

BOARD OF DIRECTORS AGENDA PACKET

**Monday, September 14, 2015
2:30 p.m.**

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



BOARD OF DIRECTORS AGENDA

September 14, 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 July 13, 2015 meeting (ACTION)*
 - B. **SCTA Items**
 - 3.2. Measure M – de-obligation of appropriation for design and right of way phase funds – Santa Rosa Creek Trail Project (ACTION)*
 - 3.3. Measure M – Fulton Road cooperative agreement with Santa Rosa and related appropriation request (ACTION)*
 - 3.4. Measure M – professional services agreement with Vali Cooper & Associates, Inc. for project management and project controls for various Highway 101 projects (ACTION)*
 - 3.5. Measure M – MSN-B2 Phase 2, PS&E Contract with Amendment 1 for time extension only (ACTION)*
 - C. **RCPA Items**
 - 3.6. CA2020 – contract for on call planning services with Pete Parkinson (ACTION)*
 - 3.7. Admin – Resolution of Commendation for Misty Mersich (ACTION)*
4. **Regular Calendar**
 - A. **RCPA Items**
 - 4.1. RCPA Planning
 - 4.1.1. CA2020 – status of draft document and upcoming public meetings (REPORT)*
 - 4.2. RCPA Programs
 - 4.2.1. Solid Waste – consideration of possible role for RCPA in Sonoma County Waste Management Agency programs and policy development (ACTION)*
 - B. **SCTA Items**
 - 4.3. SCTA Planning
 - 4.3.1. **PUBLIC HEARING: Comprehensive Transportation Plan** – (ACTION)*
 - Project list approval for the Regional Transportation Plan and the Comprehensive Transportation Plan
 - Performance assessment of policies



4.4. SCTA Projects and Programming

4.4.1. MTC – proposal to amend One Bay Area Grant (OBAG) funding for rail car purchase (ACTION)*

4.4.2. Measure M – status report on Measure M Bicycle and Pedestrian Projects (REPORT)

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

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 **October 12, 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.

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BOARD OF DIRECTORS MEETING

Meeting Minutes of July 13, 2015

ITEM

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 by Chair Sarah Gurney at 2:34 p.m.

Directors Present: Chair Gurney, City of Sebastopol; Vice Chair Rabbitt, Supervisor, Second District; Director Carlstrom, City of Santa Rosa; Director Chambers, City of Healdsburg; Director Gallian, City of Sonoma; Director Gorin, Supervisor, First District; Director Landman, City of Cotati; Director Miller, City of Petaluma; Director Russell, City of Cloverdale; Director Salmon, Town of Windsor.

Directors Absent: Director Mackenzie, City of Rohnert Park; Director Zane, Supervisor, Third District.

Chair Gurney announced that construction is continuing on the Laguna Bridge along Highway 12 in Sebastopol and that pile driving is taking place.

2. Public comment on items not on the regular agenda

Jerry Bernhaut, citizen of Santa Rosa (Oakmont) and environmental attorney, expressed concerns regarding the Climate Action 2020 and GHG emission reduction program as currently developed, and cited numerous additional factors that also need to be considered in this plan. He submitted his remarks in writing to the Board.

Ann Hancock of the Center for Climate Protection introduced colleagues Andrea Allen, Intern; Niki Woodard, Marketing and Communications, and Kristin Berger, Development. She expressed the Center's thanks for the assistance of Chris Barney of the SCTA, Lauren Casey of the RCPA, and Geof Syphers of Sonoma Clean Power in developing the Greenhouse Gas Report and inventory. She referred to a handout "teaser" on the report.

Ms. Hancock reported that an EV White Paper would be released shortly with recommendations on how to accelerate the electrification of the transportation sector.

3. Consent Calendar

A. SCTA/RCPA Concurrent Items

- 3.1. Admin – Minutes of the June 8, 2015 meeting (ACTION)*

Minutes approved with the following correction: Under Item 4.4, vote corrected to read: "...Directors Mackenzie, Rabbitt and Carlstrom absent."

B. SCTA Items

- 3.2. Measure M – annual report on Maintenance of Effort related to local roads program (ACTION)*
- 3.3. Measure M – Hwy 101 cooperative agreement with Caltrans, Amendment No. 1 to East Washington (MSN C1) Construction & Final Right of Way Engineering Coop Agreement 4-2318 (ACTION)*
- 3.4. Measure M – Hwy 101 cooperative agreement with Caltrans Amendment No. 3 to Marin Sonoma Narrows C2 related to design services Coop Agreement No. 4-2308 (ACTION)*
- 3.5. Measure M – Hwy 101 cooperative agreement with Caltrans Amendment No. 5 to North B Right-of-Way Capital and Support Services Coop Agreement 4-2320 (ACTION)*
- 3.6. Measure M – FY 14/15 Budget Adjustment; Escrow Fund Accounting 2015 Series Bonds Closed

C. RCPA Items

- 3.7. BAYREN – contract amendment related to the codes and standards budget (ACTION)*

Motion by Director Miller, seconded by Director Gallian, to approve the Consent Calendar, with corrections to Item 3.1 (minutes) as noted. Motion passed unanimously.

4. Regular Calendar

A. SCTA Items

4.1. SCTA Planning

4.1.1. PUBLIC HEARING:

Comprehensive Transportation Plan – Project review and performance assessment (REPORT)*

Janet Spilman described progress on the CTP (Moving Forward 2040) and referred to the list of projects from local sponsors posted online at the SCTA website. Projects proposed for the next 25 years tend to be more localized following the completion of Highway 101 widening and imminent deployment of SMART rail service. Highway 37 is the exception to this, given traffic congestion and climate change/sea level rise concerns.

Ms. Spilman summarized projects that have been proposed since the 2009 CTP, including programs to encourage reduction in vehicle miles traveled, bicycle and pedestrian safety (e.g., Safe Routes to School), ride share programs, and electric vehicle programs.

CTP projects will be incorporated into the 25-year Regional Transportation Plan

At the next meeting staff will present a concise list of projects for approval, including large capital projects and programs.

Ms. Spilman next introduced Chris Barney, who presented a slide show on project performance assessment to illustrate the impact of projects on the CTP goals.

This presentation summarized population and employment growth impacts on transportation; changing/aging population demographics; shifting commute patterns of Sonoma County workers (County residents vs. non-residents); Project impacts on vehicle miles traveled; Project impacts on household transportation costs; Project impacts on GHG reduction; and Project impacts on active transportation (walking, bicycling and transit).

Chair Gurney opened the item for public hearing; there was no public comment.

In response to Board questions regarding specific project details, Ms. Spilman referred the Board to links to the SCTA/RCPA website that are included in the staff report.

Mr. Barney cited capacity issues with regard to the current transit system, in response to Board inquiries as to making it more attractive to the public and increasing ridership. He noted that with the future increased population, even with increased transit ridership the increased driving off sets any significant increase in transit use.

In response to additional Board questions regarding transit, Mr. Barney noted that staff has utilized ABAG forecasts; however, this data is reviewed and adjusted every five years. Ms. Spilman noted that several scenarios could be provided regarding population and employment growth. Mr. Barney added that the project list will identify projects that are expected to be completed in the next ten years.

Discussion ensued regarding the high percentage of household income that is spent on transportation. Director Russell pointed out the importance of public education and possibly a workshop in this regard, and that employers would likely support transportation projects if they understand their impact in reducing transportation costs.

4.2. SCTA Projects and Programming

4.2.1. MTC – proposal for One Bay Area Grant 2 (OBAG2) funding and process (REPORT)

Suzanne Smith referred to a PowerPoint handout from MTC on the OBAG2 Proposal, explaining that the funding is less than anticipated. In OBAG Grant 1 \$21.6 million was received. The current proposal is for \$25.2 million for Sonoma County's share; for which SCTA would conduct a call for projects and distribute to local jurisdictions. Safe Routes to School funding is being rolled into Sonoma County's share. The PCA grant program is also included in this. More information will be provided

Board comments included disappointment in the proposal's formula related to affordable housing, and the need for this, particularly in Cloverdale. Ms. Smith noted that this was acknowledged by North Bay MTC

Commissioners Spering and Mackenzie, and added that another contributing factor is the trend now to include land use in transportation planning, and the fact that most grant programs for these projects are solely for transportation.

In response to Director Salmon's inquiry about the "mix" in allocating funding between competitive grants and some type of shared formula, Ms. Smith that this is likely to be similar to the procedure for OBAG 1, wherein a minimum amount was determined for each jurisdiction; however, this has not yet been discussed.

Director Gallian expressed her pleasure at the inclusion of Safe Routes to School funding.

Discussion continued regarding linking transportation funding to those areas to areas with higher growth and how the North Bay Counties are not competitive for grant funding under this formula. Director Rabbitt noted that the formulas were revised for the four North Bay counties. It was also noted by Director Gorin that urban areas generally have more representatives, and that Sonoma County must advocate for its unique and more agricultural land use planning.

4.2.2. Highways – report out from Highway 101 ad hoc committee (REPORT)*

Ms. Smith reported that the focus of the Committee was on the bond re-funding, which closed June 23. A savings of \$1.8 million to taxpayers was realized. \$15 million is available in new funding for new projects. Staff is trying to identify \$20 million in additional funding for Highway 101 construction.

Ms. Smith announced that the Governor had called a special legislative session for transportation, which may offer more funding opportunities. She noted that two local electeds, Senator Mike McGuire and Senator Dodd, will be attending this session.

Recent news is that the STIP funding is \$30,000 for 2016; the California Transportation Commission (CTC) is waiting on approving the fund estimate pending the outcome of the special legislative session.

The Board commended staff on getting significant savings as a result of the re-bonding.

4.2.3. Highways – report on HOV lane usage and regional express lane planning (ACTION)*

Ms. Smith introduced Andy Fremier, Executive Director of Operations at MTC. He presented slides on the Bay Area Managed Lanes Implementation Plan showing various levels of congestion in Sonoma and Marin County on Highway 101, pointing out specific sections of greatest congestion along the Marin-Sonoma Narrows and other segments; goals of the Plan; data showing HOV percentage use and person throughput by HOV; goals of the Plan (connectivity, efficiency and reliability); and data illustrating how existing HOV lanes are uncongested, but underutilized. Data also shows that commuters currently must plan for an extra 19 minutes in order to reach their destination on time. He also addressed ramp metering, showing its effectiveness since its implementation, and a proposal to have three express lanes on Highway 101 in Sonoma County. This would include converting existing HOV lanes to Express Lanes (using FasTrak) and complementing this with coordination with Marin HOV operations for smooth HOV operations along the overall corridor; Golden Gate Express Bus Services; and Park and Ride Lots.

Board discussion addressed whether MTC has approached large employers in Sonoma County to research whether there is an additional population that is not taking full advantage of the HOV lane; identifying those employers that are offering van pooling and car pooling; the duplication of taxation in having a gas tax as well as FasTrak and sales tax, and the status of electric vehicles in HOV lanes.

Mr. Fremier responded that MTC has not supported the free use of HOV lanes by electric vehicles, but noted that regulations for EVs are under the State.

Additional Board comments included the need for improved public transit service (e.g., the Express Bus in the morning is very effective, but there is no Express Bus service available for the evening commute, so it can take 3½ hours for passengers to get home). Planning for connection to future SMART rail service was also addressed.

The Board requested data on van pools from Sebastopol and Petaluma.

The significant use of limousine service in Sonoma County was also addressed. Inconsistency in HOV standards throughout the Bay Area was also noted, with different days and hours in different areas. It was also noted that HOV lanes are rarely used by two people going to work together, and that two people in a vehicle may not necessarily both be licensed drivers.

Mr. Fremier agreed to send the Board the PowerPoint presentation.

4.2.4. Highways – 2016 State Highways Operations and Protection Program (SHOPP) process and priorities of SCTA (ACTION)*

Ms. Smith summarized priorities of SHOPP projects; besides storm damage items, ADA ramps, etc., these projects include Route 121 roadway and shoulder widening for a three-mile segment starting south of the Highway 12/116/121 intersection; Route 12 re-paving through the Springs and downtown Sonoma, and Highway 101 reconstruction from Geyserville to Cloverdale.

Other potential SHOPP projects staff recommends for consideration include the Route 116/121 intersection; Route 116 near Sebastopol at the Intersection of Lone Pine/Mt. Vernon and Route 116 and Route 116 near Sebastopol at the Intersection of Hessel/Mt. Vernon and 116.

Additional significant projects to consider are the Highway 101 Marin-Sonoma Narrows B2 Phase 2 and Highway 37 (the eastbound left turn lane extension at Lakeville) and the Project Initiation Document for Highway 37.

Board comments addressed safety concerns at the left turn to the Sonoma Raceway in Sonoma; discussions with other counties and agencies to address Highway 37 concerns and the possibility of partnering to improve this highway; the importance of and need for the Highway 101 improvements between Geyserville and Cloverdale with increasing tours and visitors; and the need to make the Marin-Sonoma Narrows project a priority.

Further discussion took place regarding the potential impact on funding of Highway 101 going north for these projects with other Sonoma County projects.

Ms. Smith responded to Board questions regarding the amount of the SHOPP allocation and criteria for safety projects.

Motion by Director Russell, seconded by Director Carlstrom, to draft a letter of support to Caltrans, including its determination of those projects that it considers to be priority (Marin-Sonoma Narrows, Highway 37 and Highway 101 construction from Geyserville to Cloverdale). Motion passed unanimously.

4.2.5. Highways – request from Del Norte County to support a future project on Hwy 101 at Last Chance Grade south of Crescent City (ACTION)*

Ms. Smith presented a request for support of the realignment of the failing Last Chance Grade on Highway 101, noting that this funding would likely be from the SHOPP program. This project would eliminate the need for continuous shoring up of the road.

Board discussion involved the potential impact of allocating SHOPP funds for this project on SHOPP funding for Sonoma County projects.

