

BOARD OF DIRECTORS AGENDA PACKET

**Monday, February 9, 2015
2:30 p.m.**

**Sonoma County
Permit & Resource Management Department
2550 Ventura Avenue
Santa Rosa, California**



BOARD OF DIRECTORS AGENDA

February 9, 2015 – 2:30 p.m.

Sonoma County Permit & Resource Management Department
Planning Commission Hearing Room – 2550 Ventura Avenue, Santa Rosa, CA

1. **Call to order the meeting of the Sonoma County Transportation Authority (SCTA) and the Sonoma County Regional Climate Protection Authority (RCPA)**
2. **Public comment on items not on the regular agenda**
3. **Consent Calendar**
 - A. **SCTA/RCPA Concurrent Items**
 - 3.1. Admin – Minutes of the January 12, 2015 meeting (ACTION)*
 - B. **RCPA Consent**
 - 3.2. BayREN – amendment to BKi contract related to rates for 2015 (ACTION)*
 - C. **SCTA Consent**
 - 3.3. Measure M – 2015 Bond Disclosure Reports; Series 2008 and 2011 (ACTION)*
 - 3.4. Measure M – amendment to cooperative agreement with and appropriation to Sonoma County Bicycle Coalition for Safe Routes to School and Bike Month (ACTION)*
 - 3.5. Measure M – Appropriation Request for Foss Creek Trail for FY 2014/2015 (ACTION)*
4. **Regular Calendar**
 - A. **SCTA Items**
 - 4.1. SCTA Projects and Programming
 - 4.1.1. Measure M – FY13/14 Annual Report (ACTION)*
 - 4.1.2. Measure M – authorize exploration of bond refinancing for Hwy 101 (ACTION)
 - 4.1.3. Highways – State Route 37 origin and destination data (REPORT)*
 - 4.1.4. Legislation – update on State activities related to transportation (ACTION)*
 - 4.1.5. Legislation – Huffman legislation: Gas Tax Replacement Act of 2015 (ACTION)*
 - 4.1.6. Legislation – raising the local sales tax cap to 2.5% (ACTION)*
 - 4.1.7. Admin – SCTA Citizens Advisory Committee appointments (ACTION)*
 - 4.1.8. Highways – update on State Highway projects (REPORT)
 - 4.2. SCTA Planning
 - 4.2.1. Highways – 2015 project initiation documents work plan for Caltrans (ACTION)*
 - B. **RCPA Items**
 - 4.3. RCPA Projects and Programs
 - 4.3.1. RCPA activities report (REPORT)*
 - C. **SCTA/RCPA Joint Items**
 - 4.4. Admin – creation of community affairs specialist position (ACTION)*
5. **Reports and Announcements**



- 5.1. Executive Committee report
- 5.2. Regional agency reports*
 - SMART NCRA MTC Self Help Counties Coalition
 - ABAG BAAQMD CALCOG GGBHTD Sonoma Clean Power
- 5.3. Advisory Committee agendas*
- 5.4. SCTA/RCPA staff report
- 5.5. Announcements

6. Adjourn

*Materials attached.

The next **SCTA/RCPA** meetings will be held **March 9, 2015**

Copies of the full Agenda Packet are available at www.sctainfo.org

DISABLED ACCOMMODATION: If you have a disability that requires the agenda materials to be in an alternate format or that requires an interpreter or other person to assist you while attending this meeting, please contact SCTA/RCPA at least 72 hours prior to the meeting to ensure arrangements for accommodation.

SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS: Materials related to an item on this agenda submitted to the SCTA/RCPA after distribution of the agenda packet are available for public inspection in the SCTA/RCPA office at 490 Mendocino Ave., Suite 206, during normal business hours.

Pagers, cellular telephones and all other communication devices should be turned off during the committee meeting to avoid electrical interference with the sound recording system.

TO REDUCE GHG EMISSIONS: Please consider carpooling or taking transit to this meeting. For more information check www.511.org, www.srcity.org/citybus, www.sctransit.com or www.wegorideshare.com/sonoma/

BOARD OF DIRECTORS MEETING

Meeting Minutes of January 12, 2015

1. Call to order the meeting of the Sonoma County Transportation Authority (SCTA) and the Sonoma County Regional Climate Protection Authority (RCPA)

Meeting called to order at 2:30 p.m. by Chair Sarah Gurney.

Directors Present: Director Gurney, City of Sebastopol, Chair; Director Rabbitt, Supervisor, Second District, Vice Chair; Director Chambers, City of Healdsburg; Director Coursey, City of Santa Rosa; Director Gallian, City of Sonoma; Director Landman, City of Cotati; Director Mackenzie, City of Rohnert Park; Director Miller, City of Petaluma; Director Russell, City of Cloverdale; Director Salmon, Town of Windsor; Director Zane, Supervisor, Third District.

Directors Absent: None.

Chair Gurney expressed her thanks to Vice Chair Rabbitt for chairing the previous meeting in her absence due to a family emergency, and for the support of the citizens of Sebastopol and the County during this time.

Chair Gurney next announced that she was opening the meeting in honor of Bill Kortum, an environmental leader in Sonoma County.

2. Public comment on items not on the regular agenda

Dwayne DeWitt of Santa Rosa wished to honor Platt Williams of Roseland, a leader of the National Association for the Advancement of Colored People (NAACP).

Mr. DeWitt next addressed the issue of Roseland's status as a disadvantaged, underserved, unincorporated community and the fact that it is too large of a County island to benefit from this designation. He expressed his appreciation for the comments of Suzanne Smith regarding the need for increased public outreach and announced that a public meeting is scheduled on this date at the Finley Center to address the annexation of Roseland. He cited

the need for collaboration in this effort between the City and the County.

Finally, Mr. DeWitt asked that the Board not increase the sales tax, explaining that this would have a regressive effect on the low-income population.

3. Consent Calendar

Item 3.3, the Resolution of Appreciation for former Board Director Steve Allen, was pulled at the request of Chair Gurney so that she could present it to Mr. Allen personally, thanking him for his service.

A. SCTA/RCPA Concurrent Items

- 3.1. Admin – authorization to issue a request for proposals for audit services (ACTION)*
- 3.2. Admin – Resolution of Appreciation for Council Member Mike Harris (ACTION)*
- 3.3. Admin – Resolution of Appreciation for Council Member Steve Allen (ACTION)*
- 3.4. Admin – Minutes of the December 8, 2014 meeting (ACTION)*

Director Gallian requested that the minutes be corrected to reflect that she was present at the meeting.

Motion by Director Mackenzie, seconded by Director Gallian, with the correction to the minutes as noted. The motion passed unanimously (12-0-0-0).

B. RCPA Consent

- 3.5. BayREN – contract amendments for energy efficiency activities associated with Bay Area Regional Energy Network (ACTION)*
 - RCPA agreement with ABAG
 - RCPA agreement with Bevilacqua Knight, Inc. (BKl)

Motion by Director Gallian, seconded by Director Mackenzie, to authorize the Executive Director to execute Agreement No. RCPA15006 with ABAG to implement the BayREN Program Implementation Plan in 2015, and to authorize the Executive Director to execute Agreement No. RCPA13003-A2 with Bevilacqua-Knight, Inc., to deliver services related to PAYS. Motion carried unanimously (12-0-0-0).

4. Regular Calendar

A. SCTA/RCPA Joint Items

4.1. Admin – Election of Officers for 2015 (ACTION)*

Suzanne Smith referred to Sonoma County Transportation Authority Ordinance No. 3 governing the election of officers of the SCTA at the first meeting of the calendar year.

Chair Gurney nominated the current Executive Committee Members to continue in their positions (herself as Chair; Director Rabbitt, Vice Chair; Director Russell, and Director Gallian as alternate). Director Mackenzie seconded the motion and it carried unanimously (12-0-0-0).

Next, Chair Gurney nominated Director Mackenzie to fill the vacant alternate position on the Executive Committee and invited any other nominees. There were no additional nominees. Director Chambers seconded the nomination of Director Mackenzie, and it passed unanimously (12-0-0-0).

4.2. Legislation – 2015 SCTA and RCPA Legislative Principles (ACTION)*

Ms. Smith explained that the five principles of the RCPA involving climate change have remained essentially unchanged from what the Board approved last year. She highlighted that the cap and trade and SB375 implementation are the two issues staff is currently most actively involved in, as well as affordable housing and the Sustainable Communities grant that is in progress. Work is continuing on fleet vehicles and electric vehicles with cap and trade funds, and collaboration with Sonoma Clean Power and the Bay Area Energy Network on CPUC activities.

Ms. Smith also noted that the eight principles of the SCTA involving transportation are very similar to those approved last year by the

Board. She announced her appointment to the California Transportation Improvement System (CTIPS) committee.

Ms. Smith next pointed out a new item under SCTA legislative principles; the advocacy for an increase in the local sales tax cap to 2.5% and referred to a list of sales tax rate comparison by jurisdiction for 2015.

Ms. Smith summarized changes in the legislative delegation; namely, in Washington, Congressman Thompson and Congressman Huffman (who has been appointed to the House Transportation Committee); at the State level, Assembly Member Dodd and Senator Mike McGuire have been appointed to their respective transportation committees. In addition, Senator McGuire has also been appointed to the energy level. She also noted that the new Chairs to the Transportation Committees in the Assembly and the Senate (Assembly Member Frazier and Senator Beall) are from the Bay Area.

Following discussion of future legislative meetings, Chair Gurney directed that the Executive Committee address possible dates to meet with representatives at Sacramento at its next meeting.

Director Zane addressed the issue of the drought as it relates to increased GHG emissions. She also expressed the need for increased synergy of the Bay Area Air Quality Management District (BAAQMD) with committees and Boards, noting that BAAQMD has been working diligently on climate change issues.

Motion by Director Gorin, seconded by Director Gallian, to approve the legislative principles as related to climate change. Motion passed unanimously (12-0-0-0).

Discussion followed regarding legislative principles as related to transportation; general Board consensus was to defer the new item regarding advocating for an increase in the local sales tax cap to 2.5% pending consideration by respective City Councils.

Director Gorin added that the Board of Supervisors had authorized placing a measure for a 1/8¢ sales tax to benefit the libraries that did not pass; however, it had a proviso that it would only be implemented if the state cap on

sales tax was raised. She encouraged the Board to take this matter back to their respective City Councils.

Director Rabbitt emphasized the importance of being flexible, noting that this issue does not necessarily mean that the sales tax cap will be raised, but that it is important that the Board be ready if/when it is time to act, and this matter be “queued” up.

Discussion continued regarding the drop in gas prices and bursting “gas bubble” as well as concerns that the Governor’s comments in his inaugural address regarding transportation were not sufficiently specific regarding plans or projects. Ms. Smith referred to the road user’s charge pilot project, noting that the Governor suggested he wished to see this expedited.

Additional discussion addressed the fact that the gas tax had not been raised in 20 years. Ms. Smith confirmed that the SCTA would be the implementing agency and handle the administration of the sales tax.

Director Zane cited the need to include SMART and Marin County in this issue as a major addition to the transportation infrastructure, and expressed her request that SMART be specifically mentioned in the legislative principles (Item 2).

Director Coursey stated his preference to see a vehicle miles traveled tax or fuel tax; however he noted that a sales tax is the only tax the Board would have some control over. He reported that the Santa Rosa City Council did not reach a consensus on increasing the local sales tax cap.

Director Mackenzie concurred with Directors Rabbitt and Coursey on the need for the flexibility of the sales tax cap, and found the legislative principles satisfactory.

Motion by Director Mackenzie, seconded by Director Miller, to adopt the legislative principles regarding transportation, with the exception of Item 6, advocating for an increase in the local sales tax cap to 2.5%, which will be deferred to the February meeting, thus allowing those jurisdictions that have not yet reviewed it to address this at their respective City Council meetings. Motion carried unanimously (12-0-0).

Chair Gurney expressed the possible need for a subcommittee to examine this and other issues, including the possibility of MTC raising bridge tolls; Measure M funding; possible funding for State highways; and the possible refinancing of bonds.

Chair Gurney named Director Mackenzie, Director Rabbitt, and Director Miller to form an ad hoc committee, with Director Mackenzie to act as chair. The Committee will report back to the Board.

4.3. Admin – FY13/14 SCTA/RCPA Annual Report (ACTION)*

Ms. Smith referred to the draft report and expressed her thanks to Janet Spilman and staff for their effort in developing the document. She explained that the Measure M Annual Report would be presented separately.

Ms. Smith referred to a summary of highlights of the previous year. She also emphasized the contribution of advisory committee members and Climate Action 2020 stakeholders and their assistance to staff, expressing her appreciation for their help.

Chair Gurney thanked Janet Spilman and staff, as well as the citizens sitting on the various advisory committees and Director Mackenzie for his contribution of photographs for the Annual Report.

The Board commented on the attractive layout, format and readability of the report, and that it is an engaging document and informative. The Board commended staff on a job well done. New Board members noted that it is a very helpful document in understanding the SCTA’s background and getting an overview of the agency.

Motion by Director Gallian, seconded by Director Chambers, to approve the Annual Report. Motion passed unanimously (12-0-0).

B. RCPA Items

4.4. RCPA Projects and Programs

4.4.1. RCPA activities report (REPORT)*

Misty Mersich reported that regarding Climate Action 2020 activities, staff continues to work with jurisdiction staff on examining possible GHG reduction measures to include in the Community Climate Action Plan. Staff is looking

to bring back to the Board possibilities for GHG reduction targets for 2020 and beyond within the next two months.

Ms. Mersich announced that she would be presenting an update on Climate Action 2020 to the various City and Town Councils in February and March.

The RCPA Coordination Committee (Climate Action Forums) met in December to discuss possible activities and events for 2015, and what resources staff could provide. The next meeting will likely take place in February.

Ms. Mersich referred the Board to a link with information on the United Nations Framework Convention on Climate Change (UNFCCC) Conference of the Parties that was held in Lima, Peru, in December. Staff is continuing to monitor international activity on global climate change. Staff has discussed possible activities for this year's meeting in Paris.

Ms. Mersich next reported on Governor Jerry Brown's inaugural address, summarizing some of the climate action goals he addressed.

In response to Board questions, Ms. Mersich confirmed that the Stakeholders Advisory Group would be meeting at least once more. Director Gallian recommended a formal acknowledgement and thanks for the effort and contribution of those on this Group for their hard work.

Director Russell cited the need to address the nexus with the economy, jobs, and households.

C. SCTA Items

4.5. Planning

4.5.1. Planning – Shift grant implementation and MTC car sharing grant award (ACTION)*

Dana Turréy reported that staff has been authorized by MTC to proceed with this grant, which includes a Transportation Mode Shift Plan. The Plan involves a car share feasibility study and bicycle share feasibility study, shared mobility needs assessment and Transportation Demand Management Program Plan.

The SCTA was also awarded a grant for implementation of a car share and bicycle share program in Santa Rosa.

Staff is seeking authorization by the Board to enter the Santa Rosa Car Share grant and move forward; to prepare and release a RFP for the preparation of a Transportation Mode Shift Plan; and approval to recruit for a temporary extra help position to assist in communications and public outreach for various planning efforts.

Discussion ensued regarding the feasibility of a car sharing program, to hopefully expand beyond Santa Rosa and particularly for low-income housing areas.

Ms. Smith clarified that the budget for this is not to exceed \$55,000.

Ms. Turréy explained the timing of the feasibility study and implementation of the car sharing program, noting that there would be some overlap but that the feasibility study would be basically complete prior to the car sharing program implementation.

It was also noted that the grant includes a bike share program, and Board discussion emphasized the importance of promoting this.

Additional discussion involved the possibility of making the new extra help position permanent, citing the ongoing need for public engagement.

Director Russell recommended increasing the budget and including health care for the new position. She also asked if recruiting costs were included in the budget. Ms. Smith explained that she would be handling the recruiting.

Discussion continued regarding the ongoing and growing need for public engagement and possibly making the new position permanent. Ms. Smith summarized the various activities that currently involve public engagement, noting the need for this position, and agreed to evaluate costs, potential job duties in light of current and upcoming SCTA/RCPA public engagement activities, and the feasibility of this being a permanent position, and report back to the Board.

Motion by Director Coursey, seconded by Director Miller, to authorize the Santa Rosa Car Share grant and to prepare and release a RFP for the preparation of a Transportation Mode Shift Plan. It was determined that the issue of the temporary extra help position would be deferred to be re-examined and brought back to the Board, in order to evaluate the feasibility of

making this a permanent position. Motion passed unanimously (12-0-0-0).

4.6. SCTA Projects and Programming

4.6.1. Highways – update on State Highway projects (REPORT)

James Cameron reported that rains in December created grading issues.

On the MSN B-2 Project (Petaluma River Bridge and Petaluma Boulevard South Interchange) the northbound onramp continues to be closed. It is projected to be reopened in the spring.

On December 31, the girders going over the Petaluma River Bridge northbound were removed. The remainder of the bridge will be removed by February 15, which is the beginning of the migratory bird nesting season. The foundations will be completely removed when the southbound bridge is removed.

Later in January the CTC will be addressing construction deficit funding issues (this will be State funding, not Measure M funding).

The concrete bridge deck pour was completed December 23 on MSN C-3 (Highway 116 at Lakeville Highway). The false work will be removed by February 15, when migratory bird nesting season begins. Mr. Cameron noted that although there is currently no ivy on the sound walls, a follow-up landscaping contract is being developed by Caltrans and is at a 65% design stage. Planting is projected to begin in 2016.

Mr. Cameron reported that the MSN B-3 (San Antonio Creek Bridge at Sonoma/Marin County Line) is out to bid. This will realign the highway west of its current location. Caltrans will be opening the bids on February 11.

Seana Gause added that closures on Highway 12 over the weekend took place in order to remove vegetation for the Laguna de Santa Rosa Bridge replacement, which is scheduled to begin in the spring.

Ms. Gause next reported that SCTA staff, Caltrans staff and Parsons staff met with property owners adjacent to the Highway 116/121 intersection to discuss their concerns and potential impacts and issues of this project.

Mr. Cameron responded to Board questions regarding MSN B-2 and the original estimated closure time of the northbound onramp, and alternative plans. He explained that the original closure time was expected to be 40 working days (eight weeks). Of those eight weeks, currently the project is at approximately two and a half weeks of dry working grade due to the rains. A proposal was presented to treat the area so that work can continue sooner in the event of rain. Staff is currently awaiting an estimate from the contractor to have this done and will evaluate the cost effectiveness and impact on the project.

The Board emphasized the importance of keeping the public informed with realistic expectations as to the length of time of this closure.

Additional Board questions addressed the estimated completion of the south side of the College Avenue widening at Highway 101.

Ms. Gause responded that Caltrans suspended the contract during the wet weather, through March. Work is not expected to begin again until April 1. The contractor anticipates that with dry weather construction will take approximately two and a half months. If there is additional funding, this will not be known until the end of the contract and will be addressed as extra work orders.

The Board emphasized the importance of communicating clearly to affected businesses on the progress of this project.

Ms. Gause also cited the outstanding effort of Caltrans and their new Public Relations Officer, Allyn Amsk, who met directly with property owners to respond to their concerns.

In response to further questions regarding the Highway 116/121 Intersection, Ms. Gause reported that the environmental document is expected to be complete in the summer of 2016. The project will then progress to the PS&E stage. The draft document is expected to be released at the end of December.

Director Gorin commended staff on the successful Open House that took place in November.

5. Reports and Announcements

5.1. Executive Committee report

The Executive Committee did not meet.

5.2. Regional agency reports*

SMART: Director Russell announced the completion of a Strategic Plan that is available to view online.

Director Mackenzie reported the successful bridge repair evident during the recent storms in Novato, which avoided the problems caused by flooding in previous years. He noted that in the Pengrove and Eli Road area and Marin Civic Center there were serious flooding problems.

Director Mackenzie next announced that the first train set is in Colorado and will be delivered to Sonoma County in the near future, to be followed by additional trains in 2015.

ABAG: Director Mackenzie reported that the main topic of discussion at their recent meeting was public participation meetings coming up in connection with the Regional Transportation Plan and associated activities. He noted that the Board would be getting invitations to these upcoming meetings.

Director Rabbitt added that analysis of Plan Bay Area provided valuable information as to the best way to roll out this program in the future, and the importance of an effective communication plan.

Director Mackenzie emphasized the importance of coordination and communication between MTC and ABAG to ensure that effective and informative meetings are held going forward.

Director Rabbitt announced that a Joint Policy Committee meeting is scheduled January 16, 2015.

NCRA: Director Mackenzie reported that Director Kelly indicated freight operations are continuing on the line from time to time, noting that SMART construction occasionally creates difficulties.

BAAQMD: Director Zane noted the need for improvement in compliance with Spare the Air Days in Sonoma County, and the poor record of the County in this regard. She stressed the need for collaboration among regional agencies with mutually overlapping missions and the use of social media to advocate tight compliance with Spare the Air Days.

Director Zane next reported that BAAQMD is closely evaluating emissions from oil refineries in light of the recent Chevron oil refinery accident in Richmond.

Chair Gurney recommended posting the Spare the Air Days on jurisdictions' respective web sites. Director Zane offered to share a digital Spare the Air logo with the Board for posting to their respective web sites.

Further Board discussion involved expanding media coverage throughout the County of Spare the Air Days (particularly newspapers).

MTC: Director Mackenzie reported that at the January 9 Planning Committee meeting a presentation was given on Vital Signs, a data program that looks at performance monitoring. There is data collection and analysis; this is progressing to the point where the region can compare itself to other metropolitan areas. With additional refinement, Director Mackenzie recommended returning with a more complete briefing and demonstration upon conferring with staff.

CALCOG: There was no meeting of CALCOG.

GGBHTD: Director Rabbitt announced the successful installation of the movable median on the Golden Gate Bridge over the weekend. A ceremony was held January 11, 2015, with House Speaker Pelosi and Congresswoman Jackie Spear in attendance, as well as MTC, CTC and Caltrans staff.

Sonoma Clean Power: Director Landman reported that this is progressing well, with all eight cities that are open to joining participating. Service to the new cities is anticipated in June or July. Numerous workshops are scheduled in Petaluma, Rohnert Park and Cloverdale. He referred to the agency's website for information on locations, dates and times.

Opt-out rates continue to be low (7.3%); the original estimate was 20%.

Director Landman announced partnership with the Sonoma Water Agency and Sonoma County Agricultural Preservation and Open Space District in regional support of the Sonoma County Regional Climate Protection Agency.

Director Landman recognized the efforts and leadership of outgoing SCP Chair Susan Gorin.

Director Gorin likewise expressed her appreciation for Director Landman's service as Vice Chair of SCP, and his current position as Chair of this agency.

Director Landman expressed his thanks to all jurisdictions and the Board in reviewing the progress made by SCP and the success of this as a regional effort.

5.3. Advisory Committee agendas*

Included in agenda.

5.4. SCTA/RCPA staff report

None.

5.5. Announcements

None.

6. Adjourn

4:40 p.m.

Staff Report

To: RCPA Board of Directors

From: Lauren Casey, Deputy Director, Climate Programs

Item: 3.2 – Amendment to BKi contract related to rates for 2015

Date: February 9, 2015

Issue:

Should the RCPA authorize the 2015 rate sheet as requested by BKi associated with the Amendment to the Agreement with Bevilacqua-Knight, Inc for continued services related to the Bay Area Regional Energy Network Pay As You Save (PAYS®) program?

Background:

BKi PAYS Agreement

At the January 2015 meeting, the RCPA Board approved an Amendment to the Agreement with BKi for professional consulting services relate to the BayREN PAYS program. The RCPA has been working with BKi to expand the PAYS model with four utility partners in the Bay Area, including the Town of Windsor which is working to offer PAYS to commercial water customers (the initial program was only available to residential customers).

In mid-January, BKi requested that the contract be amended to reflect increases to their billing rates as attached.

Policy Impacts:

Delivering energy efficiency is part of the RCPA Mission, Goals, and Objectives.

Fiscal Impacts:

Approval of the amended agreement with BKi will allow for them to bill their budgeted \$250,446 for technical services in 2015 at the proposed rates. The net difference between current rates and 2015 is estimated to cost approximately \$10,000-12,000 in services provided given hourly rates but does not add cost or budget to the contract.

Staff Recommendation:

Staff recommends that the Board authorize the Executive Director to execute Agreement No. RCPA13003-A3 with Bevilacqua-Knight, Inc to deliver services related to PAYS.

**THIRD AMENDMENT TO
AGREEMENT FOR CONSULTANT SERVICES – RCPA13003-A3
- BAYREN PROGRAM IMPLEMENTATION PLAN 2013-2015 –
REGIONAL CLIMATE PROTECTION AUTHORITY (RCPA) AND BEVILACQUA-KNIGHT, INC. (BKl)**

The agreement for consultant services (Agreement) for the purposes of designing and implementing services to be implemented under the Bay Area Regional Energy Network (BayREN) Pay As You Save (PAYS®) program between the Regional Climate Protection Authority (RCPA) and Bevilacqua-Knight, Inc. (Consultant) is hereby amended as follows:

- A. The BKl Rate Schedule of the Agreement in Attachment I: Part III for PAYS services to be delivered in 2015 is hereby amended with 2015 rates as updated in the attached.
- B. Attachment I: Part III replaces the original rate schedule attached to Agreement RCPA13003.

IN WITNESS WHEREOF, Consultant has duly executed this Agreement, or caused it to be duly executed, and RCPA has duly executed this Agreement, or caused it to be duly executed.

Dated: _____

Suzanne Smith, Executive Director – RCPA

Dated: _____

Brian Gitt, Principal BKl

Approved as to form:

Cory O’Donnell, Legal Counsel

Attachment I: Part III

Sonoma County Regional Climate Protection Authority

BayREN Financing Subprogram: PAYS®

BKi Rate Schedule

2015 Budget Total: \$250,446

Job Classification	2013	2014	2015
Officer-In-Charge	\$268	\$268	\$268
Director	\$201	\$201	\$210
Senior Program Manager	N/A	N/A	\$160
Program Manager	\$139	\$139	\$148
Senior Program Consultant	\$120	\$120	\$134
Program Consultant	\$103	\$103	\$112
Senior Program Coordinator	\$89	\$89	\$93
Program Coordinator	\$78	\$78	\$80
Junior Program Coordinator	\$53	\$53	\$64

Staff Report

To: Sonoma County Transportation Authority
From: James R. Cameron, Deputy Director of Projects and Programming
Item: 3.3 – Measure M - 2015 Bond Disclosure Reports - Series 2008 and 2011
Date: February 9, 2014

Issue:

What is the status of the Continuing Disclosure Annual Report for the Measure M Sales Tax Revenue Bonds Series 2008 and Bonds Series 2011?

Background:

The attached Continuing Disclosure Annual Reports are provided by the Office of the County Auditor-Controller-Treasurer-Tax Collector. The report contains reference to the audited financial report of the SCTA, a debt service schedule, and Measure M sales tax revenues for fiscal years ended June 30, 2006 through June 30, 2014.

These reports ensure SCTA is in compliance with financial reporting requirements.

Policy Impacts:

None

Fiscal Impacts:

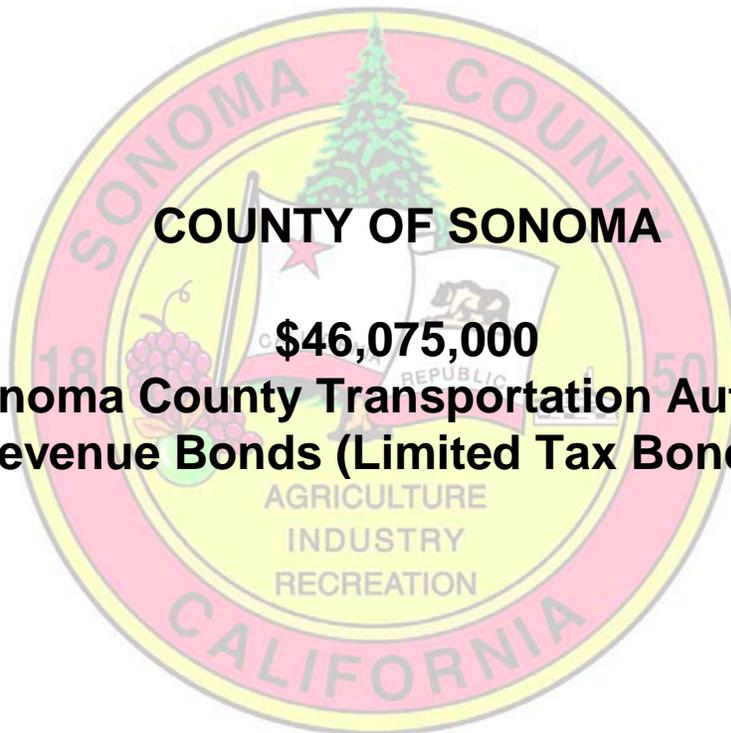
The sales tax revenues for FY13/14 were up 8.2% per State Board of Equalization Revenue over FY12/13; this reflects as a 4.8% increase based on our accounting system FAMIS/EFS tracking of revenue year over year with estimated accruals. Allocations to Measure M Hwy 101, LSP, Bike/Ped, LSR, LBT, SMART, and Administration programs reflect current sales tax revenue trends.

