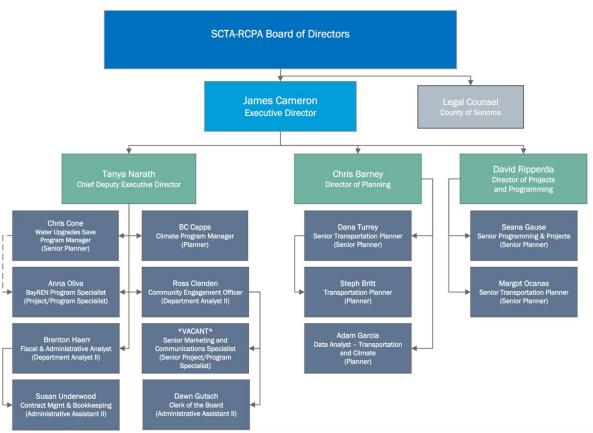
Support multi-jurisdictional funding efforts

Coordinate multi-jurisdictional grant applications

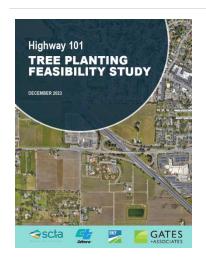
Advocate for Sonoma County's funding needs at the State and federal levels (e.g., federal transportation formula funding, climate bond)

Organizational Chart





US 101 Landscaping and Carpool Lane Hours



US 101 Landscaping

- Coordinating with Caltrans on design of North Segment (Windsor River Road to Sierra Avenue)
- Designing South Segment (Sierra Ave to Petaluma Blvd South) under Caltrans oversight

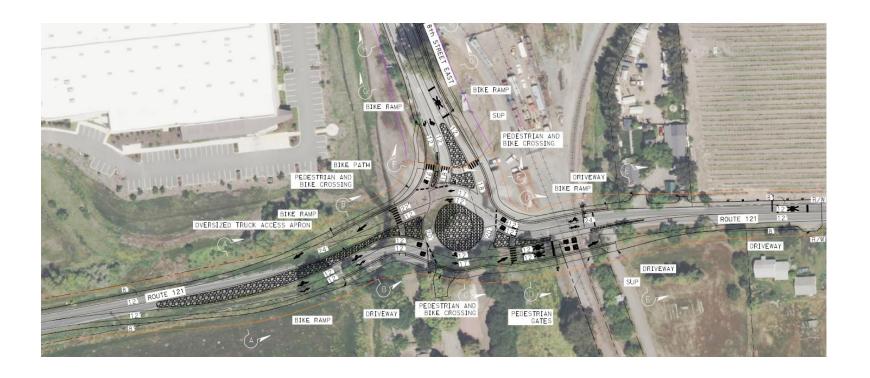
US 101 Carpool Lane Hours

 SCTA staff coordinating with Transportation Authority of Marin, MTC, and Caltrans for consistent carpool lane hours across Marin and Sonoma Counties



State Route 121/8th Street East Intersection Improvements





State Route 37

Integrating transportation, ecology, and sea level rise adaptation into a more resilient SR 37