Motion by Director Russell, seconded by Director Carlstrom, to direct staff to draft a letter of support to Caltrans of the realignment of the Last Chance Grade on Highway 101, with the recommendation to identify resources from Region 1 for this project. Motion passed unanimously.

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

James Cameron announced the ribbon cutting July 30 at 10:30 a.m. for the Old Redwood Highway Interchange. In early August the Petaluma Boulevard South off ramp will be closed for two months. A press release will be published and public outreach will take place in late July.

The College Avenue project is expected to be completed in mid-September.

B. RCPA Items

4.3. RCPA Programs

4.3.1. RCPA Activities Report (REPORT)*

Lauren Casey reported increased activity in energy efficiency programs throughout California and announced the addition of the City of Hayward to the PAYS program.

Ms. Casey reported that staff has been working on the Administrative Draft of the Climate Action Plan, with a public draft anticipated this fall.

Ms. Casey announced the opportunity to apply for the SunShot Solar Prize, noting that the San Francisco Department of the Environment is recruiting building departments within the BayREN region to participate in a regional collaboration that will expedite solar improvements and in exchange receive grant funding. She referred the Board to the letter from ABAG for further details.

Ms. Casey expressed staff’s appreciation for Jeremy Arroyo’s service to RCPA during his internship.

C. SCTA/RCPA Concurrent Items

4.4. Admin – Board goal setting and strategic discussion; proposal for August 2015 workshop (ACTION)*

Ms. Smith explained that this would be a three-hour workshop to examine the mission and goals of both agencies, looking ahead five years and identifying goals. This is tentatively scheduled for August 31, but Ms. Smith agreed to poll the Board to determine the best date.

4.5. Admin – web development contract authorization (ACTION)*

Brant Arthur presented a request to authorize execution of a contract for MOB Media following a Request for Proposals for web development. Five candidates were interviewed.

Mr. Arthur summarized the scope of services proposed by MOB Media, adding that this proposal will also ensure compliance with the Americans with Disabilities Act (ADA).

The Board inquired whether local candidates were considered; Ms. Smith explained that the one local candidate withdrew their proposal.

Motion by Director Landman, seconded by Director Miller, to execute the agreement with MOB Media for web development. The motion passed unanimously (10-0-2-0, Director Chambers and Director Carlstrom absent).

5. Reports and Announcements

5.1. Executive Committee report

The Executive Committee addressed the performance evaluation and amended contract for the Executive Director.

5.2. Regional agency reports*

Sonoma Clean Power: Director Landman reported that GHG emissions were 48% below PG &E, noting that data was significantly better than expected. A total bill savings of \$13 million to customers was realized.

SMART: Director Russell announced that the Federal Trade Commission confirmed that SMART met the financial, legal, and technical requirements to qualify as a direct grantee for receiving funding.

MTC: Director Rabbitt reported that the MTC determined to give ABAG a six-month budget this year.

5.3. Advisory Committee agendas*

Included in agenda packet.

5.4. SCTA/RCPA staff report

N/A

5.5. Announcements

N/A

6. Adjourn

5:21 p.m.

Staff Report

To: Sonoma County Transportation Authority

From: Seana L. S. Gause, Program/Project Analyst

Item: Item 3.2 Measure M – De-obligation of Appropriation for Design and Right of Way Phase Funds – Santa Rosa Creek Trail Project

Date: September 14, 2015

Issue:

Shall the Board de-obligate the Design and Right of Way phase funds appropriated to the City of Santa Rosa Measure M Bicycle and Pedestrian Project (\$43,449 and \$12,403 respectively) known as Santa Rosa Creek Trail (Streamside to Mission)?

Background:

In December 2013 the Board approved an appropriation adjustment by resolution for the design and right of way phases of the Measure M Bicycle and Pedestrian project known as the Santa Rosa Creek Trail (Streamside to Mission), in the amounts of \$128,000 and \$75,000, respectively. Due to all eligible activities for all phases being fully reimbursed, the City is unable to expend the remaining Measure M design and right of way appropriations. Under Strategic Plan Policy 4.9 (Proper and Timely Invoicing) the appropriation should be de-obligated. The Public Works Department for the City of Santa Rosa has indicated that the all eligible expenses have been invoiced and staff has agreed that the funds should be de-obligated. A full summary of the project appropriation history is on the following page of this staff report.

Policy Impacts:

The de-obligation of funds due to inactivity is called for per Policy 4.9 in the 2014 Measure M Strategic Plan. Appropriation and expenditure history are, per Strategic Plan Policy 4.5, taken into account when the next programming cycle occurs. The funds are available for re-appropriation with written request to the Board, and Board approval when the project sponsor is prepared to expend the funds on future phases of the project.

Fiscal Impacts:

These funds will be de-obligated from the project. The funds remain programmed to the City for the project until the next Strategic Plan update.

Staff Recommendation:

Staff recommends that the Board take action to de-obligate the remaining balance of the appropriations in the amount of \$43,449 for design and \$12,403 for the right of way phases of the Santa Rosa Creek Trail originally approved under resolution 2013-030.

Measure M Project: Santa Rosa Creek Trail #70106
Appropriation History (in Thousands)

Total Project Appropriations								Project
Component	Prior	05/06	07/108	10/11	11/12	13/14	15/16	Total
E&P (PA&ED)	0	20	10	10	0	10	0	50
PS&E	0	15	55	40	0	128	-43	195
R/W SUP (CT) *	0	0	0	0	0	75	-12	63
CON SUP (CT) *	0	0	15	-15	55	0	0	55
R/W	0	0	25	0	0	0	0	25
CON	0	0	0	0	430	-51	0	379
TOTAL	0	35	105	35	485	162	-55	767

Phase 1 Streamside to Mission								
Component	Prior	05/06	07/08	10/11	11/12	13/14	15/16	Total
E&P (PA&ED)		20				10		30
PS&E		15				128	-43	100
R/W SUP (CT) *						75	-12	63
CON SUP (CT) *			15	-15				0
R/W			25					25
CON						162		162
TOTAL	0	35	40	-15	0	375	-55	380

Phase 2 Dutton Access								
Component	Prior	05/06	07/08	10/11	11/12	13/14	15/16	Total
E&P (PA&ED)			10	10				20
PS&E			55	40				95
R/W SUP (CT) *								0
CON SUP (CT) *					55			55
R/W								0
CON					430	-213		217
TOTAL	0	0	65	50	485	-213	0	387

De-obligation numbers are rounded to nearest thousand for display purposes.

Staff Report

To: Sonoma County Transportation Authority

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

Item: 3.3 – Measure M Cooperative Funding Agreement and Appropriation
Request: Fulton Road Improvements, City of Santa Rosa

Date: September 14, 2015

Issue:

Shall the SCTA approve cooperative agreement M30406 with the City of Santa Rosa for the Fulton Road Improvements Project (attached)? Subsequently, shall the SCTA appropriate funds for the same project in the amount of \$500,000 for the Project Approval and Environmental Document (PA/ED) phase (letter attached)?

Background:

The City of Santa Rosa has requested to enter into a cooperative funding agreement to implement Fulton Road Improvements, a Measure M Local Street Project. SCTA counsel recommended that the project sponsor approve the agreement prior to SCTA approval. The City of Santa Rosa has authorized execution of this cooperative agreement, in accordance with the 2014 Measure M Strategic Plan.

Additionally, 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. The City of Santa Rosa has submitted an appropriation request to begin the Project Approval and Environmental Document phase of the project (see attached).

Coop Funding Agreement #	Jurisdiction	Category	Description	Phase	Appropriation Amount
M30406	Santa Rosa	LSP	Fulton Road Improvements	PA/ED	\$500,000
TOTAL					\$500,000

Policy Impacts:

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:

Consistent with the Measure M Strategic Plan, Measure M funds in the amount of \$500,000 will be made available to the City of Santa Rosa for the Fulton Road Improvements Project. 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 cooperative agreement M30406, and also adopt SCTA Resolution No. 2015-023 thus approving the aforementioned appropriation request.

**COOPERATIVE FUNDING AGREEMENT NO. M30406
BETWEEN
THE SONOMA COUNTY TRANSPORTATION AUTHORITY
AND
THE CITY OF SANTA ROSA**

This Agreement is made and entered into as of _____, 2015 (“Effective Date”) by and between the City of Santa Rosa hereinafter referred to as “**CITY**” 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. Pursuant to the Strategic Plan and Measure M, **AUTHORITY** and **CITY** desire to enter into a Cooperative Funding Agreement to define a framework to enable the two parties to work cooperatively in developing transportation improvements on Fulton Road in Sonoma County (hereinafter referred to as “Local Streets and Roads Program Improvements”).

3. In connection with the Local Streets and Roads Program, **CITY** desires to complete the Fulton Road Improvements Project (in phases), as more particularly described in Exhibit A to this Agreement (hereinafter referred to as the “Project”).

4. **CITY** has submitted a financial plan and schedule for completion of the Project which is attached hereto as Exhibit B (hereinafter referred to as the “Project Plan”).

5. Pursuant to the Strategic Plan and Measure M, **AUTHORITY** is committed to make available up to \$19,000,000 in 2004 dollars to assist with the Project

6. In 2008 as part of private development activities, \$8,700,000 of improvements were completed on the northern reach of Fulton Road between Wood Road and Piner Road. This \$8,700,000 in previous expenditure is the City share of eligible expenses for Phase 1 of the Fulton Road Improvements Project which includes both northern and southern reaches as described in Exhibit A.

7. This Agreement governs the respective obligations of the parties for Phase 1 of the Project. In the event Phase 2 of the project is approved by the City, the parties intend to modify this Agreement to state the respective obligations for Phase 2 of the Project.

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

SECTION I

CITY AGREES:

1. **CITY Contribution.** To provide at least \$8,700,000 toward phase one of the Project in local funds as match to **AUTHORITY**'s contribution per the Strategic Plan and Recital 5 above. **AUTHORITY** acknowledges and agrees that **CITY** has met \$8,700,000 of its funding obligation for Phase 1 of the Project.

2. **Project Completion.** To timely complete the Project in accordance with the deadlines set forth in the Project Plan.

3. **Invoices.** Should **CITY** desire reimbursement of its expenses in connection with this Agreement, **CITY** shall do so by requesting a specific appropriation of Measure M funding by submitting to **AUTHORITY** a Request for Funding Appropriation in the form attached hereto as Exhibit C (hereinafter referred to as "Appropriation Request"). Once an Appropriation Request is approved by **AUTHORITY**, **CITY** may submit to **AUTHORITY** invoices for reimbursements for expenses authorized under the terms of this Agreement and an approved Appropriation Request. Invoices shall be submitted to **AUTHORITY** no more frequently than monthly, and no less frequently than every six months following initial appropriation, provided however that if **CITY** is unable to invoice in this time frame a written request for time extension shall be provided or the funds may be deobligated. Invoices shall be in a form reasonably acceptable to **AUTHORITY**'s Executive Director.

4. **Compliance with Laws.** With regard to administering and completing the Project, **CITY** shall at all times comply with all applicable laws of the United States, the State of California, the County, and with all applicable regulations promulgated by federal, state, regional, or local administrative and regulatory agencies, now in force and as they may be enacted, issued, or amended during the term of this Agreement.

5. **Records.** To allow **AUTHORITY** to audit all expenditures relating to the Project funded through this Agreement. For the duration of the Project, and for five (5) years following completion of the Project, or earlier discharge of the Agreement, **CITY** shall

make available to **AUTHORITY** all records relating to expenses incurred in performance of this Agreement.

6. Reporting Requirements. To provide annual updates on the PROJECT to **AUTHORITY** in the form attached hereto as Exhibit D.

7. Excess Land Proceeds. **CITY** will transfer any net proceeds, after deducting auditable costs of sales, to **AUTHORITY** resulting from the sale of excess lands purchased in whole or in part with the Measure M funds, in the same proportion to the net proceeds as the original contribution of Measure M funds was to the purchase price of the original parcel.

SECTION II

AUTHORITY AGREES:

1. Reimbursement of CITY Expenses. Consistent with the Strategic Plan, to make available Measure M funds (currently set at \$8,700,000 in 2004 dollars) to assist with the Project. **AUTHORITY** shall process **CITY** invoices within forty-five (45) days of receiving an invoice in a form reasonably acceptable to **AUTHORITY**'s Executive Director.

2. Notice of Audit. To provide timely notice to **CITY** if an audit is to be conducted.

SECTION III

IT IS MUTUALLY AGREED:

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

2. Term. This Agreement will remain in effect until discharged as provided in Paragraph 3 or 13 of this Section III.

3. Discharge. This Agreement shall be subject to discharge as follows:

a. This Agreement may be canceled by a party for breach of any obligation, covenant or condition hereof by the other party, upon notice to the breaching party. With respect to any breach which is reasonably capable of being cured, the breaching

party shall have thirty (30) days from the date of the notice to initiate steps to cure. If the breaching party diligently pursues cure, such party shall be allowed a reasonable time to cure, not to exceed sixty (60) days from the date of the initial notice, unless a further extension is granted by the non-breaching party. On cancellation, the non-breaching party retains the same rights as a party exercising its right to terminate under the provisions of paragraph 3(b), except that the canceling party also retains any remedy for breach of the whole contract or any unperformed balance. If the Agreement is cancelled by **AUTHORITY** because **CITY** has failed to wholly or partially complete the Project, **AUTHORITY** may, at its option, demand repayment of all unexpended funds and funds determined by audit not to have been expended as provided for in this Agreement, with interest accrued thereon as would have accrued had such funds been invested in the Sonoma County Treasury Pool; and, further, to offset such balances due **AUTHORITY** from any other Measure M funds due **CITY**.

b. By mutual consent of both parties, this Agreement may be terminated at any time. Upon termination by mutual consent, **CITY** shall repay to **AUTHORITY** any unexpended funds originally provided to **CITY** under this Agreement, and any interest that has accrued thereon.

