

CITY OF SEBASTOPOL CITY COUNCIL

AGENDA ITEM REPORT FOR MEETING OF: July 15, 2025

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**To:** Honorable Mayor and City Councilmembers

**From:** Mark Rincon, Public Works Director/City Engineer  
Toni Bertolero, P.E., Public Works Engineer

**Subject:** Sonoma County Transportation and Climate Action Authorities (SCTCA) Cycle 2 Priority Funding Program

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**RECOMMENDATIONS:**

That the Council receive the report on the SCTCA Funding Program Cycle 2 Priority List of Projects for FY 2025-26 through 2030-31 and authorize staff to move forward with grant applications to the SCTCA.

**EXECUTIVE SUMMARY:**

On June 10, 2025, SCTCA issued a call for all projects for the SCTCA Funding Program Cycle 2 to program federal, State, and local funds for fiscal years 2025-26 through 2030-31. SCTCA asks project sponsors to identify the highest priorities, maximum of 5, in each jurisdiction for SCTCA to strategically program the best projects with the various fund sources available. The priority project applications are due to the SCTCA on August 8, 2025. Based on a review of eligible projects and the scoring rubric staff recommends the following projects for Council's consideration and provide feedback in the priority projects listed in Table 1.

***Table 1 – List of Priority Projects***

Priority	Project Name	Description	Initial Fiscal Year Funding	Total Project Cost Estimate	Proposed Funding Request
1	Citywide Pavement Repairs and Repaving Program	Pavement treatments based on 5-year Pavement Management Program	26/27	\$3,500,000.	\$3,000,000.
2	Bodega Ave Bike Lanes and Rehab Phase 3	Bike lanes and paving from Pleasant Hill Rd to city limit	27/28	2,255,000.	1,920,000.
3	Ragle Road Paving and Traffic Signal Improvements	Signal at Bodega/Ragle and paving improvements from Covert to Bodega	29/30	2,200,000.	1,870,000.
4	Sebastopol ATP Improvements	Various bike/ped improvements	29/30	1,150,000.	\$1,000,000.
5	Johnson Street Area Pedestrian Safety Improvements	Sidewalk, ADA ramps, enhanced crossings at Sunset and Eddie Lane	28/29	930,000.	790,500.

The priorities and projects listed above are subject to modifications as the project descriptions and cost estimates are being developed based on discussions with SCTCA representatives regarding the competitiveness of each project. The intent is to optimize the projects in a manner that will result in maximizing the City's ability to receive grant funding that is based on competitive ranking with other projects throughout the County. The local match

required are also subject to change, depending on the final grant funding source (i.e. federal, state, regional) since each funding source have different local match requirements.

#### **BACKGROUND:**

In 2021, the Sonoma County Transportation Authority (SCTA) established the SCTA Funding Program to strategically coordinate various local, state, and federal transportation funding sources, including the State Transportation Improvement Program (STIP), Senate Bill 1 Local Partnership Formulaic Program (LPP-F), One Bay Area Grant (OBAG), and the Go Sonoma sales tax. The intent was to streamline the various funding processes for the benefit of multiple agencies across Sonoma County, and ensure that resources are directed toward the highest priority regional transportation projects. Cycle 1 of the SCTA Funding Program resulted in several key investments across the county, including one major City project: Bodega Avenue Bike Lanes and Rehabilitation Phase 2 Project. The project was awarded a \$2.2 million grant from Go Sonoma Roads funding. On June 10, 2025, SCTCA issued a call for all projects for the SCTCA Funding Program Cycle 2 to program federal, State, and local funds for fiscal years 2025-26 through 2030-31.

#### **DISCUSSION:**

SCTCA asks project sponsors to identify the highest priorities in each jurisdiction for SCTCA to strategically program the best projects with the various fund sources available. Knowing the priorities of each jurisdiction will help SCTCA assess and prepare projects for the multiple funding programs, particularly the One Bay Area Grant (OBAG) Cycle 4 funds that are expected to be released in early 2026.

SCTCA is requesting that project sponsors submit their top 5 priority projects (top 10 for the City of Santa Rosa and the County of Sonoma), and transit operators may also submit up to 5 priorities. Project sponsors should consider that SCTCA will program projects for the 2026 STIP and 2026 SB 1 LPP-F programming first (\$18M total available), but with the understanding that priorities will also be considered for the other sources.

At their Board of Directors meeting on June 9, 2025, the Sonoma County Transportation and Climate Authorities (SCTCA) are expected to launch SCTCA Funding Program Cycle 2. This round will distribute approximately \$100 million in funding across fiscal years 2025-26 through 2030-31 from Federal, State and regional funding sources including OBAG 4, 2026 STIP funds, 2024 and 2026 SB1 LPP-F funds, Go Sonoma Move Traffic and Improve Safety (“MTIS”) Program, Go Sonoma Build Bikeways and Pathways (“BBP”) Program, and Graton Tribal Mitigation Funds. The funding sources, type of funding (i.e. Federal, State, local), estimated funding amounts available for award and programming, and funding availability are shown in Table 2.