Resilient Corridor Program









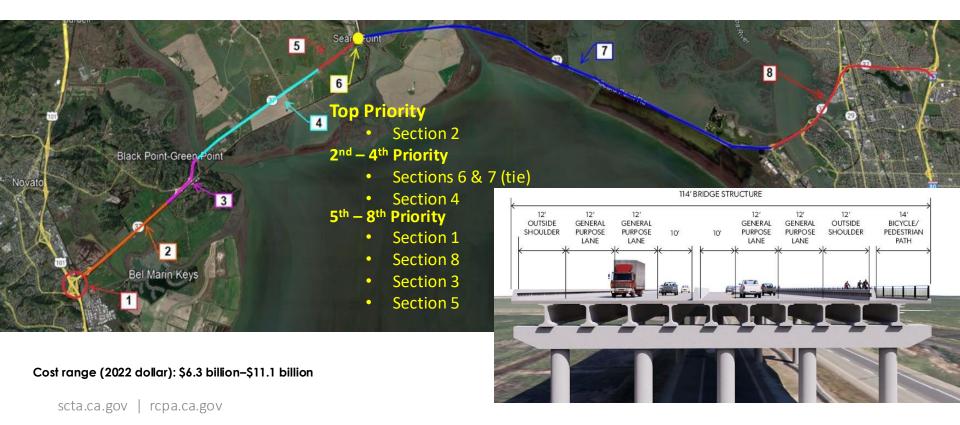


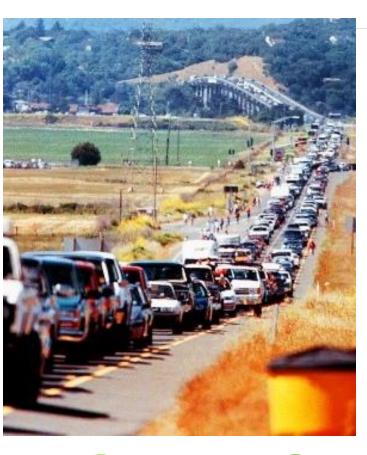






SR 37 Long-term Corridor Sea Level Rise Adaptation Planning and Environmental Linkages (PEL) Study Potential Phasing Strategy for SR 37 Preferred Alternative









- Near-term Sears Point to Mare Island Improvement Project to widen to 4 lanes between SR 121 and Vallejo
- Long-term causeway project
- Novato Creek Bridge replacement in Marin County

RESILIENTSR37





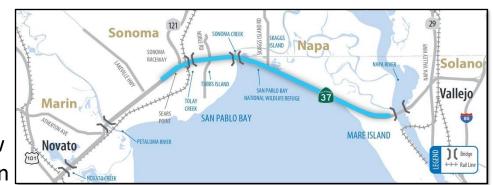






SEARS POINT TO MARE ISLAND IMPROVEMENT PROJECT

- Near-term widening of SR 37 from two to four lanes between SR 121 and Vallejo
- Conversion of inside lane to 24/7 HOV lane and new tolled lane
- Replacement of Tolay Creek Bridge with new 375' bridge to allow tidal wetland restoration



Project Phases

- Phase 1: intersection improvements and HOV queue jump lane west of SR 121, replacement Tolay Creek Bridge. Total cost \$92 million, fully funded
- Phase 2: EB widening and start EB tolling. Total cost \$251 million, partially funded
- Phase 3: WB widening and start WB tolling. Total cost \$157 million, partially funded















Sears Point to Mare Island Improvement Project – Tolay

Creek Bridge

Existing



Near-term Project (~2028)



RESILIENTSR37

• Replacing existing 60' 2-lane bridge with 375' 5-lane bridge to allow marsh restoration sooner ahead of sea level rise



RESILIENTSR37

• Beginning environmental for long-term SR 37/121 interchange and causeway over SMART and Tolay Creek in 2026.

Flood Reduction - https://youtu.be/NJuV850ZpFw

US 101 to Atherton Avenue in Marin County



SCOPE

- Construction of elevated causeway for the most vulnerable section of SR 37 (US 101 to Atherton Ave)
- Address reoccurring flooding and sea level rise of projected year 2130 elevation.
- The first SR 37 ultimate resiliency projects; Novato Creek Bridge Replacement is the first construction package (Phase 1), anticipated begin construction in 2027.

Funding

- \$270M committed for first construction package (Phase 1):
 Novato Creek Bridge Replacement
- \$1.7B Causeway from US 101 to Atherton Ave (Phase 2), to be funded.