Although sales tax revenue is currently at approximately 90% of the 2004 forecasts, the Hwy 101 program has been the beneficiary of substantial construction bid savings and an average 5:1 leveraging of other fund sources which has allowed for project programming to be maintained at originally anticipated levels.

SCTA staff prepared the FY14/15 Measure M budgets with anticipated sales tax revenue increasing 3% over actual FY13/14 FAMIS (now EFS) revenues.

Staff Recommendation:

None, this is an informational item only.



COUNTY OF SONOMA

\$46,075,000

**Sonoma County Transportation Authority
Sales Tax Revenue Bonds (Limited Tax Bonds), Series 2008**

**CONTINUING DISCLOSURE
ANNUAL REPORT**

January 26, 2015

CONTENTS OF REPORT

- (1) The comprehensive audited financial report of the Sonoma County Transportation Authority for the period July 01, 2013 through June 30, 2014 is posted as a separate document on the DAC Website.
- (2) Table “Debt Service Schedule” contained in the Official Statement, dated November 2, 2007. (See page 3.)
- (3) Measure C & Measure M Actual Sales Tax (See page 4)

DEBT SERVICE SCHEDULE

The following table sets forth the annual debt service requirements for the Series 2008 Bonds

Fiscal Year Ending <u>June 30</u>	Principal <u>Amount</u>	Interest <u>Payment</u> ⁽¹⁾	Annual Debt <u>Service</u> ⁽¹⁾
2008	\$ -	\$ 711,257.22	\$ 711,257.22
2009	\$ -	\$ 2,207,350.00	\$ 2,207,350.00
2010	\$ -	\$ 2,207,350.00	\$ 2,207,350.00
2011	\$ -	\$ 2,207,350.00	\$ 2,207,350.00
2012	\$ -	\$ 2,207,350.00	\$ 2,207,350.00
2013	\$ -	\$ 2,207,350.00	\$ 2,207,350.00
2014	\$ 2,880,000.00	\$ 2,135,350.00	\$ 5,015,350.00
2015	\$ 3,025,000.00	\$ 1,987,725.00	\$ 5,012,725.00
2016	\$ 3,185,000.00	\$ 1,832,475.00	\$ 5,017,475.00
2017	\$ 3,345,000.00	\$ 1,669,225.00	\$ 5,014,225.00
2018	\$ 3,515,000.00	\$ 1,497,725.00	\$ 5,012,725.00
2019	\$ 3,700,000.00	\$ 1,317,350.00	\$ 5,017,350.00
2020	\$ 3,890,000.00	\$ 1,127,600.00	\$ 5,017,600.00
2021	\$ 4,085,000.00	\$ 928,225.00	\$ 5,013,225.00
2022	\$ 4,295,000.00	\$ 718,725.00	\$ 5,013,725.00
2023	\$ 4,515,000.00	\$ 498,475.00	\$ 5,013,475.00
2024	\$ 4,725,000.00	\$ 291,100.00	\$ 5,016,100.00
2025	\$ 4,915,000.00	\$ 98,300.00	\$ 5,013,300.00
Total	\$ 46,075,000.00	\$25,850,282.22	\$ 71,925,282.22

⁽¹⁾ Totals may not add due to rounding.

- ***There have not been any unscheduled redemptions, retirements or defeasances.***
- ***On January 26, 2011, the Authority closed the Series 2011 Sales Tax Revenue Bonds which were issued on parity with the 2008 Bonds. The par amount of the Series 2011 Bonds is \$25,200,000***
- ***Disclosure documents for the Series 2008 Bonds are also available on the DAC Website.***

Sonoma County Open Space Authority Measure C Sales Tax Revenues
Fiscal Years Ended June 30, 1997 through June 30, 2005
Sonoma County Transit Authority Measure M Sales Tax Revenues
Fiscal Years Ended June 30, 2006 through June 30, 2014

<u>Fiscal Year</u>	<u>Measure C Sales Tax Revenues</u>	(1)	<u>Measure M Sales Tax Revenues</u>	<u>% Increase/ Decrease</u>
1996-97	\$ 11,316,594		n/a	
1997-98	\$ 12,304,491	(2)	n/a	
1998-99	\$ 13,659,318		n/a	
1999-00	\$ 14,901,427	(3)	n/a	
2000-01	\$ 17,838,335		n/a	
2001-02	\$ 16,707,842		n/a	
2002-03	\$ 16,399,538		n/a	
2003-04	\$ 16,589,626		n/a	
2004-05	\$ 17,482,449		n/a	
2005-06		\$	18,915,434	(4)(5)
2006-07		\$	19,858,661	4.99%
2007-08		\$	18,864,061	-5.01%
2008-09		\$	16,923,047	-10.29%
2009-10		\$	15,268,289	(6) -9.78%
2010-11		\$	16,535,252	8.30%
2011-12		\$	17,444,645	5.50%
2012-13		\$	20,079,659	15.11%
2013-14		\$	21,044,133	4.80%

(1) Receipts for existing one-fourth of one percent transactions and use tax within the County to fund the acquisition of open space and parkland, net of State Board of Equalization fee.

(2) Excludes \$409,164 which was misallocated to the Open Space Authority as sales tax revenues. This amount was corrected in Fiscal Year 1998-99

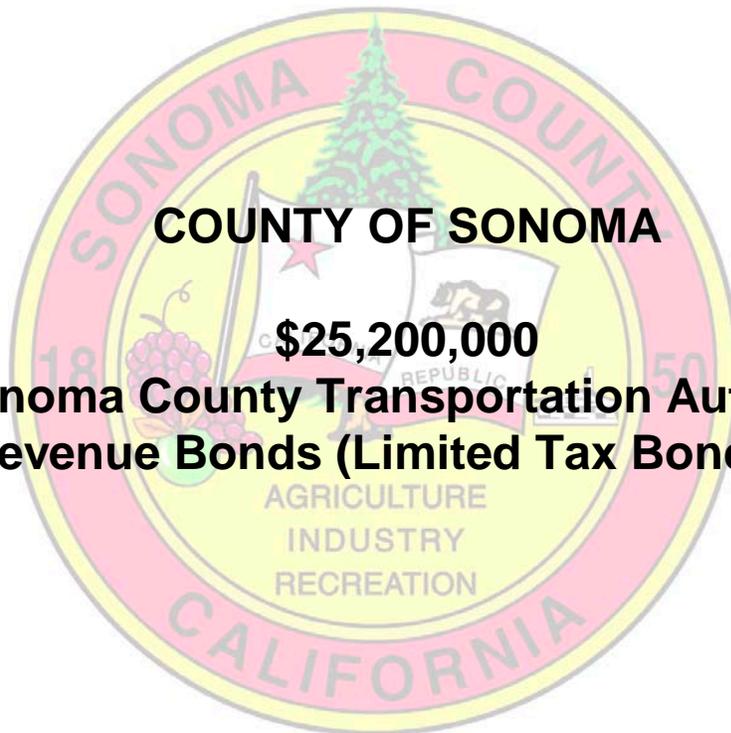
(3) Excludes \$528,270 which was misallocated during Fiscal year 1999-00. The misallocation was corrected in Fiscal year 2000-01

(4) Figures for Measure M Sales Tax Revenue were not available prior to July 1, 2005.

(5) Receipts are for April 1, 2005 thru June 30, 2006

(6) Restated in June 30, 2011 Audit

Source: Office of the County Auditor-Controller-Treasurer-Tax Collector



COUNTY OF SONOMA

\$25,200,000

**Sonoma County Transportation Authority
Sales Tax Revenue Bonds (Limited Tax Bonds), Series 2011**

**CONTINUING DISCLOSURE
ANNUAL REPORT**

January 26, 2015

CONTENTS OF REPORT

- (1) The comprehensive audited financial report of the Sonoma County Transportation Authority for the period July 01, 2013 through June 30, 2014 is posted as a separate document on the DAC Website.
- (2) Table “Debt Service Schedule” contained in the Official Statement, dated November 2, 2007. (See page 3.)
- (3) Measure C & Measure M Actual Sales Tax (See page 4)

DEBT SERVICE SCHEDULE

The following table sets forth the annual debt service requirements for the Series 2008 Bonds and the Series 2011

Fiscal Year Ending	Series 2008 Bonds		Series 2011 Bonds		Combined Annual Debt
	Principal	Interest	Principal	Interest	
<u>June 30</u>	<u>Amount</u>	<u>Payment (1)</u>	<u>Amount</u>	<u>Payment (1)</u>	<u>Service(1)</u>
2011	\$ -	\$ 2,207,350.00		\$ 387,478.30	\$ 2,594,828.30
2012	\$ -	\$ 2,207,350.00	\$ 350,000.00	\$ 1,108,937.50	\$ 3,666,287.50
2013	\$ -	\$ 2,207,350.00	\$ 360,000.00	\$ 1,098,337.50	\$ 3,665,687.50
2014	\$ 2,880,000.00	\$ 2,135,350.00	\$ 365,000.00	\$ 1,089,262.50	\$ 6,469,612.50
2015	\$ 3,025,000.00	\$ 1,987,725.00	\$ 380,000.00	\$ 1,076,187.50	\$ 6,468,912.50
2016	\$ 3,185,000.00	\$ 1,832,475.00	\$ 1,915,000.00	\$ 1,020,712.50	\$ 7,953,187.50
2017	\$ 3,345,000.00	\$ 1,669,225.00	\$ 2,015,000.00	\$ 922,462.50	\$ 7,951,687.50
2018	\$ 3,515,000.00	\$ 1,497,725.00	\$ 2,110,000.00	\$ 829,887.50	\$ 7,952,612.50
2019	\$ 3,700,000.00	\$ 1,317,350.00	\$ 2,190,000.00	\$ 743,887.50	\$ 7,951,237.50
2020	\$ 3,890,000.00	\$ 1,127,600.00	\$ 2,290,000.00	\$ 642,837.50	\$ 7,950,437.50
2021	\$ 4,085,000.00	\$ 928,225.00	\$ 2,410,000.00	\$ 525,337.50	\$ 7,948,562.50
2022	\$ 4,295,000.00	\$ 718,725.00	\$ 2,530,000.00	\$ 401,837.50	\$ 7,945,562.50
2023	\$ 4,515,000.00	\$ 498,475.00	\$ 2,650,000.00	\$ 285,587.50	\$ 7,949,062.50
2024	\$ 4,725,000.00	\$ 291,100.00	\$ 2,760,000.00	\$ 177,387.50	\$ 7,953,487.50
2025	\$ 4,915,000.00	\$ 98,300.00	\$ 2,875,000.00	\$ 61,093.75	\$ 7,949,393.75
Total	\$ 46,075,000.00	\$20,724,325.00	\$ 25,200,000.00	\$ 10,371,234.55	\$102,370,559.55

⁽¹⁾ Totals may not add due to rounding.

- ***There have not been any unscheduled redemptions, retirements or defeasances.***
- ***On January 26, 2011, the Authority closed the Series 2011 Sales Tax Revenue Bonds which were issued on parity with the 2008 Bonds.***
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(4) Figures for Measure M Sales Tax Revenue were not available prior to July 1, 2005.

(5) Receipts are for April 1, 2005 thru June 30, 2006

(6) Restated in June 30, 2011 Audit

Source: Office of the County Auditor-Controller-Treasurer-Tax Collector

Staff Report

To: Sonoma County Transportation Authority

From: Seana L. S. Gause, Senior – Programming and Projects

Item: 3.4 – Amendment to Cooperative Agreement with and Appropriation to Sonoma County Bicycle Coalition for Safe Routes to School and Bike Month

Date: February 9, 2015

Issue:

Shall the Board approve an amendment (A2) to Measure M Cooperative Agreement M71515 to revise the financial plan and wording in the recitals? Shall the Board subsequently approve appropriations to the Safe Routes to Schools phase, and the Bike Month phase of the Bicycle Safety and Education Project under the Bicycle and Pedestrian Program of Measure M in the amounts of \$19,000 and \$15,000 respectively?

Background:

The Sonoma County Bicycle Coalition has an existing Measure M cooperative agreement to implement Safe Routes to School and Bike Month. Since that time, staff identified an issue with the nomenclature of the project and worked with County Counsel to resolve the confusion. The amendment revises the recitals to use the following hierarchy: Within the Bicycle and Pedestrian PROGRAM of Measure M, a PROJECT is identified in the expenditure plan as “Bicycle Safety and Education.” That project has been broken into three phases, two of which are for the purposes of working with school aged children on Safe Routes to School (SRTS). The first of those phases is sponsored by the Sonoma County Bicycle Coalition (SCBC). The second SRTS phase is sponsored by the Sonoma County Department of Health Services (DHS) and was addressed in a previous staff report in December.

Additionally, the current amendment would revise the financial plan that was approved as part of the original agreement to extend the available funding to correspond to the funds programmed and approved in the 2014 Measure M Strategic Plan.

County counsel recommended that the project sponsor approve the amendment prior to SCTA approval. The Bicycle Coalition has already approved the proposed amendment.

Finally, The SCTA adopted the *2014 Measure M Strategic Plan*, which sets forth the SCTA’s program and project implementation policies with regard to the use of funds provided under Measure M. Pursuant to the Strategic Plan and the associated cooperative funding agreements, each project sponsor must submit an appropriation request (attached) to initiate spending of Measure M funding for the fiscal year in which the funds are programmed. SCTA has received a request dated January 21, 2015 from SCBC requesting an appropriation for Bicycle Safety and Education. The appropriation request is for \$34,000 (\$19K for SRTS and \$15K for BikeMonth).

Coop Funding Agreement #	Jurisdiction	Category	Description	Phase	Appropriation Amount
M71515-A2	SCBC	Bike/Ped	Bicycle Safety and Education	Safe Routes to School	\$19,000
M71515-A2	SCBC	Bike/Ped	Bicycle Safety and Education	Bike Month	\$15,000
TOTAL					\$34,000

Policy Impacts:

None. This amendment is the companion to a similar amendment for the Department of Health Services that was approved by the Board in December. The amendment of the cooperative agreement is consistent with established policy. The appropriation is also within the established policies outlined in the Measure M Strategic Plan Chapter 4, Policy 7.

Fiscal Impacts:

There is no fiscal impact associated with the Cooperative Agreement amendment, because the programming was approved in the 2014 Measure M Strategic Plan. Also consistent with the Strategic Plan, Measure M funds in the amount of \$34,000 will be made available to the Sonoma County Bicycle Coalition to implement Bicycle Safety and Education programs (AKA Safe Routes to Schools and Bike Month). Appropriation of these funds is consistent with the funding availability defined in the Measure M cash-flow model.

Staff Recommendation:

Staff recommends that the Board approve the amendment to the Measure M Cooperative Agreement M71515 –A2, and also adopt Resolution No. 2015-004, thus approving the aforementioned appropriation requests.

**AMENDMENT NO. 2 TO COOPERATIVE AGREEMENT M71515
BETWEEN
THE SONOMA COUNTY TRANSPORTATION AUTHORITY
AND
THE SONOMA COUNTY BICYCLE COALITION**

This Amendment (the "Amendment") is made and entered into as of _____ 2014 (Effective Date) by and between the **SONOMA COUNTY BICYCLE COALITION** hereinafter referred to as "**COALITION**" and the **SONOMA COUNTY TRANSPORTATION AUTHORITY**, hereinafter referred to as "**AUTHORITY**."

RECITALS

1. AUTHORITY adopted that certain 2014 Strategic Plan that sets forth AUTHORITY's program and project implementation policies with regard to the use of funds provided under the 2004 Traffic Relief Act for Sonoma County Expenditure Plan and Ordinance approved by the voters of Sonoma County on November 2, 2004 (hereinafter referred to as "Measure M"). The 2014 Strategic Plan, as such plan may be amended from time to time, is hereinafter referred to as the "Strategic Plan".
2. Consistent with Measure M and the Strategic Plan, AUTHORITY and COALITION previously entered into Cooperative Funding Agreement No. M71515 (the "Original Agreement") to identify a bicycle safety and education project under Measure M. AUTHORITY and COALITION entered into Amendment No. 1 to the Original Agreement to amend the scope of work. The Original Agreement together with Amendment No. 1 and this Amendment No. 2 are collectively referred to as the "Agreement".
3. COALITION and AUTHORITY desire to amend the Recitals and the Financial Plan (Exhibit B) to more clearly define the project and the funds available thereto.

NOW, THEREFORE, in consideration of the foregoing, AUTHORITY and COALITION do hereby agree as follows:

AGREEMENT

I. AMENDMENTS

Paragraph 2 of Recitals is amended to read as follows:

2. Pursuant to the Strategic Plan and Measure M, AUTHORITY and COALITION desire to enter into a Cooperative Funding Agreement to define a framework to enable the two

parties to work cooperatively in developing transportation improvements through the Bicycle and Pedestrian Projects Program (hereinafter referred to as "Program").

Paragraph 3 of Recitals is amended to read as follows:

3. In connection with the Program, COALITION desires to expand and develop a sustainable Bicycle Education and Safety Project known as the Safe Routes to Schools Phase and the Bike Month Phase, as more particularly described in Exhibit A to this Agreement (hereinafter referred to as the "Project").

Paragraph 5 of Recitals is amended to read as follows:

5. Pursuant to the Strategic Plan and Measure M, AUTHORITY is committed to make available up to \$1,200,000 in 2004 dollars to assist with the Bicycle Education and Safety Project. The Safe Routes to Schools Phase and the Bike to Work Phase are components of the Bicycle Education and Safety Project and are eligible for a share of this funding as provided for in this Agreement. The Strategic Plan also establishes the amount of funding programmed for the SCBC Safe Routes to Schools and Bike to Work Phases.

Paragraph 1 of Section II is amended to read as follows:

1. Reimbursement of COALITION Expenses. Consistent with its Strategic Plan, to make available Measure M funds (currently set at \$444,000 in 2004 dollars) to assist with the Safe Routes to Schools and Bike Month Phases. AUTHORITY shall process SCBC invoices within forty-five days of receiving an invoice in a form acceptable to AUTHORITY's Executive Director.

Paragraph 1 to Section III to read as follows:

1. Funding Availability and Needs. The funding available to the Project for expenditure is limited by the funds identified in Exhibit B-1 and to approved appropriations by the SCTA Board. If additional funds beyond those identified in Exhibit B-1 are necessary to complete the Project, AUTHORITY will cooperate with COALITION to identify and secure new or increased fund commitments; however, completion of the Project remains the responsibility of COALITION.

Exhibits. The following Exhibits in the Original Agreement are replaced by the Exhibits attached hereto: Exhibit B is replaced with Exhibit B-1.

II. Remainder of Agreement Unchanged.

Except to the extent the Agreement is specifically amended or supplemented by this Amendment No. 2, the Agreement, together with exhibits and schedules, is and shall continue to be, in full force and effect as originally executed, and nothing contained herein shall be construed to modify,

invalidate or otherwise affect any provision of the Agreement or any right of AUTHORITY or COALITION arising there under.

SONOMA COUNTY BICYCLE COALITION

SONOMA COUNTY

TRANSPORTATION AUTHORITY

By: _____

By: _____

SCBC President/Chair

Sarah Glade Gurney, SCTA Chair

ATTEST:

APPROVED AS TO SUBSTANCE:

By: _____

By: _____

Gary Helfrich, Executive Director

Suzanne Smith, Executive Director

By: _____

Legal Counsel

Authority

**COOPERATIVE FUNDING AGREEMENT NO.71515
BETWEEN
THE SONOMA COUNTY TRANSPORTATION AUTHORITY
AND
SONOMA COUNTY BICYCLE COALITION
EXHIBIT B-1
SCBC SAFE ROUTES TO SCHOOL PHASE
FINANCIAL PLAN AND SCHEDULE (2004 Dollars)**

TOTAL BUDGET (September 2014-June 2018):

Fiscal Year	Prior	FY14/15	FY15/16	FY16/17	FY17/18
Amount	\$199,000	\$19,000	\$19,000	\$19,000	\$19,000

Safe Routes to School is an ongoing annual program synchronized with the public school calendar.

During the year, program activities are delivered year round as needed. Measure M funds are used to augment existing Safe Routes to School programs as well as provide some level of service to schools that do not yet have a program. Sonoma County Bicycle Coalition's Measure M annual appropriation represents approximately 10% of the Safe Routes to School yearly program cost, and some activities listed may be funded exclusively by through other sources.

The following activities are provided on a year-round continuous basis:

- (1) Coordination meetings with school staff to schedule and plan SRTS bicycle & pedestrian safety training. Activities to be scheduled include classroom lessons, bicycle rodeos, and assemblies during the school year.
- (2) Meeting with local communities to coordinate bike / pedestrian safety seminars, street skills classes and family bike workshops for general public.
- (3) Providing technical support, resources & consulting to schools wishing to implement bicycle and pedestrian education and encouragement programs.

(4) Conducting monthly Street Skills Class each using curriculum developed by the League of American Bicyclists.

(5) Updating and maintaining the Safe Routes to School website and social media outlets.

(6) Coordinating and attending local and regional meetings with SRTS stakeholders to improve education programs.

(7) Supporting local government and schools in identify engineering and enforcement projects that will improve safety of people to walking and bicycling at local schools.

(8) Purchase educational materials and supplies as needed.

The following program activities are provided on a month by month schedule as follows:

August: Check from here to the end of the year.

- Conduct SRTS bicycle & pedestrian safety training. Activities include bicycle rodeos, family bicycling workshops, and learn-to-ride workshops.
- Meet with school staff to develop curriculum for spring school programs.
- Order classroom materials for fall school programs.
- Coordinate and plan International Walk & Roll to School Day.

September:

- Conduct SRTS bicycle & pedestrian in-class safety training. Activities include classroom lessons, assemblies, bicycle rodeos, family bicycling workshops, and learn-to-ride workshops
- Coordinate and plan International Walk & Roll to School Day

October:

- Conduct SRTS bicycle & pedestrian in-class safety training. Activities include classroom lessons, assemblies, bicycle rodeos, family bicycling workshops, and learn-to-ride workshops
- Manage International Walk and Roll to School Day

November:

- Conduct SRTS bicycle & pedestrian in-class safety training. Activities include classroom lessons, assemblies, on-bike safety and learn-to-ride workshops.

December:

- Conduct SRTS bicycle & pedestrian in-class safety training. Activities include classroom lessons, assemblies, on-bike safety and learn-to-ride workshops.

January:

- Meet with school staff to develop curriculum for spring school programs.
- Order classroom materials for spring school programs.

February:

- Meet with school staff to develop curriculum for spring school programs.
- Conduct SRTS bicycle & pedestrian in-class safety training. Activities include classroom lessons and assemblies.

March:

- Conduct SRTS bicycle & pedestrian in-class safety training. Activities include classroom lessons and assemblies.
- Coordinate & conduct education & program outreach activities such as tabling at or attending school events and community events associated with schools, presentations at parent clubs, school boards, and teacher meetings.
- Coordinate local law enforcement involvement with spring bicycle rodeos.

April:

- Conduct SRTS bicycle & pedestrian in-class safety training. Activities include classroom lessons, assemblies, bicycle rodeos, family bicycling workshops, and learn-to-ride workshops.
- Conduct and support program evaluation activities such as mapping where students live in relation to each school, parent/teacher/student surveys, and student transportation mode counts.

May:

- Conduct SRTS bicycle & pedestrian in-class safety training. Activities include classroom lessons, assemblies, bicycle rodeos, family bicycling workshops, and learn-to-ride workshops.
- Conduct and support program evaluation activities such as mapping where students live in relation to each school, parent/teacher/student surveys, and student transportation mode counts.
- Organize and conduct KIDical Mass event.
- Conduct bicycle maintenance classes for students and parents in partnership with Bay Area Bikemobile.
- Coordinate and produce Bike to School Day (May 6).

June:

- Conduct SRTS bicycle & pedestrian safety training. Activities include bicycle rodeos, family bicycling workshops, and learn-to-ride workshops.
- Meet with school administrators, faculty and parents to evaluate programs.

July:

- Conduct SRTS bicycle & pedestrian safety training. Activities include bicycle rodeos, family bicycling workshops, and learn-to-ride workshops.
- Coordinate and plan International Walk & Roll to School Day.

COOPERATIVE FUNDING AGREEMENT NO.71515
BETWEEN
THE SONOMA COUNTY TRANSPORTATION AUTHORITY
AND
SONOMA COUNTY BICYCLE COALITION
EXHIBIT B-1
SCBC MONTH PHASE
FINANCIAL PLAN AND SCHEDULE (2004 Dollars)

TOTAL BUDGET (September 2014-June 2018):

Fiscal Year	Prior	FY14/15	FY15/16	FY16/17	FY17/18
Amount	\$75,000	\$15,000	\$15,000	\$15,000	\$15,000

Bike Month is an ongoing annual program that encourages more people to ride bicycles for commuting to work as well as for general transportation.

The following program activities are provided annually on a month by month schedule as follows:

February:

Participate in planning meetings with Bike Month Technical Advisory Committee.
 Coordinate with local project sponsors for support and promotion of Bike To Work Day and Team Bike Challenge.

March:

Participate in planning meetings with Bike Month Technical Advisory Committee.
 Coordinate with local project sponsors for support and promotion of Bike To Work Day and Team Bike Challenge.
 Contact employers to organize employees for Team Bike Challenge.
 Meet with previous year Energizer Station hosts to identify locations for this year's Bike To Work Day event.

April:

Participate in planning meetings with Bike Month Technical Advisory Committee.
 Purchase materials and equipment for Bike To Work Day and Team Bike Challenge.

Contact employers to organize employees for Team Bike Challenge, including tabling at places of employment when invited to do so by employers.

Recruit volunteers for Bike To Work Day.

Provide press releases and media appearances to promote Bike To Work Day and Team Bike Challenge.

Map Energizer Station Locations for Bike To Work Day.

May:

Purchase materials and equipment for Bike to Work Day and Team Bike Challenge.

Manage and promote Team Bike Challenge.

Manage and promote Bike to Work Day.

Produce "Ride Home from Work" events for riders who participated in Bike to Work Day.

Plan Bike Month awards event.

June:

Produce Bike Month awards event.

Tally results and report on participation for Bike to Work Day and Team Bike Challenge.

Resolution No. 2015-004

Cooperative Agreement Number: M71515-A2
Project Sponsor: Sonoma County Bicycle Coalition
Amount: \$34,000
February 9, 2015

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA COUNTY TRANSPORTATION AUTHORITY, COUNTY OF SONOMA, STATE OF CALIFORNIA, APPROPRIATING MEASURE M FUNDS TO THE SONOMA COUNTY BICYCLE COALITION IN ACCORDANCE WITH COOPERATIVE FUNDING AGREEMENT NO. M71515-A2

WHEREAS, the 2004 Sonoma County Traffic Relief Act Expenditure Plan (hereinafter “Expenditure Plan”) includes \$34,000 in 2004 dollars, for the Bicycle and Pedestrian funding category; and

WHEREAS, the Sonoma County Transportation Authority (hereinafter “Authority”) and the Sonoma County Bicycle Coalition (hereinafter “SCBC”) have entered into Cooperative Funding Agreement No. 71515-A2 (hereinafter “Cooperative Agreement”) regarding the Safe Routes to Schools Phase of the Bicycle Safety and Education Project (hereinafter “Project”) within the Bicycle and Pedestrian Projects Program; and

WHEREAS, SCBC has submitted a Request for Appropriation of Funds dated January 21, 2015 in connection with the Project pursuant to the above referenced Cooperative Agreement; and

WHEREAS, funds are included in the Authority’s Strategic Plan and annual budget for such projects.

NOW, THEREFORE, BE IT RESOLVED that the Authority finds the Request for Appropriation of funds consistent with the Expenditure Plan, the Strategic Plan, and the Cooperative Agreement; and

BE IT FURTHER RESOLVED, that the Authority appropriates \$34,000 to SCBC pursuant to the Cooperative Agreement to be used for the purposes set forth in Attachment A attached hereto; and

BE IT FURTHER RESOLVED, that funds will be disbursed to SCBC in accordance with the provisions of the Cooperative Agreement but shall not exceed on an annual basis, the amounts programmed by fiscal year, as shown in the Program of Projects in the 2014 Strategic Plan, as such plan may be amended from time to time; and

BE IT FURTHER RESOLVED, that the funds appropriated by the Authority under the Cooperative Agreement are hereby reflected in Attachment B; and

BE IT FURTHER RESOLVED, that this appropriation shall expire three years from the date of this Resolution.