***Table 2: SCTCA Funding Program Cycle 2 Funding Sources and Timing***

<b>SCTCA Funding Program (Cycle 2) Funding Sources</b>						
	<b>Funding Type</b>	<b>Est. Amount (\$M)</b>	<b>SCTCA Action</b>	<b>MTC Action</b>	<b>CTC Adoption</b>	<b>Fiscal Years</b>
OBAG 4 (STP/CMAQ)	Federal	\$19.8	Sep-26	Jan-26	N/A	FY 27-30
2026 STIP	State/Fed	\$16.0	Sep-25	Dec-25	Mar-26	FY 30-31
2024 and 2026 SB 1 LPP-F	State	\$2.0	Sep-25	N/A	TBD	FY 26-29
Go Sonoma MTIS	Local	\$34.2	Feb-27	N/A	N/A	FY 28-31
Go Sonoma BBP	Local	\$14.0	Feb-27	N/A	N/A	FY 28-31
Graton Tribal Mitigation Funds	Local	\$14.0	Feb-27	N/A	N/A	FY 26-31
<b>Total</b>		<b>\$100.0</b>				

The Cycle 2 applications are due on **August 8, 2025**, in which project sponsors (i.e. 9 cities, County of Sonoma and transit operators) will prepare funding applications for their top five project priorities. (The large jurisdictions of

City of Santa Rosa and County of Sonoma are allowed to submit 10 priority projects.) SCTCA will score each project based on a rigorous and comprehensive evaluation rubric developed to meet goals and requirements of the funding sources above. SCTCA will pair the strongest projects with the most appropriate funding streams, so that SCTCA and project sponsors can efficiently focus on funding programming and obligations, especially for fast-approaching regional and State deadlines for STIP and OBAG.

All projects must be included in the 2050 Comprehensive Transportation Plan List of Projects (CTP) or the update to the CTP, advance the goals of the Regional and Comprehensive Transportation Plans, and are subject to the requirements and guidelines of the respective funding programs. See Attachment 1 for a list of the City's projects included in the Draft 2050 CTP Update.

#### **STAFF ANALYSIS:**

SCTCA developed the application and scoring rubric specifically to address goals of the Sonoma County Comprehensive Transportation Plan, Plan Bay Area 2050+, and the Go Sonoma tax measure. The projects will be scored based on meeting program requirements as well as local and regional goals for equity, climate resiliency, safety, public health, housing diversity and affordability, infrastructure condition and project readiness.

City staff reviewed the Sonoma County Comprehensive Transportation Plan (CTP) 2025 update for projects that would score competitively based on the Cycle 2 scoring rubric. Projects submitted to Cycle 2 must be in the CTP.

Table 3 shows the overall point scoring and relative weighting of transportation goals and objectives across all the funding sources:

*Table 3 – SCTCA Point Scoring for Priority Projects*

Category	Points Available	Points Awarded
1. Benefit to Equity Priority Communities	10	
2. Potential for Mode Shift	20	
3. Collisions and Safety	25	
4. Public Participation and Community Support	15	
5. Improved Public Health	10	
6. Leveraging Non-SCTCA Funding Program Funds	20	
7. Project Readiness	20	
8. Project Location	20	
9. Emission Reduction	30	
10. Employment Opportunities, and Access to Training and Education	10	
11. Congestion, Reliability and Traffic Flow	10	
12. Infrastructure Condition	10	
<b>TOTAL</b>	<b>200</b>	

Based on a review of eligible projects and the scoring rubric staff recommends the following projects for Council's consideration and provide feedback on the priority projects listed in Table 1.

*Table 1 – List of Priority Projects*

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The priorities and projects listed above are subject to modifications as the project descriptions and cost estimates are being developed based on discussions with SCTCA representatives regarding the competitiveness of each project. The intent is to optimize the projects in a manner that will result in maximizing the City's ability to receive grant funding that is based on competitive ranking with other projects throughout the County. The local match required are also subject to change, depending on the final grant funding source (i.e. federal, state, regional) since each funding source have different local match requirements.

In addition to pavement preservation considerations, the City has numerous transportation projects that address multi-modal needs, ADA, and safety concerns. Some of these projects are identified in the City's Local Road Safety Plan (LRSP), the Local Hazard Mitigation Plan (LHMP), the SR 116 Corridor Safety Plan, the Safe Routes to School Plan, and the City's Active Transportation Plan (ATP). The Cycle 2 Program is only one source of grant funding (typically with required local match) and is highly competitive for the limited funds. Staff will continue to pursue other sources of grant funds for transportation projects that are not included in the Cycle 2 Program or not selected for award by SCTCA.

A discussion of the proposed priority projects follows below.

#### Priority 1: Citywide Pavement Repairs and Repaving Program

**Funding Leverage, Match Requirements and Pavement Preservation Considerations** proposing local funds as leverage for additional outside funding through the Funding Program Cycle 2 will make a project more competitive. Also, if any of the City's projects are awarded SCTCA Cycle 2 funding, local matching contributions are likely to be required, depending on the funding source. In both of these situations, the City will need to consider that transportation-restricted funds that the City receives as formula-based annual allocations (such as gas tax and the Go Sonoma Roads program) are already conceptually planned for pavement maintenance in future years.

At the April 15, 2025 meeting, Council received the 2025 Pavement Management Report, explaining that while the City's street network currently holds a Pavement Condition Index (PCI) of 55 which is characterized as "Fair" condition, an investment of approximately \$5.2 million over 5 years is needed to maintain the PCI at its current level of 55, and an investment of \$7.4 million is needed to raise the PCI to 60. Raising the PCI by 5 points was a goal of prior Councils and is the goal identified in the CTP 2050. With the infusion of money from SCTA Cycle 1 for Bodega Avenue, and a proposed annual amount of \$500,000 per year in pavement repairs and repaving program, the City is investing an amount to maintain the City's current level of 55. Much more is needed to reach the City's PCI goal of 60 in 5 years. The proposed priority project for pavement repairs and repaving is based on maintaining the City's PCI at 55 due to funding limitations. Although the work will occur within a 5-year period, the local match commitment must be made in the initial year of the project.

The proposed streets included in the 5-year program are shown on a map (Attachment 2), and a spreadsheet (Attachment 3). It should be noted that the scope of the improvements may be modified and/or pared down to meet grant award amount and revised Engineer's cost estimates as they become available during the future design phase.

While pavement projects are not as competitive as other multi-modal projects, the City can show commitment to repairing its street network through the passage of Measure U, can show significant public interest for pavement improvements, and can also point to significant deferred maintenance and poor condition of the citywide street network identified in the City's recent Pavement Management report.