4. Indemnity. **CITY** agrees to accept all responsibility for loss or damage to any person or entity, including but not limited to **AUTHORITY**, and to defend, indemnify, hold harmless, reimburse and release **AUTHORITY**, its officers, agents, employees, successors and assigns from and against any and all actions, claims, damages, disabilities, liabilities and expense including, but not limited to attorneys' fees and the cost of litigation incurred in the defense of claims as to which this indemnity applies or incurred in an action by **AUTHORITY** to enforce the indemnity provisions herein, whether arising from personal injury, property damage or economic loss of any type, that may be asserted by any person or entity, including **CITY**, arising out of or in connection with the receipt or use of funds provided pursuant to this Agreement, whether or not there is concurrent negligence on the part of **AUTHORITY**, but, to the extent required by law, excluding liability due to the sole or active negligence or due to the willful misconduct of **AUTHORITY**. If there is a possible obligation to indemnify, **CITY's** duty to defend exists regardless of whether it is ultimately determined that there is not a duty to indemnify. **AUTHORITY** shall have the right to select its own legal counsel at the expense of **CITY**, subject to **CITY's** approval, which approval shall not be unreasonably withheld. This indemnification obligation is not limited in any way by any limitation on the amount or type of damages or compensation payable to or for **CITY** or its agents under workers' compensation acts, disability benefits acts, or other employee benefit acts.

5. Notices. Any notice which may be required under this Agreement shall be in writing, shall be effective when received, and shall be given by personal service, or by

certified or registered mail, return receipt requested, to the addresses set forth below, or to such addresses which may be specified in writing to the parties hereto.

To **CITY**: Transportation and Public Works Director
 City of Santa Rosa
 69 Stony Circle

 Santa Rosa, CA 95401
 (707) 543-3810

To **AUTHORITY**: Executive Director Sonoma County Transportation Authority
 490 Mendocino Avenue, Suite 206
 Santa Rosa, CA 95401
 (707) 565-5373
 suzsmith@sctainfo.org

6. Additional Acts and Documents. Each party agrees to do all such things and take all such actions, and to make, execute and deliver such other documents and instruments, as shall be reasonably requested to carry out the provisions, intent and purpose of the Agreement.

7. Integration. This Agreement represents the entire agreement of the parties with respect to the subject matter herein. No representations, warranties, inducements or oral agreements have been made by any of the parties except as expressly set forth herein, or in other contemporaneous written agreements.

8. Amendment. This Agreement may not be changed, modified or rescinded except in writing, signed by all parties hereto, and any attempt at oral modification of this Agreement shall be void and of no effect.

9. Independent Agency. **CITY** renders its services under this Agreement as an independent agency. None of the **CITY**'s agents or employees shall be agents or employees of the **AUTHORITY**.

10. Assignment. The Agreement may not be assigned, transferred, hypothecated, or pledged by any party without the express written consent of the other party.

11. Successors. This Agreement shall be binding upon the successor(s), assignee(s) or transferee(s) of the **AUTHORITY** or **CITY** as the case may be. This provision shall not be construed as an authorization to assign, transfer, hypothecate or pledge this Agreement other than as provided above.

12. Severability. Should any part of this Agreement be determined to be unenforceable, invalid, or beyond the authority of either party to enter into or carry out, such determination shall not affect the validity of the remainder of this Agreement which shall continue in full force and effect; provided that, the remainder of this Agreement can, absent the excised portion, be reasonably interpreted to give effect to the intentions of the parties.

13. Limitation. All obligations of **AUTHORITY** under the terms of this Agreement are expressly subject to **AUTHORITY**'s continued authorization to collect and expend the sales tax proceeds provided by Measure M. If for any reason **AUTHORITY**'s right to collect or expend such sales tax proceeds is terminated or suspended in whole or in part, **AUTHORITY** shall promptly notify **CITY**, and the parties shall consult on a course of action. If, after twenty-five (25) working days, a course of action is not agreed upon by the parties, this Agreement shall be deemed terminated by mutual or joint consent; provided, that any future obligation to fund from the date of the notice shall be expressly limited by and subject to (i) the lawful ability of **AUTHORITY** to expend sales tax proceeds for the purposes of the Agreement; and (ii) the availability, taking into consideration all the obligations of **AUTHORITY** under all outstanding contracts, agreements to other obligations of **AUTHORITY**, of funds for such purposes.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the Effective Date.

CITY OF SANTA ROSA



Mayor

SONOMA COUNTY
TRANSPORTATION AUTHORITY

By: _____
SCTA Chair

ATTEST:



City Clerk

APPROVED AS TO SUBSTANCE:

By: _____
Executive Director

APPROVED AS TO LEGAL FORM
FOR **CITY**:



City Attorney

APPROVED AS TO LEGAL FORM
FOR **AUTHORITY**:

By: _____
Legal Counsel
Authority

COOPERATIVE FUNDING AGREEMENT NO.M30406
BETWEEN
THE SONOMA COUNTY TRANSPORTATION AUTHORITY
AND

THE CITY OF SANTA ROSA

EXHIBIT A

DESCRIPTION OF THE PROJECT

Fulton Road Improvements Phases 1 and 2

Phase 1- Widen Fulton Road, including overlay existing pavement, or reconstruct as needed, add bike lanes, curb, gutter, sidewalk, and drainage improvements for approximately 2 miles from Guerneville Road northerly to Wood Road.

Northern Reach: Work to date- Improvements to the northern reach of Phase 1, Piner Road to Wood Road were completed in 2008 with development fees.

Southern Reach: Remaining work – Improvements to the southern reach of Phase 1, Guerneville Road to Piner Road will begin in 2015 beginning with preparation of an environmental document.

Phase 2 – Fulton Road Intersection at Route 12

Convert the existing signalized intersection of Fulton Road and Route 12 into a full interchange. Work has not begun on Phase 2.

**COOPERATIVE FUNDING AGREEMENT NO.M30406
BETWEEN
THE SONOMA COUNTY TRANSPORTATION AUTHORITY
AND**

THE CITY OF SANTA ROSA

EXHIBIT B

FINANCIAL PLAN AND SCHEDULE PHASE 1 (2004 Dollars)

<u>Fiscal Year</u>	<u>Prior</u>	<u>FY14/15</u>	<u>FY15/16</u>	<u>FY16/17</u>	<u>FY17/18</u>	<u>TOTAL</u>
Measure M	\$0	\$	\$500,000	\$1,200,000	\$7,000,000	\$8,700,000
City funds	\$8,700,000	\$0	\$20,000*	\$48,000	\$280,000	\$9,048,000
Total	\$8,700,000	\$0	\$520,000	\$1,248,000	\$7,280,000	17,748,000

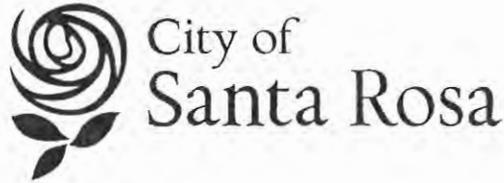
*Estimate of indirect city labor costs not eligible for reimbursement with Measure M funds as specified in Chapter 4 of the 2014 Measure M Strategic Plan. City's source of funds is expected to be Gas Taxes.

<u>Project Development Phase 1</u>	<u>Begin</u>	<u>End</u>
Scoping	July 2015	October 2015
Project Approval and Environmental Document (PA&ED)	October 2015	July 2016
Right of Way	July 2016	January 2017
Plans, specs, and estimate (PS&E)	July 2016	July 2017
Construction	August 2017	August 2018

COOPERATIVE FUNDING AGREEMENT NO.M30406
BETWEEN
THE SONOMA COUNTY TRANSPORTATION AUTHORITY
AND
THE CITY OF SANTA ROSA

EXHIBIT C

REQUEST FOR FUNDING APPROPRIATION



Date _____

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

FUNDING APPROPRIATION REQUEST

PROJECT NAME _____
AGREEMENT NO. _____

Dear SCTA Chair:

The City of (*name of City or County of Sonoma*) hereby requests that the Sonoma County Transportation Authority (SCTA) take action to appropriate funds at its next Board meeting for the (*name of project*).

The City (or County) has entered into a cooperative funding agreement with the SCTA (Cooperative Agreement No. (*number of agreement*)) and is ready to begin work on the (*name of development phase*) phase of the project. Below is the specific appropriation request information.

Project Name & Description:	<i>Fill in Project Name & Description</i>
Project Category:	<i>Fill in Local Street Project or Bicycle/Pedestrian Project.</i>
Phase Development Phase of this Appropriation:	<i>Fill in Development Phase (Scoping, Environmental, Right of Way Capital, Right of Way Support, PS&E, Construction Capital, or Construction Management). Note: Only one phase per request.</i>
Amount of Measure M Appropriate Request:	<i>Fill in amount of appropriation request.</i>
Amount of Local Funding Match:	<i>Fill in \$ Local Match for this request</i>
Sources of Local Funding Match:	<i>Fill in amount and source(s) of matching funds.</i>
Total Project Cost:	<i>Fill in total cost of project, including all fund sources and phases.</i>

The current schedule for the (*name of project*) is as follows:

Project Development Phase	Begin	Complete
Scoping	date	date
Environmental	date	date
Right of Way	date	date
PS&E	date	date
Construction	date	date

Thank you for your consideration.
 Sincerely,

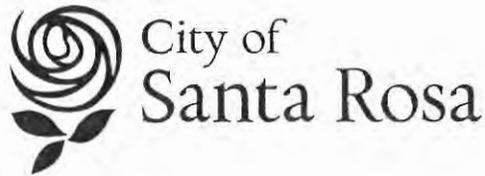
NAME _____
 Title _____
 Exhibit D _____
 cc: _____

Cooperative Funding Agreement No. _____
 City of _____

COOPERATIVE FUNDING AGREEMENT NO.M30406
BETWEEN
THE SONOMA COUNTY TRANSPORTATION AUTHORITY
AND
THE CITY OF SANTA ROSA

EXHIBIT D

PROJECT REPORTING LETTER



Date

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

[Name of Project] - Annual Reporting Letter – FY _____

Dear SCTA Chairman:

The City of / County of _____ is pleased to present information related to Measure M funding for the following project for FY _____ Reported:

Work was performed on the following project using Measure M funds including:

A.	Project Name:	
	Project Phase/Development Phase:	
B.	Amount Appropriated in Previous Fiscal Years	\$ -
C.	Total Amount of Unexpended Appropriations from Prior FY	\$ -
D.	Amount Appropriated in FY 08/09	\$ -
E.	Reimbursements Received in FY 08/09	\$ -
F.	Amount of Matching Funds Provided	\$ -
G.	Total Measure M Reimbursements Received in Prior Years	\$ -
H.	Total Measure M Funding Reimbursed to Date	\$ -
I.	Total Appropriation Remaining Balance to Rollover to FY 09/10	\$ -

- J. Describe work completed this fiscal year.
- K. How were bike/pedestrian needs considered?

L.	Overall Status of Project by Phase	% Complete	Est. Completion Date
	Scoping		
	Environmental		
	Design		
	Right of Way		
	Construction & Construction Management		

RESOLUTION NO. 28674

RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA ROSA APPROVING THE COOPERATIVE FUNDING AGREEMENT NO. M30406 WITH SONOMA COUNTY TRANSPORTATION AUTHORITY FOR MEASURE M FUNDS FOR THE FULTON ROAD IMPROVEMENTS

WHEREAS, the 2004 Sonoma County Traffic Relief Act Expenditure includes \$47,400,00 in 2004 dollars, for the Fulton Road Improvements including the Widen Fulton Road from Guerneville Road to Wood Road (Phase 1) and the Fulton Road Interchange at Route 12 (Phase 2); and

WHEREAS, in 2008 the northern half of Phase 1, Piner Road to Wood Road, was completed with \$8,700,000 of development fees; and

WHEREAS, The City of Santa Rosa seeks funding from the Sonoma County Transportation Authority (SCTA) to complete the southern half of Phase 1, Guerneville Road to Piner Road; and

WHEREAS, the 2014 Measure M Strategic Plan includes \$8,700,000 between Fiscal Year 14/15 and Fiscal Year 17/18; and

WHEREAS, 2014 Measure M Strategic Plan commits \$500,000 in Fiscal Year 14/15.

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Santa Rosa approves and authorizes the Mayor to execute the Cooperative Funding Agreement No. M30406 between the Sonoma County Transportation Authority and the City of Santa Rosa, in substantially the same form as Exhibit A hereto, subject to approval as to form by the City Attorney.

BE IT FURTHER RESOLVED that Exhibit A is made part of this Resolution.

BE IT FURTHER RESOLVED that the \$500,000 of Measure M funds be appropriated into Account Number 17444, Widen Fulton Road, Guerneville Road to Piner Road.

BE IT FURTHER RESOLVED that the Public Works Director is hereby authorized to submit to the Authority, on behalf of City, Request(s) for Appropriation of Funds on an as needed basis provided in the aggregate the Request(s) for Appropriation of Funds do not exceed the funding set forth in the Cooperative Agreement.

///

///

BE IT FURTHER RESOLVED that the Transportation and Public Works Director is authorized and directed to execute such documents as may be required by the SCTA, consistent with this resolution and the Cooperative Agreement, to secure the funding described in the Cooperative Agreement for the Project.

IN COUNCIL DULY PASSED this 4th day of August, 2015.

AYES: (6) Mayor Sawyer, Vice Mayor Coursey, Council Members Carlstrom, Combs, Olivares, Wysocky

NOES: (0)

ABSENT: (1) Council Member Schwedhelm

ABSTAIN: (0)

ATTEST

[Redacted Signature]
City Clerk

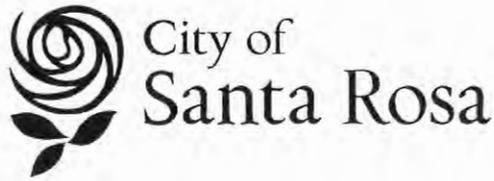
APPROVED

[Redacted Signature]
Mayor

APPROVED AS TO FORM:

[Redacted Signature]
City Attorney

Attachment: Exhibit A – Cooperative Funding Agreement No. M30406 between the Sonoma County Transportation Authority and the City of Santa Rosa



August 25, 2015

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

FUNDING APPROPRIATION REQUEST
PROJECT NAME: FULTON ROAD IMPROVEMENTS PHASE 1
AGREEMENT NO. M30406

Dear SCTA Chair:

The City of Santa Rosa hereby requests that the Sonoma County Transportation Authority (SCTA) take action to appropriate funds for the Fulton Road Improvements Phase 1 at its next Board meeting.