SCHEDULE

- Environmental Phase: Completed in January 2024 (A)
- Novato Creek Bridge Replacement (Phase 1): Complete Design: May 2026 (T)
 Begin Construction: 2027 (T)

Go Sonoma Transportation Sales Tax





SCTCA G

GO SONOMA Transportation Sales Tax SCTCA Funding Cycle 2 **SMART**

Caltrans

- 1. Approved by Voters in 2020 Revenue started in April 2025
- 2. Revenue Projections
- 3. Expenditure Plan



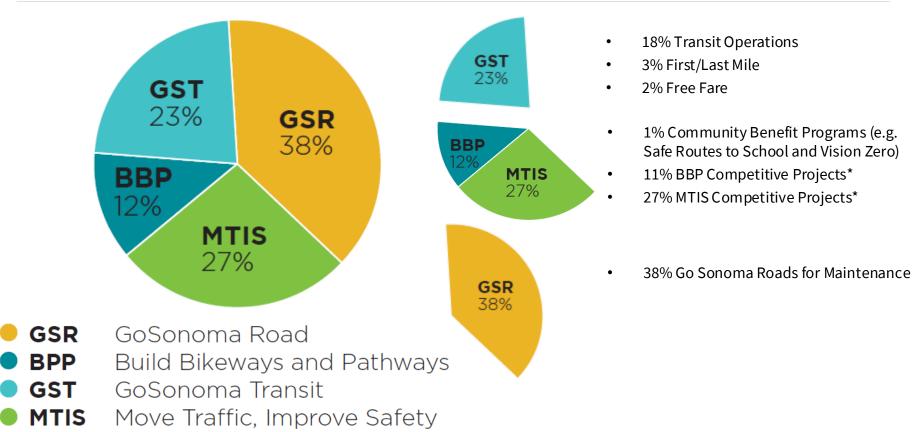
0.25% Tax Countywide

- FY 26 Projection \$31,031,839
 - Estimate -1.0% growth
- FY 27 Projection \$31,705,739
 - Estimate at 2.2% growth
- FY 28 Projection \$32,495,155
 - Estimate at 2.5% growth
- FY 29 Projection \$33,393,018
 - Estimate at 2.8% growth



Go Sonoma - 4 Programs





SCTCA Funding Program (Cycle 2)





SCTCA

GO SONOMA Transportation Sales Tax

SCTCA Funding SMART Cycle 2

Caltrans

- Fund Projects combining all primary fund sources
 - Align with goals
 - Geographic Distribution among all member agencies
 - Streamline Administration



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- Once every 4 years \$76m for FY 26 FY 31
- Cycle 1 Go Sonoma Fact Sheets at: <u>https://scta.ca.gov/gosonoma-project-fact-sheets/</u>
- Prioritization
- Coordinate
- Leverage Funds





SCTA Funding Program (Cycle 2) Funding Sources				
	Type	Amount (\$M)	Fiscal Year	
One Bay Area Grant (Cycle 4)	Federal	\$19.80	FY 26/27 – FY 29/30	
State Transportation Improvement Program	State/Fed	\$3.28	FY 29/30 – FY 30/31	
SB 1 Local Partnership Program	State	\$2.00	FY 25/26 - FY 28/29	
Transportation Fund for Clean Air (TFCA)	Local	\$2.72	FY 26/27 - FY 30/31	
Go Sonoma Move Traffic and Improve Safety	Local	\$34.20	FY 27/28 – FY 30/31	
Go Sonoma Build Bikeways and Pathways	Local	\$14.00	FY 27/28 – FY 30/31	
Measure M Bicycle and Pedestrian Program	Local	TBD	FY 25/26 - FY 30/31	
Measure M Local Streets Projects Program	Local	TBD	FY 25/26 - FY 30/31	
	Total	\$76.00		

^{*}All funding sources are estimates and are subject to adjustment

- Cap and Trade/Invest Competitive Programs
 - Transit and Intercity Rail Capital Program (TIRCP)
 - Affordable Housing Sustainable Communities (AHSC)
- SB 1 Competitive Programs
 - Local Partnership Program (LPP)
 - Solutions for Congested Corridors Program (SCCP)
 - Active Transportation Program (ATP)
- Highway Safety Improvement Program (HSIP)
- Surface Transportation Reauthorization
 - Safe Streets and Roads for All (SS4A)
 - Metropolitan Transportation Commission Regional Programs