THE FOREGOING RESOLUTION was moved by Director _____, seconded by Director _____, and approved by the following vote:

Resolution No. 2015-004

Cooperative Agreement Number: M71515-A2
Project Sponsor: Sonoma County Bicycle Coalition
Amount: \$34,000
February 9, 2015

Director Carlstrom _____
Director Chambers _____
Director Gallian _____
Director Gorin _____
Director Gurney _____
Director Landman _____

Director Mackenzie _____
Director Miller _____
Director Rabbitt _____
Director Russell _____
Director Salmon _____
Director Zane _____

Ayes:

Noes:

Absent:

Abstain:

SO ORDERED

Sarah Glade Gurney, Chair

This RESOLUTION was entered into at a meeting of the Sonoma County Transportation Authority held February 9, 2015 in Santa Rosa, California

Attest:

Suzanne Smith, Executive Director

Attachment:

“A” Use of Appropriated Funds

“B” Chronological Listing of Fund Appropriation Resolutions

ATTACHMENT A
Use of Appropriated Funds

SONOMA COUNTY TRANSPORTATION
AUTHORITY RESOLUTION NO. 2015-004

Date: February 9, 2015

Amount of Funds: \$34,000

Appropriated to: Sonoma County Bicycle Coalition

Program Category: Bicycle/Pedestrian Program

Specific Project: Bicycle Safety and Education

Appropriated For: Safe Routes to Schools Phase (\$19,000)
Bike Month (\$15,000)

Scope of Work: Support implementation of the bicycle safety and education project with the SRTS and Bike Month Phases and focus on educating the public and in particular, school children.

Other Conditions: None

Staff Comments: This is the seventh appropriation; for implementing Bicycle Safety and Education through the Safe Routes To Schools Phase and the Bike Month Phase.

ATTACHMENT B

Chronological Listing of Fund Appropriation Resolutions

COOPERATIVE FUNDING AGREEMENT NO. M71515-A2

Between the Sonoma County Transportation Authority

and the Sonoma County Bicycle Coalition

Project Number	Resolution Number	Date	Funds Appropriated	Cumulative Total
M71515	2008-024	July 14, 2008	\$60,000	\$60,000
M71515	2009-032-	November 9, 2009	\$60,000	\$120,000
M71515	2010-043	November 8, 2010	\$60,000	\$180,000
M71515	2011-037	September 12, 2011	\$60,000	\$240,000
M71515	2013-012	April 8, 2013	\$34,000	\$274,000
M71515	2014-006	April 14, 2014	\$34,000	\$308,000
M71515	2015-004	February 9, 2015	\$34,000	\$342,000
TOTAL FUNDS APPROPRIATED				\$342,000



Promoting the bicycle for transportation and recreation

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Tom Bahning
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General inquiries:
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Events:
events@BikeSonoma.org
Safe Routes to School:
saferoutes@bikesonoma.org
Street Skills Classes:
skills@BikeSonoma.org

WEB:
www.bikesonoma.org

Sarah Gurney, Chair
Sonoma County Transportation Authority
490 Mendocino Avenue, Suite 206
Santa Rosa, CA 95401

January 21, 2015

FUNDING APPROPRIATION REQUEST
PROJECT NAME: Bicycle Safety and Education Program
AGREEMENT NO. M71515-A2

Dear SCTA Chair Gurney:

The Sonoma County Bicycle Coalition has entered into a cooperative funding agreement with the SCTA (No.M71515-A2) and is working on the administration and implementation of the Safe Routes to School Program for FY 2014/2015. The Sonoma County Bicycle Coalition is requesting that the Sonoma County Transportation Authority (SCTA) take action to appropriate funds for the Safe Routes to School Program at its next Board meeting.

The current schedule for the Safe Routes to School program is as follows:

Project Name & Description:	<u>Safe Routes to School Program</u> The Sonoma County Bicycle Coalition Safe Routes to Schools program (SRTS) will conduct outreach countywide to encourage participation in SRTS activities in grade schools, middle schools and high schools. The Sonoma County Bicycle Coalition Safe Routes to Schools Resource Specialist will augment SRTS activities beyond what is available to the schools participating in the Department of Health Services Countywide Safe Routes to School Program.
Project Category:	Bicycle/Pedestrian Project
Phase Development Phase of this Appropriation:	Safe Routes to School Program
Amount of Measure M Appropriation Request:	\$19,000
Amount of Local Funding Match:	\$0
Sources of Local Funding Match:	N/A
Total Project Cost:	\$19,000



Promoting the bicycle for transportation and recreation

Project Development Phase	Begin	Complete
Scoping	N/A	N/A
Environmental	N/A	N/A
Right of Way	N/A	N/A
PS&E	N/A	N/A
Implementation	February 2014	June 2015

Thank you for your consideration.

Sincerely,



Gary Helfrich
Executive Director



Promoting the bicycle for transportation and recreation

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Street Skills Classes:
skills@BikeSonoma.org

WEB:
www.bikesonoma.org

Sarah Gurney, Chair
Sonoma County Transportation Authority
490 Mendocino Avenue, Suite 206
Santa Rosa, CA 95401

January 21, 2015

FUNDING APPROPRIATION REQUEST
PROJECT NAME: Bike Month Program
AGREEMENT NO. M71515-A2

Dear SCTA Chair Gurney:

The Sonoma County Bicycle Coalition has entered into a cooperative funding agreement with the SCTA (No.M71515-A2) and is working on the administration and implementation of the Bike Month program for FY 2014/2015. The Sonoma County Bicycle Coalition is requesting that the Sonoma County Transportation Authority (SCTA) take action to appropriate funds for the Bike Month Program at its next Board meeting.

Project Name & Description:	<u>Bike Month Program</u> Bike to Work Month promotes cycling for transportation by offering a series of events during May, which is National Bike Month . The events will encourage people to make riding a bicycle part of their daily transportation mix. SCBC will produce Bike to Work Day, hold bicycle safety and mechanics classes, organize family bike clinics, and provide enhanced support to bicycle commuters and students during Bike Month in order to encourage more people to use bicycles for transportation and recreation.
Project Category:	Bicycle/Pedestrian Project
Phase Development Phase of this Appropriation:	Bike Month Program
Amount of Measure M Appropriation Request:	\$15,000
Amount of Local Funding Match:	\$0



Promoting the bicycle for transportation and recreation

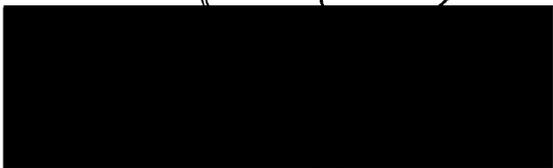
Sources of Local Funding Match:	\$7,500 - Local Business Sponsorship \$9,500 - MTC / Bay Area Bicycle Coalition BTW Day grant \$1,000 - Event Proceeds and Sales
Total Project Cost:	\$33,000

The current schedule for the Bike Month Project is as follows:

Project Development Phase	Begin	Complete
Scoping	N/A	N/A
Environmental	N/A	N/A
Right of Way	N/A	N/A
PS&E	N/A	N/A
Implementation	February 2015	June 2015

Thank you for your consideration.

Sincerely,



Gary Helfrich
Executive Director

Staff Report

To: Sonoma County Transportation Authority

From: Seana L. S. Gause, Senior – Programming and Projects

Item: 3.5 – Measure M – Foss Creek Trail appropriation request for FY14/15 (ACTION)*

Date: February 9, 2015

Issue:

Shall the SCTA appropriate Measure M funds for the following project with an approved Cooperative Agreement for FY14/15? (See attached letter)

Cooperative Funding Agreement Number	Jurisdiction	Category	Description	Phase	Appropriation Amount
M71203	City of Healdsburg	Bike/Ped	Foss Creek Trail Phase 3	CON	\$341,000
Total					\$341,000

Background:

The SCTA adopted the *2014 Measure M Strategic Plan*, which sets forth the SCTA’s program and project implementation policies with regard to the use of funds provided under Measure M. Pursuant to the Strategic Plan and the associated cooperative funding agreements, each jurisdiction must submit an appropriation request to initiate spending of Measure M funding for the fiscal year in which the funds are programmed. Healdsburg completed Phase 3 of the Foss Creek Trail project, in 2012. The City has submitted a request for appropriation of funds for dated January 26, 2015 (attached).

Policy Impacts:

None. This action is within the established policies outlined in the *2014 Measure M Strategic Plan*.

Fiscal Impacts:

Consistent with the Strategic Plan, Measure M funds in the amount of \$341,000 will be made available to the City of Healdsburg to reimburse costs incurred to construct phase 3 of the Foss Creek Trail project. Appropriation of these funds is consistent with the funding availability defined in the Measure M cash-flow model. The funds are programmed in FY14/15 and are available.

Staff Recommendation:

Staff recommends that the Board adopt Resolution 2015-005 and approve the aforementioned appropriation request.

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA COUNTY
TRANSPORTATION AUTHORITY, COUNTY OF SONOMA, STATE OF
CALIFORNIA, APPROPRIATING MEASURE M FUNDS TO THE CITY OF
HEALDSBURG, IN ACCORDANCE WITH COOPERATIVE FUNDING
AGREEMENT M71203**

WHEREAS, the 2004 Sonoma County Traffic Relief Act Expenditure Plan (hereinafter "Expenditure Plan") includes \$19,000,000 in 2004 dollars, for the Bicycle and Pedestrian Projects funding category; and

WHEREAS, the Sonoma County Transportation Authority (hereinafter "Authority") and the City of Healdsburg have entered into Cooperative Funding Agreement No. M71203 (hereinafter "Cooperative Agreement") regarding the Foss Creek Trail project (hereinafter "Project"); and

WHEREAS, Healdsburg has submitted a Request for Appropriation of Funds dated January 26, 2015 in connection with the project pursuant to the above referenced Cooperative Agreement; and

WHEREAS, funds are included in the Authority's Strategic Plan and annual budget for such projects.

NOW, THEREFORE, BE IT RESOLVED that the Authority finds the Request for Appropriation consistent with the Expenditure Plan, the Strategic Plan and the Cooperative Agreement; and

BE IT FURTHER RESOLVED, that the Authority appropriates \$341,000.00 to the City of Healdsburg pursuant to the Cooperative Agreement to be used for the purposes set forth in Attachment A attached hereto; and

BE IT FURTHER RESOLVED, that all funds appropriated by the Authority under the Cooperative Agreement are hereby reflected in Attachment B; and

BE IT FURTHER RESOLVED, that this appropriation shall expire three years from the date of this resolution.

THE FOREGOING RESOLUTION was moved by Director , seconded by Director , and approved by the following vote:

Director Carlstrom	_____	Director Mackenzie	_____
Director Chambers	_____	Director Miller	_____
Director Gallian	_____	Director Rabbitt	_____
Director Gorin	_____	Director Russell	_____
Director Gurney	_____	Director Salmon	_____
Director Landman	_____	Director Zane	_____

Ayes:

Noes:

Absent:

Abstain:

SO ORDERED

Sarah Glade Gurney, SCTA Chair

**Resolution No. 2015-005
Sonoma County Transportation Authority
Santa Rosa, California
February 9, 2015**

This **RESOLUTION** was entered into at a meeting of the Sonoma County Transportation Authority held on February 9, 2015 in Santa Rosa, California

Suzanne Smith, Executive Director
Clerk, Sonoma County Transportation Authority

ATTACHMENT A
Use of Appropriated Funds
SONOMA COUNTY TRANSPORTATION AUTHORITY
RESOLUTION No. 2015-005

Date: February 9, 2015

Amount of Funds: \$341,000

Appropriated to: City of Healdsburg

Program Category: Bicycle and Pedestrian Project

Specific Project: Foss Creek Trail Project

Appropriated For: Phase 3 CON

Scope of Work: Phase 3 - Front Street to Rail Depot. Construction of Phase 3 is complete. Improvements include a 10ft wide pathway with rock shoulders, lighting , bollards and signage at street crossings.

Other Conditions: None

Staff Comments: This is the third appropriation for this project

ATTACHMENT B

Chronological Listing of Fund Appropriation Resolutions

COOPERATIVE FUNDING AGREEMENT NO. M71203

Between the Sonoma County Transportation Authority

And the City of Healdsburg

Project Number	Resolution Number	Date	Funds Appropriated	Cumulative Total
M71203	2006-014	June 12, 2006	\$595,000	\$595,000
	2014-020	September 8, 2014	\$474,000	\$1,069,000
	2015-005	February 9, 2015	\$341,000	1,410,000
TOTAL FUNDS APPROPRIATED				\$1,410,000



CITY OF HEALDSBURG

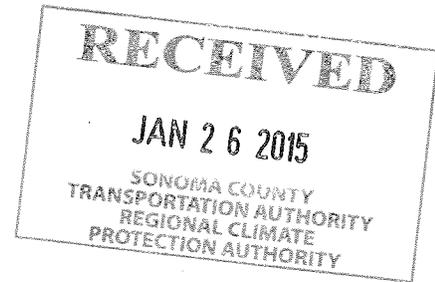
Department of Public Works

401 Grove Street
Healdsburg, CA 95448

Phone: (707) 431-3346 Fax: (707) 431-2710
Visit us at www.ci.healdsburg.ca.us

January 23, 2015

Sarah Gurney, Chair
Sonoma County Transportation Authority
520 Mendocino Avenue, Suite 240
Santa Rosa, CA 95401



FUNDING APPROPRIATION REQUEST
PROJECT NAME: FOSS CREEK TRAIL IMPROVEMENTS
COOPERATIVE FUNDING AGREEMENT NO. M71203-A5-05

Dear SCTA Chair:

The City of Healdsburg (City) hereby requests that the Sonoma County Transportation Authority (SCTA) take action to appropriate funds at its next Board meeting for the Foss Creek Trail Improvements.

The City has entered into a cooperative funding agreement with the SCTA (Cooperative Agreement No. M71203-A5-05) and has begun work on the construction phase of the project, including construction management. Below is the specific appropriation request information.

Project Name & Description:	Foss Creek Trail: Class 1 Bike & Pedestrian path along railroad right of way and/or Foss Creek Segment 3: Front St to RR Depot
Project Category:	Bicycle/Pedestrian Project.
Phase Development Phase of this Appropriation:	Construction (Segment 3)
Programming Year for this Appropriation:	FY 2014/15
Amount of Measure M Appropriation Request:	\$341,000
Amount of Federal Funding:	-
Amount of Local Funding:	-
Amount of Other Funding:	\$200K (programmed / appropriated in FY 2014)
Total Project Cost:	\$541K

The current schedule for the Foss Creek Trail Phase 3:

Project Segment	3	
	Front St to RR Depot	
Project Development Phase	Begin	Complete
Scoping (completed)	07/04	07/06
Environmental (completed)	07/06	10/06
Right of Way (completed)	09/08	06/09
PS&E (completed)	08/08	07/11
Construction	09/11	03/12

Thank you for your consideration.

Sincerely,



Mario Landeros, Senior Engineer
City Healdsburg

cc: Brent Salmi, Public Works Director

Staff Report

To: Sonoma County Transportation Authority
From: Chris Barney, Senior Transportation Planner
Item: 4.1.3 – Highway 37 Origin and Destination Data
Date: 2/9/2015

Issue

SCTA purchased origin and destination data for the Highway 37 corridor that was compiled using mobile phone/device data. A summary of this data is provided in this report.

Background

In an effort to better understand travel through the Highway 37 corridor SCTA contracted with AirSage to provide cell phone based origin and destination data. AirSage gathers mobile device data from local service providers and processes the wireless signaling data to estimate travel flows, time of travel, and trip purpose. Time-stamped location tags (latitude/longitude) are generated for each mobile device (cell phone, wireless tablet, etc.) each time the device interacts with the mobile network. Activities such as sending or receiving text messages, streaming data, or receiving “pushed” or “pulled” data or updates are registered and classified as device sightings. Device locations are tracked over time to sample travel flows and behavior. All data is anonymized to protect user privacy.

In addition to collecting device location and movements, AirSage runs collected data through a series of pattern recognition algorithms to identify home and work locations for each identified device. This information is used to assign trip purpose for travel movements and to distinguish visitor travel from local or resident travel. Time-stamps are used to break out time of day and peak period travel information.

Study Area

Data was collected and summarized for the 4 North Bay Counties (Sonoma, Marin, Napa, and Solano counties) and for 10 of the largest North Bay Cities (Santa Rosa, Rohnert Park, Petaluma, Novato, San Rafael, Napa, American Canyon, Vallejo, Fairfield, Vacaville). External travel was summarized for travel to the San Francisco/South Bay or Peninsula area, East Bay/Central Valley, Northern California through Lake and Mendocino counties, and to the Northeast (Sacramento/Yolo counties). A map of the study area and analysis zones can be found in Attachment A.

Current Traffic Conditions

Caltrans 2013 average daily traffic estimates for the Highway 37 corridor range between 33,000 cars per day (Eastbound traffic – Sonoma/Solano County Line) and 92,500 vehicles per day (Westbound traffic – Hwy 37 junction with I-80). At the western end of the corridor in Novato daily traffic was estimated at approximately 40,000 vehicles travelling in either direction. The lowest estimated travel was recorded at the Sonoma/Solano County line (33,000 vehicles traveling in either direction). The

eastern end of the corridor experiences the highest traffic flows with 69,000 daily vehicles estimated for either travel direction at Fairgrounds Dr. in Vallejo, and 92,500/92,000 being estimated for westbound/eastbound travel at the junction with Interstate 80. More detailed traffic estimates can be found in Attachment B.

Project Deliverables

Data was collected and processed for the identified study area for average weekdays in September, 2014. This was the most recent data available and this time period is believed to represent typical travel conditions in the study area.

The following datasets were provided as deliverables by AirSage:

- 1) Daily Trip Matrix – All Travel: contains extrapolated trips for all travel in the study area (estimated total trips) for an average weekday (24 hours)
- 2) Peak Period Trip Matrix – All Travel: contains extrapolated trips for all travel in the study area (estimated total trips) for AM and PM peak periods (5-10 AM & 6-10 PM)
- 3) Daily Trip Matrix – Hwy 37 Sample: contains the sample trips for an average weekday (24 hours) for those OD pairs that were sighted passing through the Highway 37 corridor.
- 4) Peak Period Trip Matrix – Hwy 37 Sample: contains the sample trips for two day parts on an average weekday for those OD pairs that were sighted to pass through the Highway 37 corridor.

AirSage also provided a memorandum outlining the methodology that was used to compile the data and a document describing the data and the attributes that are included in the trip matrices (see attachments C & D).

Approximately 66,000 daily trips were tracked in the entire study area during September 2014. Approximately 2,000 of those daily trips were tracked moving through the Highway 37 corridor during the study period. AirSage used a series of expansion algorithms to estimate total travel through the study corridor using these samples.

Project Strengths and Limitations

Activity data for highway corridors is typically collected using traffic sensing equipment. Traditional traffic sensors can only provide a look at what is happening at the sensor, usually in the form of simple traffic counts. AirSage aggregates and analyzes wireless network data to determine the location and movement of mobile devices while maintaining strict user privacy. Data collected can provide information on trip origins and destinations, trip purposes, visitor travel, and other behavioral data, which otherwise would only be available by surveying travelers. Travel surveys can be expensive, time consuming, and expensive, and are generally conducted by stopping travelers and/or collecting license plate information and mailing surveys to vehicle owners. The sampling rate and error for these types of travel surveys can be very high.

Average accuracy for device sightings is approximately 300 meters for devices on the move, and 100 meters for stationary devices. This level of accuracy is in most cases sufficient to assign device movements to transportation facilities such as specific road or highway corridors, or to assign resting locations (usually home or work locations).

AirSage partners with Sprint and Verizon mobile service providers. These mobile network providers represent a proportion of total mobile users and activity, but do not represent the full spectrum of total mobile network use. AirSage typically uses data provided from a single service provider to provide origin and destination or other mobile network derived data products. AirSage examined cell coverage

for the Study Area (North Bay Counties) and determined that using the Verizon network would provide the largest sample size for the HWY 37 study. The vendor and staff believe that the sample is representative of overall travel through the corridor, but do recognize that the estimates may be biased towards travelers that use a particular network service provider (Verizon in this case), and towards those that own and regularly use a cell phone or other mobile device within this network.

Data was collected for work days (Monday-Friday) during the month of September in 2014. All travel estimates are based on this sample, and represent average work week travel activity in the HWY 37 corridor. September was selected as the sample period because school is in session during this period and this month was determined to be a good proxy for average travel conditions in the Study Area. Staff believes that the sample should be representative of average weekday travel conditions, but may be slightly biased towards late year, or seasonal travel patterns.

Summary of Results

AirSage provided raw data tables to SCTA staff which were then analyzed and processed using database, statistical, and GIS software (See Attachment E for a sample of the raw data). The raw data was used to estimate:

- **Trip Purpose** – Was the trip a commute trip or other trip (shopping, school, recreation, etc.)?
- **Time Period** – Did the trip take place during the AM Peak, PM Peak, or Off-Peak time period?
- **Visitor Travel** – Was the trip made by a resident or visitor? Residents are defined as those residing in the Study Area (North Bay Counties – Sonoma, Napa, Marin, and Solano).
- **Trip Origin** – Where did the trip start?
- **Trip Destination** – Where did the trip end?
- **Major Travel Flows** – What are the highest travel flows observed in the data?

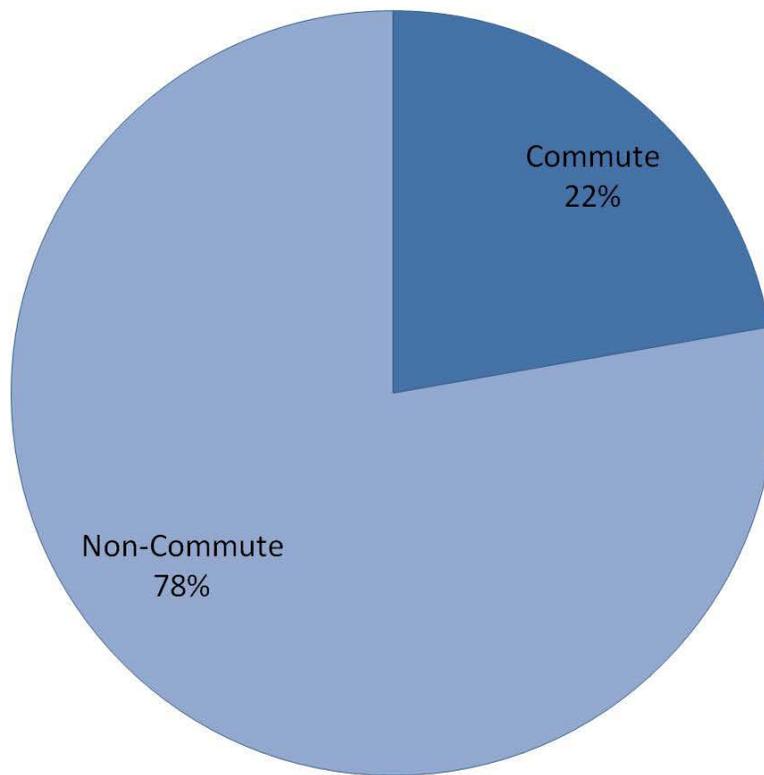
Data was summarized to highlight overall travel conditions and major travel flows for the Highway 37 corridor. More detailed origin/destination data for individual cities or counties, for specific travel periods, or trip types are available upon request.

Trip Purpose:

AirSage logs a mobile device location each time the device interacts with the network. This data is used to determine if the device is on the move or is remaining at the same location. A home location is assigned for each device by examining where a device is stationary during early morning, late evening, and night time periods. A work location for each mobile device is assigned if a device is stationary at a non-home location during normal work hours (8am – 5PM, Monday – Friday).

Data collected for Highway 37 showed that 22% of trips moving through this corridor were commute or work-based trips and 78% of trips were shopping, school, recreation, visitor, non-commute business, or other trip types. The Sonoma County Travel Model estimates that approximately 15% of all trips in Sonoma County were commute or work-based trips in 2010, and the remaining 85% of trips were school, shopping, recreation, visitor, or other trips. The Federal Highways Administration estimates that approximately 25% percent of trips are commute trips nationwide.

Hwy 37 Observed Trips - Trip Purpose



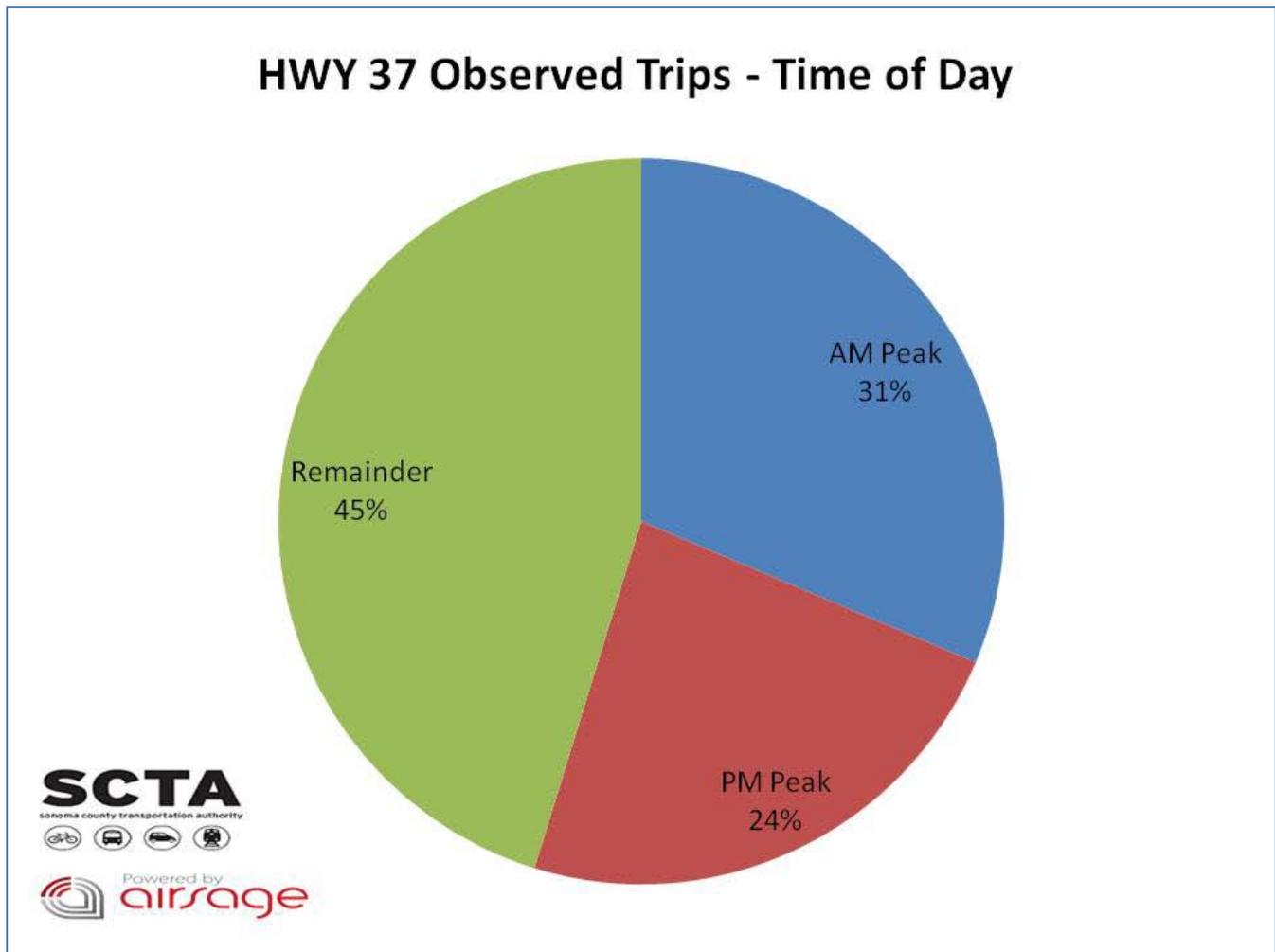
SCTA
sonoma county transportation authority



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Time of Day

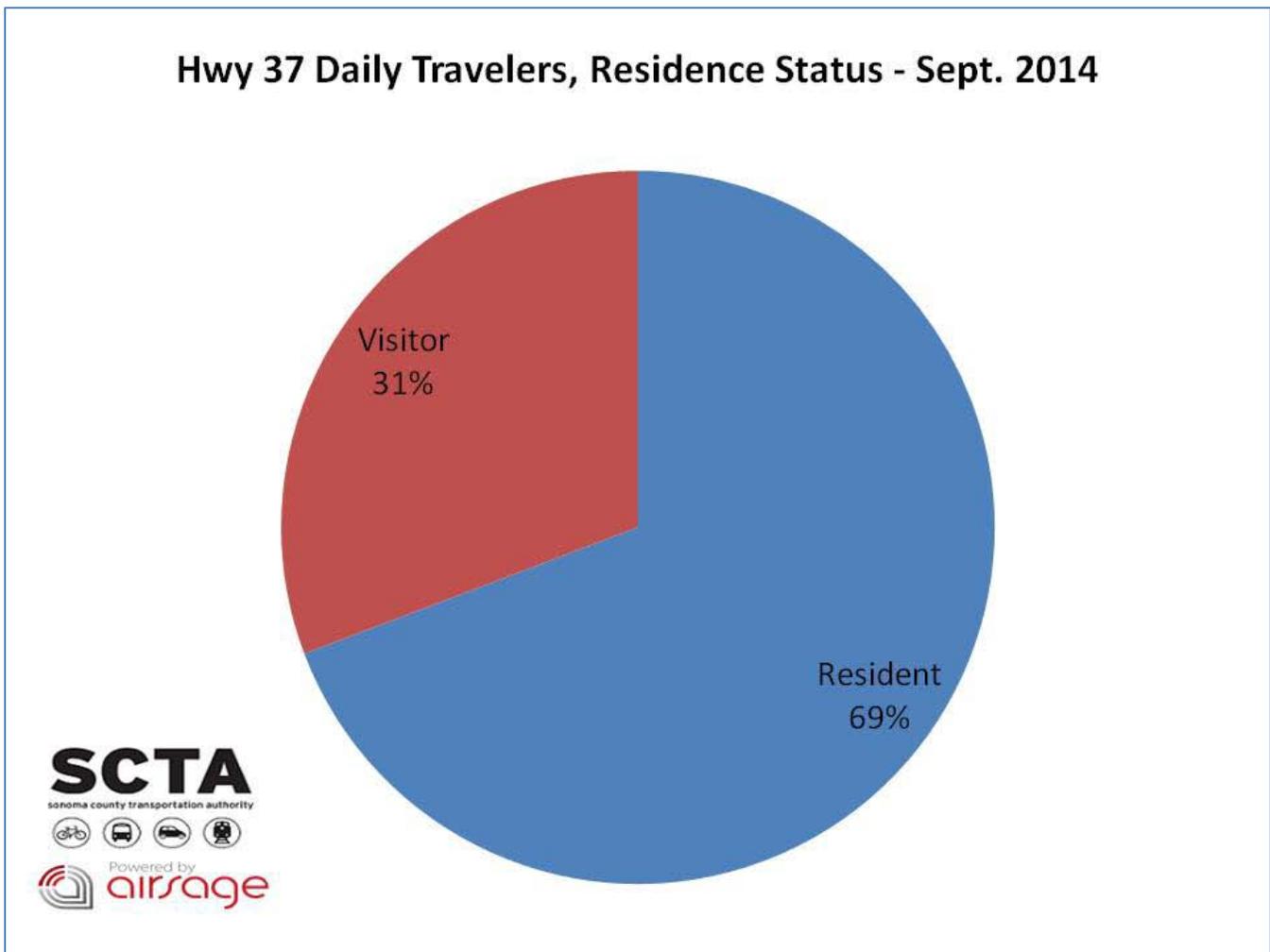
Each time a mobile device communicates with the wireless network the location and access time is logged. This information has been used to estimate how many travelers use Highway 37 during the AM peak travel period (5AM – 10AM), PM peak travel period (4PM – 8PM), and off-peak travel periods. The data collected indicates that about 1/3 of total travel through the corridor occurs during the morning peak period, about 1/4 during the afternoon/evening peak period, with the remaining 45% occurring during off-peak travel periods.