#### Priority 2: Bodega Avenue Bike Lanes and Pavement Rehab Phase 3

This priority project is the completion of the Bodega Avenue Bike Lanes and Rehabilitation Project. Phase 1 included bike lanes and pavement rehabilitation from High Street to Nelson Way and was completed in 2024 and was primarily funded with CDBG and OBAG 2 grant funds. Phase 2 design has been completed and the construction will be advertised for bids tentatively scheduled for August. This phase continues the Bodega Avenue improvements from Nelson Way to Pleasant Avenue. Phase 3 will complete the Bodega Avenue bike lanes and rehabilitation work from Nelson Way to the city limit.

This project will be competitive because the City has shown commitment to prior investments to this project. There is already a concept design and cost estimates that can be readily updated as the City has applied for other grants for this work.

#### Priority 3: Ragle Road Paving and Traffic Signal Improvements

Vehicular traffic volumes at the intersection at Bodega Avenue and Ragle Road currently meet warrants for a traffic signal as the side street traffic volumes are on par with those at Pleasant Hill Road and Jewell Avenue-Dutton Avenue, which are already signaled. A roundabout was initially considered at this location, however, due to right of way constraints, was determined not to be feasible. There were pedestrian crossing improvements completed in 2018 which has enhanced pedestrian safety at this uncontrolled crossing of Bodega Avenue, but a greater level of safety could be achieved with a traffic signal as well as connect future bike facilities on Bodega Avenue.

In addition, the pavement condition of Ragle Road from Covert Lane to Holly Court is in poor condition and this paving work, including adding bike and pedestrian improvements on Ragle Road could improve the scoring for this project. The section from Holly Court to Bodega Avenue is in good condition, and the paving work along this segment would be minimal, consisting of a slurry seal and striping improvements.

Because a traffic signal project does not typically score as high as other multi-modal transportation projects, the project can be enhanced by combining this project with the Ragle Road bike and pedestrian improvements

described above as well as the connection to the Bodega Avenue trail enhancements connecting to the County trail at Atascadero Creek. The signal could also be enhanced to include bike sensors and detection loops.

Priority 4: Sebastopol ATP Citywide Bike and Ped Improvements

The City recently approved the Sebastopol Active Transportation Plan (“ATP”), previously called the Sebastopol Bike and Pedestrian Master Plan. The ATP identified a number of Tier 1 to 4 projects. The SCTCA has allowed all project sponsors to bundle area-wide bike and pedestrian improvements provided the total does not exceed a grant request of \$1,000,000.

Staff reviewed the Tier 1 projects from the ATP, and included those projects that were feasible to install without too much engineering and environmental constraints, with the final list reaching the maximum \$1,000,000 threshold. The additional project cost (assumed to be the local match) will be needed for design and environmental work. The list of ATP projects included in Priority 4 is shown in Attachment 4.

Priority 5: Johnson Street Area Pedestrian Safety Improvements

These improvements were identified in the City’s Safe Routes to School Program. The City has already completed the Sunset/Taft Pedestrian Safety Project and is nearing completion of the design for the Sunset/Johnson Pedestrian Crossing Enhancements Project. This priority project will include pedestrian crossing improvements at Sunset/Johnson, Sunset/Eddie Lane and new sidewalk on west side of Johnson between Eddie Lane and Sunset Avenue.

**CITY COUNCIL GOALS/PRIORITIES/AND ORGENERAL PLAN CONSISTENCY:**

This agenda item represents the City Council goals/priorities as follows:

Goal 3 – Infrastructure.

- Priority 2 (potholes/street resurfacing)
- Priority 10 (ADA walkway in Ives Park)

This agenda item represents the City Council General Plan Consistency (if applicable):

- Circulation CIR 1-9: Consider all transportation improvements as opportunities to improve safety, access, and mobility for all roadway users and avoid dead-end streets and cul-de-sacs.
- Circulation CIR 1-11: Provide high quality regular maintenance for existing and future transportation facilities including streets, sidewalks, and paths.
- Circulation CIR 2-2: Routinely incorporate sidewalks and enhanced pedestrian crossing facilities as part of new street construction or enhancements to existing streets.

**FISCAL IMPACT:**

Approval of this action would not have a fiscal impact in Fiscal Year 2025-26. However, if a grant is awarded, there would be a fiscal impact on Special Reserve Funds starting Fiscal Year 2026-27 for grant(s) awarded in the SCTCA Cycle Funding Program. If awarded, a future funding agreement with the SCTCA, committing to the local match would be brought to Council for approval.

**COMMUNITY OUTREACH:**

This item has been noticed in accordance with the Ralph M. Brown Act and was available for public viewing and review at least 72 hours prior to the scheduled meeting date.

As of the writing of this staff report, the City has not received any public comment on this item. However, if staff receives public comment from interested parties following the publication and distribution of this staff report,

such comments will be provided to the City Council as supplemental materials before or at the meeting. In addition, public comments may be offered during the public comment portion of this item.

**RESTATED RECOMMENDATIONS:**

That the Council receive the report on the SCTCA Funding Program Cycle 2 Priority List of Projects for FY 2025-26 through 2030-31 and authorize staff to move forward with grant applications to the SCTCA.

**CITY COUNCIL OPTIONS:**

1. The Council could remove this item from Consent Calendar for direction to staff if other options are requested to be discussed.

**ATTACHMENTS:**

- 1-List of Sebastopol Projects in the SCTCA Comprehensive Transportation Plan (CTP) 2025
- 2-Map of Proposed Streets in Priority 1 Project
- 3-Spreadsheet of Proposed Streets in Priority 1 Project
- 4.-List of ATP Projects included in Priority 4

**APPROVALS:**

Department Head Approval: Approval Date: 7/8/25

CEQA Determination (Community Development): Approval Date: 7/7/25

The action is not a project under the California Environmental Quality Act (CEQA). Future projects will require CEQA review.