The City has entered into a cooperative funding agreement with the SCTA (Cooperative Funding Agreement No. M30406) and is ready to begin work on the Environmental phase of the project. Below is the specific appropriation request information.

Project Name & Description:	Fulton Road Improvements Phase 1, Guerneville Road to Wood Road
Project Category	<i>Local Street Project</i>
Development Phase of this Appropriation:	<i>Environmental</i>
Amount of Measure M Appropriate Request:	<i>\$500,000</i>
Amount of Local Funding Match:	<i>\$500,000</i>
Sources of Local Funding Match:	<i>Development Fees</i>
Total Project Cost:	<i>\$17,748,000</i>

The current schedule for the Fulton Road Improvements Phase 1 is as follows:

Project Development Phase	Begin	Complete
Scoping	July 2015	October 2015
Environmental	October 2015	July 2016
Right of Way	July 2016	January 2017
PS&E	July 2016	July 2017
Construction	August 2017	August 2018

Thank you for your consideration.
Sincerely,



Jason Nutt
Director of Transportation and Public Works

cc:
Colleen Ferguson
Rob Sprinkle

SCTA Resolution No. 2015-023
Sonoma County Transportation Authority
September 14, 2015
M30406
City of Santa Rosa
\$500,000

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE
SONOMA COUNTY TRANSPORTATION AUTHORITY, COUNTY
OF SONOMA, STATE OF CALIFORNIA, APPROPRIATING
MEASURE M FUNDS OF \$500,000 TO THE CITY OF SANTA
ROSA FOR FULTON ROAD PROJECT APPROVAL AND
ENVIRONMENTAL DOCUMENT, IN ACCORDANCE WITH
COOPERATIVE FUNDING AGREEMENT NO. M30406**

WHEREAS, the 2004 Sonoma County Traffic Relief Act Expenditure Plan (hereinafter "Expenditure Plan") includes \$19,000,000 in 2004 dollars, for the Fulton Road Improvements in Santa Rosa Local Street Projects funding category; and

WHEREAS, the Sonoma County Transportation Authority (hereinafter "Authority") and the City of Santa Rosa (hereinafter "City") have entered into Cooperative Funding Agreement No. M30406 (hereinafter "Cooperative Agreement") regarding the Fulton Road Improvements (hereinafter "**Project**"); and

WHEREAS, City of Santa Rosa has submitted a Request for Appropriation of Funds dated August 24, 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.

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 \$500,000 to the City of Santa Rosa 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 the City of Santa Rosa in accordance with the provisions of 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 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 approval of this resolution.

SCTA Resolution No. 2015-023
Sonoma County Transportation Authority
September 14, 2015
M30406
City of Santa Rosa
\$500,000

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 Glade Gurney	_____	Director Russell	_____
Director Gorin	_____	Director Salmon	_____
Director Landman	_____	Director Zane	_____

Ayes: Noes: Absent: Abstain:

Sarah Glade Gurney, SCTA Chair

This **RESOLUTION** was entered into at a meeting of the Sonoma County Transportation Authority held on September 14, 2015 in Santa Rosa, California.

Attest:

Suzanne Smith, Executive Director
Clerk, Sonoma County Transportation Authority

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. 2015-023

Date: September 14, 2015

Amount of Funds: \$500,000

Appropriated to: City of Santa Rosa

Program Category: Local Streets Project (LSP)

Specific Project: Fulton Road Improvements

Appropriated For: Project Approval / Environmental Document (PA/ED)

Scope of Work: PA/ED, including preliminary engineering.

Other Conditions:

Staff Comments: This is the first appropriation for this project

ATTACHMENT B
Chronological Listing of Fund Appropriation Resolutions
COOPERATIVE FUNDING AGREEMENT NO. M30406
Between the Sonoma County Transportation Authority
And the City of Santa Rosa

Project Number	Resolution Number	Date	Funds Appropriated	Cumulative Total
M30406	2015-023	September 14, 2015	\$500,000	\$500,000
TOTAL FUNDS APPROPRIATED				\$500,000

Staff Report

To: Sonoma County Transportation Authority

From: James R. Cameron, Deputy Director of Project & Programming

Item: 3.4 – Measure M – professional services agreement with Vali Cooper & Associates, Inc. for project management and project controls for various Highway 101 projects

Date: September 14, 2015

Issue:

Should SCTA enter into an Agreement No. SCTA16006 with Vali Cooper & Associates, Inc., an engineering management services firm, to provide Project Management, Project Controls, and Program Management services for the Measure M - Highway 101 Marin-Sonoma Narrows (MSN), Old Redwood Hwy projects and Local Street Projects (LSP) program of projects?

Background:

There are a number of Highway 101 corridor projects that are in various phases of project development and/or construction.

The MSN Corridor has been split into nine separate projects to date:

- High Occupancy Vehicle (HOV) lanes A-1, A-2, and A-3 in Marin County (Hwy 37 to north of Rowland Ave/Atherton Avenue),
- Redwood Landfill Interchange (B-1) north of Novato,
- Petaluma Boulevard South Interchange and Petaluma River Bridge (B-2),
- Sonoma Median Widening south of the Petaluma Boulevard South Interchange (B2-Phase2),
- San Antonio Curve Modification (B-3),
- Route 116 Bridges (C-3), and
- HOV lanes through central Petaluma (C-2).

The A-1 A-2, A-3 and B-1 projects have completed construction. C-3 and B-2 project construction is scheduled to continue through 2016. The B-2 Phase 2 and C-2 projects are shelved with a 100% design ready to be finalized and advertised for bid once construction funds are identified. The right-of-way phase of C-2 is fully funded and right of way acquisition is underway to purchase property from willing sellers.

Per the Memorandum of Understanding (MOU) for the MSN Project executed between SCTA, TAM, and Caltrans, SCTA is responsible for providing a corridor-wide Project Controls Manager (PCM) who is responsible for the collection, documentation, and reporting of progress and changes to the approved scope, schedule, and cost for all corridor projects for the PS&E and R/W acquisition phases of the

projects. GC Preston, P.C. provided this function in the past with Connie Fremier from Vali Cooper & Associates as a sub-contractor.

In addition, SCTA is responsible for providing a Project Manager (PM) for the B-2, B-2 Phase 2, C-2, and C-3 projects. The PM is directly responsible for the management and delivery of the PS&E packages produced by SCTA consultants (URS Corporation for the B-2, B-2 Phase 2 and C-3 projects and BKF Engineers for the C-2 project) and for coordinating with Caltrans design engineers on Caltrans performed portions of the PS&E work. SCTA and consulting engineering staff will work diligently to seek new sources of construction funds for various projects, in particular the C-2 and MSN Segment B Phase 2 projects (remaining HOV lanes in Sonoma County and Marin County).

SCTA also provides project management assistance on the Airport Blvd Interchange (North B) and Old Redwood Highway Interchange projects which are scheduled to continue through 2016 and have mitigation monitoring requirements per the regulatory agency permits through at least 2018. Survival rates of mitigation planting will determine project completion.

And lastly, Landscaping for the North B, MSN C3 and MSN B2 is in the design phase. Remaining Landscaping for North, Central and MSN has been suspended pending identification of additional funds.

Due to the complexity, size of the engineering projects, concurrent time frames, and the need for day-in and day-out oversight management of the various MSN projects and the work load associated with the on-going Central, Wilfred, North, East Washington, and Old Redwood Highway projects, SCTA staff continues to need outside engineering consulting services assistance to perform specific project management, project controls, and Measure M program assistance (including development of the Strategic Plan and 10 Year Report) in order to maintain project schedules and cost control for the various projects.

SCTA needs the continued services of an engineer who has intimate knowledge of the Highway 101 Corridor projects within Sonoma County and of the Caltrans project delivery process and who is able to dedicate time to SCTA projects. Given the tight time frames for project delivery and constant risks for project cost over-runs, it is desirable for SCTA to have an engineer that can dedicate efforts to the various Highway 101 Corridor/LSP projects and can produce immediately without having coming up to speed on the funding, environmental, and preliminary engineering aspects of the various projects.

On September 8, 2014 the SCTA Board approved a contract with GC Preston, P.C., an engineering management services firm, to provide Project Management, Project Controls, and Program Management services for the Measure M - Highway 101 Marin-Sonoma Narrows (MSN), Old Redwood Highway projects and Local Street Projects (LSP). The term of the contract is through December 15, 2016. Guy Preston, owner of GC Preston, P.C., has decided to dissolve his business and is no longer available to provide services to SCTA. Vali Cooper & Associates, Inc., is a sub-consultant to GC Preston, P.C. and has been providing project management services for the MSN C2, North B and Central C projects as well as assisting with the management of final right of way activates and agreement and invoice management for various other Highway 101 projects.

SCTA desires to continue program/project management services with Vali Cooper & Associates, Inc. in order to avoid disruption and provide continuity of services on the remaining Highway 101 Corridor projects. Vali Cooper & Associates, Inc. has been providing an engineer who has intimate knowledge of the Highway 101 corridor projects within Sonoma County and of the Caltrans project delivery process and who is able to dedicate her time to SCTA projects. It is desirable for SCTA to have an engineer who can continue the services currently provided under the GC Preston, P.C. contract who has the institutional knowledge of the projects and can produce immediately without having to come up to speed on the funding, design, construction and right of way aspects of the various projects.

Agreement SCTA08016 with GC Preston, P.C. will be terminated effective December 31st, 2015, in accordance with Section 4.1 TERMINATION WITHOUT CAUSE approximately 1 year in advance of the agreement term. The GC Preston, P.C. scope would be redistribute between SCTA staff and Vali Cooper & Associates, Inc. To accomplish this staff recommends a new contract with Vali Cooper & Associates, Inc. to continue the work Vali Cooper & Associates, Inc. has been performing as a sub-consultant under the GC Preston, P.C. agreement. The Vali Cooper & Associates agreement will be funded from the savings realized in terminating the GC Preston, P.C. contract.

Attached is a draft copy of the proposed contract.

Policy Impacts:

There are no policy impacts as a result of the proposed action.

Fiscal Impacts:

If the Board takes action to authorize approval of the proposed Vali Cooper & Associates, Inc. Agreement for \$178K, the contract will be funded from the savings realized after terminating the GC Preston, P.C. Contract. After fully funding the Vali Cooper & Associates, Inc. agreement SCTA expects to realize a \$200,000 net savings in consultant fees. This savings will be returned to the Measure M Cash flow model ending balance for Highway 101 projects.

Staff Recommendation:

Staff recommends that the Board authorize the chair to execute an agreement with Vali Cooper & Associates, Inc., not to exceed total contract of \$178K for Project Management, Project Controls, and Program Management services for Measure M, including the Highway 101 MSN and Old Redwood Highway projects and LSP projects pending review and comment by County Counsel.

AGREEMENT FOR CONSULTANT SERVICES

This agreement (“Agreement”), dated December 1, 2015 (“Effective Date”) is made by and between Vali Cooper and Associates, Inc., (hereinafter referred to as “CONSULTANT”), and the Sonoma County Transportation Authority (hereinafter referred to as “SCTA”) for the purpose of providing skilled and knowledgeable professional engineering consulting services in connection with Project Management, Project Controls, and Program Management for various Highway 101 projects between the Highway 37 interchange in Novato to the Old Redwood Highway/Windsor River Road interchange in Windsor.

RECITALS

WHEREAS, the California Department of Transportation (hereinafter “Caltrans”), SCTA, and the Transportation Authority of Marin (hereinafter TAM) have determined to undertake various projects on Route 101 from 0.3 miles north of the Route 37 interchange in the City of Novato to 0.3 miles north of the Corona Road Overcrossing in the City of Petaluma; PM 18.6/27.7 in Marin County and PM 0.0/7.1 in Sonoma County (hereinafter “the MSN Corridor Project”); and

WHEREAS, Caltrans and SCTA have determined to undertake various projects on Route 101 from 0.3 miles north of the Corona Road Overcrossing in the City of Petaluma to the Rohnert Park Expressway interchange in Rohnert Park; PM 7.5/13.9 (hereinafter the “Central Project”), from Rohnert Park Expressway interchange to Santa Rosa Avenue interchange in Santa Rosa; PM 13.9/15.5 (hereinafter the “Wilfred Project”), and from the Steele Lane interchange in Santa Rosa to the Windsor River Road interchange in Windsor; PM 21.7/29.3 (hereinafter the “North Project” all in Sonoma County; and

WHEREAS, Central, Wilfred, North and MSN Projects all have ongoing Project Management, Project Controls and Program Management needs defined by twenty-three cooperative agreements between Caltrans and SCTA, and

WHEREAS, SCTA, TAM, and Caltrans have entered into a Memorandum of Understanding (MOU) for the MSN Corridor Project outlining responsibilities and roles for delivery of various MSN Corridor projects; and

WHEREAS, CONSULTANT is a duly qualified engineering program and project management firm having appropriate experience to perform project management, project controls, and program management functions necessary for the delivery of the various Route 101 projects from programming phases through construction phases; and

WHEREAS, in the judgment of SCTA’s Board of Directors it is necessary and desirable to employ the services of CONSULTANT to perform project management, project controls, and program management functions in order to keep the various Route 101 improvement projects on schedule and within budget;

OPERATIVE PROVISIONS

NOW, THEREFORE, in consideration of the recitals set forth above and the covenants contained herein, CONSULTANT and SCTA mutually agree as follows:

1. GENERAL PROVISIONS

1.1 SCOPE OF SERVICES: SCTA retains CONSULTANT to perform the services specified in the Scope of Work, attached hereto as Exhibit A and incorporated herein by this reference attached hereto and incorporated herein by this reference. CONSULTANT shall work closely with SCTA staff in the performance of all work pursuant to this Agreement.