Visitor Travel

Traveler home locations are determined by examining where a device is stationary during non-work times, or early mornings, late evenings, and nights. Travelers with a home location outside of the study area (Sonoma, Marin, Napa, Solano Counties) are designated as visitors and travelers with a home locations located within the study area are designated as residents.

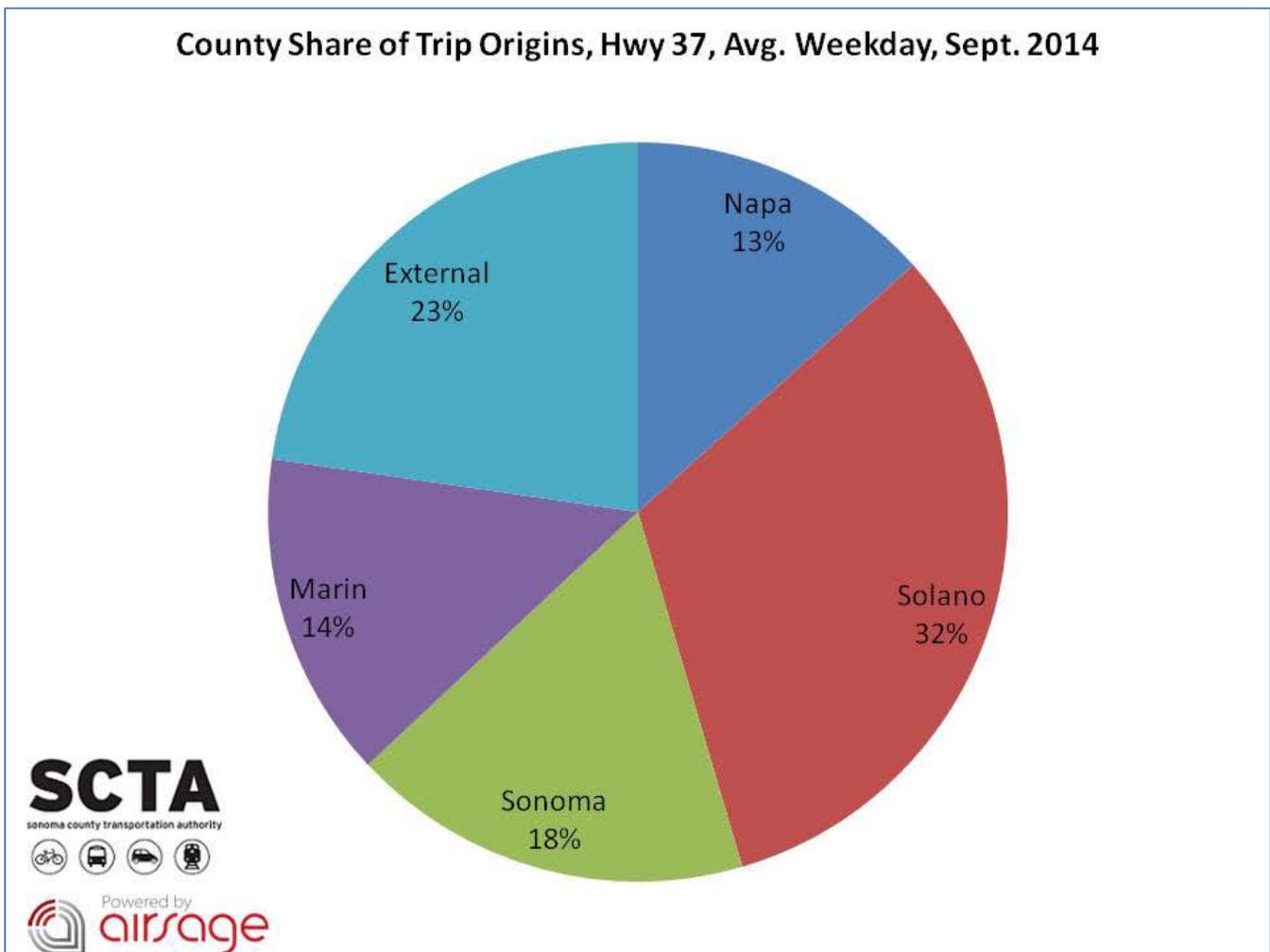
The data collected indicates that 31% of travelers using the Highway 37 corridor are visitors and that 69% of travelers are residents. Visitors use the corridor for all trip purposes including commute and non-commute travel.



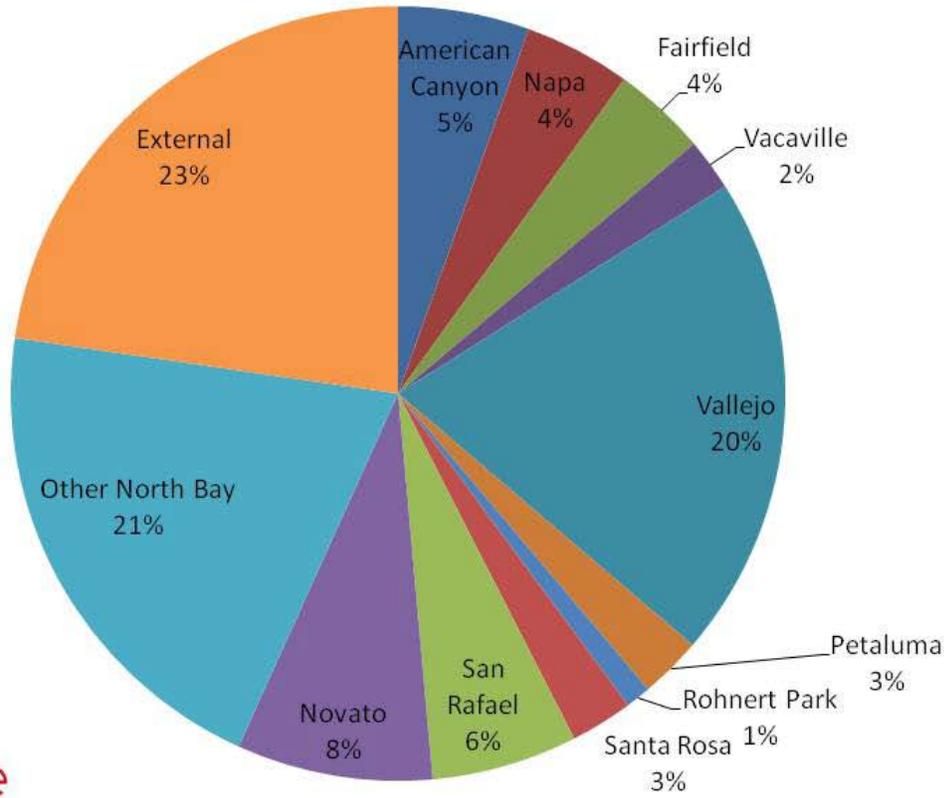
Trip Origins

Cell phone or mobile device data has been used to estimate where trips moving through the Highway 37 corridor begin. Trip origins have been summarized by county and city. The largest percentage of trips moving through the corridor have been observed originating in Solano County. Almost ¼ of all trips moving through the corridor originate outside of the study area with a majority of external trip origins coming from the East Bay and the San Francisco Peninsula (including San Francisco). Sizable portions of trips begin in Sonoma, Marin, and Napa Counties.

A large portion of trips moving through the corridor originate from cities located on or adjacent to Highway 37. These cities include Vallejo with 20% of all trip origins, Novato (8% of all trip origins), and American Canyon (5% of all trip origins). The large Sonoma County cities of Santa Rosa, Rohnert Park, and Petaluma, only contribute 7% of corridor trip origins, with 11% of Sonoma County trips observed in the corridor beginning in Southern Sonoma County, Sonoma Valley, or other parts of the county.



Hwy 37 - Trip Origin Average Weekday (Sept. 2014)



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sonoma county transportation authority

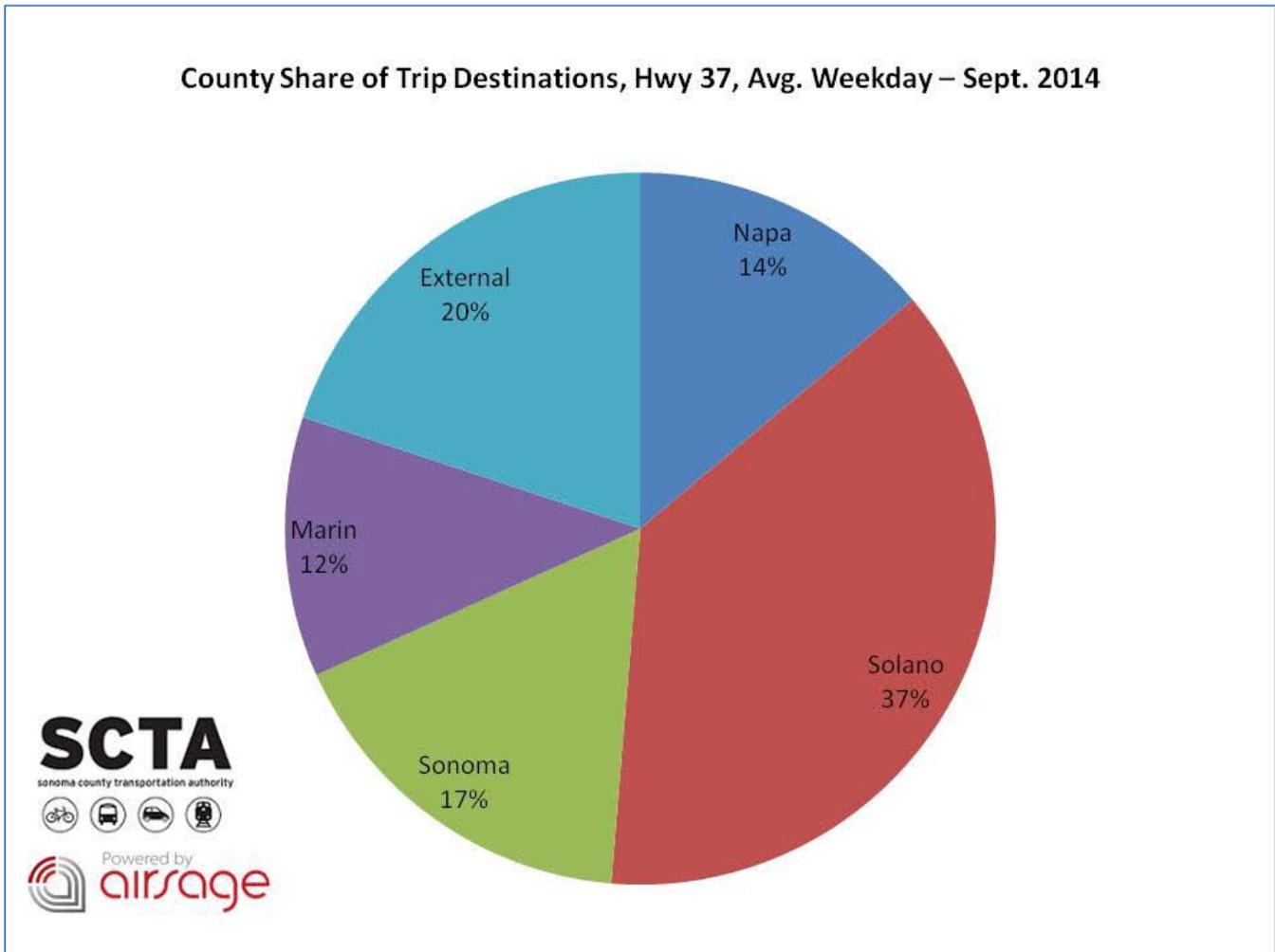


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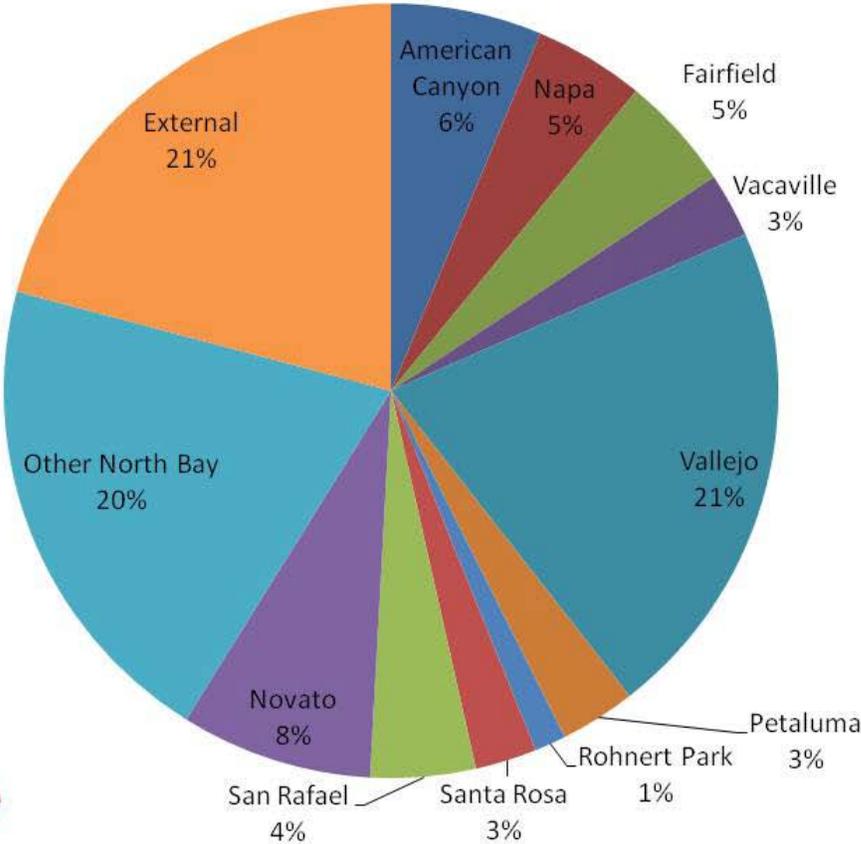
Trip Destinations

Observed cell phone or mobile device data can also be used to estimate where Highway 37 trips end. Like trip origins, these trip destinations have been summarized by county and city. Trip destinations are slightly different than the observed trip origins. A large portion of Highway 37 trips have been observed ending in Solano County (37%). One fifth of trips moving through the corridor end in areas outside of the study area, with the East Bay and San Francisco Peninsula being observed as major external trip destinations. Other major trip destinations include Sonoma (17%), Napa (14%), and Marin (12%) counties.

As with trip origins, a large proportion of trips traveling on Highway 37 end in cities located on or adjacent to the corridor, with 21% of trips ending in Vallejo, 8% in Novato, and 6% in American Canyon. A sizable proportion of trips end outside of the study area (21%) with a large portion of external trips ending in the East Bay and San Francisco. Southern Sonoma County, Sonoma Valley, and other Sonoma locations claim the majority of Sonoma County destinations for Highway 37 travel with around 10% of corridor trips ending in this part of the study area, and 7% of trips ending in large Sonoma County cities (Santa Rosa, Rohnert Park, and Petaluma).



Hwy 37 - Trip Destination Average Weekday (Sept. 2014)



SCTA

sonoma county transportation authority



Powered by **airsage**

Major Travel Flows

The origin/destination data collected included enough detail to allow staff to analyze sub-regional travel flows that use the Highway 37 corridor. The 15 highest travel flows are summarized in the table below and represent around one-third of total travel through the corridor. Two-thirds of the major travel flows highlighted in this table either begin or end in Vallejo. A large portion of the major travel flows also begin or end in the East Bay, American Canyon, Novato, or Southern Sonoma County/Sonoma Valley.

Staff estimates that a good deal of Highway 37 travel occurring on the eastern end of the corridor in and around Vallejo occurs where the facility is a four-lane freeway. Travel through the western end of the corridor would travel through the divided two-lane expressway portion of the Highway.

Highway 37 - AirSage Sample, 15 Highest Travel Flows

Rank	ORIGIN	DESTINATION	ESTIMATED TRIPS
1	East Bay	Vallejo	2692
2	Vallejo	East Bay	2356
3	Vallejo	American Canyon	2225
4	American Canyon	Vallejo	1992
5	Other Solano	Vallejo	1803
6	Southern Sonoma County/Sonoma Valley	Novato	1703
7	Vallejo	Other Solano	1620
8	Novato	Southern Sonoma County/Sonoma Valley	1576
9	Vallejo	Fairfield	1389
10	SF/Peninsula	Southern Sonoma County/Sonoma Valley	1371
11	Napa	Vallejo	1349
12	Fairfield	Vallejo	1251
13	Southern Sonoma County/Sonoma Valley	Vallejo	1220
14	Southern Sonoma County/Sonoma Valley	East Bay	1171
15	East Bay	Southern Sonoma County/Sonoma Valley	1160

Estimated travel occurs on the 2 lane section of Highway 37 west of Mare Island.

Policy Impacts:

None.

Fiscal Impacts:

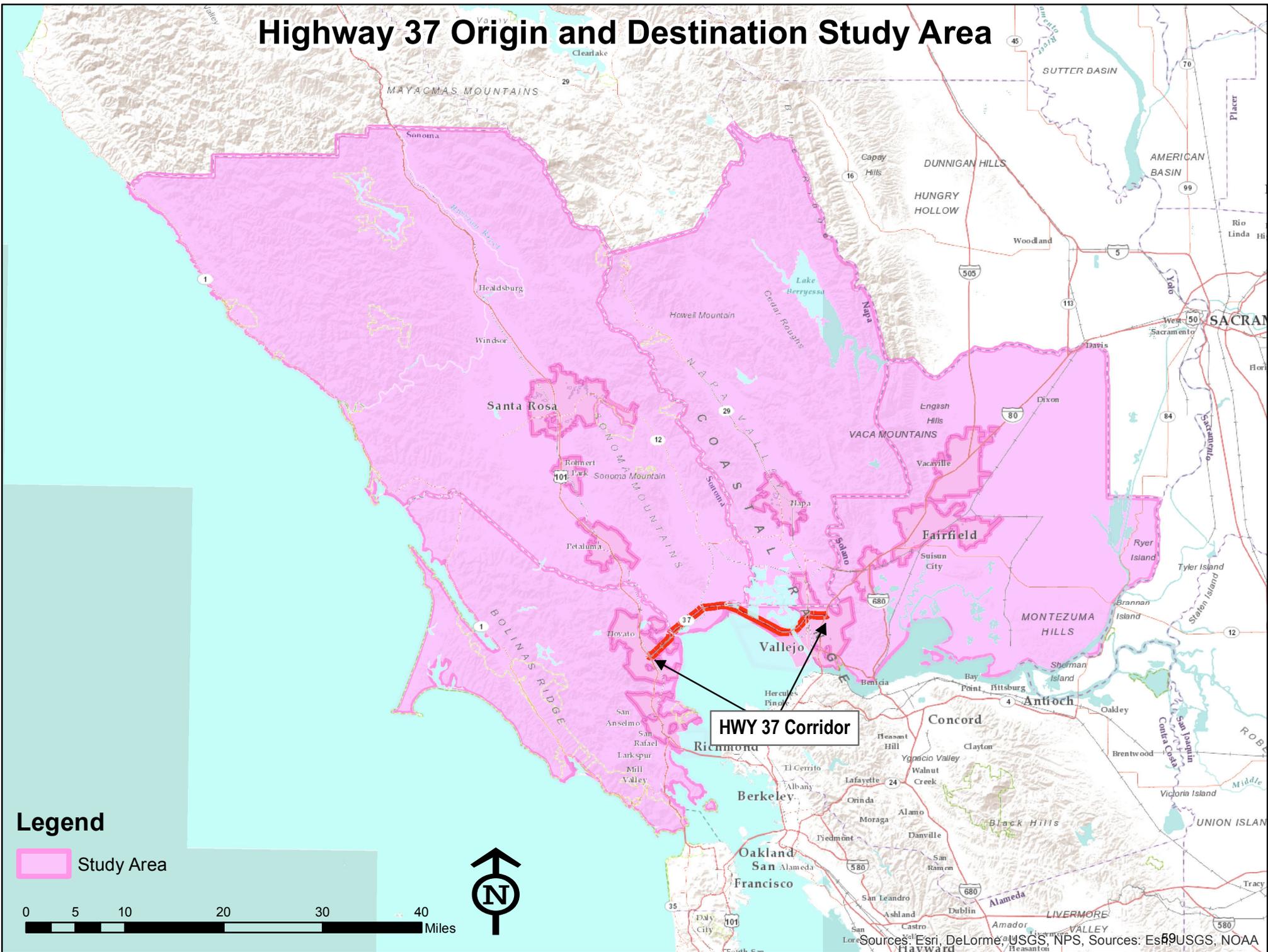
SCTA partnered with the Metropolitan Transportation Commission and North Bay Leadership Council to purchase the origin/destination and travel activity data from AirSage. SCTA contributed \$15,000 to the project budget. The overall project budget was \$40,000.

Staff Recommendation: Information item. No action requested.

Attachments:

- a. Study Area Map**
- b. 2013 AADT Estimates – Highway 37**
- c. AirSage Methodology**
- d. AirSage Data Dictionary**
- e. Sample Data**

Highway 37 Origin and Destination Study Area



Legend

 Study Area



0 5 10 20 30 40 Miles

Dist	Rte	CO	Post Mile	Description	Westbound Peak Hour	Westbound Peak Month	Westbound AADT	Eastbound Peak Hour	Eastbound Peak Month	Eastbound AADT
4	37	Marin	13.773	ATHERTON AVENUE	3850	42500	40000	3850	42500	40000
4	37	Marin	14.473	PETALUMA CREEK	3550	38500	37000	3550	38500	37000
4	37	Marin	14.617	MARIN/SONOMA COUNTY LINE	3550	38500	37000			
4	37	Sonoma	0	MARIN/SONOMA COUNTY LINE				3550	38500	37000
4	37	Sonoma	2.06	LAKEVILLE ROAD	3550	38500	37000	4300	47500	44500
4	37	Sonoma	3.9	JCT. RTE. 121 NORTH	4300	47500	44500	2750	36500	33000
4	37	Sonoma	6.245	SONOMA/SOLANO COUNTY LINE	2750	36000	33000			
4	37	Solano	0	SONOMA/SOLANO COUNTY LINE				2750	36000	33000
4	37	Solano	7.213	WALNUT AVENUE	2750	36000	33000	3200	37000	34500
4	37	Solano	8.01	WILSON AVENUE	3200	37000	34500	3550	41500	38500
4	37	Solano	9.665	JCT. RTE. 29	3550	41500	38500	5500	72000	69000
4	37	Solano	10.94	VALLEJO, FAIRGROUNDS DRIVE	5500	72000	69000	7300	96000	92000
4	37	Solano	11.41	JCT. RTE. 80	7300	95500	92500			

2013 Annual Average Daily Traffic Estimates - Highway 37

Understanding Population Movements

1.0 Introduction

AirSage, an Atlanta based wireless information and data provider, has developed an approach to gathering data about population mobility throughout a region. AirSage analyzes anonymous location and movement of mobile devices, which is derived from wireless signaling data, to provide new insights into where populations, are, were, or will be, and how they move about over time and in response to special events or disruptions to the roadway network.

The purpose of this document is to describe the methodology used by AirSage to gather data and to calculate and categorize trips to produce trip matrices.

2.0 AirSage Technology

AirSage provides historic population location, movement, and traffic information derived from analysis of wireless (and in particular, cellular phone) signaling data. Combining patented and proprietary data collection and analysis technologies with signaling data from wireless carriers, AirSage has developed and deployed a secure data collection and reporting network with over 100 million mobile “sensors” (mobile devices) that provide unprecedented visibility into where groups of people are, where they were, where they are likely to be, and how they move from one area to another.

AirSage’s WiSE (Wireless Signal Extraction) technology extracts data from wireless carrier networks, as generated by devices in the normal course of operation. Mobile devices frequently communicate with the network through control channel messages, both during use and when the device is in idle mode. The frequency and nature of the signaling data varies based on the network equipment used to provide cellular service to the area. The WiSE technology anonymizes the data stream (ensuring user privacy) and performs multiple stages of analysis to monitor the location and movement of the mobile devices (and thus the population of mobile users).

3.0 AirSage Study Methodology

AirSage uses a modular, multi-step methodology to derive useful information and analytics from wireless signaling data provided by its wireless carrier partners. The core components of the data collection, processing, and delivery process is outlined below.

Device Location Processing: Time-stamped locations (latitude/longitude) are generated for each mobile device (e.g. a cellphone), utilizing the network signaling data generated each time a mobile device interacts with the mobile network. Interaction with the network comes in many forms including sending and receiving text messages or receiving updates or streaming data to/from mobile devices. "Processed Sightings" are created using this information in addition to factoring in the quality of the device and removing any static that might occur within the network that has the potential to obscure the data.

Activity Pattern Analysis: All of the "Device Locations" (Home, Work, etc.) for a device are determined over the course of four to six weeks. The data are run through a series of pattern recognition and statistical clustering algorithms to determine repeated and irregular trip patterns and primary activity locations for a device. These patterns and locations are used to classify trip purpose.

Activity Point Generation: Each Device Location is then combined with other recent sightings and known activity locations to further refine the location, determine if the device is moving or stationary, and calculate additional attributes to create individual "Activity Points." At the most basic level, activity points may be classified as being Home, Work, or Other locations. Home locations are those locations where mobile users spend the majority of their nights. Nighttime is defined between 9:01pm and 6:00 am. Work locations are similarly determined by looking at where subscribers spend the majority of their days between 9:00 am and 5:00 pm. These activity points are then combined to create "Trip Legs" which eventually allow for an overall network of travel behaviors to be established.