Administrative Services (Financial) Approval Date: N/A

Costs authorized in City Approved Budget: ☐ Yes ☐ No ☐ N/A

Account Code (f applicable) \_\_\_\_\_

City Attorney Approval: Approval Date: N/A

City Manager Approval: Approval Date: 7/8/25



**Sonoma County Transportation Authority Comprehensive Transportation Plan - Sonoma Moves 2050: Draft Project List (5-21-2025)**

Sponsor	Title	Description	Location	Project Type	Category	Year	Cost (\$M)	Funds Identified
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	Highway	Intersection Improvements	2030	4.00	0.00
Sebastopol	SR 116 Curb, Gutter & Sidewalk	Widen shoulder, construct curb gutter and sidewalks, relocate utilities and storm drains.	Healdsburg Avenue (SR 116), North side, from Live Oak Avenue to Soll Court in the City of Sebastopol.	Highway	Roadway Improvements	2030	2.00	
Sebastopol	Pavement Rehabilitation Program	Annual Rehabilitation Program for Local Streets in Sebastopol - Raise PCI 5 points in 5 years	various in Sebastopol	Local Roads Rehab	Roadway Improvements	2025-2030	7.13	0.30
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	Bike/Walk	Bicycle and Pedestrian Facilities	2030	5.00	0.00
Sebastopol	Bodega Corridor Project	Repaving, add bike lanes, 3 sidewalk gap closures, roadway widening, shoulder stabilizing	Bodega Avenue between Nelson Way & Pleasant Hill Rd	Local Roads	Roadway Improvements	2025-2026	2.58	2.58
Sebastopol	Bodega Avenue Intersections	Upgrade crosswalk protection systems	Ragle Rd, Robinson Rd, Florence Ave	Bike/Walk	Intersection Improvements	2027	1.04	0.19
Sebastopol	Libby Park Bike Lane	Add bike path across Libby Park to connect Washinton St to Pleasant Hill Rd.	Libby Park	Bike/Walk	Bicycle and Pedestrian	2027	0.45	0.00
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	Bike/Walk	Bicycle and Pedestrian	2028	1.60	0.00
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	Local Roads	Intersection Improvements	2034	0.40	0.00
Sebastopol	Signal at Fircrest and Gravenstein N (Sr116)	Add traffic signal at intersection	Fircrest Avenue	Local Roads	Intersection Improvements	2036	1.60	0.00
Sebastopol	Willow Street extension	Extend willow 1 block east	Between S Main & Petaluma	Local Roads	Roadway	2038	1.53	0.00
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 resilient intersection control capable of maintaining operation during blackout and other disaster conditions.	Bodega Avenue, vicinity of westerly city limits	Local Roads	Intersection Improvements	2026-27	1.04	0.19
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	Bike/Walk	Bicycle and Pedestrian Facilities	2027	1.00	0.00
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	Local Roads	Roadway Improvements	2030	2.55	0.00
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	Local Roads	Intersection Improvements	2025	1.00	0.37
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	Bike/Walk	Bicycle and Pedestrian Facilities	Various	2.40	0.00
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	Bike/Walk	Bicycle and Pedestrian	TBD	8.30	0.00