1.2 PERFORMANCE STANDARD: CONSULTANT shall perform all work hereunder in a manner consistent with the level of competency and standard of care normally observed by a person practicing in CONSULTANT's profession. If SCTA determines that any of CONSULTANT's work is not in accordance with such level of competency and standard of care, SCTA, in its sole discretion, shall have the right to do any or all of the following: (a) require CONSULTANT to meet with SCTA to review the quality of the work and resolve matters of concern; (b) require CONSULTANT to repeat the work at no additional charge until it is satisfactory; or (c) terminate this Agreement pursuant to paragraph 4.2; or (d) pursue any and all other remedies at law or in equity.

1.3 ASSIGNED PERSONNEL: CONSULTANT shall assign only competent personnel to perform work hereunder. In the event that at any time, and for any reason, SCTA desires the removal of any person or persons assigned by CONSULTANT to perform work hereunder, CONSULTANT shall remove such person or persons immediately upon receiving written notice from SCTA.

1.4 KEY PERSONNEL:

(a) Any and all persons identified in this Agreement or any exhibit hereto as the project manager, project team, or other professional performing work hereunder are deemed by SCTA to be key personnel whose services were a material inducement to SCTA to enter into this Agreement, and without whose services SCTA would not have entered into this Agreement. CONSULTANT shall not remove, replace, substitute, or otherwise change any key personnel without the prior written consent of SCTA which shall not be unreasonably withheld. With respect to performance of work under this Agreement, CONSULTANT shall employ the following key personnel:

- Connie Fremier, Project Delivery Manager
- Steve Matranga, Project Controls Engineer

(b) In the event that any of CONSULTANT'S personnel and sub-consultant's personnel assigned to perform services under this Agreement become unavailable due to resignation, sickness, or other factors outside of CONSULTANTS'S control, CONSULTANT shall be responsible for timely provision of adequately qualified replacements. All replacement personal shall be subject to the approval of SCTA.

2. COMPENSATION:

2.1 PAYMENT FOR CONSULTANT'S SERVICES: For all services required hereunder (including without limitation, all tools, equipment, labor, supplies, subcontracts, sub-consultants, supervision, and materials), CONSULTANT shall be paid for salary expenses in accordance with the hourly rates specified in Exhibit B, attached hereto and incorporated herein by this reference, and for non-salary expenses in accordance with paragraph 2.2. Consultant shall be paid on a time and material basis in accordance with Exhibit B and paragraphs 2.2 and 2.3, provided, however, that Consultant agrees to perform all services described in this Agreement for an amount not to exceed One Hundred Seventy Eight Thousand dollars (\$178,000). The hourly rates specified in Exhibit B shall cover all salary-related costs, including, without limitation, salary, fringe benefits, overhead, and profit.

2.2 PAYMENT FOR CONSULTANT'S NON-SALARY EXPENSES: Subject to paragraph 2.1 above, actual cost of non-salary expenses provided by CONSULTANT, incurred directly for the Project, shall be reimbursed in accordance with usual and customary rates. Such expenses are limited to the following:

- (a) Services directly applicable to the Project, such as commercial printing, binding, and (with approval of SCTA) special consultants.
- (b) Identifiable reproduction services applicable to the Project such as printing of drawings, photostating, multilithing, printing, and similar services.
- (c) Identifiable communication services such as long-distance telephone, telegraph, cable, express services and postage other than for general correspondence.
- (d) Reasonable and necessary living and traveling expenses of employees when away from home office on business directly connected with the Project.
- (e) Automobile expenses per the current Caltrans Travel Guide for Non-Represented Employees.

2.3 PAYMENT PROCEDURE FOR CONSULTANT'S SERVICES: SCTA shall make payments to CONSULTANT on the basis of CONSULTANT's invoice to SCTA for work performed. CONSULTANT shall submit an invoice to SCTA on a monthly basis which shall contain the following information: A) the amount of the current billing and a description of the associated work performed during the period, including the status of all deliverables; B) the total amount of the previous bill; C) the total-to-date billings; D) the estimated percentage of work completed on a task-by-task basis; and E) such other information as SCTA deems necessary. Within fifteen (15) business days following receipt of the invoice, SCTA shall determine whether CONSULTANT has satisfactorily performed the work identified in the invoice. If SCTA determines that CONSULTANT has not satisfactorily performed such work, SCTA shall

inform CONSULTANT in writing of such fact and may proceed pursuant to paragraph 1.3. Subject to the provisions of paragraph 4, SCTA shall cause payment to be made to CONSULTANT within thirty (30) business days following SCTA's determination that CONSULTANT has satisfactorily performed the work for which CONSULTANT has invoiced SCTA.

3. TERM OF AGREEMENT: The term of this Agreement shall be Thirty Seven (37) months from the Effective Date of this agreement unless terminated earlier in accordance with the provisions of paragraph 4 below.

4. TERMINATION:

4.1 TERMINATION WITHOUT CAUSE: At any time and without cause, SCTA, in its sole discretion, shall have the right to terminate this Agreement by giving CONSULTANT ten (10) business days written notice of termination. In such event, as full payment for all services hereunder, SCTA shall pay CONSULTANT for work satisfactorily performed and reimbursable expenses properly incurred up to the date of termination. Such payment shall be made in the manner provided in paragraph 4.3.

4.2 TERMINATION FOR CAUSE: Should CONSULTANT fail to perform any of its obligations hereunder, within the time and in the manner provided herein, or otherwise violate any of the terms of this Agreement, SCTA may terminate this Agreement immediately by giving CONSULTANT written notice of termination, stating the reason for termination. In such event, as full payment for all services hereunder, SCTA shall pay CONSULTANT for work satisfactorily performed and reimbursable expenses properly incurred up to the date of termination, less the amount of damage, if any, sustained by SCTA by virtue of CONSULTANT's breach of this Agreement. Notwithstanding any other provision of this agreement, such payment shall be limited to an amount which bears the same ratio to the total payment specified in the Agreement as the services satisfactorily rendered hereunder by Consultant bear to the total services otherwise required to be performed for such total payment; and further provided that in the case of termination for cause, SCTA shall deduct from the sum otherwise due Consultant the amount of damage, if any sustained by SCTA by virtue of CONSULTANT's breach of this Agreement. Such payment shall be made in the manner provided in paragraph 4.3.

4.3 DELIVERY OF WORK PRODUCT AND FINAL PAYMENT UPON TERMINATION: In the event of termination, CONSULTANT shall, within ten (10) days following the date of termination, deliver to SCTA all materials subject to the provisions of paragraph 15 and submit to SCTA an invoice for work performed and reimbursable expenses incurred up to the date of termination. The invoice shall contain the information specified in paragraph 2.3. Upon receipt thereof, SCTA shall determine whether CONSULTANT has satisfactorily performed the work and properly incurred the reimbursable expenses identified in the invoice and cause payment to be made to CONSULTANT for that portion of such work and such reimbursable expenses that SCTA determines CONSULTANT has satisfactorily performed or properly incurred, within the limitations set out in paragraph 4.2.

5. **INDEMNIFICATION**: CONSULTANT agrees to accept responsibility for loss or damage to any person or entity, and to defend, indemnify, hold harmless, and release SCTA, its officers, agents, and employees, from and against any and all actions, claims, damages, liabilities, or expenses that may be asserted by any person or entity, including CONSULTANT, arising out of or in connection with the negligent performance or willful misconduct of CONSULTANT hereunder, whether or not there is concurrent negligence on the part of SCTA, but excluding liability due to the extent of any such concurrent or sole negligence or the willful misconduct of SCTA. This indemnification obligation is not limited in any way by any limitation on the amount or type of damages or compensation payable to or for CONSULTANT or its agents under workers' compensation acts, disability benefits acts, or other employee benefit acts. In addition, CONSULTANT shall be liable to SCTA for any loss or damage to SCTA property arising from or in connection with CONSULTANT'S negligent performance or willful misconduct hereunder.

6. **INSURANCE**: With respect to the performance of work hereunder, CONSULTANT shall maintain, and shall require all of its subcontractors, subconsultants, and other agents to maintain, insurance as described below:

6.1 **Workers' Compensation Insurance**: Workers' compensation insurance with statutory limits as required by the Labor Code of the State of California. Said policy shall be endorsed with the following specific language:

- (1) "This policy shall not be canceled or materially changed without first giving thirty (30) days' written notice of cancellation to SCTA."

6.2 **General Liability Insurance**: Commercial general liability insurance covering bodily injury and property damage using an occurrence policy form, in an amount no less than one million dollars (\$1,000,000.00) combined single limit for each occurrence. Said commercial general liability insurance policy shall either be endorsed with the following specific language or contain equivalent language in the policy:

- (1) "Sonoma County Transportation Authority, its officers and employees, is named as additional insured for all liability arising out of the operations by or on behalf of the named insured in the performance of this Agreement."
- (2) "The inclusion of more than one insured shall not operate to impair the rights of one insured against another insured, and the coverage afforded shall apply as though separate policies had been issued to each insured, but the inclusion of more than one insured shall not operate to increase the limits of the company's liability."
- (3) "The insurance provided herein is primary coverage to the Sonoma County Transportation Authority with respect to

any insurance or self-insurance programs maintained by SCTA.”

(4) “This policy shall not be canceled or materially changed without first giving thirty (30) days’ written notice of cancellation to SCTA.”

6.3 Automobile Insurance: Automobile liability insurance covering bodily injury and property damage in an amount no less than one million dollars (\$1,000,000.00) combined single limit for each occurrence. Said insurance shall include coverage for owned, hired, and non-owned vehicles. Said policy shall be endorsed with the following language:

(1) “This policy shall not be canceled or materially changed without first giving thirty (30) days’ written notice of cancellation to SCTA.”

6.4 Professional liability insurance: Professional liability insurance for all activities of CONSULTANT arising out of or in connection with this Agreement in an amount no less than one million dollars (\$1,000,000.00) combined single limit for each claim. Said policy shall be endorsed with the following specific language or contain equivalent language in the policy:

(1) “This policy shall not be canceled or materially changed without first giving thirty (30) days’ written notice of cancellation to SCTA.”

6.5 Documentation: The following documentation shall be submitted to SCTA:

(1) Properly executed Certificates of Insurance clearly evidencing all coverages, limits, and endorsements required above. Said Certificates shall be submitted prior to SCTA’s execution of this Agreement.

(2) Signed copies of the specified endorsements for each policy. Said endorsement copies shall be submitted within thirty (30) days of SCTA’s execution of this Agreement.

6.6 Policy Obligations: CONSULTANT’s indemnification and other obligations shall not be limited by the foregoing insurance requirements.

6.7 Material Breach: If CONSULTANT, for any reason, fails to maintain the insurance coverage required by this Agreement, the same shall be deemed a material breach of contract. SCTA, in its sole discretion, may terminate this Agreement pursuant to the provisions of paragraph 4.2 and obtain damages from CONSULTANT resulting from said breach. Alternatively, SCTA may purchase the required insurance coverage, and without further notice to CONSULTANT, SCTA may deduct from sums

due to CONSULTANT any premium costs advanced by SCTA for such insurance. These remedies shall be in addition to any other remedies available to SCTA.

7. PROSECUTION OF WORK:

The execution of this Agreement shall constitute Consultant's authority to proceed immediately with the performance of this Agreement. SCTA shall notify CONSULTANT in writing of any event requiring CONSULTANT to stop work hereunder. Upon receipt of such notice, CONSULTANT shall immediately stop work and shall not resume work until notified in writing by SCTA. CONSULTANT shall be responsible for managing contract time and completing all deliverables in accordance with Exhibit A.

8. CHANGES: Changes in scope of work constitute additional work to be performed by CONSULTANT, or a reduction of scope. In both cases, additions or deletions to the scope of work as outlined in Exhibit A, may be authorized in writing by SCTA's Executive Director, with concurrence by the SCTA Chairperson, subject to the following limitation: Changes in scope of work authorized by the Executive Director may not exceed \$50,000 in cost and thirty (30) calendar days per task. Any changes in the scope of work beyond the scope of the Executive Director's authority may be authorized in writing only by the board of directors of SCTA. CONSULTANT acknowledges and agrees that, except as otherwise expressly provided herein, only the board of directors of SCTA may authorize changes in the scope of work hereunder and SCTA staff are without authorization to order changes to the scope of work or to waive Agreement requirements. Failure of CONSULTANT to secure the appropriate prior written authorization for changes in the scope of work shall constitute a waiver of any and all right to adjustment in the Agreement price or Agreement time due to such unauthorized work and thereafter CONSULTANT shall be entitled to no compensation whatsoever for the performance of such work. CONSULTANT further expressly waives any and all right or remedy by way of restitution and quantum meruit for any and all extra work performed without such express and prior written authorization.

9. DISPUTES: CONSULTANT shall notify SCTA in writing of any dispute or potential dispute (hereinafter "dispute") within 15 calendar days after the happening of the event, thing, occurrence or other cause, giving rise to the dispute. Said notice shall describe, to the fullest extent possible at the time of the notice, the events leading up to the dispute, the nature of the dispute, the potential effect of the dispute on the completion of the Contract, cost data, and any relevant Contract language in support of the dispute. If a dispute arises out of or relates to this Agreement, or an alleged breach thereof by either Consultant or SCTA, and if the dispute cannot be settled through negotiation, before resorting to litigation, the SCTA and Consultant agree first to try in good faith to settle the dispute by mediation. If the parties cannot agree on a mediator or mediation rules to use, the parties shall use the construction industry mediation procedures developed by the American Arbitration Association, with the following exceptions to those procedures:

- i. The mediation shall be conducted in Santa Rosa, California.
- ii. Unless otherwise agreed to in writing by the parties participating in the mediation, the mediation shall be concluded no later than sixty (60) days after the first mediation session. If the dispute has not been resolved at that time, any party may elect at that

time to pursue litigation.

iii The parties agree to exchange all relevant non-privileged documents before the first scheduled mediation session.