Population Synthesis: Using the observed sample devices, the movements for a full population is synthesized. There are two main factors that go into the expansion process: penetration rates and device quality. Penetration rates, simply put, is the ratio of number of resident devices observed by AirSage in a given census tract to the 2010 census population. Currently expansion is performed to census tract but will shift to a more detailed census block group level in a future release. Device quality refers to the number of daily sightings observed for each device. This factor feeds a model which adjusts for the probability of missing trips due to limited visibility of some devices.

Trip Analysis: Each trip is analyzed and classified into various interesting categories such as resident class of subscriber, trip purpose, time of day and day of week. Each of these is explained in detail in the next section.

Data Aggregation and Packaging: For each project a unique study area is defined before the data collection process even begins. This area is then further subdivided into analysis zones. The trip ends (Activity Points) are assigned to these zones. All of the trip ends within those zones are also assigned a

purpose and time of day during which they took place. The number of trip ends are totaled to determine the total number of trips that took place within each zone. All of this data is then packaged in the form of an O-D Matrix and distributed to clients so that they may use our results to perform their own internal analysis.

4.0 Optional Features in OD Matrix

Resident Classes (Optional): Typically, subscribers are classified as residents, non-residents and through. Residents have a home location within the study area. The 'through' field is actually identifying the type of subscriber and not the trip itself. These subscribers were only seen on one day during the study period and they just passed through the region. They might have made intermediate stops along those trips which are being identified here. On the other hand, non-residents were seen more than couple of days (likely, visitors staying few days in the region). For modeling purposes, non-resident and through trips can be combined into 'visitor' trips. A much more detailed classification of subscribers is also available upon request.

Subscriber classification can also be grouped into six categories: resident worker, home worker, inbound commuter, outbound commuter, short term visitor and long term visitor. Resident worker lives and works within in the study area. Home worker is one whose day and night time clusters are same and are within the study area. Short-terms visitors are the 'through' travelers whereas long term visitors stay more than couple of days. Outbound commuter means the subscriber has a home location in the study area but work location outside the region. Inbound commuter has home location in the external area of the study region area but work location is in one of the internal zones. It should be noted that inbound commuter is only relevant when an 'external analysis' is performed.

Trip Purpose (Optional): Trip purpose is classified as either 3-class or 9-class categories. These are standard definitions of what is used in the travel demand modeling industry – HBW, HBO and NHB for 3-class and HH, HO, OH, HW,WH,WW,WO,OW and OO for 9-class. H indicates 'Home' end, W indicates 'Work' end and O indicates 'Other' end. HH, WW means a trip from home to home or work to work. Trips are classified this way when it is certain that the subscriber has left the origin and made a short trip but the destination location is not exactly captured (for example, jogging in the neighborhood, visiting a very close grocery store, walk to lunch while at work etc.). For modeling purposes, it is suggested to use HH in HBO and WW in NHB categories.

Time of day (Optional): Each trip is grouped by trip start time by the hour of the day. This is aggregated into custom categories for time of day analysis. Standard time of day groups used internally are: Midnight to 6 AM, 6 AM to 10 AM, 10 Am to 3 PM, 3 Pm to 7 PM and 7 Pm to Midnight.

Day of week (Optional): Each trip is also identified by the day of the week travel was made. This allows for interesting analysis of travel variation by each weekday or weekend day.

External Analysis (Optional): In certain cases, external zones are added to the study area to account for external-internal travel. The size of the external zones required for an accurate analysis depends on

the network coverage and travel sheds (interstate, highway locations). In general, a 30 to 45 minute travel time buffer is created around study area to form the external zones. The first time a device coming into the study area is seen in these external zones, an origin trip end is identified. Subsequent end points are connected to this origin. This helps to identify all External – Internal, Internal-External and External-External travel in the region.

Socio-Demographic Attributes (Optional): This product, an optional add-on feature, provides enhanced insights on the mobility patterns for a region of interest. In particular, the optional attributes that are of most interest such as income, age, vehicle ownership, and children in households among others are available as per project needs. As an AirSage add-on, this information is obtained at the most disaggregate level of census data that is available. For example, each device is tagged with the median income of the census block group that the device is determined to be living. This synthesized data could provide vital insights on the potential consumer base in a site selection process or could be utilized to ascertain the utilization of toll road across socio-demographic groups. In essence, It could serve as a valuable add-on to our standard products in the decision making process across diverse sectors from transportation planning to market research.

Long Distance Filtering (Optional): In certain cases, long distance trips would be of more interest for the study purposes. For example, high speed rail studies, statewide travel demand models and other intercity travel models would be interested in figuring out the long distance trips made between the cities. Without this filter being applied, a trip going from city A, stopping at a rest area in between and then proceeding to city B would be counted as two separate trips. While we want to capture all kinds of trips in an urban travel model, such intermediate stops hide the true amount of travel between two cities. To address this issue, AirSage has come up with a methodology to define long distance trip legs. More details are given in the Long Distance Methodology Appendix.

Trip Matrix

Are you trying to understand and quantify the number and types of trips being made throughout an area? With Trip Matrix analytics you select the specific geographic areas and date range(s) for which you are interested, whether you want to see only part of the day or the whole day, and how you want to aggregate the data over the week (choose every day or see averages for weekends only, for example). Additionally, there are options on the types of trips you need to analyze (home to work, work to other, etc.) – the level of detail is up to you!

Field Name	Field Description	Example Value
Origin Zone	The zone where the trips began (e.g. county, zip code, census tract)	484530024105
Destination Zone	The zone where the trips ended (e.g. county, zip code, census tract)	482150246002
Start Date	The starting date of the Date Range (YYMMDD)	120601
End Date	The ending date of the Date Range (YYMMDD)	120630
Time of Day	<p>The Time of Day Periods are defined as follows:</p> <ol style="list-style-type: none"> 1. One of 5 pre-defined Day Parts (DP): <ol style="list-style-type: none"> a. Early AM (DP1) = 12:00:01AM to 6:00:00AM; b. AM Peak (DP2) = 6:00:01AM to 10:00:00AM; c. Mid-Day (DP3) = 10:00:01AM to 3:00:00PM; d. PM Peak (DP4) = 3:00:01PM to 7:00:00PM; e. Late PM (DP5) = 7:00:01PM to 12:00:00PM. 2. Any contiguous window of time three or more hours in length defined by the customer and identified by Hx(n) where x is the hour of the day which is the beginning of the n hour window. 3. A single 24 hour day (Day) <p>Note: If the Time Period is null, then the Time Period is for the entire Date Range.</p>	DP2

Field Name	Field Description	Example Value
Aggregation	The Aggregation for which the number is calculated is as follows: <ol style="list-style-type: none"> 1. Total (Tot) = the total for the Time Period(s) over the Date Range; 2. Average (Avg) = the average day for the Time Period(s) over the Date Range; 3. Week (W) = the average week for the Time Period(s) over the Date Range; 4. Weekday (WD) = average weekday (Tues, Wed, Thurs) for the Time Period over the Date Range; 5. Weekend Day (WE) = average weekend day (Sat, Sun) for the Time Period over the Date Range 	Tot
Purpose	Optional: A value characterizing the Departure and Arrival Zones of the Trips. One of two classification schemes can be provided: <ol style="list-style-type: none"> 1. 3-Class : Home-Based Work (HBW); Home-Based Other (HBO); and Non-Home Based (NHB) ; or 2. 9-Class: any/all combinations of Home, Work, and Other (e.g. HO, HW, HH, WH, etc.) 	HO
Residence Class	Optional: A value characterizing the trips between residents versus visitors. One of two classification schemes can be provided: <ol style="list-style-type: none"> 1. 2-Class : Resident or Visitor 2. 6-Class:: Resident Worker, Home Worker, Inbound Commuter, Outbound Commuter, Short-term Visitor, Long-term Visitor 	RW
Count	The number (or other Aggregation as shown) of trips, made by people with the given Attribute, that started in the given Origin Zone and ended in the given Destination Zone during the given Date Range and Time Period	5172

Origin_Zone	Destination_Zone	Start_Date	End_Date	Residence Class	Purpose	Time_Of_Day	Count	Highway 37 Count
10	11	20140901	20140930	Resident	HBO	24hours	70.83	23.61
10	11	20140901	20140930	Resident	HBW	24hours	118.11	18.45469
10	11	20140901	20140930	Resident	NHB	24hours	23.11	3.555385
10	11	20140901	20140930	Visitor	NHB	24hours	23.31	11.655
10	12	20140901	20140930	Resident	HBO	24hours	3297.63	132.648
10	12	20140901	20140930	Resident	HBW	24hours	2962.58	31.40544
10	12	20140901	20140930	Resident	NHB	24hours	622.3	18.61581
10	12	20140901	20140930	Visitor	NHB	24hours	395.33	4.623743
10	13	20140901	20140930	Resident	HBO	24hours	44.18	11.045
10	13	20140901	20140930	Resident	NHB	24hours	12.33	4.11
10	14	20140901	20140930	Resident	HBO	24hours	139.67	16.2407
10	14	20140901	20140930	Resident	NHB	24hours	24.14	6.035
10	14	20140901	20140930	Visitor	NHB	24hours	32.8	8.945455
10	2	20140901	20140930	Resident	HBO	24hours	1681.86	82.42228
10	2	20140901	20140930	Resident	HBW	24hours	1407.96	24.19931
10	2	20140901	20140930	Resident	NHB	24hours	609.54	18.56467
10	2	20140901	20140930	Visitor	NHB	24hours	738.01	4.157803
10	21	20140901	20140930	Visitor	NHB	24hours	15.51	1.723333
10	22	20140901	20140930	Visitor	HBO	24hours	26.97	3.852857
10	23	20140901	20140930	Resident	HBO	24hours	41.43	4.603333
10	23	20140901	20140930	Resident	NHB	24hours	16.56	1.84
10	23	20140901	20140930	Visitor	HBW	24hours	23.09	0.962083
10	23	20140901	20140930	Visitor	NHB	24hours	13.87	1.541111
10	24	20140901	20140930	Resident	HBO	24hours	25.78	2.148333
10	25	20140901	20140930	Resident	HBO	24hours	1149.14	120.3288
10	25	20140901	20140930	Resident	HBW	24hours	963.97	138.1586
10	25	20140901	20140930	Resident	NHB	24hours	257.34	61.11825
10	25	20140901	20140930	Visitor	HBO	24hours	785.66	145.378
10	25	20140901	20140930	Visitor	HBW	24hours	805.96	53.97054
10	25	20140901	20140930	Visitor	NHB	24hours	508.11	115.3547
10	26	20140901	20140930	Resident	HBO	24hours	404.37	46.54619
10	26	20140901	20140930	Resident	HBW	24hours	272.68	22.456
10	26	20140901	20140930	Resident	NHB	24hours	68.56	22.85333
10	26	20140901	20140930	Visitor	HBO	24hours	200.28	20.31826
10	26	20140901	20140930	Visitor	HBW	24hours	228.82	8.320727
10	26	20140901	20140930	Visitor	NHB	24hours	261.53	22.85214
10	27	20140901	20140930	Resident	HBO	24hours	118.32	5.771707
10	27	20140901	20140930	Resident	HBW	24hours	32.37	2.49
10	27	20140901	20140930	Resident	NHB	24hours	69.61	2.578148
10	27	20140901	20140930	Visitor	HBO	24hours	50.8	4.417391
10	27	20140901	20140930	Visitor	HBW	24hours	65.76	4.11
10	27	20140901	20140930	Visitor	NHB	24hours	146.14	18.2675
10	3	20140901	20140930	Resident	HBO	24hours	893.18	76.55829
10	3	20140901	20140930	Resident	HBW	24hours	460.27	24.09791
10	3	20140901	20140930	Resident	NHB	24hours	243.51	29.51636

Staff Report

To: SCTA Board of Directors
From: Suzanne Smith, Executive Director
Item: 4.1.4 – Legislative update: gas tax, road charge pilot project, weight fees (AB4), cap and trade funds, State priorities on MAP-21 renewal
Date: February 9, 2015

Issue:

What is the status of various transportation funding and policy issues at the State level?

Background:

As the State Legislature gears up for the new session, several transportation funding issues are being deliberated including:

Gas tax and weight fees (AB4): with the dramatic drop in gas prices there will be a significant impact on transportation revenue derived from gas sales that will reduce funds available to local agencies and the State Transportation Improvement Program (STIP). The attached chart prepared by Caltrans shows the estimated FY14/15 and FY15/16 split of funds anticipated from the “Price Based Excise Tax.” In 2010 the Legislature created this tax structure for fuel taxes by eliminating sales tax on gas but replacing it with an increased excise tax that will be trued up each year based on what a sales tax would have generated. California does still have an 18 cent gas tax that was in place in 2010.

As the chart shows the FY14/15 estimate of the PBET is \$2.5B but it is anticipated to drop to \$1.8B in FY15/16 due to the drop in gas prices. At the same time, the weight fees that are collected are expected to increase due to an anticipated growth in heavy vehicle use in the state. The weight fees are used to pay off transportation bonds such as Prop 1B (even though they are technically general obligation bonds); as a result weight fees do not go to new transportation projects.

In the FY15/16 estimate, weight fees make up a much larger portion of the pie while the funds that go to local jurisdictions, the STIP and the SHOPP will see significant reductions. AB4 (Linder) has been introduced and would redirect weight fees back to new transportation projects. The SCTA should consider supporting this legislation and communicate such support to Assembly Member Linder and the Sonoma County delegation. Bill is attached or at this link:

- <file:///C:/Users/suzsmith/Downloads/20150AB499INT.pdf>

Road charge pilot project: the first step in implementing a road user charge pilot program in California was taken in mid-January when the Road Charge Technical Advisory Committee met as required by SB1077 (DeSaulnier) from 2014.

- Road Charge TAC agenda and membership:
http://www.catc.ca.gov/meetings/Committees/Road_Charge/Road_Charge_January_23_2015/Jan_23_2015_AGENDA_and_Attachments.pdf

- Links to resources:
<http://www.oregon.gov/ODOT/HWY/RUFPP/Pages/index.aspx>
<http://waroadusagecharge.wordpress.com/>
<http://www.calcoq.org/index.aspx?nid=146>

Cap and trade funds: the Affordable Housing Sustainable Communities program guidelines were finalized by the Strategic Growth Council and are available here:

- http://sgc.ca.gov/docs/AHSC-FINAL_GUIDELINES.pdf

Staff has shared this information with the Planning Directors.

State priorities on MAP-21 renewal: Caltrans has submitted a detailed letter to California's federal representatives and key Transportation Committee members highlighting the State's priorities for the extension of MAP-21, the federal transportation bill that expires in March 2015. A copy of that letter is attached.

Policy Impacts:

Support for AB4 is in keeping with the legislative principles adopted by the SCTA in January as is staff engagement in the Road Charge discussions. The Caltrans priorities for MAP-21 are generally in keeping with SCTA and RCPA policies and priorities though adding more focus on local priorities would be a good addition for our federal representatives.

Fiscal Impacts:

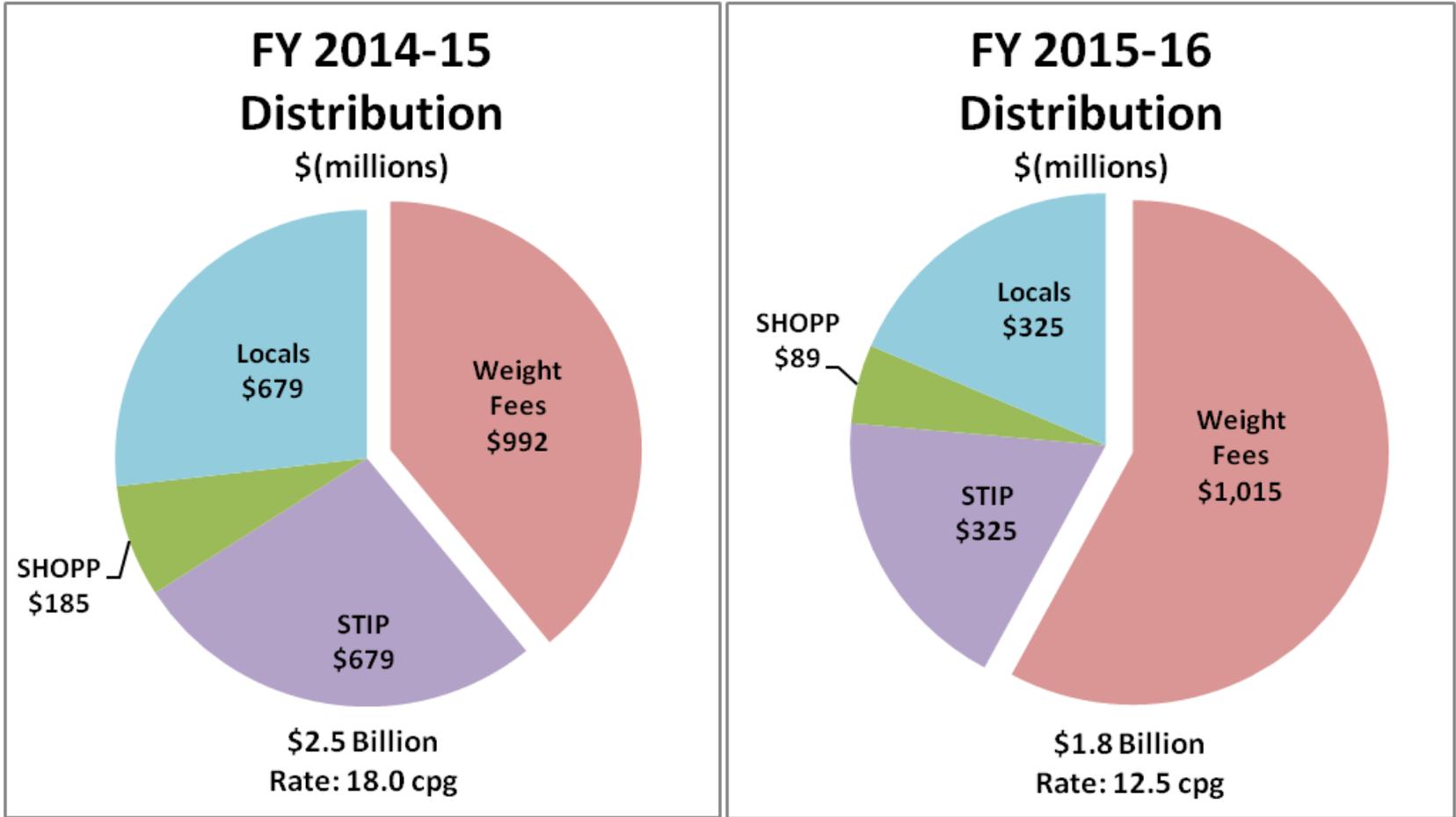
No direct fiscal impact to SCTA associated with this item however the State and federal policies or actions could impact funding available to SCTA and local governments. Of specific concern is the drop in funding for transportation related to the drop in gas prices as this negatively impacts the STIP share SCTA would manage.

Staff Recommendation:

Staff recommends that the Board consider supporting AB4 (Linder) and, separately, directing the Hwy 101 ad hoc to develop language to augment the MAP-21 principles from Caltrans to address local priorities.

Price-Based Excise Tax Comparison

Estimated based on Governor's Budget



Note: Does not include \$91 million in revenue associated with Off-Highway use.

ASSEMBLY BILL

No. 4

Introduced by Assembly Member Linder

December 1, 2014

An act to add and repeal Section 9400.5 of the Vehicle Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 4, as introduced, Linder. Vehicle weight fees: transportation bond debt service.

Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.

This bill, notwithstanding these provisions or any other law, until January 1, 2020, would prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or

any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 9400.5 is added to the Vehicle Code, to
2 read:

3 9400.5. (a) Notwithstanding Sections 9400.1, 9400.4, and
4 42205 of this code, Sections 16773 and 16965 of the Government
5 Code, Section 2103 of the Streets and Highways Code, or any
6 other law, weight fee revenues shall not be transferred from the
7 State Highway Account to the Transportation Debt Service Fund,
8 the Transportation Bond Direct Payment Account, or any other
9 fund or account for the purpose of payment of the debt service on
10 transportation general obligation bonds, and shall not be loaned
11 to the General Fund.

12 (b) This section shall remain in effect only until January 1, 2020,
13 and as of that date is repealed, unless a later enacted statute, that
14 is enacted before January 1, 2020, deletes or extends that date.

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DEPARTMENT OF TRANSPORTATION

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*Serious drought.
Help save water!*

January 12, 2015

Dear California Congressional Delegation Member:

I appreciate the opportunity and privilege to provide California Department of Transportation's priorities for consideration in the upcoming surface transportation reauthorization to the California Congressional delegation. It is our understanding that deliberations might be underway and we would like to provide the department's perspective hoping it helps the delegation's input and considerations through the reauthorization debate and process. Below, I have listed some key priority items to keep in mind. I have also attached a detailed discussion of the 13 key issues for your consideration.

1. **Long-Term Reauthorization Bill:** Congress must deliver a multi-year Surface Transportation Reauthorization (four to six years) that provides stability and certainty, to foster deliberate economic investments that assure global competitiveness and job growth. The bill needs to also address current shortfalls in the Highway Trust Fund which average over \$15 billion per year.
2. **Fix-It-First and Safety:** Californians recognize that the preservation and maintenance of the state's existing system of roadways and bridges is a priority, and look for national transportation policy to also lead on 'fix-it first' philosophy. The distressed condition of our transportation assets at the State and local levels is adversely affecting mobility, commerce, quality of life, and the environment. Poor roadway conditions also affect the safety of all road users, including bicyclists and pedestrians.
3. **Funding and Finance:** We need an overall increase in federal transportation spending, including core highway formula programs. But Congress should also permanently authorize the Transportation Investment Generating Economic Recovery (TIGER) grant program and provide dedicated, sustainable funding for the Projects of National and Regional Significance (PNRS) program. Congress should also continue to expand the opportunities available to use innovative financing alternatives including through Public-Private Partnerships, tolling, and credit programs such as the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, and the tax-exempt Private Activity Bond (PABs) program.
4. **Freight Movement:** As the nation's international trade leader in terms of value and quantity of goods, California is committed to improving freight movement and this has to be a national priority for reauthorization. In 2006, California voters approved a set of transportation state bond programs that included the \$2 billion Trade Corridors Improvement Fund (TCIF). The TCIF program is implementing approximately 70 high priority freight projects with a value in excess of \$6 billion in total private and public funding along key

trade corridors. California urges Congress to also invest more in the national freight transportation system and authorize dedicated, sustainable funding for a multimodal freight program derived from revenue sources across all modes of transportation.

5. Sustainability and Climate Preparedness: By 2050, California is projected to grow from today's 38 million to 50 million people. To address these challenges, California has become, proudly, the national leader in climate preparedness and sustainable communities planning. California's landmark "Global Warming Solution's Act of 2006" (AB 32) regulates greenhouse gas emissions that contribute to climate change. Additionally, the "California Sustainable Communities and Climate Protection Act of 2008" (SB 375) requires that the 18 Metropolitan Planning Organizations (MPOs) representing the most urbanized areas of the state develop planning strategies to reduce emissions from cars and light trucks. Therefore, California urges Congress to enact programs and policies that will reward and promote sustainability and climate preparedness efforts. For example, Congress should authorize incentive grants for states, tribal governments, and MPOs that have adopted "Best Practices" to reduce greenhouse gas emissions. For another example, Congress should provide greater regulatory flexibility that will encourage private investment in zero-emission vehicle infrastructure.
6. Rail Reauthorization and Public Transportation: California has invested in expanding high-capacity and high-performance intercity and commuter passenger rail services for many years. California's three state-supported intercity passenger rail routes - the *Pacific Surfliner*, *San Joaquin*, and *Capitol Corridor* - are the second, third, and fifth busiest routes in the country, respectively and attracted nearly 5.4 million riders annually and Commuter rail ridership totaled 31.2 million annually. California also remains committed to high-speed intercity passenger rail as a critical component of a long-term, sustainable, multi-modal transportation strategy. We support a trust funded Rail Service Improvement Program that includes grants for high-speed passenger rail, positive train control (PTC) compliance, and highway-rail grade crossing improvements. California public transportation providers served 1.27 billion trips. California urges Congress to increase federal investment in transit programs to maintain the current system in a state of good repair and help the state meet its sustainability, economic, and social objectives.
7. Transportation Alternatives Program: We support increased funding for the federal Transportation Alternatives Program (TAP) which provides funding for pedestrian and bicycle facilities, recreational trail program projects, and safe routes to school projects. TAP supports California's consolidated Active Transportation Program which is designed to improve the quality of life and public health of Californians.
8. Streamlining Planning, Programs and Project Delivery: California supports continued efforts to streamline surface transportation project delivery through delegation programs, increasing flexibility on alternative project delivery methods, and integrating planning, project development, review, permitting, and environmental processes.

California Congressional Delegation
January 12, 2015
Page 3

Finally, we support the underlying principles represented in the Tribal Transportation Unity Act, and an overall increase in federal transportation spending, including an increase in funding for the Tribal Transportation Program. I respectfully request your favorable consideration of these priority items for the next transportation reauthorization bill. Please let me know if there are any questions and I thank you for your attention to these matters.

Sincerely,

MALCOLM DOUGHERTY
Director

Enclosure

Discussion Report Map 21 Reauthorization

Long-Term Reauthorization Bill

California supports a multi-year Surface Transportation Reauthorization (four to six years) that would provide stability and certainty, and allow for more deliberate economic investment that assures global competitiveness and job growth.

The conditions of the nation's surface transportation systems are deteriorating, while demand is increasing. Sixty five percent of America's major roads are rated in less than good condition, one in four bridges requires significant repair or cannot handle today's traffic, and 45 percent of Americans do not have access to transit. At the same time, America's population will grow by 100 million in the coming decades. There must be greater national investment in our transportation and infrastructure.

Moreover, a fundamental change must occur to better align revenues with the demand for a safe, reliable transportation system that moves both goods and people efficiently. According to the Congressional Budget Office (CBO), Highway Trust Fund (HTF) outlays under current law will exceed revenues by an average of just over \$15 billion per year, or \$91 billion over a six-year period. CBO also projects a cumulative shortfall in both the highways and mass transit accounts in the second half of fiscal year (FY) 2015, meaning the HTF would not have the money available to reimburse state governments and local transit agencies in a timely fashion.

To ensure the stability of the federal transportation program and address immediate transportation needs, Congress must consider user-based, pay-as-you-go funding options like increasing and indexing to inflation the excise taxes on motor fuels. The federal government should also explore innovative transportation revenue mechanisms, such as a road user charge or other user-based revenues, and provide financial support to states willing to research or pilot innovative revenue programs.

Fix-It-First and Safety

More than half of California's highway lanes are either in distressed condition or in need of preventative maintenance; more than one in four culverts necessary to manage storm water runoff are in need of repair; and more than 30 percent of the technical equipment (e.g., ramp meters, vehicle detectors, and video cameras) used to operate the highway system are not in working condition. At the same time, most California counties experience average local road conditions in an "at risk" classification, with up to 25 percent of roads projected to be in "failed" condition by 2022. This is adversely affecting the operational efficiency of our key transportation assets, hindering mobility, commerce, quality of life and the environment. Further, poor roadway conditions affect the safety of all road users, including bicyclists and pedestrians. Californians recognize that the preservation and maintenance of the state's existing system of roadways and bridges is a priority.

California also recognizes that traffic safety involves saving lives and reducing injuries. Congress must provide robust funding that can be applied to safety projects aimed at reducing fatalities, including rural areas where fatality rates are the highest.

Therefore, Congress should increase funding for all of MAP-21's core highway formula programs, and in particular the Federal Highway Administration's National Highway Performance Program (NHPP), Surface Transportation Program (STP), and Highway Safety Improvement Program (HSIP). These programs support California's State Highway Operations Protection Program (SHOPP), the preservation of local roads and bridges, and needed safety improvements for all road users throughout the state.

Funding and Finance

In addition to an overall increase in federal transportation spending, including core highway formula programs, Congress should also permanently authorize the Transportation Investment Generating Economic Recovery (TIGER) grant program and provide dedicated, sustainable funding for the Projects of National and Regional Significance (PNRS) program.

Funding for the PNRS program, which supports large-scale projects with national and regional economic impacts, was provided in the reauthorization bill reported by the U.S. Senate Committee on Environment & Public Works during the 113th Congress and was also recommended by the U.S. House Transportation & Infrastructure Committee's Special Panel on 21st Century Freight Transportation. California transportation stakeholders have expressed significant interest in this program: In 2014, the California Department of Transportation (Caltrans) compiled 53 survey responses totaling \$71 billion in California PNRS projects for a U.S. Department of Transportation (U.S. DOT) Report to Congress on this program.

California recognizes that Public-Private Partnerships (P3s) are not a substitute for robust direct federal transportation investment, nor a solution for larger federal infrastructure funding challenges. Instead, P3s are a financing and procurement tool, which in some instances, may leverage private sector resources and mitigate construction and/or operations risk for the public sector. These arrangements often involve a project-related revenue stream, such as vehicle tolling, and/or federal credit assistance programs. Congress should create a U.S. DOT clearinghouse to provide technical assistance and share P3 best practices with state, local and tribal governments.