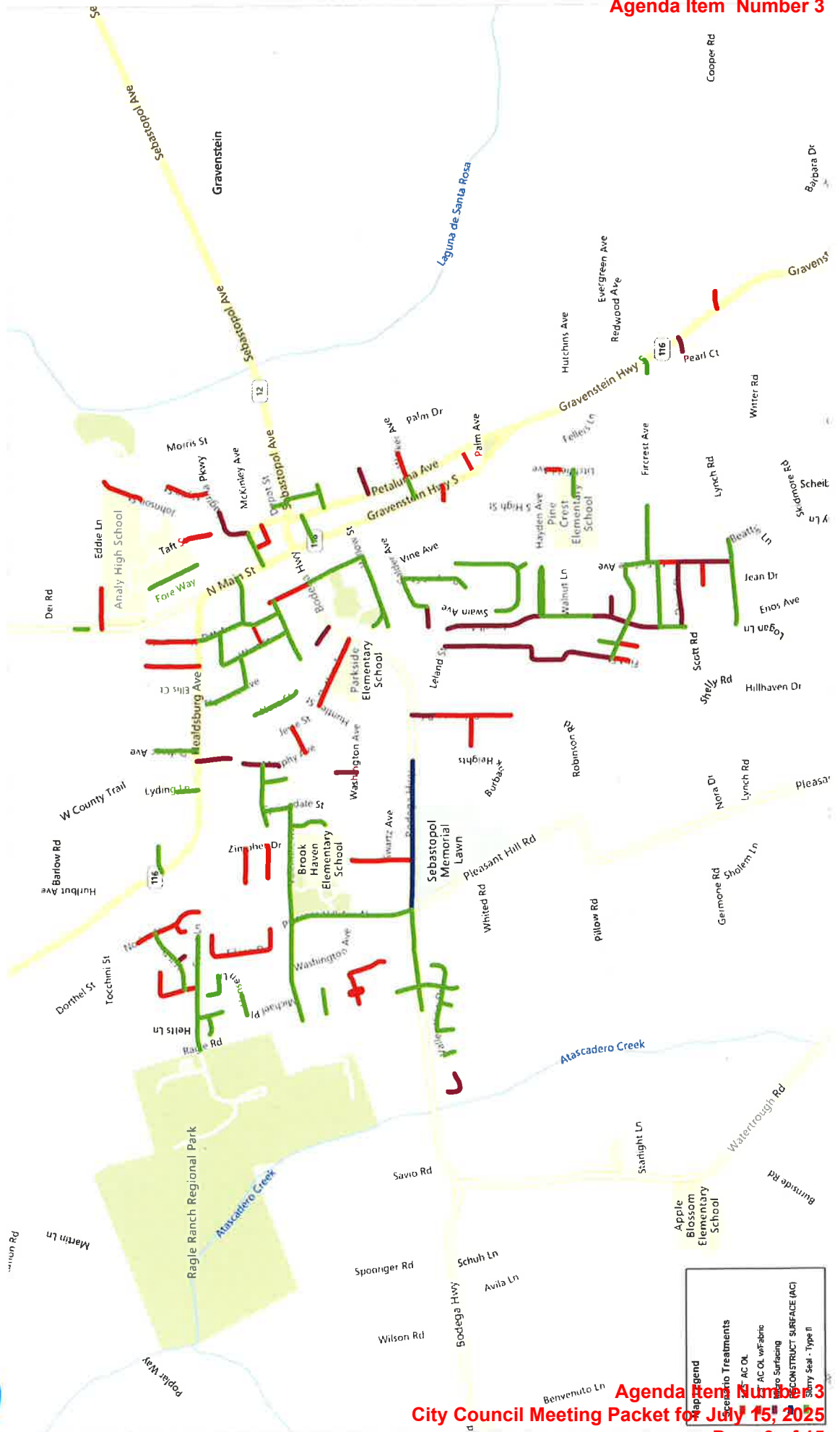


# Scenario Treatments

(3) Maintain Current PCI (55) - All Project Periods - Printed: 2/11/2025



City of Sebastopol  
(707) 825-2151



Pavement Management Budget Operations Report - Scenario 3 Maintain PCI at 55, February 2025

Year: 2025								
Street Name	Begin Location	End Location	Length	Width	Area	Current PCI	PCI Before	PCI After
DOWD DRIVE	MACFARLANE AVE.	JEWELL AVE.	700	32	22,400	65	65	75
FANNEN AVENUE	ELEANOR AVE.	PETALUMA	300	25	7,500	67	67	76
FLORENCE AVENUE	1000 S/O MARYS LANE	BODEGA	250	28	7,000	69	69	79
GIUSTI COURT	JEWELL AVE	CUL DE SAC	225	26	5,850	68	68	77
HERMOSA COURT	WASHINGTON AVE	END	265	26	6,890	62	62	72
MURPHY AVENUE	HEALDSBURG	BATELY COURT	385	38	14,630	65	66	75
<i>Treatment Area/Cost:</i>					64,270			
BODEGA AVENUE	PLEASANT HILL	290 W/O RAGLE AVE SOUTH	1,180	44	51,920	77	77	85
FIRCREST AVENUE	GRAVENSTEIN HWY. S.	173' W/O G. HWY. S. (NARROW)	195	38	7,410	79	79	87
FIRCREST AVENUE	MAYTUM	MC FARLANE	655	23	15,065	78	78	86
HIGH STREET	BODEGA	BURNETT	215	28	6,020	75	75	83
MC FARLANE AVENUE	FIRCREST	BELLE VIEW	112	23	2,576	83	83	90
<i>Treatment Area/Cost:</i>					82,991			
FIRST STREET	WOODLAND AVE. (COP)	MACKEY CT.	225	17	3,825	42	42	100
GOLDEN RIDGE AVENUE	BODEGA AVE	WASHINGTON AVE	650	32	20,800	42	42	100
MEADOWLARK AVENUE	MC FARLANE AVE	HAWTHORNE CT	264	32	8,448	41	41	100
NORLEE STREET	COVERT LN.	CITY LIMITS	800	32	25,600	42	42	100
PATRICIA COURT	ZIMPHER DR.	CUL DE SAC	400	32	12,800	42	42	100
TERESA COURT	COVERT LN.	CUL DE SAC	700	32	22,400	43	43	100
VIOLA COURT	ZIMPHER DR.	CUL DE SAC	420	32	13,440	45	46	100
<i>Treatment Area/Cost:</i>					107,313			
**BODEGA AVENUE	NELSON WAY	270' W/O NELSON (COP)	267	41	10,947	20	20	100
**BODEGA AVENUE	270' W/O NELSON (COP)	ROAD NARROWS	1,110	34	37,740	33	33	100
**BODEGA AVENUE	ROAD NARROWS	260' E/O PLEASANT HILL	175	30	5,250	51	51	100
**BODEGA AVENUE	260' E/O PLEASANT HILL	PLEASANT HILL	290	42	12,180	38	38	100
<i>Treatment Area/Cost:</i>					66,117			
STROUT STREET	WEST AVE	PITT AVE	200	30	6,000	3	3	100
PALM AVE	PETALUMA AVE	SOUTH MAIN STREET	240	26	6,120	38	38	100
<i>Treatment Area/Cost:</i>					90,417			
<b>YEAR 2025 TOTALS</b>					<b>411,108</b>			