- A total of 72 projects were submitted by the jurisdictions and transit operators
- Total funds requested \$791,693,000.
- Summary of the applications included in Attachment A.
- Information is subject to change based on corrections and clarifications as SCTCA staff review the submittals and work with the project sponsors on any changes

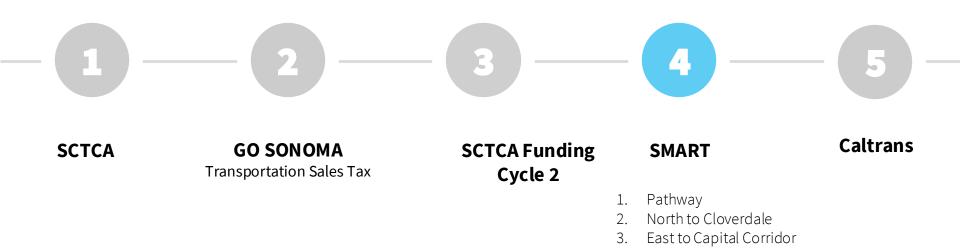
Project Sponsor	Applications Received	Total Requested*	Total Project Cost*
Cloverdale	3	\$1,406	\$2,408
Cotati	5	\$17,180	\$33,905
Healdsburg	5	\$19,163	\$26,141
Petaluma	5	\$28,617	\$37,100
Rohnert Park	2	\$42,233	\$47,318
Santa Rosa	9	\$36,854	\$43,949
Sebastopol	5	\$15,894	\$18,699
Sonoma	5	\$9,025	\$12,815
Sonoma County	10	\$123,434	\$167,796
Windsor	5	\$16,711	\$27,183
Petaluma Transit	4	\$16,230	\$19,001
SR CityBus	4	\$21,192	\$23,052
Sonoma County Transit	5	\$9,377	\$11,903
SMART	5	\$434,376	\$680,505
TOTAL	72	\$791,693	\$1,151,775

^{*}dollars in \$1,000s

Windsor Downtown Pedestrian and Bicycle Crossing of US 101 – FY 26/27 funded









SMART East-West Service – Part of Resilient37.org Study lead by Caltrans

Project Location:

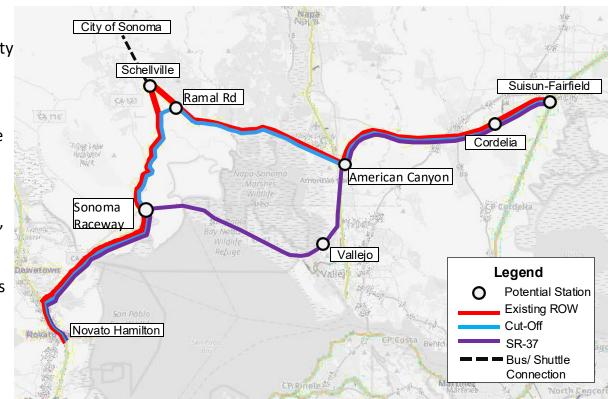
 Novato to Napa Junction to the Solano County Hub (likely Suisun-Fairfield Station)

Objectives:

- Develop a Project Study Report (PSR) for the Novato to Solano County corridor
- Analyze alignment alternatives for public benefits, environmental considerations, cost, schedule, and scalable implementation
- Select an implementation strategy that aligns with and supports the SR 37 causeway/restoration

Schedule

Finalize study in late 2025







SCTCA

GO SONOMA Transportation Sales Tax SCTCA Funding Cycle 2 **SMART**

Caltrans

- .. Strong Partnership with SCTCA
- Construction Implementation of SCTCA Projects
- 3. Monthly Updates at SCTCA Board meetings.