Additionally, Congress should allow tolling for Interstate System reconstruction, and also the conversion of any existing toll-free highway lanes (including on the Interstate System) to toll facilities that manage demand through variable tolling. Further, Congress should allow toll revenues to be used for public transportation services that contribute to the improved operation of the toll facility or highway, or to mitigate toll facility related adverse impacts identified under the National Environmental Policy Act (NEPA) process.

MAP-21 significantly increased funding for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, which provides federal credit assistance to states, local governments, toll authorities and P3s. The expansion of the TIFIA program has benefitted California "America Fast Forward" projects, and Congress should provide robust funding for this program in the next reauthorization.

Further, Congress should review tax-exempt Private Activity Bond (PABs) eligibility and consider raising the cap on qualified surface transportation projects. Additionally, Congress should consider creating a new "America Fast Forward" qualified tax credit bond, which has been endorsed by the AFL-CIO,

U.S. Chamber of Commerce, National League of Cities, National Association of Counties, National Association of Regional Councils and State Buildings and Construction Trades Council of California.

Freight / Goods Movement

California is the nation's international trade leader in terms of value and quantity of goods that are handled by its seaports, airports, railroads and roadways; and California's commitment to improving its freight system is unmatched in the U.S. In 2006, voters approved a set of transportation state bond programs that included the \$2 billion Trade Corridors Improvement Fund (TCIF). The TCIF program is implementing approximately 70 high priority freight projects with a value in excess of \$6 billion in total private and public funding along key trade corridors. California is already heavily investing its funds to improve the state's freight transportation system and attracting substantial private and public matching funds. California urges Congress to also invest more in the national freight transportation system.

Moreover, despite the critical importance of freight movement to the national economy, there are impacts to local and regional economies, the environment, and communities that must be mitigated simultaneously when making freight system improvements. Therefore, improving and sustaining the freight system is not only about system reliability, efficiency, safety, and job creation, it is also about stewardship of communities and the environment as freight is processed in and moved through those communities.

Congress should authorize dedicated, sustainable funding for a multimodal freight program derived from revenue sources across all modes of transportation.

The U.S. DOT must complete the National Freight Strategic Plan required by MAP-21, and it should be consistent with State Freight Plans.

Implementation of a National Freight Strategic Plan should be supported by a minimum \$2 billion per year grant program, possibly allocated through both competitive and formula-based criteria. The program must focus on the freight system as a whole, and include support for: major urban trade gateways and corridors; highways and local roads that make up the 'first-and-last mile' connections to seaports, cargo, airports, intermodal yards, and commercial ports of entry; and also the rural and local freight networks that enable the transport of agricultural and natural resources. Further, projects to reduce freight impacts to communities and the environment must be eligible for funding.

Sustainability and Climate Preparedness

California is home to seven of the top 10 most polluted and six of the 30 most congested cities in the nation. By 2050, California is projected to grow from today's 38 million to 50 million people. To address these challenges, California has become, proudly, the national leader in climate preparedness and sustainable communities planning.

In an effort to address climate change, California's landmark "Global Warming Solution's Act of 2006" (AB 32) gives the California Air Resources Board (CARB) authority to regulate sources of greenhouse gas emissions that contribute to climate change. Additionally, the "California Sustainable Communities and Climate Protection Act of 2008" (SB 375) requires that the 18 Metropolitan Planning Organizations

(MPOs) representing the most urbanized areas of the state reduce emissions from cars and light trucks. To meet regional greenhouse gas reduction targets established by the CARB, SB 375 requires MPOs to develop a Sustainable Communities Strategy that generally promote compact, mixed-use commercial and residential development that will be walkable, bikeable, close to public transportation, jobs, schools and recreation.

Sustainability planning often involves extensive analysis and public outreach, and both California state government and MPOs have expended a considerable amount of staff time and funding to implement SB 375. Therefore, Congress should authorize an incentive grant program that rewards states, tribal governments and MPOs that have already adopted “Best Practices” to reduce greenhouse gas emissions and integrate transportation planning and investment decisions with other land-use and economic development decisions.

Further, California supports an overall increase in federal transportation spending, including a proportional increase in funding for the Congestion Mitigation and Air Quality Improvement Program (CMAQ) to reduce congestion, improve air quality and meet the requirements of the Clean Air Act.

Rail Reauthorization

California has invested in expanding high-capacity and high-performance intercity and commuter passenger rail services for many years. These passenger rail routes and connecting transit services attract high passenger volumes. For example, California’s three state-supported intercity passenger rail routes - the *Pacific Surfliner*, *San Joaquin*, and *Capitol Corridor* - are the second, third, and fifth busiest routes in the country, respectively and attracted nearly 5.4 million riders in the state fiscal year (SFY) 2013-14 compared to 4.2 million a decade earlier. Commuter rail ridership totaled 31.2 million trips in SFY 2013-14 compared to 20.7 million trips a decade earlier. California also remains committed to high-speed intercity passenger rail as a critical component of a long-term, sustainable, multi-modal transportation strategy.

California supports Congressional efforts to reauthorize both the Rail Safety Improvement Act of 2008 (RSIA, P.L. 110-432) and the Passenger Rail Investment and Improvement Act (PRIIA, P.L. 110-432), both of which expired at the end of fiscal year (FY) 2013, as part of broader surface transportation reauthorization.

California supports Congressional efforts to fund intercity rail capital investment grants (chapter 244 of Title 49); all funding for this program must be available to eligible projects in every state.

Additionally, California supports the American Public Transportation Association’s (APTA) call for a dedicated and indexed revenue source, other than the motor fuel taxes that support the Highway Trust Fund, for planning, design and construction of High-Speed and Intercity Passenger Rail; and also the U.S. DOT’s GROW AMERICA Act proposal for a trust funded Rail Service Improvement Program that includes grants for high-speed passenger rail, positive train control (PTC) compliance, and highway-rail grade crossing improvements.

California also supports Congressional efforts to reform the Railroad Rehabilitation and Improvement Financing (RRIF) program to make it more accessible to borrowers, and to make PTC implementation

eligible for the program. California also supports Congressional efforts to provide federal grant funding for PTC implementation by both Amtrak and commuter railroads.

California supports Congressional efforts to require Amtrak to provide timely information and greater transparency into revenues and costs related to state supported rail corridors so that states can effectively manage services and verify proper implementation of PRIIA Section 209 requirements.

Congress must also provide adequate funding of Amtrak's long distance train service, which provides an important transportation alternative in and between rural communities often not served by other intercity transportation options.

Congress must also increase the federal commitment for highway-rail grade crossing safety.

Public Transportation

In recent years, California has also made significant investments in public transportation to address sustainability, economic (e.g., access to employment) and social (e.g., providing a safety net for those that cannot drive) policy objectives. From 1991 to 2010, miles traveled on all public transportation modes in California increased 141 percent, and in 2012, California public transportation providers served 1.27 billion trips. Moreover, by 2050, changing demographics are expected to dramatically expand California's "transit-dependent" population of individuals below driving age and the elderly who often rely on paratransit.

At the same time, the U.S. DOT estimates that public transportation faces an \$86 billion backlog of critical infrastructure maintenance and repair needs nationwide. The California Transportation Commission's *Statewide Transportation System Needs Assessment* and *California Unmet Transit Funding FY 2011-FY2020 Needs* report identified a 10-year unmet operating and maintenance gap \$22.2 billion and a capital gap of \$42.1 billion for California transit.

The U.S. DOT's GROW AMERICA Act proposal includes a 70 percent increase in federal funding for transit programs. California urges Congress to significantly increase federal investment in transit programs to maintain the current system in a state of good repair and help the state meet its sustainability, economic and social objectives.

Traditionally, about 80 percent of the funding for the federal public transportation program has come from the mass transit account of the Highway Trust Fund, and Congress must continue funding public transportation from the Highway Trust Fund. Additionally, Congress should restore funding for Bus and Bus Facilities program to pre-MAP-21 levels and include a transparent and efficient discretionary element as recommended by APTA.

Right-of-Way Reform

California also encourages Congress to review current federal statutory and regulatory requirements imposed on Federal-aid and Interstate right-of ways. Modest policy reforms in this area would foster greater partnership between state, local and other public agencies to establish more sustainable

communities, and facilitate additional private sector transportation investment including P3 arrangements to accelerate the deployment of “green” technology infrastructure.

For example, California is a leader of technological innovation, including environmentally-friendly “green” technologies. As such, California has adopted a policy of encouraging the development and success of zero-emission vehicles, achieving a zero-emission vehicle infrastructure that will support up to one million vehicles by 2020, and promoting private sector investment in zero-emission vehicle infrastructure (Executive Order B-16-2012).

In furtherance of these objectives, Caltrans believes that there are significant opportunities (both in California and nationally) for P3 arrangements with the private sector to deploy zero-emission vehicle infrastructure at Safety Rest Areas and Park-and-Ride facilities along Interstate and Federal-aid highways. However, current federal restrictions on commercial activity along Interstate right-of-ways (23 U.S.C. § 111), and fees that can be charged at facilities on Federal-aid highway right-of-ways (23 U.S.C. § 137), may inhibit these opportunities. California urges Congress to provide the flexibility needed to encourage private investment in zero-emission vehicle infrastructure and facilitate its successful deployment along Interstate and Federal-aid highways.

Additionally, Park-and-Ride facilities are integral parts of a multimodal transportation system. These facilities enhance the livability and sustainability of communities by supporting transit, carpools and vanpools. In many instances, California MPOs and local and public agencies have expressed interest in taking over Caltrans-owned Park-and-Ride facilities located along Federal-aid routes. Pursuant to Caltrans’ relinquishment of these facilities, these agencies plan to make capital improvements, integrate them fully into the regional transit systems, and in some cases, construct Transit-Oriented Developments around them.

However, current federal regulations (23 CFR § 620 Subpart B) do not permit Caltrans to relinquish Park-and-Ride facilities to another agency. Congress should facilitate local investment in public transportation facilities and promote transit usage by providing greater regulatory flexibility for Federal-aid right-of-way relinquishment transactions.

HOV Access and Degradation

Current federal law (23 USC § 166) authorizes state or local governments to allow low emission, energy-efficient vehicles and toll-paying vehicles to access High Occupancy Vehicle (HOV) lanes without meeting occupancy requirements. This is a powerful tool for managing congestion and promoting important public policy objectives. California allows HOV lane access to low emission and energy-efficient vehicles to incentivize their use and promote the state’s sustainability and climate preparedness objectives.

Federal law also requires state and local governments using this authority to monitor their HOV lanes and ensure that performance has not been degraded. An HOV lane is considered degraded if it fails to maintain a minimum average operating speed of 45 mph 90 percent of the time over a consecutive 180-day period during morning or evening weekday peak hour periods.

The most recent data indicates that almost 60 percent of California’s HOV network is degraded under the current federal HOV degradation standard. If an HOV lane is degraded, the state or local operating agency must take steps to bring the facility back into federal compliance – such as disallowing HOV access to low emission and energy-efficient vehicles.

The current federal HOV degradation standard is too stringent, and could unnecessarily limit California’s ability to use HOV access to promote green technologies. California urges Congress to revise the HOV degradation standard, and provide more flexibility for state and local agencies to comply. This would greatly reduce the number of California facilities that are out of compliance, and facilitate the continued use of HOV lane access to encourage the purchase and use of low emission and energy-efficient vehicles.

Transportation Alternatives Program

California supports an overall increase in federal transportation spending, including a proportional increase in funding for transportation alternatives. The federal Transportation Alternatives Program (TAP) provides funding for important programs and projects, including, but not limited to, on-road and off-road pedestrian and bicycle facilities, recreational trail program projects, and safe routes to school projects. TAP funding supports California’s consolidated Active Transportation Program, which furthers the state’s sustainability and climate preparedness objectives and improves the quality of life and public health of Californians.

Streamlining Planning, Programs and Project Delivery

California supports continued efforts to streamline surface transportation project delivery. This can be achieved by further opportunities for state stewardship through delegation programs, increasing states’ flexibility for using alternative project delivery methods, and integrating planning, project development, review, permitting, and environmental processes to reduce delay.

Moreover, environmental mitigation is a component of many transportation projects. “Advance mitigation” is a compensatory environmental investment that takes place prior to the environmental review and permitting of one or more transportation projects. Advance mitigation allows for more efficient project approvals than project-by-project mitigation, where mitigation options are often sought near the end of the environmental review process. Federal policy should encourage and incentivize advance mitigation opportunities for transportation infrastructure projects because they accelerate project delivery and increase the quality of mitigation efforts. Caltrans and the California High-Speed Rail Authority are currently coordinating on potential opportunities to partner on advance mitigation efforts.

Therefore, California supports an overall increase in federal transportation spending, including funding that can be applied to advance mitigation for transportation projects. Further, Congress should authorize a federal interagency effort to provide technical assistance and identify funding opportunities, or innovative financing techniques, for large-scale advance mitigation programs.

Performance Measures

California supported the inclusion of performance measure requirements in MAP-21 and the policy of improving Federal-aid project decision making through performance-based planning and programming.

We believe performance-based decision making and performance measures are key tools for improving safety and making efficient and cost-effective investments.

In 2014, Caltrans submitted comments for four of the U.S. DOT MAP-21 performance measure rulemakings. Although these federal rulemakings have not yet been finalized, Caltrans will continue to proactively work with California transportation stakeholders to successfully implement these new performance requirements. Congress should allow these performance measure rulemakings to run their course, and avoid enacting new policies that will delay the implementation of these rules or undermine the work that has been already done.

Additionally, Congress should provide funding for training, tools and data collection related to performance monitoring.

Tribal Transportation

California supports the underlying principles represented in the Tribal Transportation Unity Act, which include easing the transfer of federal aid funds for tribal transportation projects, improving Bureau of Indian Affairs (BIA) Right of Way management, and improving the speed and efficiency in getting emergency relief funding to tribes. California supports an overall increase in federal transportation spending, including an increase in funding for the Tribal Transportation Program.

Staff Report

To: SCTA Board of Directors
From: Suzanne Smith, Executive Director
Item: 4.1.5 – Huffman legislation: Gas Tax Replacement Act of 2015
Date: February 9, 2015

Issue:

Shall the SCTA/RCPA support Congressman Huffman’s legislation to replace the federal gas tax with a carbon tax?

Background:

At the federal level the Highway Trust Fund collects an excise tax in the amount of 18.4 cents-per-gallon on gasoline and a 24.4 cents-per-gallon on diesel fuels. This excise tax, or gas tax, has been the primary source for federal transportation projects since the 1950’s and was last increased in 1990.

The Highway Trust Fund has been significantly diminished over the years as project costs have risen and fuel economies have increased. Congress used to approve 6 year transportation bills to provide a secure, long term funding stream for projects. However, in the past decade the Congress has been unable to address transportation funding beyond maintaining the immediate Trust Fund shortfalls that arise each year and, for the most part, extending existing policies.

In 2014, the Highway Trust Fund nearly went insolvent, requiring Congress to pass a short-term fix stabilizing the fund. The Highway Trust Fund will again face shortfalls in mid-2015, with the estimated funding gap expanding to almost \$20 billion annually in less than a decade.

The proposed carbon tax would replace the federal gas tax and be applied to surface transportation fuels, based on a life-cycle assessment of carbon emissions. The Environmental Protection Agency (EPA) would develop life-cycle assessments, also known as “well-to-wheel,” for different sources of crude oil, biofuels, and other inputs into gas and diesel fuels for surface vehicle transportation. EPA already conducts these assessments for biofuels, and the California Air Resources Board has developed these assessments for a wide range of fuel sources. This life-cycle assessment would be used to calculate the total emissions, not just from fuel combustion within the vehicle but also during the production and extraction process.

The bill proposes that emissions would initially be taxed at \$50 per metric ton of carbon dioxide emissions, with the EPA allowed to adaptively manage this rate to ensure sufficient funding in the future.

Policy Impacts:

Support for the Huffman proposal is in alignment with the SCTA/RCPA Legislative Principles related to secure and stable funding for transportation.

Fiscal Impacts:

None.

Staff Recommendation:

Staff recommends that the Board consider supporting the Gas Tax Replacement Act of 2015.

Rep. Jared Huffman Introduces New Bill to Replace Gas Tax, Ensure Solvency of Highway Trust Fund, Fight Climate Change

Jan 13, 2015 Press Release

New bill would ensure solvency of Highway Trust Fund, fully-fund public transportation

WASHINGTON—Congressman Jared Huffman (D-San Rafael) today introduced the Gas Tax Replacement Act of 2015, new legislation to stabilize the Highway Trust Fund— which funds transportation projects across the United States. The Gas Tax Replacement Act would replace the chronically-underperforming federal gas tax with a life-cycle assessment-based carbon tax on gasoline and diesel fuels that will accurately reflect the carbon emissions of the fuel.

“While the strides we have made for vehicle fuel efficiency has saved consumers millions of dollars at the pump, the antiquated and inflexible federal gas tax has left our nation’s transportation infrastructure demands unmet,” said Huffman, a new member of the House Transportation & Infrastructure Committee.

“The Gas Tax Replacement Act would take our nation in a bold new direction and stabilize the chronically-underfunded Highway Trust Fund, which states and municipalities rely on to repair crumbling roads and bridges, expand transit rail service, and support a growing economy. Further, the Gas Tax Replacement Act would help spur advancements in clean energy technology, reduce carbon pollution, and fight climate change here at home and abroad.

“We cannot keep kicking the can down the road and relying on a transportation funding mechanism that predates the construction of the Interstate Highway System—it’s time for a new direction.”

Excise taxes into the Highway Trust Fund currently come from an 18.4 cent-per-gallon tax on gasoline and a 24.4 cent-per-gallon tax on diesel fuels. The gas tax has been the primary source for federal transportation projects since the 1950’s.

Any change to the federal gas tax requires an act of Congress, leaving the Highway Trust Fund at the mercy of political gridlock. As such, the federal gas tax hasn’t been updated in 20 years and has routinely faced insolvency. In 2014, the Highway Trust Fund nearly went insolvent, requiring Congress to pass a short-term fix stabilizing the fund.

The Highway Trust Fund will again begin to face shortfalls in May 2015, with the estimated funding gap expanding to almost \$20 billion annually by 2023.

California depends on the Highway Trust Fund for roughly 48.1% of its state transportation budget. California received \$4.04 billion in fiscal year 2009, \$3.99 billion in 2010, \$3.94 billion in 2011, and \$4.13 billion in 2012. The greater San Francisco-Oakland metropolitan area receives \$292,964,961 in annual funding for both highway and transit funding.

The new carbon tax would replace the federal gas tax and be applied to surface transportation fuels, based on a life-cycle assessment of carbon emissions.

The Environmental Protection Agency (EPA) would develop life-cycle assessments, also known as “well-to-wheel,” for different sources of crude oil, biofuels, and other inputs into gas and diesel fuels for surface vehicle transportation. EPA already conducts these assessments for biofuels, and the California Air Resources Board has developed these assessments for a wide range of fuel sources. This life-cycle assessment would be used to calculate the total emissions, not just from fuel combustion within the vehicle but also during the production and extraction process.

Emissions would initially be taxed at \$50 per metric ton of carbon dioxide emissions, with the EPA allowed to adaptively manage this rate to ensure sufficient funding in the future.

.....
(Original Signature of Member)

114TH CONGRESS
1ST SESSION

H. R. _____

To amend the Internal Revenue Code of 1986 to provide for repealing the gas tax and establishing a carbon tax on highway fuels, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

Mr. HUFFMAN introduced the following bill; which was referred to the Committee on _____

A BILL

To amend the Internal Revenue Code of 1986 to provide for repealing the gas tax and establishing a carbon tax on highway fuels, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Gas Tax Replacement
5 Act of 2015”.

1 **SEC. 2. REPEAL OF EXCISE TAX ON GASOLINE AND DIESEL**
2 **FUEL.**

3 (a) **MANUFACTURERS TAX.**—Section 4081(a)(2)(A)
4 of the Internal Revenue Code of 1986 is amended—

5 (1) in clause (i) by striking “18.3 cents per gal-
6 lon” and inserting “0 cents per gallon”, and

7 (2) in clause (ii) by striking “24.3 cents per
8 gallon” and inserting “0 cents per gallon”.

9 (b) **RETAIL TAX.**—Section 4041(a) of the Internal
10 Revenue Code of 1986 is amended by striking paragraph
11 (1).

12 (c) **CONFORMING AMENDMENTS.**—

13 (1) Section 4081 of the Internal Revenue Code
14 of 1986 is amended—

15 (A) in subsection (a)(2) by striking sub-
16 paragraph (D),

17 (B) by striking subsection (c), and

18 (C) in subsection (d) by striking paragraph
19 (1).

20 (2) Section 4041 of the Internal Revenue Code
21 of 1986 is amended—

22 (A) by amending the heading of subsection
23 (a) to read as follows: “**SPECIAL MOTOR**
24 **FUELS**”, and

25 (B) in subsection (a)(2)(B)(i) by striking
26 “the rate of tax specified in section

1 4081(a)(2)(A)(i) which is in effect at the time
2 of such sale or use,” and inserting “18.3 cents
3 per gallon”.

4 (d) **EFFECTIVE DATE.**—The amendments made by
5 this section shall apply to fuel sold or used after December
6 31, 2016.

7 **SEC. 3. CARBON TAX ON HIGHWAY FUELS.**

8 (a) **IN GENERAL.**—Paragraph (1) of section 4611(c)
9 of the Internal Revenue Code of 1986 is amended by strik-
10 ing “and” at the end of subparagraph (A), by striking
11 the period at the end of subparagraph (B) and inserting
12 “, and”, and by inserting after subparagraph (B) the fol-
13 lowing new subparagraph:

14 “(C) the carbon dioxide equivalent rate.”.

15 (b) **RATES.**—

16 (1) **IN GENERAL.**—Paragraph (2) of section
17 4611(c) of the Internal Revenue Code of 1986 is
18 amended by striking “and” at the end of subpara-
19 graph (A), by striking the period at the end of sub-
20 paragraph (B) and inserting “, and”, and by insert-
21 ing after subparagraph (B) the following new sub-
22 paragraph:

23 “(C) the carbon dioxide equivalent rate
24 is—

1 “(i) \$50 per metric ton (or portion
2 thereof) of total life-cycle emissions of car-
3 bon dioxide, and

4 “(ii) an equivalent amount per metric
5 ton (or portion thereof) of total life-cycle
6 emissions of any other greenhouse gas de-
7 termined on an ratio of the amount such
8 other greenhouse gas per metric ton as the
9 amount of carbon dioxide per metric ton,
10 in the crude oil or petroleum product (as the
11 case may be) subject to tax under subsection
12 (a) which is to be refined into gasoline or diesel
13 fuel.

14 For purposes of subparagraph (C), total life-cycle
15 emissions of carbon dioxide and other greenhouse
16 gases shall be determined by the Administrator of
17 the Environmental Protection Agency pursuant to
18 section 4 of the Gas Tax Replacement Act of
19 2015.”.

20 (2) ADJUSTMENT FOR INFLATION.—Section
21 4611(c) of the Internal Revenue Code of 1986 is
22 amended by adding at the end the following:

23 “(3) CARBON DIOXIDE EQUIVALENT RATE IN-
24 FLATION ADJUSTMENT.—

1 “(A) IN GENERAL.—In the case of any cal-
2 endar year after 2015, the dollar amount in
3 paragraph (2)(C) shall be increased by an
4 amount equal to—

5 “(i) such dollar amount, multiplied by

6 “(ii) the cost-of-living adjustment de-
7 termined under section 1(f)(3) for the cal-
8 endar year, determined by substituting
9 “calendar year 2014” for “calendar year
10 1992” in subparagraph (B) thereof.

11 “(B) ROUNDING.—If any amount as in-
12 creased under subparagraph (A) is not a mul-
13 tiple of \$1, such amount shall be rounded to the
14 nearest multiple of \$1.”.

15 (c) ALTERNATIVE FUELS PRODUCER EXCISE TAX.—

16 (1) IN GENERAL.—Subchapter A of chapter 38
17 of the Internal Revenue Code of 1986 is amended by
18 inserting after section 4611 the following:

19 **“SEC. 4611A. CERTAIN ALTERNATIVE FUELS.**

20 “(a) GENERAL RULE.—There is hereby imposed a
21 tax at the rate specified in subsection (b) on—

22 “(1) methanol, ethanol, and biodiesel produced
23 in the United States by the producer thereof, and

1 “(2) methanol, ethanol, and biodiesel, and any
2 blended product thereof, entered into the United
3 States for consumption, use, or warehousing.

4 “(b) RATE OF TAX.—The rate of the tax imposed by
5 this section is—

6 “(1) \$50 per metric ton (or portion thereof) of
7 total life-cycle emissions of carbon dioxide, and

8 “(2) an equivalent amount per metric ton (or
9 portion thereof) of total life-cycle emissions of any
10 other greenhouse gas determined on an ratio of the
11 amount such other greenhouse gas per metric ton as
12 the amount of carbon dioxide per metric ton,

13 in methanol, ethanol, and biodiesel, and any blended prod-
14 uct thereof, produced or entered into in the United States.

15 For purposes of the preceding sentence, total life-cycle
16 emissions of carbon dioxide and other greenhouse gases
17 shall be determined by the Administrator of the Environ-
18 mental Protection Agency pursuant to section 4 of the Gas
19 Tax Replacement Act of 2015.

20 “(c) PERSONS LIABLE FOR TAX.—

21 “(1) UNITED STATES PRODUCTION.—The tax
22 imposed by subsection (a)(1) shall be paid by the
23 producer of the product on which such tax is im-
24 posed.

1 “(2) IMPORTED PRODUCTS.—The tax imposed
2 by subsection (a)(2) shall be paid by the person en-
3 tering the product for consumption, use, or
4 warehousing.”.

5 (2) CLERICAL AMENDMENT.—The table of sec-
6 tions for subchapter A of chapter 38 of the Internal
7 Revenue Code of 1986 is amended by inserting after
8 the item relating to section 4611 the following new
9 item:

“Sec. 4611A. Certain alternative fuels.”.

10 (d) CREDITS AND PAYMENTS FOR NONTAXABLE
11 USES.—

12 (1) GASOLINE USED ON FARMS.—Section 6420
13 of the Internal Revenue Code of 1986 is amended by
14 inserting after subsection (g) the following:

15 “(h) SPECIAL RULE FOR CARBON DIOXIDE EQUIVA-
16 LENT RATE OF TAX.—For purposes of this section, a gal-
17 lon of gasoline refined from a barrel of crude oil or petro-
18 leum product on which tax was imposed under section
19 4611 at the carbon dioxide equivalent rate under sub-
20 section (c)(1)(C) thereof and used for a purpose described
21 in subsection (a)—

22 “(1) shall be treated as a gallon of gasoline to
23 which this section applies, and

24 “(2) the rate at which tax was imposed under
25 section 4611 with respect to such gallon shall be the

1 same fraction of so much of the tax imposed under
2 section 4611 as is attributable to subsection
3 (c)(1)(C) thereof on such barrel as the fraction of
4 such gallon of gas is of the whole barrel.”.

5 (2) GASOLINE USED FOR CERTAIN NON-
6 HIGHWAY PURPOSES, ETC.—Section 6421 of the In-
7 ternal Revenue Code of 1986 is amended by redesignig-
8 nating subsection (j) as subsection (k) and by insert-
9 ing after subsection (i) the following:

10 “(j) SPECIAL RULE FOR CARBON DIOXIDE EQUIVA-
11 LENT RATE OF TAX.—For purposes of this section, in the
12 case of a gallon of gasoline refined from a barrel of crude
13 oil or petroleum product on which tax was imposed under
14 section 4611 at the carbon dioxide equivalent rate under
15 subsection (c)(1)(C) thereof—

16 “(1) if such gallon is used for a purpose de-
17 scribed in subsection (a) or (b) or is sold for a pur-
18 pose described in subsection (c), such gallon shall be
19 treated as a gallon of gasoline to which this section
20 applies, and

21 “(2) the rate at which tax was imposed under
22 section 4611 with respect to such gallon shall be the
23 same fraction of so much of the tax imposed under
24 section 4611 as is attributable to subsection

1 (c)(1)(C) thereof on such barrel as the fraction of
2 such gallon of gas is of the whole barrel.”.

3 (3) CREDIT FOR ALCOHOL FUEL, BIODIESEL,
4 AND ALTERNATIVE FUEL MIXTURES.—Section
5 6426(a) of the Internal Revenue Code of 1986 is
6 amended by striking “and” at the end of paragraph
7 (1), by striking the period at the end of paragraph
8 (2) and inserting a comma, and by inserting after
9 paragraph (2) the following:

10 “(3) against so much of the tax imposed by sec-
11 tion 4611 as is attributable to the carbon dioxide
12 equivalent rate of tax under subsection (c)(1)(C) an
13 amount equal to the credit described in subsection
14 (c), determined on the same fraction of the amount
15 of such tax as the number of gallons of diesel used
16 by the taxpayer in producing any biodiesel mixture
17 for sale or use in a trade or business of the tax-
18 payer, and

19 “(4) against the tax imposed by section 4611A
20 an amount equal to the sum of the credits described
21 in subsections (b), (c), and (e), determined on the
22 same fraction of the amount of such tax as the num-
23 ber of gallons of alcohol, biodiesel, or alternative fuel
24 used by the taxpayer in producing any fuel mixture
25 of taxable fuel.”.