### Agenda Item Number 3

Year: 2026								
Street Name	Begin Location	End Location	Length	Width	Area	Current PCI	PCI Before	PCI After
JEWELL AVENUE	SHAUN	BELLE VIEW	880	39	34,320	71	69	78
LYNCH ROAD	GRAVENSTEIN HWY. S.	170' W/O G. HWY. S.	170	25	4,250	71	69	78
<i>Treatment Area/Cost:</i>					38,570			
COVERT LANE	PLEASANT HILL	RAGLE RD.	1,380	34	46,920	79	77	85
FLORENCE AVENUE	98' S/O HEALDSBURG	MARYS LANE	515	26	13,390	74	72	81
HIGH STREET	BURNETT	WILLOW	465	26	12,090	75	73	82
JEWELL AVENUE	BELLE VIEW	50ft S/O DOWD	300	40	12,000	81	79	87
LYNCH ROAD	BEATTIE	MCFARLANE	270	22	5,940	78	76	84
LYNCH ROAD	MCFARLANE	JEAN	210	36	7,560	82	80	88
LYNCH ROAD	JEAN	204 W/O JEAN (COP)	245	28	6,860	75	73	82
MCFARLANE AVENUE	WOODLAND	FIRCREST	283	28	7,924	82	80	88
NORTH MAIN STREET	N. CITY LIMITS	END CURB & GUTTER	150	37	5,550	87	85	92
PLEASANT HILL AVENUE N	VALENTINE	BODEGA	1,480	36	53,280	83	82	89
VALENTINE AVENUE	SPRINGDALE	215 W/O ZIMPER	715	34	24,310	82	80	88
VALENTINE AVENUE	215 W/O ZIMPER	LDS CHURCH (AT COP)	1,433	36	51,588	80	78	86
VALENTINE AVENUE	150 W/O WASHINGTON	RAGLE	475	33	15,675	79	77	85
<i>Treatment Area/Cost:</i>					263,087			
EILEEN DRIVE	PLEASANT HILL AVE.	PLEASANT HILL AVE.	1,150	32	36,800	48	46	100
FRANKEL LANE	RAGLE RD.	CUL DE SAC	835	27	22,545	49	47	100
JOHNSON STREET	SUNSET AVE.	EDDIE LN.	500	36	18,000	49	47	100
<i>Treatment Area/Cost:</i>					77,345			
BODEGA AVENUE	ROBINSON RD	NELSON WAY	560	41	22,960		88	89
<i>Treatment Area/Cost:</i>					22,960			
<b>YEAR 2026 TOTALS</b>					<b>401,962</b>			

### Agenda Item Number 3

Year: 2027								
Street Name	Begin Location	End Location	Length	Width	Area	Current PCI	PCI Before	PCI After
CALDER AVENUE	SWAIN	JEWELL	200	37	7,400	73	69	78
FIRST STREET	LELAND ST.	WOODLAND AVE. (COP)	2,195	17	37,315	72	69	78
JEWELL AVENUE	LELAND	HAYDEN	1,100	32	35,200	72	68	77
LAGUNA PARK WAY	MCKINLEY ST.	JOHNSON ST.	500	36	18,000	72	68	77
MC FARLANE AVENUE	DOWD	LYNCH	638	24	15,312	72	68	78
MURPHY AVENUE	ZIMPHER CREEK	VALENTINE	440	38	16,720	73	69	79
<i>Treatment Area/Cost:</i>					129,947			
ACORN COURT	SWAINWOOD TERRACE	END	145	26	3,770	81	79	87
BONNARDEL AVENUE	ANALY AVE.	WALLACE ST.	625	34	21,250	76	73	81
BURNETT STREET	PETALUMA	S. MAIN	310	32	9,920	74	70	79
CALDER AVENUE	PARQUET (AT COP)	SWAIN	521	26	13,546	76	72	81
DU FRANC AVENUE	HEALDSBURG AVE.	500 FT N/O HLDSBRG AVE	500	24	12,000	82	80	87
GROSS COURT	VALLEY VIEW DR.	END CUL DE SAC	140	37	5,180	82	80	88
HAYDEN AVENUE	MC FARLANE	JEWELL	565	32	18,080	74	70	79
HILL DRIVE	THERESA CT.	NORLEE ST.	785	33	25,905	82	80	87
JEWELL AVENUE	HAYDEN	SHAUN	600	37	22,200	75	70	79
KEATING AVENUE	PITT	NORTH MAIN	535	37	19,795	90	87	93
LYNCH ROAD	204 W/O JEAN (COP)	CITY LIMIT	424	26	11,024	77	73	82
ORCHARD STREET	BROOKSIDE AVE	VALENTINE AVE	244	27	6,588	78	75	84
PARKSIDE COURT	RAGLE CT.	CUL DE SAC	210	26	5,460	79	77	85
PITT AVENUE	HEALDSBURG	SNOW	250	32	8,000	77	74	82
PITT AVENUE	SNOW	KEATING	320	32	10,240	78	75	83
RAGLE ROAD	BLOSSOM HILL (HOLLY CT)	BODEGA	250	38	9,500	84	81	89
RAGLE PLACE	RAGLE RD.	END / PRIVATE RD.	280	32	8,960	73	70	79
RAGLE AVENUE SOUTH	BODEGA AVE.	END	450	37	16,650	80	78	86
WALKER AVENUE	S. MAIN	PETALUMA	200	25	5,000	80	77	85
WEST STREET	WILTON AVE.	SNOW ST.	850	30	25,500	80	78	86
<i>Treatment Area/Cost:</i>					258,568			
BRITAIN AVENUE	MURPHY AVE.	JESSSE ST.	325	27	8,775	49	45	100
LAUREL COURT	WOODLAND AVE.	CUL DE SAC	250	26	6,500	49	45	100
NORTH HIGH STREET	BODEGA AVE.	END	532	40	21,280	50	46	100
STEFENONI COURT	ROBINSON RD.	CUL DE SAC	400	26	10,400	52	48	100
<i>Treatment Area/Cost:</i>					46,955			
BODEGA AVENUE	HIGH ST	FLORENCE	593	41	24,313	93	88	89
BODEGA AVENUE	FLORENCE	1100' W/O FLORENCE (7606 MAIL)	1,100	37	40,700	93	88	89
<i>Treatment Area/Cost:</i>					65,013			
<b>YEAR 2027 TOTALS</b>					<b>500,483</b>			