10. REPRESENTATIONS OF CONSULTANT:

10.1 STANDARD OF CARE: SCTA has relied upon the professional ability and training of CONSULTANT as a material inducement to enter into this Agreement. CONSULTANT hereby represents that all its work will be performed in accordance with generally accepted and applicable professional practices and standards as well as the requirements of the Caltrans and FHWA standards, and all other applicable federal, state, and local laws, ordinances, rules, and regulations, it being understood that acceptance of CONSULTANT's work by SCTA shall not operate as a waiver or release. CONSULTANT further represents that all products of whatsoever nature which CONSULTANT delivers to SCTA pursuant to this Agreement will be prepared in a professional manner and conform to the standards of quality normally observed by a person practicing in CONSULTANT's profession.

10.2 FAMILIARITY WITH WORK: CONSULTANT represents that it has thoroughly investigated and considered the work to be performed hereunder and how it should be performed, and fully understands the difficulties and restrictions attending the performance of such work, including, without limitation, any controversial aspects of the Project, the likelihood of extensive comments, and the need for the contents of the PS&E to be thorough and complete.

10.3 STATUS OF CONSULTANT : The parties intend that CONSULTANT, in performing the services specified herein, shall act as an independent contractor and shall control the work and the manner in which it is performed. CONSULTANT is not to be considered an agent or employee of SCTA and is not entitled to participate in any pension plan, insurance, bonus, or similar benefits SCTA provides its employees. In the event SCTA exercises its right to terminate this Agreement pursuant to paragraph 4, CONSULTANT expressly agrees that it shall have no recourse or right of appeal under laws, ordinances, rules, or regulations applicable to employees.

10.4 TAXES: CONSULTANT agrees to file federal and state tax returns and pay all applicable taxes on amounts paid pursuant to this Agreement and shall be solely liable and responsible to pay such taxes and other obligations, including, without limitation, state and federal income and FICA taxes. CONSULTANT agrees to indemnify and hold SCTA harmless from any liability which it may incur to the United States or to the State of California as a consequence of CONSULTANT's failure to pay, when due, all such taxes and obligations. In case SCTA is audited for compliance regarding any withholding or other applicable taxes, CONSULTANT agrees to furnish SCTA with proof of payment of taxes on these earnings.

10.5 COST DISCLOSURE: In accordance with Government Code section 7550, CONSULTANT agrees to state in a separate section in any filed report the numbers and dollar amounts of all contracts and subcontracts relating to the Project.

10.6 RECORDS MAINTENANCE: CONSULTANT shall retain all books, documents, papers, accounting records, and other evidence pertaining to costs incurred, including support data for cost proposals, and shall make such documents and records available, and shall require its subcontractors to make such documents and records available, to SCTA and representatives of the State of California and the federal government for inspection at any reasonable time during the contract period and for three (3) years from the date of completion of all work required under this Agreement.

10.7 CONFLICT OF INTEREST: CONSULTANT covenants that it presently has no interest and shall not acquire any interest, direct or indirect, that would conflict in any manner or degree with the performance of its services hereunder. CONSULTANT further covenants that in the performance of this Agreement no person having any such interest shall be knowingly employed. In addition, if requested to do so by SCTA, CONSULTANT shall complete and file and shall require any other person doing work hereunder to complete and file a "Statement of Economic Interest" with SCTA disclosing CONSULTANT's or such other person's financial interests. CONSULTANT shall not be employed by the future construction contractor for any of the various Route 101 projects.

10.8 NONDISCRIMINATION: CONSULTANT shall comply with all applicable federal, state, and local laws, ordinances, rules, and regulations in regard to nondiscrimination in employment because of race, creed, color, ancestry, national origin, religion, sex, marital status, age, medical condition, pregnancy, disability, or other prohibited basis. All nondiscrimination rules or regulations required by law to be included in this Agreement are incorporated herein by this reference.

10.9 SUBCONTRACTED SERVICES: If CONSULTANT wishes to subcontract any work or services required to be performed under this Agreement to a firm not specified in CONSULTANT's proposal or listed herein, prior written approval must be obtained from SCTA's Executive Director. In addition, any subcontract for work or services to be performed under this Agreement that exceeds twenty-five thousand dollars (\$25,000.00) will require that the subcontractor be bound by all of the terms of this Agreement.

10.10 COVENANT AGAINST CONTINGENT FEES: CONSULTANT warrants that it has not employed or retained any company or person, other than a bona fide employee working for CONSULTANT, to solicit or secure this Agreement, and that CONSULTANT has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift, or any other consideration, contingent upon or resulting from the award or formation of this Agreement. For breach or violation of this warranty, SCTA shall have the right to annul this Agreement without liability, or at its discretion, to deduct from the Agreement price or consideration, or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift, or contingent fee.

11. DEMAND FOR ASSURANCE: Each party to this Agreement undertakes the obligation that the other's expectation of receiving due performance will not be

impaired. When reasonable grounds for insecurity arise with respect to the performance of either party, the other may in writing demand adequate assurance of due performance and until such assurance is received may, if commercially reasonable, suspend any performance for which the agreed return has not been received. "Commercially reasonable" includes not only the conduct of a party with respect to performance under this Agreement, but also conduct with respect to other agreements with parties to this Agreement or others. After receipt of a justified demand, failure to provide within a reasonable time, but not exceeding thirty (30) days, such assurance of due performance as is adequate under the circumstances of the particular case is a repudiation of this Agreement. Acceptance of any improper delivery, service, or payment does not prejudice the aggrieved party's right to demand adequate assurance of future performance.

12. ASSIGNMENT AND DELEGATION: Except as otherwise provided herein, neither party hereto shall assign, delegate, sublet, or transfer any interest in or duty under this Agreement without the prior written consent of the other, and no such transfer shall be of any force or effect whatsoever unless and until the other party has so consented.

13. METHOD AND PLACE OF GIVING NOTICE, SUBMITTING BILLS, AND MAKING PAYMENTS: All notices, bills, and payments shall be made in writing and may be given by personal delivery, facsimile, overnight or one-day delivery service, or by mail. Notices, bills, and payments sent by mail shall be addressed as follows:

TO SCTA: Suzanne Smith, Executive Director
Sonoma County Transportation Authority
490 Mendocino Avenue, Suite 206
Santa Rosa, CA 95401

TO CONSULTANT : **Notices to:**

Connie Fremier, Executive Vice President
Vali Cooper and Associates, Inc..
2000 Powel Street, Suite 550
Emeryville, California 94608

Payments to:

Regular Mail (USPS):

Same as Above

and when so addressed, shall be deemed given upon personal delivery, facsimile proof, or deposit into the possession of said delivery service or the United States mail, postage prepaid. In all other instances, notices, bills, and payments shall be deemed given at the time of actual delivery. Changes may be made in the names and addresses of the person to whom notices, bills, and payments are to be given by giving notice pursuant to this paragraph 13.

14. CONFIDENTIAL INFORMATION: All data, documents, discussions, or other information developed or received by or for CONSULTANT in performance of this Agreement are confidential and shall not be disclosed by CONSULTANT to any person except as authorized by SCTA, or as required by law.

15. OWNERSHIP AND DISCLOSURE OF WORK PRODUCT:

15.1. All reports, original drawings, graphics, plans, studies, and other data or documents (“documents”), in whatever form or format, assembled or prepared by CONSULTANT or CONSULTANT’s subcontractors, sub-consultants, and other agents in connection with this Agreement shall be the property of SCTA. SCTA shall be entitled to immediate possession of such documents upon completion of the work pursuant to this Agreement. Upon expiration or termination of this Agreement, CONSULTANT shall promptly deliver to SCTA all such documents, which have not already been provided to SCTA in such form or format as SCTA deems appropriate. Such documents shall be and will remain the property of SCTA without restriction or limitation. CONSULTANT may retain copies of the above described documents but agrees not to disclose or discuss any information gathered, discovered, or generated in any way through this Agreement without the express written permission of SCTA.

15.2. Documents, prepared by CONSULTANT pursuant to this Agreement are not intended or represented to be suitable for reuse by SCTA or others in any other project. Any use of completed documents for other projects and any use of incomplete documents without specific written authorization from CONSULTANT shall be at SCTA’s sole risk and without liability to CONSULTANT. Any and all liability arising out of changes made to, or reuse of, CONSULTANT’s deliverables under this Agreement by SCTA or persons other than CONSULTANT is waived as against CONSULTANT and SCTA assumes full responsibility for such changes unless SCTA has given CONSULTANT prior notice and has received from CONSULTANT written consent for such changes.

16. MISCELLANEOUS PROVISIONS:

16.1 NO WAIVER OF BREACH: The waiver by any affected party of any breach of any term or promise contained in this Agreement shall not be deemed to be a waiver of such term or promise or any subsequent breach of the same or any other term or promise contained in this Agreement.

16.2 CONSTRUCTION: To the fullest extent allowed by law, the provisions of this Agreement shall be construed and given effect in a manner that avoids any violation of statute, ordinance, regulation, or law. The parties covenant and agree that in the event that any provision of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remainder of the provisions hereof shall remain in full force and effect and shall in no way be affected, impaired, or invalidated thereby. CONSULTANT and SCTA acknowledge that they have each contributed to the making of this Agreement and that, in the event of a dispute over the interpretation of this Agreement, the language of the Agreement will not be construed

against one party in favor of the other. CONSULTANT and SCTA acknowledge that they have each had an adequate opportunity to consult with counsel in the negotiation and preparation of this Agreement.

16.3 CONSENT: Wherever in this Agreement the consent or approval of one party is required to an act of the other party, such consent or approval shall not be unreasonably withheld or delayed.

16.4 NO THIRD PARTY BENEFICIARIES: Nothing contained in this Agreement shall be construed to create and the parties do not intend to create any rights in third parties.

16.5 APPLICABLE LAW AND FORUM: This Agreement shall be construed and interpreted according to the substantive law of California excluding the law of conflicts. Any action to enforce the terms of this Agreement or for the breach thereof shall be brought and tried in the County of Sonoma.

16.6 CAPTIONS: The captions in this Agreement are solely for convenience of reference. They are not a part of this Agreement and shall have no effect on its construction or interpretation.

16.7 MERGER: This writing is intended both as the final expression of the agreement between the parties hereto with respect to the included terms and as a complete and exclusive statement of the terms of the Agreement pursuant to Code of Civil Procedure section 1856. No modification of this Agreement shall be effective unless and until such modification is evidenced by a writing signed by both parties.

16.8 TIME OF ESSENCE: Time is and shall be of the essence of this Agreement and every provision hereof.

16.9 NUMBER AND GENDER: Wherever used herein, unless the provision or context otherwise requires, the singular number shall include the plural and the plural the singular, and the masculine gender shall include the feminine and neuter.

16.10 DAY AND BUSINESS DAY: Wherever used herein, the term "day" shall mean any calendar day, and the term "business day" shall mean any calendar day on which the offices of SCTA are open for regular business.

16.11 PREVAILING WAGES: CONSULTANT is aware of the requirements of California Labor Code Sections 1720, et seq., and 1770, et seq., including without limitation Labor Code Sections 1775, 1776, 1777.5, 1813 and 1815, as well as California Code of Regulations, Title 8, Section 16000, et seq., ("Prevailing Wage Laws"), which require the payment of prevailing wage rates and the performance of other requirements on certain "public works" and "maintenance" projects. CONSULTANT agrees to fully comply with such Prevailing Wage Laws for any services provided hereunder which are subject to such Prevailing Wage Laws, and agrees to require such compliance from subcontractors it utilizes for such services.

Pursuant to Labor Code Section 1775(b)(1), CONSULTANT shall provide to each such subcontractor a copy of Sections 1771, 1775, 1776, 1777.5, 1813 and 1815 of the Labor Code. Copies of the prevailing wage rate of per diem wages are on file with SCTA and will be made available to any person upon request. CONSULTANT shall make copies of the prevailing rates of per diem wages for each craft, classification or type of worker needed to execute the services provided hereunder available to interested parties upon request, and shall post copies at the CONSULTANT'S principal place of business and at the project site.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as set forth below.

CONSULTANT

DATED: _____

By: _____

Connie Fremier, Executive Vice President
Vali Cooper and Associates, Inc..

SONOMA COUNTY TRANSPORTATION

AUTHORITY

DATED: _____

By: _____

Sarah Glade Gurney, Chair, SCTA

**CERTIFICATES OF INSURANCE ON FILE WITH
AND APPROVED AS TO SUBSTANCE BY SCTA:**

DATED: _____

By: _____

Suzanne Smith, Executive Director, SCTA

APPROVED AS TO FORM:

DATED: _____

By: _____

SCTA Counsel

**EXHIBIT A
SCOPE OF SERVICES**

Introduction:

Consultant is to provide on-call services for SCTA's Measure M program and project management.

Consultant shall represent the SCTA's interests in the development of Measure M transportation projects and programs, including negotiations with affected agencies and other consultants on a project level basis. The work will include providing management of all aspects of project development including preliminary planning, environmental clearance, right of way acquisition, final design, and construction. Although specific assignments will be made by the direction of the SCTA's Deputy Director of Projects and Programming, the overall scope of work includes but is not necessarily limited to the following tasks.

Program Management

1. Assist the SCTA in defining Measure M program goals and objectives. Provide recommendations to the SCTA on programming related matters, programming deadlines, requirements and status.
2. Prepare agendas and reports for various policy and advisory committees, as well as the SCTA board of directors. Present reports at committee and board meetings, as requested.
3. Assist staff in developing content and technical information for the Measure M Strategic Plan.
4. Assist staff in developing content and technical information for Measure M annual reports.
5. Assist staff in developing content and technical information for the Measure M Ten Year Report.
6. Assist in the coordination with regional and state agencies on transportation program issues related to Measure M projects.
7. Monitor the implementation of Quality Assurance / Quality Control (QA/QC) and risk assessment programs.
8. Assist in the development of tracking systems for financial planning, data collection and analysis, project tracking, and budget preparation and reporting to support requirements for fiscal and management audits.
9. Perform other duties as assigned.