1 (4) FUELS NOT USED FOR TAXABLE PUR-
2 POSES.—Section 6427 of the Internal Revenue Code
3 of 1986 is amended by redesignating subsection (p)
4 as subsection (q) and by inserting after subsection
5 (o) the following:

6 “(p) SPECIAL RULE FOR CARBON DIOXIDE EQUIVA-
7 LENT RATE.—For purposes of this section, in the case of
8 a gallon of fuel refined from a barrel of crude oil or petro-
9 leum product on which tax was imposed under section
10 4611 at the carbon dioxide equivalent rate of tax under
11 subsection (c)(1)(C) thereof, or produced from methanol,
12 ethanol, or biodiesel on which tax was imposed under sec-
13 tion 4611A, if the sale or use of such fuel would give rise
14 to a payment under this section but for the fact that such
15 fuel was taxed under section 4611 or 4611A and not sec-
16 tion 4041 or 4081—

17 “(1) this section shall be applied as if such fuel
18 had been taxed under section 4041 or 4081, and

19 “(2) the rate at which tax was imposed under
20 section 4611 or 4611A with respect to such fuel
21 shall be—

22 “(A) in the case of tax imposed under sec-
23 tion 4611(c)(1)(C), the same fraction of such
24 tax on such barrel as the fraction of a gallon
25 of such fuel is of the whole barrel, and

1 “(B) in the case of tax imposed under sec-
2 tion 4611A, the same fraction of the amount of
3 such tax as the amount of fuel giving rise to a
4 payment under this section.”.

5 (e) EFFECTIVE DATE.—The amendments made by
6 this section shall take effect on January 1, 2015.

7 **SEC. 4. LIFE-CYCLE EMISSIONS.**

8 (a) CARBON DIOXIDE EMISSIONS REPORT.—Not
9 later than the first January 1st occurring at least 1 year
10 after the date of enactment of this Act, the Administrator
11 shall transmit to the Internal Revenue Service and make
12 public a report on the total life-cycle emissions of carbon
13 dioxide for each covered transportation fuel, expressed in
14 tons of carbon dioxide emissions per barrel of fuel or an
15 appropriate alternate measure. Such report shall take into
16 account the differences in carbon dioxide emissions per
17 barrel of fuel across different regions and countries due
18 to means of resource extraction and production, transpor-
19 tation, and other factors, with each covered transportation
20 fuel being as regionally specific as determined by the Ad-
21 ministrator.

22 (b) ADDITION OF COVERED TRANSPORTATION
23 FUEL.—The Administrator shall—

24 (1) from time to time determine which trans-
25 portation fuels have achieved a sufficient share of

1 the on-road transportation fuel market to warrant
2 being considered a covered transportation fuel, and

3 (2) update the report transmitted under sub-
4 section (a), and transmit such updated report to
5 Congress, with the specifications on the total life-
6 cycle emissions of carbon dioxide and other green-
7 house gases for each fuel newly determined under
8 paragraph (1) to be considered a covered transpor-
9 tation fuel.

10 (c) DEFINITIONS.—In this section:

11 (1) ADMINISTRATOR.—The term “Adminis-
12 trator” means the Administrator of the Environ-
13 mental Protection Agency.

14 (2) BIOFUEL.—The term “biofuel” means the
15 biofuel component of a transportation fuel.

16 (3) COVERED TRANSPORTATION FUEL.—The
17 term “covered transportation fuel” means gasoline,
18 diesel fuel, biofuel, and any other fuel the Adminis-
19 trator determines has achieved a sufficient share of
20 the on-road transportation fuel market to warrant
21 regulation under this section.

22 (4) GREENHOUSE GAS.—The term “greenhouse
23 gas” has the same meaning given the term in sec-
24 tion 211(o)(1) of the Clean Air Act (42 U.S.C.
25 7545(o)(1)).

1 (5) LIFE-CYCLE EMISSIONS.—The term “life-
2 cycle emissions” means emissions from all activities
3 included in the production, transport, storage, and
4 use of a fuel, including land use changes, means of
5 resource extraction and production, transportation
6 systems, and leakages.

Staff Report

To: SCTA/RCPA Board of Directors
From: Suzanne Smith, Executive Director
Item: 4.1.6 – Proposal to raise the local sales tax cap to 2.5%
Date: February 9, 2015

Issue:

Shall the SCTA/RCPA support a legislative proposal to raise the local sales tax cap from 2% to 2.5%?

Background:

Per the chart below the ability to seek county wide sales tax revenues is nearing capacity due to local taxes approved in the City of Cotati. Cotati’s tax level of 9.25% leaves 0.25% in capacity countywide. There are potentially future pressures on the cap from regional measures such as the library and local roads.

Jurisdiction	Current Sales Tax Rate	Capacity Remaining
Cloverdale	8.25%	1.25%
Cotati	9.25%	0.25%
Healdsburg	8.75%	0.75%
Petaluma	8.25%	1.25%
Rohnert Park	8.75%	0.75%
Santa Rosa	8.75%	0.75%
Sebastopol	9.00%	0.50%
Sonoma	8.75%	0.75%
Windsor	8.25%	1.25%
County of Sonoma	8.25%	1.25%
State rate	7.50%	
Local rate cap	2.00%	
Total rate	9.50%	

Policy Impacts:

Staff is seeking guidance on the Boards policy preference on the sales tax cap. Maintaining the status quo could limit opportunities for a regional tax in the future. Increasing the cap provides opportunity to seek voter approval on a countywide tax should it be needed.

Fiscal Impacts:

There are no fiscal impacts to this item.

Staff Recommendation:

Provide direction to staff as to whether or not increasing the local sales tax cap should be included in the 2015 SCTA Legislative Principles.

Staff Report

To: SCTA Board of Directors
From: Suzanne Smith, Executive Director
Item: 4.1.7 – SCTA Citizens Advisory Committee appointments
Date: February 9, 2015

Issue:

Shall the SCTA/RCPA amend the composition of and post notices for appointments to the Citizens Advisory Committee (CAC)?

Background:

The CAC is comprised of 20 members of the public representing 15 identified interest groups plus 5 geographically oriented seats representing each of the Supervisorial districts. This make up was established in 1991 when the CAC was created. The current membership is:

Building Industry Association
Central Labor Council
Sonoma Co. Farm Bureau
League of Women Voters of Sonoma Co.
North Bay Association of Realtors
Transit Paratransit Coordinating Committee
Santa Rosa Chamber of Commerce
Senior Community Liaison – VACANT
Sierra Club
Sonoma County Conservation Council – VACANT
Sonoma County Manufacturers Group – VACANT
Sonoma County Taxpayers Association
Sonoma County Alliance
Transportation & Land Use Coalition
United Winegrowers
1st District – VACANT
2nd District – VACANT
3rd District – VACANT

4th District

5th District

Several of the groups included as part of the CAC no longer exist or have been renamed/reconstituted. Staff is proposing the Board direct the CAC and the SCTA staff to compile a revised list of membership organizations to reflect changes and, after Board approval of the revised list, communicate with the organizations about affirming their representative or establishing a new representative.

Additionally, there are three vacant seats for the geographical areas. Staff proposes an advertisement/posting process to obtain interested parties and then to work with the Board members from the geographic area to select an appointee.

Policy Impacts:

Updating the makeup of the CAC is less a policy issue and more a recognition of changes in the community groups that engage in or care about the transportation sector. The geographical appointments would remain the same – based on Supervisorial district.

Fiscal Impacts:

None.

Staff Recommendation:

Staff recommends that the Board consider directing the CAC to provide a proposed list of member organizations for Board consideration. Staff also recommends the Board direct staff to solicit membership for the vacant geographical appointments via a noticing process and working with the Board members representing those areas.

**THE SONOMA COUNTY
TRANSPORTATION AUTHORITY
CITIZENS ADVISORY COMMITTEE**

The Sonoma County Transportation Authority's Citizens Advisory Committee developed out of a desire by the SCTA to ensure that the citizens of Sonoma County are represented in decisions made by the SCTA. The Citizens Advisory Committee was purposely designed to capture the opinions of a very diverse spectrum of interest groups within the County.

FORMATION OF THE CAC

In September 1991 the SCTA passed Resolution No. 91-007 forming the Citizens Advisory Committee, also referred to as the CAC. This committee developed from an ongoing need for input from Sonoma County's citizens and a desire to formalize public participation in the review and programming functions of the SCTA.

MEMBERSHIP OF THE CAC

The CAC is composed of fifteen members from specified special interest groups and five members from the public-at-large.

Members representing special interest groups are chosen by those groups. The following organizations have representatives on the CAC:

- Sonoma County Alliance
- Santa Rosa Chamber of Commerce
- Builders Association
- Sierra Club
- Sonoma County Conservation Council
- League of Women Voters
- Paratransit Coordinating Committee
- Farm Bureau
- Sonoma County Transportation Coalition

- Sonoma County Taxpayers Association
- United Wine Growers Association
- Central Labor Council
- Sonoma County Manufacturers Group
- Sonoma County Board of Realtors
- One member representing the senior community is also chosen.
- Five members at-large are chosen from five different supervisorial districts.

The SCTA members from both incorporated and unincorporated areas within each region appoint the citizen-at-large representing their jurisdiction.

FUNCTIONS OF THE CAC

The primary function of the CAC is to review projects, policy statements and decisions, funding programs, and any other policy matter acted on by the SCTA and to provide input and recommendations for the SCTA's decision making process. The CAC has also been active in attempting to promote Countywide planning and have worked to develop a Countywide Transportation Plan document.

MEETINGS: TIME AND PLACE

The CAC meets on the last Monday of every month at 4:00 p.m. in the afternoon. The meetings are held in the SCTA Conference Room, 490 Mendocino Avenue, Suite 206, Santa Rosa, CA 95401.

FOR MORE INFORMATION

For more information on the CAC please contact:

Sonoma County Transportation Authority
490 Mendocino Avenue, Suite 206
Santa Rosa, CA 95401

PH: (707) 565-5373

FAX: (707) 565-5370

Staff Report

To: Sonoma County Transportation Authority
From: Seana L. S. Gause, Senior – Programming and Projects
Item: 4.2.1 – Project Initiation Document Five Year Work Plan
Date: February 9, 2015

Issue:

What is the status of the Project Initiation Documents (PIDs) in the FY15/16 Caltrans Work Plan? Shall the Board adjust and/or approve the 3 year Non-SHOPP Project List?

Background:

Each year, the Department of Transportation requests that the SCTA re-evaluate and approve a Caltrans work plan for PID development for the upcoming fiscal years. The State has established that locally proposed improvements for State highways require local funding for PIDs. To that end, the City of Santa Rosa has developed a cooperative agreement with Caltrans Advanced Planning to complete a PID for the Santa Rosa Bicycle and Pedestrian Overcrossing. PIDs for the Hearn Avenue Interchange and the improvements at the intersection at Highways 116 and 121 were completed within the last two years. The pedestrian overcrossing has carried over into FY14/15.

The following are the remaining projects on the SCTA’s previous priority list:

Project Title/Location	Project Sponsor
Fourth and Farmers Lane	Santa Rosa
Highway 12 Corridor - Farmers Lane to Spring Lake Park	Santa Rosa
Railroad Avenue Interchange	County of Sonoma
Forestville Bypass	County of Sonoma
Highway 37 Improvements	MTC, SCTA, Caltrans, County of Sonoma

Caltrans has also established that in order to be included in the 3 year work plan, projects must be listed in the Regional Transportation Plan (RTP). The RTP (Plan Bay Area) is fiscally constrained, which is slightly different from previous versions that contained both constrained lists and “vision” lists which were financially unconstrained. None of the above listed projects are on the financially constrained RTP list so Caltrans may not prioritize them in their overall work plan. SCTA staff recently solicited new projects from local jurisdictions through the Technical Advisory Committee and determined that there were no additional local projects to add to the list.

Policy Impacts:

None

Fiscal Impacts:

Project sponsors are responsible for funding any work done on development of PIDs, either with consultant services and Caltrans oversight, or funding Caltrans staff to perform the work. This places the financial responsibility on jurisdictions seeking improvements in the state right-of-way.

Staff Recommendation:

Staff recommends that the Board review and approve the above list of projects based on the TAC and SCTA staff recommendation.

Staff Report

To: RCPA Board of Directors
From: Lauren Casey, Deputy Director, Climate Programs
Item: 4.3.1 – RCPA Activities Report
Date: February 9, 2015

Issue:

Information Only

Background:

CLIMATE ACTION PLANNING

White House Climate Action Champions Program Update

In December 2014, the RCPA was selected on behalf of all partner jurisdictions and regional agencies in Sonoma County as one of 16 "Climate Action Champion" communities from around the nation who have demonstrated leadership on climate change. The White House Office of Management and Budget has since hired a Program Director to manage the Champions program for the next two years. Staff had a conference call with the new Director, Sarah Ashton in January.

The White House has articulated three primary goals for the program:

1. To showcase what is happening and what is working in Climate Action Champion communities
2. To channel funding towards Champion communities
3. To vet federal place based initiatives, programs, and tools designed to serve local government

Each of the federal agencies participating in the program will be assigning two staff contacts to support the bridge between local government Champions and federal agencies. Participating agencies, so far, include: the Department of Energy (DOE), the Department of Transportation (DOT), the Department of the Interior (DOI), the National Oceanic and Atmospheric Administration (NOAA), the Environmental Protection Agency (EPA), and Housing and Urban Development (HUD). Additional involvement by the Federal Emergency Management Agency and the U.S. Department of Agriculture are also being discussed.

In the coming months the Program Director will be soliciting input from all Champion communities regarding our most pressing needs, to inform strategies to achieve the three goals outlined above.

Staff welcomes Board feedback regarding RCPA organizational needs that can be elevated through the Climate Action Champion program. Staff will also be soliciting input from staff at our member and partner departments and agencies to better define our local needs related to current RCPA programs and our long term climate action priorities (as defined in our Mission, Goals, and Objectives and through Climate Action 2020).

Lastly, staff will be attending the Climate Leadership Conference in Washington D.C. at the end of February and will use the opportunity to schedule face to face meetings with the Program Director and any federal agency program contacts identified.

Climate Action 2020

RCPA staff continues to work with jurisdiction staff through the Staff Working Group on the community wide climate action plan. The Staff Working Group has been meeting and reviewing candidate GHG reduction measures, to identify and evaluate possible greenhouse gas (GHG) reduction strategies to help achieve the adopted GHG target and to evaluate new GHG reduction target options for 2020. Staff expects to bring possible target scenario options to the Board in March or April 2015. Staff is also working on developing a presentation and update on the project that is anticipated to be presented to the member jurisdictions city/town councils in February/March 2015. The schedule for the public release of the draft planning document is now set to be released in June 2015, with public outreach meetings on the draft plan to take place in June/July 2015. Local Adoption of the final Climate Action 2020 plan is anticipated to be completed by the end of the year.

Sonoma County Adaptation Forum

The RCPA is working with a local consortium to host the first ever local forum on climate adaptation, to be held at Sonoma State University on April 8th and May 21st. The purpose of the two day forum is to bring together individuals from across the wide spectrum of sectors and disciplines who can ensure that Sonoma County remains vibrant and resilient in a changing climate. Attendees will learn how to make their planning and decision-making climate smart, share what they have learned with others, and explore new and innovative solutions for adapting to climate change.

The first day, April 8th is entitled: Resilience in a Changing Climate. It will consist of presentations and panels across diverse issue areas, and support broad education and engagement about local climate resilience.

The second day, May 21st is entitled: Building a Climate Ready Roadmap. It will be a more facilitated, action oriented workshop intended to catalyze coordinated action across government, business, non-profits, and individuals in Sonoma County. It will be one week after the National Adaptation Forum so attendees will be able to bring innovative ideas and best practices back for local consideration.

The forum is being designed to engage a broad spectrum of participants, including:

- Transportation Professionals
- Health Professionals
- Planners, Architects, and Urban Designers
- Local Elected Officials and Commissioners
- Community Members
- Business Professionals
- Water Professionals
- Air Quality Professionals
- Non-Profits
- Emergency Preparedness and Response Professionals
- Agricultural Professionals

A website for the event was developed and updates, including speakers, agenda, registration, and other announcements will be posted there: <http://sonomacountyadaptation.org/>.

ENERGY EFFICIENCY

Bay Area Regional Energy Network (BayREN)

At the January Board meeting the RCPA Board approved continued RCPA involvement in the Bay Area Regional Energy Network, “Bay Area communities working together for a sustainable energy future.” BayREN implements programs approved by the California Public Utilities Commission (CPUC) using funding collected from ratepayers to advance energy efficiency. An overview of BayREN and BayREN programs can be found at: www.bayren.org.

Programs offered in 2015 are an extension of programs approved for 2013-2014, including Single Family Energy Upgrade California Home Upgrade, the Bay Area Multifamily Building Enhancements (BAMBE) program, a Codes and Standards program, and several financing tools, including an expansion of the Pay As You Save (PAYS®) program piloted in Windsor. In all of these programs, the RCPA works with regional program leads to deliver local outreach, training, and implementation. The RCPA also coordinates with the County’s Energy Independence Office, Sonoma Clean Power, and city utility staff on a regular basis.

In the coming months, BayREN will be working to develop a business plan for the post-2015 implementation of energy efficiency programs. Through this process BayREN members will be reviewing all existing programs to determine which to keep, modify, or remove from our portfolio. Members will also be asked to work with all jurisdictions within their county to identify program priorities and new program opportunity areas.

RCPA staff will be convening an energy efficiency program review meeting this spring with staff from our member jurisdictions and partners to assess existing BayREN programs, how effectively those dovetail with local Sonoma County programs, and what opportunities exist to strengthen regional offerings for 2016. Staff also invites Board feedback on priority market segments or program strategies to pursue. In past Board meetings low to moderate income customers and customers living in rental housing have been identified as priority sectors.

Policy Impacts:

None.

Fiscal Impacts:

None.

Staff Recommendation:

Information only.

Glossary of Common RCPA Acronyms

AB32 = Assembly Bill 32, Global Warming Solutions Act (2006)

ABAG = Association of Bay Area Governments

AR5 = Fifth Assessment Report (IPCC)

ARB = Air Resources Board

BayREN = Bay Area Regional Energy Network

BAMBE = Bay Area Multifamily Building Enhancements

C&S = Codes and Standards (BayREN)

CCBA = Climate Corps Bay Area

COP = Conference of Parties (UNFCCC)

CPUC = California Public Utilities Commission

EBMUD = East Bay Municipal Utility District

EPA = Environmental Protection Agency

GHG = greenhouse gas

GIS = Geographic Information Systems

HUA = Home Upgrade Advisor (BayREN)

IPCC = Intergovernmental Panel on Climate Change

ME&O = marketing, education, and outreach

MFCAP = Multi Family Capital Advance Program

NBCAI = North Bay Climate Adaptation Initiative

NCDC = National Climate Data Center

NOAA = National Oceanic and Atmospheric Administration

NCBE = North Coast Builders Exchange

PACE = Property Assessed Clean Energy

PAYS[®] = Pay As You Save

PG&E = Pacific Gas and Electric

PROP = Permit Resource Opportunity Program (BayREN)

RCPA = Regional Climate Protection Authority

REACO = Redwood Empire Association of Code Officers

SCS = Sustainable Communities Strategy

SCEIP = Sonoma County Energy Independence Program

United Nations Framework Convention on Climate Change (UNFCCC)

Staff Report

To: SCTA/RCPA Board of Directors
From: Suzanne Smith, Executive Director
Item: 4.4 – Creation of Community Affairs Specialist position
Date: February 9, 2014

Issue:

Shall the Board authorize staff to recruit a community affairs specialist to assist with communications and public outreach for both SCTA and RCPA initiatives? If so, should that position be considered extra help on a contract basis or as a permanent full time position?

Background:

SCTA and RCPA are working on several planning efforts requiring public outreach, engagement, and marketing. These planning efforts include the Transportation Mode Shift Plan and the Transportation Fuel Shift Action Plan as part of the Shift Sonoma County grant, the 2015 Comprehensive Transportation Plan, the Climate Action 2020 Plan, and the Bay Area Regional Energy Network.

Last month staff sought authorization to create a part-time extra help Community Affairs Specialist position to support the implementation of public outreach and engagement strategies related to both SCTA and RCPA projects. During the discussion, the Board identified public engagement as a priority that might warrant a full-time permanent position and requested that staff return with options related to the position description and budget impacts.

Specific project needs that will be supported/delivered by the specialist, identified to date, include:

- Shift Sonoma County: market analysis, use of engagement tools, community meetings and focus groups to identify transportation priorities and needs related to mode and fuel shift, website enhancements, and a marketing plan to promote strategies to shift transportation mode and fuel choices.
- 2015 Comprehensive Transportation Plan and related CEQA document: assist in public outreach with community meetings, focus groups and online engagement; assist in writing the draft and final plan.
- Climate Action 2020: community outreach related to the draft Climate Action 2020 plan, online enhancements to create broader participation in climate action strategies including energy efficiency programs, renewable energy deployment, clean transportation programs, water conservation, community resilience, and other strategies.
- Bay Area Regional Energy Network: homeowner and contractor outreach related to Energy Upgrade California Home Upgrade.
- Measure M: community outreach on project successes and on-going projects such as intersection at 116/121 and Marin/Sonoma Narrows.

- General: SCTA/RCPA web site enhancement and management; manage social media engagement; assist in all public meetings; help craft press releases and other communicate; assist Board members with communications tools and information pieces about SCTA/RCPA activities, projects and programs for use in their respective jurisdictions.

The proposed salary range is \$24.39-\$29.64 hourly, depending on experience. This range is based on similar positions with public agencies in northern California for a non-managerial position.

The job description will remain the same for either the extra help or permanent options; the difference will be in how many hours worked and budget necessary for the position SCTA/RCPA.

The Community Affairs Specialist position will be considered an employee of the SCTA. As such, the specialist will be entitled to those benefits provided by the SCTA and described in the **Sonoma County Transportation Authority Personnel Policies and Procedures Manual** – relevant sections of which are attached here.

The annual cost of the full time permanent position will range from approximately \$80,000 to \$98,000. While not yet included in the FY14/15 budget as a staff position, several programs included budget for consulting services related to community affairs that can be used for staff costs, such as: Shift Sonoma County, BayREN, and the Comprehensive Transportation Plan. These program budgets provide revenue to support community affairs as approved through FY16/17 via various contracts or grants. The ability to support an additional staff position on an on-going basis will depend on future grants and other funding sources.

The following table illustrates known revenues that can support a full time community affairs specialist through FY17/18. This is fairly conservative in that it assumes no more BayREN funds are available after FY15/16 and that no new grant opportunities are secured. It also assumes a higher level of funding than described above to account for any costs associated with the position (i.e. computer, phone). The SCTA funds assumed in FY17/18 would likely come from work on regional efforts and our contract with MTC. The RCPA funds assumed in FY17/18, if no grants or BayREN funding is added, would potentially come from local contributions.

Funding Source	Total budget for position	FY14/15	FY15/16	FY16/17	FY17/18
BayREN	\$50,000	\$ 10,000	\$ 40,000		
Shift	\$110,000	\$ 4,500	\$ 42,500	\$ 63,000	
CTP	\$30,000	\$ 10,000	\$ 20,000		
RCPA	TBD annually			\$ 20,000	\$ 30,000
SCTA	TBD annually			\$ 20,000	\$ 75,000
total		\$ 24,500	\$ 102,500	\$ 103,000	\$ 105,000

An alternative approach that mitigates some concern over long-term funding but meets the Board expectation of providing health care benefits to the position is to fill the position as extra help with health care benefits. The annual cost of a part-time (30 hours) position at the same salary level and including health care would be between \$47,000 and \$57,000 or full time (40 hours) would be \$62,000 to \$74,000.

The available funds remain the same in either scenario but with a part time position it is likely consultant services would be used to make up any gap in needs related to outreach. It should also be noted that **Sonoma County Transportation Authority Personnel Policies and Procedures Manual** limit extra help health benefits and require a certain number of hours to be met before being eligible for the benefit.

The health care benefit is capped at \$400 per month if working full time and prorated from that if part time. Health care benefits go into effect after 11 pay periods (approximately 6 months) of full time work or longer if part time.

A draft full-time position description is attached for Board consideration.

Policy Impacts:

Community engagement is central to the mission of the SCTA and RCPA. It is an area that increasingly requires expertise and dedicated resources to handle properly and thoroughly.

Fiscal Impacts:

The position will be funded in FY14/15 by grant revenue already included in the SCTA and RCPA final budgets and projected revenue from existing grant agreements can support the position through FY17/18. The total budget for salary and benefits range as follows:

	Part Time Extra Help	Full Time Extra Help	Full Time Permanent
Low	\$ 47,000	\$ 62,000	\$ 80,000
High	\$ 57,000	\$ 74,000	\$ 98,000

Should the Board approve a new position, staff will return with a budget adjustment for FY14/15 at the next Board meeting.

Staff Recommendation:

Staff requests that the Board consider authorizing staff to recruit a community affairs specialist to assist with communications and public outreach for various planning efforts, and advise staff regarding the preferred strategy between permanent or extra help.

Job Description – SCTA/RCPA Community Affairs Specialist

About SCTA:

The Sonoma County Transportation Authority (SCTA) coordinates transportation plans, programs and projects among the cities and County of Sonoma. The SCTA develops transportation plans to fund highways, bus transit, rail, bike and pedestrian routes and local roads. The SCTA works cooperatively with local, regional and state agencies to deliver capital projects and is responsible for the administration of a ¼ cent sales tax for transportation. The SCTA also allocates various federal, state and regional programs.

About RCPA:

The Sonoma County Regional Climate Protection Authority (RCPA) was created in 2009 to coordinate countywide efforts among the County of Sonoma, the nine cities in Sonoma County, and multiple agencies on climate change issues. RCPA has the same Board of Directors as the Sonoma County Transportation Authority and includes representatives from each of the nine cities in Sonoma County and the Board of Supervisors. RCPA manages several programs including a countywide residential energy efficiency retrofit program.

Both Agencies have a twelve-member board of directors comprised of three members of the Board of Supervisors and a council member from each of the nine cities of Sonoma County.

About the Community Affairs position:

The SCTA/RCPA Community Affairs Specialist assists the SCTA Deputy Director of Planning and Public Outreach and the RCPA Deputy Director of Climate Programs in developing and implementing community outreach and engagement programs. The specialist will work with both organizations to promote the SCTA and RCPA in a positive and community-oriented way via community events, press releases, website content, social media, and other strategies as appropriate for various programs and planning efforts. This requires a general knowledge of local government as well as familiarity with climate change, energy, transportation, land-use, water, waste, and other sectors addressed by the SCTA and RCPA.

Distinguishing Characteristics

The Community Affairs Specialist is a professional staff person responsible for representing the SCTA and RCPA to the public, stakeholder groups, and the media. The position requires commitment to community relations and being a valued neighbor and partner in the communities of Sonoma County. The position also requires excellent communications skills, the ability to effectively represent a wide diversity of issues, and a desire to provide quality service to the Board of Directors, SCTA/RCPA staff, our partners, and the public.

The position requires knowledge of and abilities relating to:

- Excellent verbal and written communication
- Meeting facilitation and public speaking
- Press releases and responding to media inquiries



- Website content design and management (using a CMS platform)
- Social media and email newsletters
- Local government policies related to transparency and accessibility
- Research and analysis
- Flexibility and self-motivation
- Decision-making and problem solving skills
- Familiarity with Sonoma County, transportation, climate change, energy, and the interrelationships between government agencies at all levels is preferred.

Specific Duties and Responsibilities

- Conducting project specific market analysis and research
- Utilizing various online and/or mobile engagement tools to collect input from various sectors and communities on climate action and transportation priorities
- Conducting public outreach efforts including:
 - o Promoting programs at community events
 - o Presenting to community groups
 - o Facilitating focus groups to collect input from specific stakeholders
 - o Supporting targeted workshops such as homeowner energy efficiency workshops, contractor trainings, clean commute fairs, open houses, etc.
 - o Planning specific community meetings
- Supporting website enhancements and managing content using a CMS platform
- Delivering social media campaigns
- Overseeing Spanish language translation of various marketing materials
- Developing marketing strategies and materials for specific projects, or overseeing consultants to develop marketing materials

Qualifications

The minimum qualifications for the Community Affairs Specialist include:

- Educational background in public relations, marketing, or communications; Bachelors degree preferred
- Minimum of three years work experience in public affairs, marketing, or related discipline.