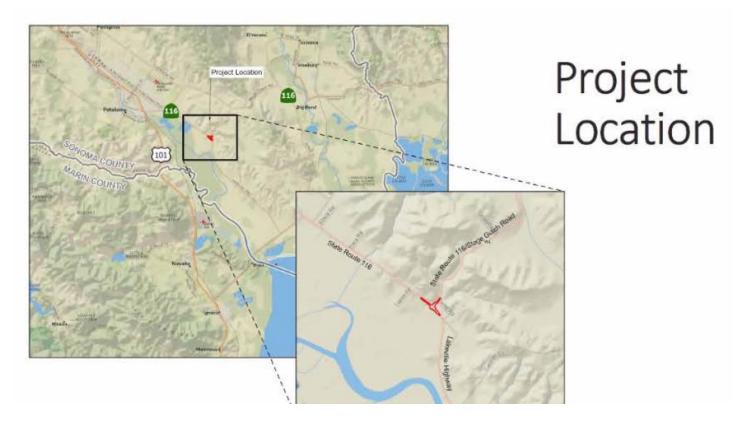
SCTCA Monthly Board Reports



- Projects and Programming Activities Report
 - Example Item 6.4.4 in October:
 - https://scta.ca.gov/wp-content/uploads/2025/06/Board-Agenda-Packet-10-6-2025op.pdf
 - Include Caltrans monthly Reports:
 - EA 2Q770
 - SON 116-39.3
 - IN PETALUMA AT INTERSECTION OF STAGE GULCH ROAD AND LAKEVILLE
 - ROAD; INSTALL ROUNDABOUT
 - PAED: 5/2023 PS&E: 11/2025 RWC: 8/2026 RTL: 8/2026 CCA: 12/2028
 - Con Cap: \$7,458K.

State Route 116/ Lakeville Highway





State Route 116/ Lakeville Highway



- Environmental Clearance Complete
- Design and Right of Way Acquisitions underway
- Caltrans Scheduled to bid in 2026





Project ID:

04-2Q7804

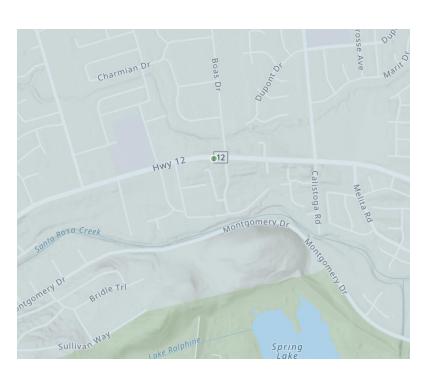
Bid Due Date:

2025-11-19

Const curb ramps & SW, Ret wall, and install signal & lighting system.

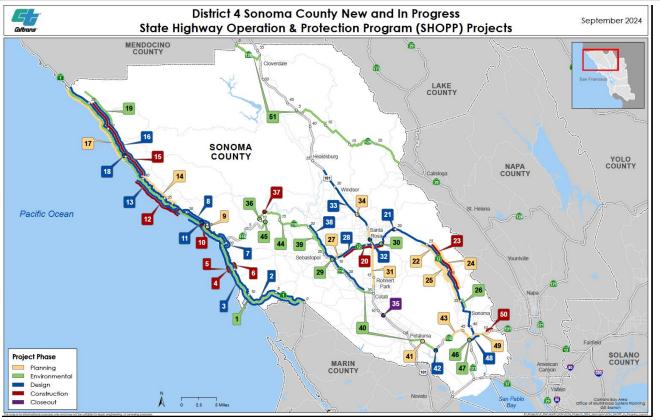
Const curb ramps & SW, Ret wall, and install signal & lighting system.

In Sonoma County In Santa Rosa At South Boas Drive



Caltrans SHOPP projects in Sonoma







Questions?

SCTA.CA.GOV

More information on the measure and projects

RESILIENT37.ORG

More information on the SR37 projects,

info@scta.ca.gov