### Agenda Item Number 3

Year: 2028								
Street Name	Begin Location	End Location	Length	Width	Area	Current PCI	PCI Before	PCI After
BRIAN COURT	HILL DR.	CUL DE SAC	115	32	3,680	72	67	77
VALLEY VIEW COURT	VALLEY VIEW DR.	CUL DE SAC	345	26	8,970	74	70	79
<i>Treatment Area/Cost:</i>					12,650			
BAYBERRY COURT	WOODLAND AVE.	CUL DE SAC	235	26	6,110	77	73	81
BELLE VIEW AVENUE	MACFARLANE AVE.	JEWELL AVE.	765	34	26,010	78	74	82
GWENDOLYN PLACE	LITCHFIELD AV	END	316	32	10,112	82	78	86
HANSEN COURT	HANSEN LN.	END	315	26	8,190	78	74	83
LORRAINE COURT	VALENTINE AVE.	CUL DE SAC	450	26	11,700	75	71	80
LYDING LANE	HEALDSBURG AVE	CURB AND GUTTER	275	27	7,425	86	82	90
MAY COURT	VALLEY VIEW DR.	CUL DE SAC	200	37	7,400	80	76	84
MCKINLEY STREET	PETALUMA AVE	N. MAIN ST	440	36	15,840	84	81	88
NEVA STREET	HUNTLEY ST.	END	650	30	19,500	75	70	79
PITT AVENUE	KEATING	WILTON AVE	465	34	15,810	78	74	82
RAGLE COURT	COVERT LANE	CUL DE SAC	330	26	8,580	79	75	83
SOLL COURT	GRAVENSTEIN HWY N	CUL DE SAC	320	31	9,920	78	74	83
SWAIN WOODS TERRACE	ACORN COURT	DEAD END	800	26	20,800	77	73	82
VISTA COURT	VALLEY VIEW DR.	CUL DE SAC	150	37	5,550	77	73	81
VALLEY VIEW DRIVE	MAY COURT	CUL DE SAC	1,050	37	38,850	81	77	85
WOODLAND AVENUE	MCFARLANE AVE.	FIRST ST.	1,200	32	38,400	82	78	86
<i>Treatment Area/Cost:</i>					250,197			
CLEVELAND AVENUE	HEALDSBURG AVE.	END	650	25	16,250	52	46	100
COOPER ROAD	HWY 116	CITY LIMITS	250	24	6,000	55	49	100
FLYNN STREET	LAGUNA PARK WAY	END	400	31	12,400	50	44	100
HARRISON STREET	HEALDSBURG AVE.	END	600	24	14,400	52	46	100
WALKER AVENUE	PETALUMA	ELEANOR	300	25	7,500	54	48	100
WEEKS WAY	PETALUMA AVE.	MCKINLEY ST.	400	58	23,200	52	46	100
<i>Treatment Area/Cost:</i>					79,750			
BODEGA AVENUE	NELSON WAY	270' W/O NELSON (COP)	267	41	10,947	20	87	88
BODEGA AVENUE	270' W/O NELSON (COP)	ROAD NARROWS	1,110	34	37,740	33	87	88
BODEGA AVENUE	ROAD NARROWS	260' E/O PLEASANT HILL	175	30	5,250	51	87	88
BODEGA AVENUE	260' E/O PLEASANT HILL	PLEASANT HILL	290	42	12,180	38	87	88
BODEGA AVENUE	PLEASANT HILL	290 W/O RAGLE AVE (SOUTH)	1,180	44	51,920	77	80	82
DOWD DRIVE	MACFARLANE AVE.	JEWELL AVE.	700	32	22,400	65	71	73
FANNEN AVENUE	ELEANOR AVE.	PETALUMA	300	25	7,500	67	72	74
FIRCREST AVENUE	GRAVENSTEIN HWY. S.	173' W/O G. HWY. S. (NARROW)	195	38	7,410	79	83	85
FIRCREST AVENUE	MAYTUM	MCFARLANE	655	23	15,065	78	83	84
FLORENCE AVENUE	1000 S/O MARYS LANE	BODEGA	250	28	7,000	69	72	75
GIUSTI COURT	JEWELL AVE	CUL DE SAC	225	26	5,850	68	73	75
HIGH STREET	BODEGA	BURNETT	215	28	6,020	75	80	81
MCFARLANE AVENUE	FIRCREST	BELLE VIEW	112	23	2,576	83	86	87
MURPHY AVENUE	HEALDSBURG	BATELY COURT	385	38	14,630	65	71	73
<i>Treatment Area/Cost:</i>					206,488			
<b>YEAR 2028 TOTALS</b>								