Project Management

Typical Project Management tasks include:

1. Prepare and/or review project cost reports and detailed critical path schedules for individual projects.

2. Prepare, negotiate, and monitor Memoranda of Understanding and Cooperative Agreements on behalf of the SCTA as it relates Measure M projects.
3. Assist in the selection process of environmental, engineering, planning or other specialty consultants to perform studies, design or other required services.
4. Develop scopes-of-work and negotiate contract language on behalf of the SCTA for consultant services.
5. Manage multiple consultant contracts for project study reports, environmental clearance, final design, right-of-way acquisition, and construction management and coordinate associated project deliverables.
6. Attend project team meetings and other project meetings, as needed.
7. Monitor progress and coordination activities and facilitate resolution of project issues.
8. Review technical documents for consistency with project scope, schedule and budget.
9. Assist SCTA in tasks necessary to expedite project delivery, "trouble shoot" and resolve issues with Caltrans and other affected agencies that may hamper project delivery schedules.
10. Provide constructability services for individual projects.
11. Interact and coordinate with other agencies, jurisdictions, and utility companies to ensure adherence to project schedules and project coordination activities.
12. Interact and coordinate project impacts and processes to the public through meetings and public outreach materials.
13. Monitor, review, and assist with the right-of-way acquisition process and transfer of title to appropriate entity.
14. Develop and monitor project budgets and project expenditures.
15. Provide construction oversight services to monitor project schedule and budget and provide input on contract change orders, value engineering, and construction related issues. Ensure monitoring systems meet the needs of the SCTA.
16. Provide on-going, updated project data, including but not necessarily limited to:
 - a. SCTA website information
 - b. Project fact sheets and computerized presentation material
 - c. Project status reports
 - d. Financial plan spreadsheets
 - e. Cash flow spreadsheets
 - f. Construction status reports
 - g. Staff reports or memos
 - h. Technical correspondence
17. Prepare information, agendas and reports for various policy and advisory committees, as well as the SCTA board of directors, as requested. Present reports at committee and board meetings, as requested.

EXHIBIT B

Measure M - Program/Project Management
Resource Estimate 2015-2018

PROJECT	2015	2016	2017	2018	TOTAL HRS
North - B	2	0	0	0	2
Central - C	4	36	18	4	62
MSN - C1	1	18	4	0	23
MSN - C2	4	48	24	24	100
MSN - C2 Construction ⁽⁴⁾	0	108	144	144	396
MSN - L1	0	18	18	0	36
Annual Report	2	6	8	8	24
Strategic Plan	0	40	0	0	40
10-Year Plan	2	4	0	0	6
Sub Total Hours	15	278	216	180	689
Project Delivery Manager Rate per hour:	\$ 205	\$ 210	\$ 215	\$ 215	
Sub total Cost Estimate:	\$ 3,075	\$ 58,380	\$ 46,440	\$ 38,700	\$146,595
Project Controls	0	180	24	24	228
Sub Total Hours	0	180	24	24	228
Project Controls Engineer Rate per hour:	\$ 138	\$ 138	\$ 142	\$ 146	
Sub Total Cost Estimate:	\$ -	\$ 24,840	\$ 3,408	\$ 3,504	\$ 31,752
Grand Total Cost Estimate:	\$ 3,075	\$ 83,220	\$ 49,848	\$ 42,204	\$178,347

Notes:

1. All rates include base pay, fringe benefits, office, overhead, fee, cell phones and computers.
2. Reproduction & other direct costs billed at cost .
3. Travel Expenses for project related meetings etc. will be billed in accordance with the current Caltrans Travel Expense Guide (mileage, parking etc.).
4. MSN - C2 Construction - Optional task if SCTA finds construction funding. Includes potential re-packing of PS&E package to address staging and Construction Oversight.

Vali Cooper & Associates, Inc.

Staff Report

To: Sonoma County Transportation Authority

From: James R. Cameron, Deputy Director of Projects and Programming

Item: 3.5 - Highway 101 – MSN-B2 Phase 2, PS&E Contract Amendment 1 for time extension only

Date: September 14, 2015

Issue:

Should the SCTA ratify Amendment #1 to Contract SCTA13008 with URS Corporation (a subsidiary of AECOM) for the Plans, Specifications and Estimate (PS&E) phase of the Marin Sonoma Narrows (MSN) B2 Phase 2 project?

Background:

The Highway 101 Marin Sonoma Narrows (MSN) project is an estimated \$724 Million project (with escalation) to widen Highway 101 for High Occupancy Vehicles (HOV) from Route 37 in Novato to just south of Old Redwood Highway in Petaluma. To accelerate project delivery, SCTA, Caltrans, the Transportation Authority of Marin (TAM) have divided the project into more than a dozen projects.

The B2 Phase 2 project will add 4.0 miles of southbound and 4.3 miles of northbound High Occupancy Vehicle (HOV) lanes to US 101 from 0.6 mile south of the Marin/Sonoma County line (MRN 27.0) to 0.3 miles south of the East Washington Street Overcrossing in Sonoma County (SON 4.5). The carpool lanes will end before the lane drop resulting in 8.8 miles of a full width 3rd lane and 8.3 miles of Highway 101 HOV lanes.

On May 14, 2012, the SCTA Board of Directors authorized re-programming of East Washington project's Federal Earmark savings for the design of MSN B2 Phase 2. The Board also authorized staff to issue a Request for Proposal (RFP) in order to select a qualified design firm to do the design work. Staff issued an RFP on May 25, 2012, but was forced to reject all proposals in July 2012, due to an unexpected change in the Federal Disadvantaged Business Enterprise (DBE) program which is required for all contracts with Federal funds

On November 30, 2012, SCTA and Caltrans entered into Cooperative Agreement 4-2462, which is necessary to define the roles and responsibilities and divide the \$2,642,000 budget between SCTA and Caltrans. In accordance with Coop 4-2462, SCTA has been assigned a budget of \$2,492,000 to use on the design of the project. The remaining \$170K budget has been assigned to Caltrans to prepare the right of way certification and for the final PS&E packaging necessary to advertise the project for construction.

On January 4, 2013, SCTA issued a new RFP needed to select a qualified design firm for the project using the new Federal requirements. On January 25, 2013, four firms submitted proposals. On February 14, 2013, a panel consisting of SCTA and Caltrans staff interviewed two of those firms. Based on the proposals and interviews, the panel selected URS Corporation as the most qualified firm to provide the necessary PS&E services. URS Corporation has provided SCTA with PS&E services for

the successful delivery of the Highway 101 Central-A, Central-B, MSN-B2, and MSN-C3 contracts. In partnership with SCTA, URS has also provided the City of Petaluma with PS&E services for the successful delivery of the Highway 101 Central-C (Old Redwood Highway Interchange) and MSN-C1 (East Washington Interchange) projects.

On March 11, 2013 the Board authorized the SCTA Chair to execute the original agreement with URS for MSN B2 Phase 2 PS&E Services (SCTA13008). The effective date for the original agreement is August 8, 2013 with a 24 month term.

On October 20, 2014 URS submitted a 100% design package but cannot finalize the design until construction funding is identified, therefore the project design is on hold. In addition to the final design work URS will also coordinate with Caltrans for the environmental permits. URS may be asked to provide design details for Caltrans to explore opportunity to amend the existing environmental permits in lieu of the lengthier new permit process. This opportunity will only be available if MSN B2 P2 Construction funds can be identified while the adjoining MSN projects are still in construction. As of June 30th, 2015 there is \$259K remaining in the contract to perform these services.

The MSN B2 Phase 2 project Construction estimate is \$35 million. The current funding short fall to deliver this the MSN B2 Phase 2 project is \$20 million because of SCTA's successful June 2015 refunding of the 2008 Bonds which added new 2015 Bond money totaling \$15 million. See attached MSN Map and funding table for current needs.

On August 6, 2015 URS and SCTA Executive Director executed Amendment #1 to SCTA13008, see attached. The only revision to the original agreement was the extension of the agreement until August 7th, 2018 to allow additional time to identify construction funding. By ratifying this amendment it will ensure that SCTA and URS are prepared to quickly deliver the MSN B2 Phase 2 project once construction funding is identified.

Policy Impacts:

There are no policy impacts associated with the recommendations.

Fiscal Impacts:

None, this is time only extension.

Staff Recommendation:

Staff recommends that the Board ratify Amendment #1 to SCTA Contract 13008 with URS Corporation.

**AMENDMENT NUMBER 1 TO
AGREEMENT FOR PS&E CONSULTANT SERVICE**

This Agreement is made by and between URS Corporation, a Nevada Corporation, dba URS Corporation Americas (hereinafter referred to as "CONSULTANT"), and the Sonoma County Transportation Authority (hereinafter referred to as "SCTA").

RECITALS

WHEREAS, SCTA and CONSULTANT entered into Contract Number SCTA13008 for CONSULTANT to provide design services for MSN Project B2 Phase 2 in Sonoma County; and

WHEREAS, in the judgment of SCTA's Board of Directors it is necessary and desirable to add time to the contract for environmental permitting work to continue and be prepared to complete the design once construction funding is identified;

OPERATIVE PROVISIONS

NOW, THEREFORE, in consideration of the recitals set forth above and the covenants contained herein, CONSULTANT and SCTA mutually agree as follows:

1. Provision 3 TERM OF AGREEMENT is here by replaced in it entirety by the following amended Provision 3:

3. TERM OF AGREEMENT: The term of this Agreement shall be sixty (60) months from the effective date of this contract unless terminated earlier in accordance with the provisions of paragraph 4. The effective date of this contract is August 8, 2013.
2. Except to the extent the Agreement is specifically amended or supplemented hereby, 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 SCTA arising there under.
3. CONSULTANT warrants the person affixing his or her signature hereto is authorized to execute this agreement on behalf of CONSULTANT

SCTA AND CONSULTANT HAVE CAREFULLY READ AND REVIEWED THIS AMENDMENT AND EACH TERM AND PROVISION CONTAINED HEREIN AND, BY EXECUTION OF THIS AMENMENT, SHOW THEIR INFORMED AND VOLUNTARY CONSENT THERETO.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment Number 1 to agreement SCTA13008 as set forth below.

CONSULTANT

DATED: 8/4/2015

By:  _____
Consultant

SONOMA COUNTY TRANSPORTATION AUTHORITY

DATED: 8/6/15

By:  _____
Suzanne Smith, Executive Director, SCTA

APPROVED AS TO FORM:

DATED: 8/6/15

By:  _____
SCTA Counsel

Marin Sonoma Narrows Unfunded HOV Lane Projects

Sonoma
County

Old Redwood
Hwy

G2

Petaluma

Hwy 116/Lakeville I/C

Petaluma Blvd
S. I/C

B2 Phase 2

	mixed flow
	HOV built/funded
	HOV unfunded

Marin
County

B1 Phase 2

Landfill I/C

Novato

Atherton Ave.

A4

Hwy 37

SCTA
sonoma county transportation authority



Not to scale - This graphic is provided
for illustrative purposes only.



Highway 101 -Marin Sonoma Narrows Unfunded Project Status as of June 2015 (Funding in Millions)

Measure M Projects	Caltrans Expense Authorization (EA)	Total Estimated Cost	Estimated Funding Shortfall	Funding Year	Status
MSN-C2 (Phase 2): Construct HOV lanes in both directions from just north of Route 116 (East) to Old Redwood Highway (Petaluma Boulevard North) in Petaluma	04-2640F4	\$ 100.0	\$ 85.0	FY 16/17	Design is 95% Complete. Fee R/W acquisition 50% complete. Seeking only construction funding.
MSN-B2 Phase 2 (Sonoma): Construct northbound and southbound HOV lanes between Petaluma Boulevard South and the County line.	04-2640N4	\$ 37.6	\$ 20.0	FY 16/17	Design is 95% Complete. R/W Complete. Seeking only construction funding. 2016 ITIP
MSN-B1 Phase 2 (Marin B1-Phase 2): Construct northbound and southbound HOV lanes between County line and Atherton Avenue	TBD	\$ 86.0	\$ 86.0	FY 21/22	This project has no funding. Seeking design & construction funding.
MSN-A4 (Marin) - Construct southbound HOV lane from Atherton Avenue to Franklin Overhead.	TBD	\$ 34.0	\$ 34.0	FY 21/22	This project has no funding. Seeking design & construction funding.

UNFUNDED TOTAL: \$ 225.0

Staff Report

To: RCPA Board of Directors
From: Lauren Casey, Deputy Director, Climate Programs
Item: 3.6 – Contract for on-call planning services with Pete Parkinson
Date: September 14, 2015

Issue:

Shall the Board authorize staff to enter into an agreement for on-call planning services with Pete Parkinson related to the development of the Climate Action 2020 Plan?

Background:

The RCPA is working with planning staff from all ten local jurisdictions to develop a communitywide Climate Action Plan called Climate Action 2020 (see item 4.1.1). The project is funded by a Strategic Growth Council Grant and includes budget for RCPA and member staff time, as well as for technical consultants. ICF, a leading climate action planning firm, is under contract with the County of Sonoma to support the technical aspects of Climate Action 2020. ICF has developed a complete Admin Draft with direction from the RCPA, the Staff Working Group, the Stakeholder Advisory Group, input from public meetings and outreach events held in each jurisdiction, and technical analysis completed by their team.

Each jurisdiction has been asked to provide comments and direction to the RCPA on the Admin Draft, via an all Staff Working Group meeting held in August, written comments, and one-on-one meetings with RCPA and ICF staff. Feedback collected to date represents a wide diversity of needs. Moreover staff have identified several significant areas of opportunity to enhance clarity, organization, and a locally specific narrative around the unique approach to climate action being taken throughout the county.