The Community Affairs Specialist position is considered an (extra help) employee of the SCTA. As such, the specialist is entitled to those benefits provided by the SCTA and described in the ***Sonoma County Transportation Authority Personnel Policies and Procedures Manual***. Compensation depends on qualifications and experience with a salary range of \$24.39-\$29.64/hour. Possession of a valid California Drivers License is required.

Resumes are due by [DATE] and will be reviewed as they are received. The position will remain open until filled. Please submit a cover letter, resume, and a one page writing sample (or excerpt) to Lauren Casey at lcasey@sctainfo.org or fax to 707-565-5370.

SONOMA COUNTY TRANSPORTATION AUTHORITY

Personnel Policies and Procedures

#5 Health and Welfare Benefits for Active Employees

Date Effective: July 1, 2013

5.1 Social Security

Employees of the SCTA are covered by OASDI and Medicare as provided for under the Social Security Act. Deductions totaling 7.65% will be taken up to the maximum set by the Social Security Administration. The employer will make a matching contribution.

5.2 Active Employee Health Plans

An eligible employee and eligible dependent(s) (as defined below) are allowed only to enroll either as a single subscriber in a SCTA offered medical, dental, vision and/or dependent life insurance, or as the dependent spouse/domestic partner of another eligible SCTA employee/retiree, but not both. If an employee is also eligible to cover their dependent child/children, each child will be allowed to enroll as a dependent on only one employee or retirees' plan (i.e., an employee and his or her dependents cannot be covered by more than one plan).

An eligible employee is:

- ❑ A SCTA probationary or regular full-time or probationary or regular part-time employee

An eligible dependent is:

- ❑ Either the employee's spouse or domestic partner (requires signed domestic partner affidavit filed with the SCTA and Sonoma Auditor Controller Treasurer Tax Collectors Payroll Division); or
- ❑ An unmarried child based on your plan's age limits or a disabled dependent child regardless of age.

5.3 Participation in SCTA Offered Health (Medical, Dental, Vision, Life Insurance) Plans.

Election to enroll in a SCTA offered health plan will take place within the first 30 days following date of hire to permanently allocated position of .40 FTE or greater, or it will be made during an annual open-enrollment period. Enrollment in vision and basic life

insurance is automatic. Mid-year enrollment can only be permitted as allowed by IRC Section 125 or as required by HIPAA or other applicable regulations. The effective date of benefits will be the first of the month following date of hire or initial eligibility.

Effective June 1, 2013, the SCTA will offer the following medical plans, the County Health Plan PPO, County Health Plan EPO, and Kaiser HMO plan. The benefit provisions are outlined in the Summary Plan Description or Evidence of Coverage, as of June 1 of each coverage year.

5.4 Contributions Toward Medical Insurance for Employees

The SCTA shall contribute a flat dollar amount not to exceed \$229.98 per pay period (\$500 per month) toward the cost of any SCTA offered medical plans for eligible full-time regular employee and their eligible dependent(s).

This is the full and total contribution amount the SCTA will contribute toward medical benefits for active regular employees and their dependent(s)

The SCTA shall contribute to part-time eligible employees on a pro-rated basis, in accordance with Section 4.6.1.

5.5 Dental Benefits

The SCTA will offer dental and orthodontic benefits to full and part-time regular employees and their eligible dependent(s). For all plan benefits and provisions, refer to the insurance plan document. The employee contribution is \$13 per pay period

The SCTA shall contribute to part-time eligible employees on a pro-rated basis, in accordance with Section 4.11.

5.6 Vision Benefits

The SCTA will provide vision and computer vision benefits to active employees and their dependent(s). Benefits provisions, co-payments and deductibles are outlined in the Evidence of Coverage.

The SCTA will pay the total cost of the premium for vision benefits for full-time active employees.

Part-time employees will be enrolled automatically in the vision benefit and the SCTA shall contribute to part-time eligible employees on a pro-rated basis, in accordance with Section 4.8

5.7 Part-Time Employee – Health Benefits

Part-time employees shall be eligible to participate in the SCTA's medical, dental, and vision plans and the SCTA's contribution toward their premiums shall be pro-rated. Pro-

ration shall be based on the number of pay status hours in the pay period, excluding overtime.

- ❑ A part-time employee covered under this Salary Resolution, whose allocated position is .75 FTE or greater bi-weekly, shall receive medical, dental and vision coverage as if the part-time employee were a full-time employee. Said part-time employee shall receive life insurance and long-term disability insurance in accordance with the employee's FTE.
- ❑ Except for part-time (.75 + FTE) employees referred to in this Section , part-time employees shall not be eligible to participate in the SCTA's life insurance program

5.8 Employee Assistance Program

The SCTA will provide the level of benefits allowable under the Employee Assistance Program (EAP).

5.9 Long-Term Disability

The SCTA agrees to provide and pay the premium for a Long-Term Disability (LTD) benefit as described in the applicable plan document to all full and part-time employees (0.4 FTE minimum) who meet the eligibility requirements. The benefit waiting period is the longer of 60 days, or the period you elect to receive paid leave. Employees eligible to receive LTD benefits are not required to exhaust sick leave before receiving LTD benefits, but an employee who chooses to use sick leave or other paid leave after the sixtieth (60th) day of disability is not eligible to receive any LTD benefits until the employee stops using paid leaves. LTD benefits cannot be supplemented with any paid leave. LTD benefits will be offset by any applicable income, such as short-term disability benefits, social security and social security disability benefits, etc.

The claims dispute process is described in the Summary Plan Description or Evidence of Coverage.

5.10 Workers' Compensation Claims Disputes

Any dispute by an employee over a claim processed through workers' compensation shall be resolved solely through the appropriate appeal procedures of that system.

5.11 Workers' Compensation Temporary Disability – Supplementing with Paid Leave

An employee not entitled to the benefits of Labor Code Section 4850 who is absent from work by reasons of industrial injury, compensable by temporary disability shall supplement such compensation with enough paid leaves to increase his/her gross earnings to equal his/her regular base salary as follows:

All sick leave shall be taken until the remaining sick leave balance is 40 hours or less.

Once the sick leave balance is 40 hours or less, the employee may elect to supplement by taking any combination of the remaining sick leave, vacation, and/or compensatory time off up to his/her base salary.

Employees whose sick leave balance is 40 hours or less may also elect not to supplement at all.

An employee shall accrue vacation leave and sick leave only during such portion of absence from work due to industrial injury for which the employee uses previously earned vacation leave, sick leave or compensatory time off.

5.12 Medical/Pregnancy Disability Leave

When an employee exhausts all but forty (40) hours of sick leave and goes on medical or pregnancy disability leave without pay, the SCTA will make its normal contribution to the employee's medical, dental, vision care, life insurance and LTD benefits for a period not to exceed thirteen (13) pay periods per illness. Beginning with the fourteenth (14th) pay period, the employee will be entitled to continue coverage by paying the full cost of the insurance premiums. Prior to the exhaustion of the thirteen (13) pay periods, the SCTA will provide reasonable advance notice of the employee's obligations regarding the opportunity to continue employee-paid benefits.

An employee who returns to work from medical or pregnancy disability leave without pay prior to the exhaustion of the thirteen (13) pay periods of entitlement under this Section shall not have the thirteen (13) pay period entitlement reduced for any pay period in which the employee is in pay status for at least fifty percent (50%) of the employee's allocated full time equivalent as specified in this Section 5.12 (Medical or Pregnancy Disability Leave). If the employee returns to medical or pregnancy leave without pay for the same condition, the thirteen (13) pay period time frame will continue where it left off and will be reduced only for those pay periods when the employee's pay status hours fall below fifty percent (50%) of the allocated full-time equivalent.

The SCTA's thirteen (13) pay period Medical Leave without pay benefit entitlement shall run concurrent with Family Medical Leave Act (FMLA), California Family Rights Act (CFRA), and California Pregnancy Disability Leave (CPDL).

The employee's entitlement under COBRA law begins when the employee is no longer eligible for a county contribution toward medical benefits. When the employee returns to fifty percent (50%) allocated full time equivalent in pay status eligibility for a county contribution toward health benefits is regained. Benefit coverage begins the first of the following month

5.13 Health Benefits During Leaves of Absence – Non-Medical Leaves Without Pay

If an employee is on an unpaid absence or goes on leave without pay, either of which reduces the employee's time in pay status to less than 50% of the employee's allocated full-time equivalent (FTE) in a pay period, the SCTA will cease to pay its contributions to the employees' benefits.

The employee must pay the total benefit premium(s), if the employee desires to continue coverage. If an employee is on an unpaid absence or goes on leave without pay, either of which reduces the employee's time in pay status to not less than 50% of the employee's allocated full-time equivalent (FTE), the SCTA will continue to pay its normal benefit contributions.

5.14 Continuation of Health Benefits Coverage

An employee on unpaid leave as specified in Section 4.17 must notify the ACTTC no later than five (5) SCTA business days after the first day of the leave of absence, of the employee's intent to continue their participation in their SCTA offered health plans. A Request for Leave of Absence form signed by the employee and his/her appointing authority shall be forwarded to the ACTTC's office two weeks in advance of the first day of absence.

To assure continued insurance coverage, premiums shall be paid by the employee to the ACTTC's office no later than the last day of the pay period. This premium provides coverage for the two-week period from the next pay date. If the employee fails to pay the premium by the last day of the pay period, he/she will receive one reminder notice. In order to reinstate coverage, the employee shall pay a \$25.00 late charge in addition to the premium amount by the date specified in the reminder notice.

Only one (1) reminder notice will be sent to the employee. If the employee fails to make proper payment to the ACTTC's office by the end of the second pay period, the employee's continued medical, dental, vision, life insurance and long-term disability coverage shall be terminated.

5.15 Part-Time Employees – Health Benefits During Leave of Absence

Part-time employees shall be eligible to participate in the medical benefit plans and/or the dental plans, as defined in Section 4.11. For pay periods with no pay status hours, pro-ration shall be based on the employee's FTE.

5.16 COBRA

The SCTA provides continuation of health benefits at group rates plus 2% as required by the Consolidated Omnibus Budget Reconciliation Act (COBRA) of 1986, including any applicable subsequent amendments or revision where applicable.

5.17 Tax-Deferred Retirement Contribution - 414(h)(2)

All employees who belong to the SCTA's Retirement System shall continue to have their wages adjusted according to Section 414(h)(2) of the Internal Revenue Code that will have the effect of deferring Federal and State income taxes on the employee's retirement contributions.

5.18 Health Care Premium Conversion Plan

All employees who have health, dental, or vision insurance premium contributions deducted from their salary, shall have their taxable wages adjusted according to Section 125 of the Internal Revenue Code, which has the effect of diverting health care premium contributions from taxable wages.

5.19 Health Flexible Spending Account (Health FSA/HCAP)

The SCTA shall continue to offer under IRS Code Section 105, a Health Care Reimbursement Account (Health Flexible Spending Account (FSA)) to enable eligible employees to set aside pre-tax dollars for reimbursement of eligible medical expenses, as prescribed in Internal Revenue Code Section 105.

5.20 Dependent and Child Care Assistance

The SCTA will offer the Dependent and Child Care Assistance plan under Internal Revenue Code Section 129.

5.21 Plan Documents and Other Controlling Documents

While mention may be made in this resolution of various provisions of benefit programs, specific details of benefits (including disputes and/or appeals) provided under SCTA offered health plans shall be governed solely by the plan documents or insurance contracts and/or policies maintained by the SCTA. The SCTA will bear no responsibility for resolving disputes/appeals between an employee and a contracted health plan vendor. Within this section, vendor refers to insurance company, Knox-Keene organizations licensed in the state of California to provide health benefits, benefits administration, or network management.

5.22 PST/457 Deferred Compensation Retirement Plan

Part-time (less than .50 FTE) and extra-help employees who are hired on or after October 1, 1991, shall participate in the PST/457 Deferred Compensation Retirement Plan authorized by Internal Revenue Code Section 457 in lieu of Social Security.

The SCTA shall contribute to the employee's PST/457 deferred compensation account according to the following schedule:

EMPLOYEE	SCTA
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3.5%	4.0%
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5.23 Long-Term Care Insurance-Payroll Deduction

The SCTA agrees that employees may purchase CalPERS Long Term Care Insurance at their own expense through bi-weekly payroll deduction as long as the SCTA is eligible to participate in the CalPERS payroll deduction program. Each employee is responsible to submit his/her own application and any subsequent membership changes directly to CalPERS, as CalPERS Long Term Care is not a SCTA program or under SCTA direction. CalPERS may directly invoice employees for missed payroll deductions or premiums due prior to start-up of payroll deduction

5.24 Extra Help Employees

Only benefits required by law and the following portions of Section 5 apply to extra-help employees:

Extra-help employees shall have access to a medical plan. Effective June 1, 2013, the SCTA will offer the same Kaiser HMO medical plan to eligible extra help employees and their eligible dependent(s) as is provided to regular employees as described in section 14.2.1.

Employees who meet the following criteria will be eligible to begin payroll deductions once all four criteria are met:

- Employed by the SCTA for at least 11 consecutive pay periods, and
- Worked at least four hundred forty (440) hours, and
- Worked at least one hundred sixty (160) hours in the previous four (4) pay periods, and
- Must generally work at least forty (40) hours per pay period

Effective with the first premium due, the SCTA contribution shall be up to four hundred dollars (\$400) per month.

Pro-ration shall be as follows:

(1) For each pay period in which the extra-help employee works forty (40) or more hours, the full SCTA contribution will be paid.

(2) For each pay period in which the extra-help employee works more than twenty (20) but fewer than forty (40) hours, the above amounts shall be prorated in proportion to the number of hours worked in the pay period.

(3) For each pay period in which the extra-help employee works fewer than twenty (20) hours, no SCTA contribution will be made.

Premiums for the plan will be paid in advance on the first two pay dates of the month prior to the coverage effective date and on the first two pay dates of every month thereafter. When payment has been made in full, coverage will take effect on the first of the month following payment and shall end on the last day of the same month. Coverage will be month to month and is dependent on full payment of premiums and subject to continued eligibility.

The employee premiums shall be paid through pre-tax payroll deduction as allowed by IRS Code Section 125.

Continued Coverage and Conditions for Regaining Eligibility for Medical Plan

An extra-help employee who is enrolled in the medical plan who fails to work at least twenty (20) hours in any pay period in which a premium deduction was due, will be eligible to contribute toward the medical coverage by paying the full amount of the premiums by payroll deduction if sufficient funds are available to fully cover the deduction. Premium payments not paid by payroll deduction will be due in the ACTTC's Payroll Office by the last day of the pay period in which there were insufficient hours worked. A \$25 late fee will apply for each payment not received by the due date.

Premium payments not paid by payroll deduction but paid directly to the ACTTC's Office may be continued for a maximum of three (3) months or upon the exhaustion of any approved CPDL, CFRA, or FMLA benefit period, whichever is later.

A. Employees who choose to pay timely premiums directly to the ACTTC's Office by cash or check without a lapse in coverage shall resume premium payment by payroll deduction on the first available pay date following their last cash premium payment without a lapse in coverage.

B. Employees who choose to lapse their coverage during a period of absence may do so by notifying the ACTTC's Payroll Office in writing no later than seven (7) days after the premium due date. Coverage will be lost for the months not paid. Premium payment by payroll deduction shall restart on the first pay date of a month with sufficient funds to cover the cost of premiums due and shall continue until discontinued by a written cancellation notice, non-payment of premiums, a temporary lapse in coverage in accordance with this section, or separation from employment. Coverage will not restart until a full month's premiums are paid in full.

C. Employees may choose to cancel their coverage by completing the appropriate forms.

D. Employees who fail to make any of the above elections or who fail to pay premiums when due shall receive one notice of payment due and shall have their coverage canceled for failure to respond.

E. The SCTA reserves the right to cancel an employee's active coverage if the employee lapses coverage more than three (3) times, or a similar frequency that is determined to be an administrative burden.

Employees who choose option (C) or are canceled under item (D) or (E) must wait until the next annual enrollment period to re-enroll.

An employee who loses coverage under this section may be eligible to elect COBRA continuation of coverage if he or she is no longer eligible to pay premiums directly to the Auditor-Controller-Treasurer-Tax Collector's (ACTTC) payroll division. The failure to pay premiums or the election to lapse or cancel coverage are not COBRA qualifying events.

Medical Plan - Dependent Coverage

Covered employees may purchase dependent coverage for eligible dependents at their own expense through pre-tax payroll deduction as allowed by IRS Code Section 125.

Enrollment in Medical Plan

Approximately two (2) months prior to the anticipated eligibility date, the SCTA shall provide enrollment materials to the employee. The employee then has twenty one (21) calendar days to complete and submit the enrollment forms. If coverage is waived upon initial eligibility, election to participate in the medical plan can only be made during an annual open enrollment period designated by the SCTA or as required by law.

Medical Benefits & Family and Medical Leave Act (FMLA), California Family Rights Act (CFRA), or California Pregnancy Disability Leave (CPDL)

Eligible extra-help employees who are off work on an FMLA or CFRA or CPDL qualifying leave shall receive a SCTA contribution toward medical insurance equal to the average amount received in the two (2) pay periods immediately preceding the first (1st) pay period of eligible leave. Employees must pay their share of the medical insurance premiums in order to maintain coverage and to continue to be eligible for a SCTA contribution. Employees must file an Extra-Help FMLA/ CFRA/CPDL Request for Leave form along with appropriate medical documentation with their department. Upon approval, the leave form signed by the employee and his/her appointing authority shall be forwarded to the ACTTC's office.

An employee who is eligible for this continued benefit shall notify the ACTTC's payroll division of the employee's intent to continue insurance coverage no later than five (5) County business days after the first day of the leave.

To ensure continued insurance coverage, premiums shall be paid by the employee to the ACTTC's office no later than the last day of the pay period for which premiums were due. If the employee fails to pay the premium by the last day of the pay period, he/she will receive one (1) reminder notice. In order to prevent a lapse in coverage due to non-payment, the employee shall pay a \$25.00 late charge in addition to the premium amount by the date specified in the reminder notice. Only one (1) reminder notice will be sent. If the employee fails to make proper payment within 30 days of the first due date, the employee's continued medical insurance shall be terminated.

Staff Report

To: SCTA Board of Directors

From: Suzanne Smith

Item: 5.2 – Regional Agency Reports: SMART, NCRA, MTC, ABAG, BAAQMD, CALCOG, Self Help Counties Coalition, Sonoma Clean Power

Date: February 9, 2015

Issue:

Recent updates from:

- SMART
- North Coast Railroad Authority
- Metropolitan Transportation Authority (MTC)
- California Association of Councils of Government (CALCOG)
- Association of Bay Area Governments (ABAG)
- Bay Area Air Quality Management District (BAAQMD)
- Self Help Counties Coalition
- Sonoma Clean Power

Background:

The following links and materials provide information regarding various regional agencies and issues:

- MTC Executive Director's Report
 - http://www.mtc.ca.gov/news/ed_report.htm
- SMART General Manager's Report
 - http://www2.sonomamarintrain.org/userfiles/January_2015_GM_Report.pdf
- CALCOG Report
 - [Click here](#)

Staff Recommendation:

This is an informational item only.

Technical Advisory Committee

MEETING AGENDA

January 22, 2015 1:30 PM

Sonoma County Transportation Authority
SCTA Large Conference Room
490 Mendocino Avenue, Suite 206
Santa Rosa, California 95401

ITEM

1. Introductions
2. Public Comment
3. Approval of Minutes, December 4, 2014* – **DISCUSSION / ACTION**
4. Election of TAC officers* – **DISCUSSION / ACTION**
5. Comprehensive Transportation Plan Update – **DISCUSSION / ACTION**
6. TFCA/TDA3 Quarterly Report* – **DISCUSSION / ACTION**
7. Project Initiation Document (PID) list (2015/16 & 16/17) update and call for projects **DISCUSSION / ACTION**
8. Measure M **DISCUSSION / ACTION**
 - 8.1 Measure M Invoicing / Appropriation Status*
 - 8.2 Measure M LSR/LBT estimates for FY15/16*
 - 8.3 Measure M Maintenance of Effort data is due to SCTA on or before February 15, 2015
9. Regional Information Update – **DISCUSSION**
 - 9.1 FHWA Published NPRM on NHS Pavement and Bridge Performance Measures
<https://www.federalregister.gov/articles/2015/01/05/2014-30085/national-performance-management-measures-assessing-pavement-condition-for-the-national-highway>
 - 9.2 MNR or PCI non-pavement info should be updated to Street Saver no later than 1/29/15 to be included in the 2014 data to be released. ("Other" classification is only for non-road resources).
10. Sales Tax Update - **DISCUSSION**
11. Rail Update – **DISCUSSION**
12. Draft SCTA Board Meeting Agenda for February 9, 2015
13. Other Business / Comments / Announcements - **DISCUSSION**
14. Adjourn – **ACTION**

*Materials attached.
**Handout at meeting

Page 1 of 2

The next **SCTA** meeting will be held February 9, 2015
The next **TAC** meeting will be held on February 26, 2015



SCTA Citizens Advisory Committee

MEETING AGENDA

January 26, 2015 at 4:00 p.m.

Sonoma County Transportation Authority
SCTA Large Conference Room
490 Mendocino Avenue, Suite 206
Santa Rosa, California 95401

ITEM

1. Introductions
2. Public Comment
3. Administrative
 - a. Election of Officers
 - b. Approval of Notes October 27, 2014*
 - c. 2015 Meeting schedule
 - d. Committee Vacancies/Call for new members
4. Measure M – DISCUSSION/ACTION
 - a. Measure M Project Presentation
 - b. Measure M Financial Reports
 - c. Request for Proposals (RFP) for Audit Services Evaluation Committee – Appointee(s)
 - d. Measure M Annual Report
5. County Tax measure
6. SCTA/RCPA FY 2013/2014 Annual Report – Information*
http://www.sctainfo.org/reports/Annual_Reports/2014_SCTA_RCPA_Annual_Report.pdf
7. Comprehensive Transportation Plan update-DISCUSSION
 - a. Project Applications have been received
 - b. Peak Democracy outreach – link to follow
8. Updates - DISCUSSION
 - a. Highway 101
 - b. SMART
9. Announcements
10. Adjourn



Planning Directors/Planning Advisory Committee

MEETING AGENDA

Thursday, January 22, 2015, 9:30 a.m.

Sonoma County Transportation Authority
SCTA Large Conference Room

ITEM

1. Introductions
2. Public Comment
3. Approval of the agenda – changes, additional discussion items- ACTION
4. Review Meeting Notes from October 23, 2014 – ACTION*
5. 2015 Meeting schedule
6. Round table members discussion
7. Climate Action 2020 Update- INFORMATION
8. Strategic Growth Council
 - 8.1. Affordable Housing and Sustainable Communities (AHSC) – Final Draft Guidelines – http://www.sgc.ca.gov/docs/AHSC_Proposed_Final_Guidelines.pdf – Discussion
 - 8.2. SCTA/RCPA receives authorization to start work on SHIFT grant
9. SCTA/RCPA FY 2013/2014 Annual Report – Information*
http://www.sctainfo.org/reports/Annual_Reports/2014_SCTA_RCPA_Annual_Report.pdf
10. Comprehensive Transportation Plan update-DISCUSSION
 - 10.1. Project Applications have been received
 - 10.2. Peak Democracy outreach – link to follow
11. Regional Committees –
 - 11.1. Regional Advisory Working Group <http://apps.mtc.ca.gov/events/agendaView.akt?p=2335> –on Plan Bay Area 2017 update and the ABAGs Regional Forecast
 - 11.2. Regional Model Working Group work plan*
 - 11.3. CMA Planners work plan*
12. Other Business /Next agenda
13. Adjourn

*Attachment

The next **SCTA** meeting will be held **February 9, 2015**



Countywide Bicycle & Pedestrian Advisory Committee MEETING AGENDA

January 27, 2015 1:30 PM

Sonoma County Transportation Authority
SCTA Large Conference Room
490 Mendocino Avenue, Suite 206
Santa Rosa, California 95401

ITEM

1. Introductions
2. Public Comment
3. Approval of Notes: November 25, 2014 – **DISCUSSION / ACTION***
4. CBPAC Officer Elections for 2015 – Staff Report – **DISCUSSION / ACTION***
5. Roundtable Updates
 - 5.1. Member Updates
 - 5.2. Other Entities' Updates
6. Bicycle and Pedestrian Count Program – Report – **ACTION***
7. Comprehensive Transportation Plan Project List – DISCUSSION
8. TDA3 & TFCA Quarterly Report – INFORMATION*
9. SCTA/RCPA – FY 2013-14 Annual Report – INFORMATION (hard copies available at meeting)
http://sctainfo.org/reports/Annual_Reports/2014_SCTA_RCPA_Annual_Report.pdf
10. Articles of Interest – INFORMATION
 - 10.1. All of the Best of 2014 - California Bicycle Coalition <https://calbike.org/bestof2014full/>
11. Other Business / Comments / Announcements
12. Adjourn - **ACTION**

*Materials attached.

The next **SCTA** meeting will be held February 9, 2014
The next **CBPAC** meeting will be held March 24, 2015

Copies of the full Agenda Packet are available at www.sctainfo.org

DISABLED ACCOMMODATION: If you have a disability that requires the agenda materials to be in an alternate format or that requires an interpreter or other person to assist you while attending this meeting, please contact SCTA at least 72 hours prior to the meeting to ensure arrangements for accommodation. SB 343
DOCUMENTS RELATED TO OPEN SESSION AGENDAS: Materials related to an item on this agenda submitted to the **COUNTYWIDE BICYCLE & PEDESTRIAN ADVISORY COMMITTEE** after distribution of the agenda packet are available for public inspection in the Sonoma County Transportation Authority office at 490 Mendocino Ave., Suite 206, during normal business hours.

Pagers, cellular telephones and all other communication devices should be turned off during the committee meeting to avoid electrical interference with the sound recording system.



Transit Paratransit Coordinating Committee

MEETING AGENDA

January 20, 2015, 1:30-3:00 PM**

Sonoma County Transportation Authority
SCTA Large Conference Room
490 Mendocino Avenue, Suite 206
Santa Rosa, California 95401

ITEM

1. Introductions
2. Public Comment
3. Approval of Meeting Notes: November 18, 2014 – **DISCUSSION / ACTION***
4. TPCC Elections for 2015 – **ACTION***
5. Review By Laws – DISCUSSION*
6. Roundtable Updates
 - 6.1. Transit / Paratransit Operators
 - 6.2. Other Entities
7. Comprehensive Transportation Plan Update – Discussion
8. SCTA/RCPA FY 203/2014 Annual Report – Information (hard copies will be available at meeting)
http://sctainfo.org/reports/Annual_Reports/2014_SCTA_RCPA_Annual_Report.pdf
9. Other Business / Comments / Announcements
10. Adjourn – **ACTION**

*Materials attached

The next **S C T A** meeting will be held February 9, 2015
The next **TPCC** meeting will be held March 17, 2015

Copies of the full Agenda Packet are available at www.sctainfo.org.

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Transit - Technical Advisory Committee

MEETING AGENDA

January 14, 2015 10:00 AM

Sonoma County Transportation Authority
SCTA Large Conference Room
490 Mendocino Avenue, Suite 206
Santa Rosa, California 95401

ITEM

1. Introductions
2. Approval of Meeting Notes: December 10, 2014 – **DISCUSSION / ACTION***
3. Updates: Transit Operators
4. Updates: Other Entities
5. Clipper Update – Discussion
6. SCTA/RCPA FY 203/2014 Annual Report – Information*
http://www.sctainfo.org/reports/Annual_Reports/2014_SCTA_RCPA_Annual_Report.pdf
7. Strategic Growth Council, Affordable Housing and Sustainable Communities (AHSC) – Final Draft Guidelines – http://www.sgc.ca.gov/docs/AHSC_Proposed_Final_Guidelines.pdf – Discussion
8. Comprehensive Transportation Plan Project Lists – Discussion
9. Lifeline Transportation Program Cycle 4 Call for Projects – Discussion*
10. Other Business / Comments / Announcements
11. Adjourn – **ACTION**

*Materials attached.

The next **S C T A** meeting will be held February 9, 2015
The next **T-TAC** meeting will be held February 11, 2015

DISABLED ACCOMMODATION: If you have a disability that requires the agenda materials to be in an alternate format or that requires an interpreter or other person to assist you while attending this meeting, please contact SCTA at least 72 hours prior to the meeting to ensure arrangements for accommodation.

SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS: Materials related to an item on this agenda submitted to the **Transit-Technical Advisory Committee** after distribution of the agenda packet are available for public inspection in the Sonoma County Transportation Authority office at 490 Mendocino Ave., Suite 206, during normal business hours. Pagers, cellular telephones and all other communication devices should be turned off during the committee meeting to avoid electrical interference with the sound recording system.