Year: 2029								
Street Name	Begin Location	End Location	Length	Width	Area	Current PCI	PCI Before	PCI After
ROBINSON ROAD	BODEGA AVE.	LELAND (COP)	245	24	5,880		65	75
ABBOTT AVENUE	PETALUMA	END PAVED SECTION	230	26	5,980	86	81	88
BARNES AVENUE	ABBOTT	SEBASTOPOL AVE.	375	20	7,500	86	81	88
BLOSSOMWOOD AVENUE	ACORN COURT	PALM AVENUE	700	26	18,200	81	74	83
BROOKSIDE AVENUE	MURPHY AVE	END	715	26	18,590	77	71	80
BROWN STREET	SEBASTOPOL AVE.	DEPOT ST.	100	32	3,200	80	74	83
HANSEN LANE	MICHAEL PLACE	250 N/O MICHAEL PLACE	215	32	6,880	93	86	92
MARYS LANE	WEST ST.	FLORENCE AVE.	350	24	8,400	82	76	84
PARQUET STREET	CALDER AVE.	CUL DE SAC	850	27	22,950	80	73	82
SNOW STREET	WEST ST	PITT AV	372	25	9,300	84	78	86
SPRINGDALE STREET	BROOKSIDE AVE	VALENTINE AVE	300	27	8,100	86	80	88
WILLOW STREET	HIGH ST.	JEWELL AVE.	875	40	35,000	89	84	91
WILTON AVENUE	N HIGH ST	FLORENCE AVE	755	34	25,670	81	76	84
<i>Treatment Area/Cost:</i>					<b>175,650</b>			
LITCHFIELD AVENUE	FELLERS	NARROWING	163	30	4,890	60	46	100
MCFARLANE AVENUE	BELLE VIEW	DOWD	255	35	8,925	56	41	100
<i>Treatment Area/Cost:</i>					<b>13,815</b>			
DUTTON AVENUE	BODEGA AVE.	HUNTLEY ST.	750	32	24,000	58	50	100
EDDIE LANE	N MAIN ST	CITY LIMIT	570	16	9,120	53	45	100
MAPLE AVENUE	175 FT W/O S. MAIN	S. MAIN ST.	175	26	4,550	56	49	100
ROBINSON ROAD	LELAND (COP)	CITY LIMITS	900	27	24,300	54	46	100
TAFT STREET	WALLACE ST.	END / SEBASTOPOL PD	280	26	7,280	55	47	100
WOODSTONE COURT	NORLEE ST.	CUL DE SAC	150	32	4,800	57	49	100
<i>Treatment Area/Cost:</i>					<b>74,050</b>			
BODEGA AVENUE	ROBINSON RD	NELSON WAY	560	41	22,960	90	83	85
COVERT LANE	PLEASANT HILL	RAGLE RD.	1,380	34	46,920	79	81	83
FIRST STREET	WOODLAND AVE. (COP)	MACKEY CT.	225	17	3,825	42	87	88
FLORENCE AVENUE	98' S/O HEALDSBURG	MARYS LANE	515	26	13,390	74	77	79
GOLDEN RIDGE AVENUE	BODEGA AVE	WASHINGTON AVE	650	32	20,800	42	87	88
HIGH STREET	BURNETT	WILLOW	465	26	12,090	75	78	80
JEWELL AVENUE	SHAUN	BELLE VIEW	880	39	34,320	71	73	75
JEWELL AVENUE	BELLE VIEW	50ft S/O DOWD	300	40	12,000	81	83	84
LYNCH ROAD	GRAVENSTEIN HWY. S.	170' W/O G. HWY. S.	170	25	4,250	71	72	74
LYNCH ROAD	BEATTIE	MCFARLANE	270	22	5,940	78	81	82
LYNCH ROAD	MCFARLANE	JEAN	210	36	7,560	82	84	86
LYNCH ROAD	JEAN	204 W/O JEAN (COP)	245	28	6,860	75	78	80
MCFARLANE AVENUE	WOODLAND	FIRCREST	283	28	7,924	82	84	86
MEADOWLARK AVENUE	MCFARLANE AVE	HAWTHORNE CT	264	32	8,448	41	87	88
NORTH MAIN STREET	N. CITY LIMITS	END CURB & GUTTER	150	37	5,550	87	88	89
NORLEE STREET	COVERT LN.	CITY LIMITS	800	32	25,600	42	87	88
PATRICIA COURT	ZIMPHER DR.	CUL DE SAC	400	32	12,800	42	87	88
PLEASANT HILL AVENUE N	VALENTINE	BODEGA	1,480	36	53,280	83	86	87
TERESA COURT	COVERT LN.	CUL DE SAC	700	32	22,400	43	87	88
VALENTINE AVENUE	SPRINGDALE	215 W/O ZIMPHER	715	34	24,310	82	84	86
VALENTINE AVENUE	215 W/O ZIMPHER	LDS CHURCH (AT COP)	1,433	36	51,588	80	83	84
VALENTINE AVENUE	150 W/O WASHINGTON	RAGLE	475	33	15,675	79	81	83
VIOLA COURT	ZIMPHER DR.	CUL DE SAC	420	32	13,440	45	87	88
<i>Treatment Area/Cost:</i>					<b>431,930</b>			
<b>YEAR 2028 TOTALS</b>					<b>695,445</b>			

## List of Potential ATP Projects, Priority 4

Location	Project Description	Priority
Washington Ave through Willard Libby Park from Pleasant Hill Ave to unpaved section of Washington Ave	Install multi-use trail using natural materials (e.g., decomposed granite) to formalize goat trail on southern edge of park. Trail should connect with marked crosswalk on north leg of Pleasant Hill/Washington all-way stop-controlled intersection.	Tier 1
Dutton Ave from Huntley St to Bodega Ave	Implement bicycle boulevard, connect to traffic signal at Bodega Ave / Dutton Ave. Tighten up Dutton/Huntley intersection and improve school crossing (e.g., shorten with bulb outs) (potential pilot project); and new school crossing on Huntly at Dutton.	Tier 1
Jewell Ave between Hayden and Willow	Pedestrian improvements (e.g., sidewalks on west side) and traffic calming. City has developed potential reconfigured intersection alternatives, which provide for enhanced pedestrian travel and crossings, on the east side of Jewell Ave at Willow St (see project #79).	Tier 1
Trail connection between SR-12/Morris St through parking lot to Joe Rodota Trail	Improve connection between Morris St and Joe Rodota Trail connector (e.g., at existing marked crossing of SR-12) and improve crosswalks at SR-12/Morris St intersection. Add bicycle detection at signal. Project is part of the MTC Regional Active Transportation Network.	Tier 1
Eddie Ln between Morris St and High School Rd-N Main St	Trail improvements (e.g., repaving, maintenance), traffic calming, and improved crossing treatments at stadium where trail crosses and at Eddie Ln/High School Rd intersection; crossing improvements at Johnson/Eddie Ln and sidewalk on Johnson St. Project is part of the MTC Regional Active Transportation Network.	Tier 1
N Main St between Eddie Ln and Healdsburg Ave	Traffic calming and low-stress bikeway improvements (e.g., buffered bike lanes, parking protected bikeways, or lower traffic speeds) to connect West County Trail, Analy High School, Eddie Ln and Healdsburg Ave. Modify N. Main St/Analy Ave crossing and school entrance to prioritize trail access. Improve signage of trail and include wayfinding between high school and trail access. Project is part of the MTC Regional Active Transportation Network.	Tier 1 (signage only)