

For Board Meeting of: January 15, 2026

CITY OF SANTA ROSA
BICYCLE AND PEDESTRIAN ADVISORY BOARD

TO: CHAIR, VICE CHAIR, AND BOARD MEMBERS
FROM: TORINA WILSON, TRANSPORTATION PLANNER,
TRANSPORTATION AND PUBLIC WORKS DEPARTMENT
SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE III
FISCAL YEAR 2026-2027

AGENDA ACTION: MOTION

RECOMMENDATION

The Transportation and Public Works Department recommends that the Board, by motion, recommend the allocation of approximately \$159,441 of Fiscal Year (FY) 2026-2027 Transportation Development Act (TDA) Article III Funds.

EXECUTIVE SUMMARY

The purpose of this motion is to direct Transportation and Public Works staff to direct TDA Article III funds to a project that improves active transportation conditions in the City of Santa Rosa. The Bicycle and Pedestrian Advisory Board may recommend allocation of the funds to one of the projects included in this Staff Report or may discuss and recommend another project not identified within this Staff Report.

GOAL

This agenda item relates to two City Council goals:

- Goal #2 – Invest in the Development and Maintenance of the City's Infrastructure
- Goal #4 – Foster a Safe, Healthy, and Inclusive Community

BACKGROUND/PRIOR COUNCIL REVIEW

Transportation Development Act (TDA) funds are generated from a statewide ¼ cent sales tax. Article III of TDA sets aside approximately 2% of those funds for active transportation planning or infrastructure projects. The Metropolitan Transportation Commission (MTC) administers TDA III, which is distributed to local jurisdictions based on population. The funds are distributed to the City through the Sonoma County Transportation and Climate Authorities (SCTCA).

Santa Rosa annually receives TDA funding for bicycle and pedestrian projects. MTC does not release the final estimate for TDA Article III funding until approximately February 2026. The preliminary fund estimate for FY 2026-2027 is \$211,407. However, the City of Santa Rosa has been notified by SCTCA that there was a past rounding error made when SCTCA distributed funds to the City, and the City currently holds a negative balance. Once the negative balance has been corrected with the projected FY 2026-2027 funds, the projected total amount available will be approximately \$159,441. City staff is working with SCTCA staff to understand where the balance discrepancy came from and how to ensure it does not occur in future years.

Staff is planning on presenting the TDA III resolution to the City Council for their approval in April 2026.

ANALYSIS

Staff has determined several projects that could benefit from funding under TDA Article III. These include:

- Installation of Rapid Rectangular Flashing Beacons (RRFBs). The exact number of RRFBs would be subject to who completes the work: a contractor or the City's crew. Regardless of the amount of funding allocated towards project and who completes the work, the location of the RRFBs will be based on the City's working list of priority locations. Some examples of RRFBs at the top of that list include:
 - Bennett Valley Road & Fairgrounds
 - Maple Avenue & Veterans Memorial Building¹
 - Mendocino Avenue & Russell Avenue
 - College Avenue & Beaver Street
 - Fourth Street & Leland Street
 - Fourth Street & Alderbrook Drive
 - Cleveland Avenue & Terry Lane
- Class IV bicycle improvements to Bennett Valley Road and Maple Avenue between Santa Rosa Avenue and Brookwood Avenue. This project is not currently designed but is called out in the 2025 Active Transportation Plan. The project would include single-direction protected bike lanes on each road to increase safe bicycle access on either side of Highway 12.
- Expand the number of intersection improvements to be completed under the 2024 Safe Streets and Roads for All (SS4A) grant award. In 2024, the City and SCTCA received a partial grant award for intersection improvements to intersections on the City's High Injury Network. The grant request included an ask of \$4,488,750 to add traffic calming measure at all intersections on the High

¹ The Bennett Valley Road/Fairgrounds and the Maple Avenue/Veterans Memorial Building intersections would need additional work completed before installation of an RRFB. Intersection work would likely be part of an external City contract and therefore not completed by City crews.

Injury Network, including but not limited to: centerline hardening, curb extensions, bike boxes, daylighting, and leading pedestrian intervals. The US Department of Transportation awarded the City a portion of this request - \$1,836,640. City staff are in the process of narrowing down which intersections are higher priority for improvements, and TDA Article III funding on this item would increase the number of intersections that could be improved. The exact number of intersections to be added is unknown because it is based on the treatments decided for each intersection and the associated cost.

- Set aside as a grant match for the Roseland Area Safety Improvements Project. In 2025, the City unsuccessfully applied to the US Department of Transportation for funding to complete a corridor plan for Sebastopol Road between South Wright Road and Olive Street, plus traffic calming demonstration projects on West Avenue and Dutton Avenue between Sebastopol Road and Hearn Avenue. Because this is a priority project in the Active Transportation Plan, City staff is looking for other grant opportunities and could benefit from a local grant match.
- Establishment of a Road Undulation Policy². In December 2025 the City Council approved an ordinance update that will allow all road undulation decisions to be made by staff rather than needing Council approval. This will improve the deliverability of traffic calming measures Citywide. Funds from TDA Article III, if directed towards this project, would help staff create a program to prioritize road undulation locations and to implement the traffic calming measures.

FISCAL IMPACT

Approval of this action does not have a fiscal impact on the General Fund.

ENVIRONMENTAL IMPACT

All projects listed in this Staff Report are exempt under the California Public Resources Code 21080.25(b) which exempts bicycle and pedestrian projects on existing right-of-way from undergoing additional environmental review.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

Not applicable.

NOTIFICATION

Not applicable.

ATTACHMENTS

² Road undulations are a traffic calming measure where a rise or dip in pavement is used to slow vehicles down. Examples include a dip, speed bump, speed cushion, raised crosswalks, etc.

None.

PRESENTER(S)

Alexander Ocegüera, Active Transportation Planner