The Staff Working Group would like to retain the services of former Director of Sonoma County's Permit Resource and Management Department, Pete Parkinson, to assist staff from the RCPA and each jurisdiction in crafting a more accessible Public Draft of Climate Action 2020. Services would include participating in meetings, reviewing comments, providing planning expertise, and editing.

Policy Impacts:

None.

Fiscal Impacts:

The budget for Climate Action 2020 included contingency funding in the amount of \$37,000 that has not yet been allocated. Staff proposes a contract total not to exceed \$25,000, billed on a time and materials basis.

Staff Recommendation:

Staff recommends that the Board authorize staff to execute agreement RCPA15008 for professional services related to climate action planning.

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA COUNTY
TRANSPORTATION AUTHORITY AND REGIONAL CLIMATE PROTECTION
AUTHORITY, COUNTY OF SONOMA, STATE OF CALIFORNIA, EXPRESSING
APPRECIATION FOR THE YEARS OF SERVICE OF MISTY MERSICH AS AN
ANALYST AND PLANNER FOCUSED ON COMMUNITYWIDE CLIMATE ACTION**

WHEREAS, Misty Mersich has served as staff to the RCPA since 2011; and

WHEREAS, in her time at the RCPA Misty Mersich has facilitated numerous efforts that advanced the implementation and smooth delivery of numerous programs and projects focused on energy efficiency, renewable energy, clean transportation and climate planning; and

WHEREAS, Misty Mersich has been an exemplary public servant; she performs her work with commitment, precision, integrity and dedication with great kindness, understanding, and strength; and

WHEREAS, as the manager of the RCPA project focused on the development of Climate Action 2020, a multijurisdictional Climate Action Plan, Misty's work has resulted in an efficient and coordinated approach to developing a strategy to meet ambitious greenhouse gas reduction goals countywide; and

WHEREAS, in her capacity as a climate action planner, Misty Mersich has, among many other things, conducted public outreach processes in hard to reach communities, overseen grant coordination and funding issues, written components of an innovative climate vulnerabilities assessment and communitywide climate action plan, organized and led committee meetings associated climate action matters, and has worked with many partners to build a climate ready future for Sonoma County; and

WHEREAS, Misty Mersich has performed the abovementioned tasks and many more in a manner that accommodated multiple interests, juggled unique needs, and provided results; and

WHEREAS, Misty Mersich has been an excellent colleague and an integral part of the RCPA team; she will be greatly missed by her co-workers who value her expertise, thoughtfulness, humanity and willingness to help; in addition to her positive attitude and attention to detail.

NOW, THEREFORE, BE IT RESOLVED that the Sonoma County Transportation Authority and Regional Climate Protection Authority does hereby express its appreciation for the years of service given by Misty Mersich as the RCPA Climate Action Planner.

THE FOREGOING RESOLUTION was adopted by acclamation of the Sonoma County Transportation Authority and Regional Climate Protection Authority this fourth day of February, two thousand and thirteen.

Erin Carlstrom	Susan Gorin	Jake Mackenzie	Carol Russell
Tom Chambers	Sarah Gurney	Kathy Miller	Sam Salmon
Laurie Gallian	Mark Landman	David Rabbitt	Shirlee Zane

WHEREUPON the Chair declared the above and foregoing resolution duly adopted, and

SO ORDERED

Staff Report

To: RCPA Board of Directors
From: Lauren Casey, Deputy Director of Climate Programs
Item: 4.1.1 – Climate Action 2020 status update
Date: September 14th, 2015

Issue:

Information only

Background:

Project Overview

Climate Action 2020 is a regional greenhouse gas (GHG) reduction implementation program for Sonoma County communities. It is a collaborative effort among all 9 cities and the County of Sonoma to take further actions to reduce GHG emissions community wide. The effort is led by the RCPA. The main role of the RCPA Board of Directors is overseeing the project management of Climate Action 2020 by RCPA staff. The County of Sonoma Permit and Resource Management Department received a Strategic Growth Council grant, which funds a large portion of this project, and it has contracted with the RCPA as project manager.

The purpose of the project is to develop a community wide climate action plan for all of Sonoma County to comply with AB32, achieve our local goals, and provide a streamlined review of GHG emissions under CEQA for new development projects.

The RCPA convened a special session of the Board on August 25, 2014, to seek guidance on how the RCPA should work with the Staff Working Group (comprised of planning staff from each jurisdiction), the Stakeholder Advisory Group (comprised of citizen representatives from around the county as appointed by the Board), and other members of the community to develop recommendations that will be incorporated into the first draft of a community-wide climate action plan.

Progress to Date

The following project milestones have been hit:

- Countywide greenhouse gas inventory data has been collected and analyzed, resulting in historic emissions back-casts, 2010 inventories, and business-as-usual forecasts for each community across the primary local activities that generate GHGs.
- Research into and analysis of existing policies and programs in Sonoma County was completed to understand how existing efforts will advance local climate goals.
- Three Stakeholder Advisory Group meetings were convened to review inventories, forecasts, targets, and candidate reduction measures, as well as to discuss local climate impacts.

- Sector specific Ad Hoc committees comprised of Stakeholder Advisory Group members were held to get into the details of sector specific analysis and measure definitions.
- One noticed public meeting was held in each jurisdiction to introduce the project and solicit input on community priorities; an online forum was established to solicit comments and share updates.
- Over 30 additional presentations on the project were given to community groups at their request, including Chambers of Commerce, Rotaries, HOAs, non-profits, etc.
- A draft list of local measures (that will complement existing local measures, State actions, and regional actions) was identified through these staff, stakeholder, and public engagement processes.
- Draft measures were built into a GHG reduction planning tool, customized for each jurisdiction, so planning staff could select an appropriate package of measures with appropriate parameters to evaluate for potential inclusion in the draft plan; the tool yields the potential annual impact of each measure in the year 2020 in metric tons of carbon dioxide equivalent (MTCO_{2e}).
- A draft countywide reduction target of 25% below 1990 levels was proposed by the Staff Working Group; the recommendation was informed by previously adopted local targets, state expectations, the scientific imperative of climate change, forecasts for GHG emissions growth, and analysis of the impact of reduction measures as selected by jurisdictions.
- All of these efforts have been rolled into a complete Administrative Draft of the Climate Action 2020 Plan, which has been reviewed by each jurisdiction; RCPA staff is currently compiling feedback received.

Highlights from the Admin Draft

Greenhouse gas inventories demonstrate that in the absence of new actions, Sonoma County emissions will climb back above historic levels by 2020:

- Countywide emissions in 1990: ~4 million MTCO_{2e}
- Countywide emissions in 2010: ~3.6 million MTCO_{2e} (10% below 1990)
- Countywide emissions forecast in 2020 without action: ~4.4 million MTCO_{2e} (10% above 1990)
- Countywide emissions target for 2020: ~3 million MTCO_{2e} (25% below 1990)

The countywide goal of 25% below 1990 levels is achievable through a combination of state, regional, and local actions, *if we work as a region.*

- Variable growth rates since 1990, and an emphasis on city centered growth in Sonoma County, make the 25% below 1990 levels target more difficult to achieve in some communities than in others; therefore staff propose a target of 25% below 1990 levels countywide; Each jurisdiction will contribute to the regional goal by adopting a suite of local measures.
- State actions will contribute 52% of the reductions needed to keep emissions under 3 million MTCO_{2e} in 2020.
- Actions under local governance will be responsible for the remaining 48% of reductions needed to achieve the local target. These actions include contributions from regional collaborations that are moving forward outside of Climate Action 2020, including SMART, SCP, SCEIP, SCTA Shift, and others. These actions also include new local measures that will be implemented by the county and the cities.

Strategies proposed in the Admin Draft advance 17 primary goals for climate action:

Building Energy	1. Increase the energy efficiency of buildings.
	2. Increase renewable energy use.
On-Road Transportation, Land Use, and Off-Road Equipment	3. Reduce fossil fuel use by encouraging a shift in the fuel used for transportation and off-road equipment.
	4. Reduce vehicle fuel use by encouraging a shift in the mode used for transportation.
	5. Increase the fuel efficiency of vehicles.
	6. Reduce travel demand through smart land use and development.
	7. Reduce idling off-road equipment.
Solid Waste Generation	8. Increase solid waste diversion.
	9. Increase capture and use of methane from landfills.
Water Conveyance and Wastewater Treatment	10. Reduce water consumption.
	11. Increase recycled water and greywater use.
	12. Increase the efficiency of water and wastewater infrastructure.
	13. Increase the use of renewable energy in water and wastewater systems.
	14. Increase the capture and use of methane from wastewater treatment plants.
Agriculture	15. Reduce emissions from livestock operations.
	16. Expand sustainable agricultural best practices.
New Development	17. Reduce project-wide emissions from new development.

A detailed list of specific state, regional, and local strategies to advance these goals is attached. Measures that are appropriate for adoption at a specific jurisdictional scale and that have been selected by one or more communities in the Admin Draft are highlighted in yellow.

The implementation of measures will rely on collaboration, and the RCPA is well positioned to support members.

- The plan will explore how the RCPA and other regional entities can maximize the success of the plan by: pursuing funding, convening stakeholder conversations about measure design, researching best practices, drafting measure templates, collecting, analyzing, and reporting data, and engaging community members in the design of specific strategies.

Schedule and Next Steps

The project has been structured to maximize efficiency through centralized project management by RCPA staff, and countywide deliverables developed with consistent methodology. This has allowed for the project to advance while putting minimal burden on staff resources. At this stage however, it is essential that each jurisdiction provide a thorough review of how data and decisions they have shared with the RCPA have been represented within the draft plan.

During the summer of 2015, the SWG was tasked with soliciting and compiling input from staff within their jurisdiction (including City Managers and department heads as appropriate) on the Admin Draft. Some RCPA Directors have asked to be involved at this stage of review as well. The RCPA is currently reviewing the feedback submitted and anticipates the following schedule for project completion (pending the scope of comments):

- Late September: SWG meeting to review comments received and “final” draft measure selections by jurisdiction; decisions made on approach to finalizing the Public Draft
- September-November: RCPA staff and consultants work to address agreed upon edits to the Admin Draft
- Early November: Release Public Draft of Climate Action 2020
- November-January: public hearings at Planning Commissions and Councils, Stakeholder Advisory Group meeting, stakeholder meetings as requested, online forum for comments open
- January-March: respond to comments
- April: Final Draft Climate Action 2020 released, local adoption hearings scheduled

CEQA

For Climate Action 2020, RCPA will be the Lead Agency and lead the CEQA process, which at this point is expected to be a Programmatic EIR. The cities and the county will be Responsible Agencies and will use the Programmatic EIR to satisfy CEQA requirements for their individual actions to implement Climate Action 2020. The lead consultant, ICF, will work with PRMD and SWG members to prepare the EIR document and provide RCPA and the jurisdictions guidance on the CEQA process, as will RCPA legal counsel. A process will be developed that the jurisdictions can use to determine if a future project is consistent with Climate Action 2020 as well as how to mitigate the cumulative GHG impacts of future projects.

Policy Impacts:

RCPA’s mission is to lead and coordinate countywide efforts to implement and advocate a broad range of programs and projects to reduce GHG emissions. Climate Action 2020 is central to the RCPA mission as a countywide planning effort to assess and reduce community-wide greenhouse gas emissions and prepare for climate change impacts.

Fiscal Impacts:

This project is funded by a two year Sustainable Communities Planning grant from the Strategic Growth Council, which includes budget of \$145,000 for RCPA staff time.

Staff Recommendation:

Information only.

Climate Action 2020: Candidate Greenhouse Gas Reduction Measures = yellow rows indicate measures selected by one or more jurisdiction			
Sector	Level	Name	Description
Building Energy	1. Increase energy efficiency of buildings		
	State	Title 24 Standards for Commercial and Residential Buildings	Requires that buildings are designed to conserve energy and water.
	State	Lighting Efficiency and Toxics Reduction Act (AB 1109)	Will drive a decrease in electricity used for lighting through regulation and lighting standards.
	State	Industrial Boiler Efficiency	Require annual tuning of all boilers, or the installation of controls and systems to maximize efficiency.
	Regional	Community Energy Efficiency Retrofits for Existing Buildings	Existing programs to improve the energy efficiency of community homes and businesses).
	Regional	Expand Community Energy Efficiency Retrofits Program	Promote energy efficiency in existing residential buildings and commercial buildings, and remove funding barriers for energy efficiency improvements.
	Local	Expand the Green Building Ordinance Energy Code	Require new residential and nonresidential development to exceed CALGreen Tier 1 voluntary standards by complying with CALGreen Tier 2 standards.
	Local	Outdoor Lighting	Adopt outdoor lighting standards in the Zoning Ordinance to reduce electricity consumption above and beyond the requirements of AB 1109.
	Local	Shade Tree Planting	Expand on current urban tree planting policies and programs.
	2. Increase renewable energy use		
	State	Renewable Portfolio Standard (RPS)	Requires electric utilities (including PG&E, Healdsburg, and SCP) to procure an increasing amount of their electricity from eligible renewable sources up to 33% by 2020.
	State	Residential Solar Water Heater Program (AB 1470)	Provides incentives to encourage the installation of solar water heating systems.
	Regional	Stationary Fuel Switching Incentives	Will provide incentives and financing options for fuel switching from fossil fuel use to electricity.
	Regional	Community Choice Aggregation	SCP is a community choice aggregation (CCA) program and electricity provider that works with PG&E to provide their customers between 33 and 100% renewable energy.
	Local	Residential Solar in New Developments	Implement solar energy installation requirements for new residential buildings to increase renewable energy generation.
	Local	Residential Solar in Existing Developments	Incentivize solar energy installation for existing residential buildings to increase renewable energy generation.
	Local	Non-Residential Solar in New Developments	Implement solar energy installation requirements for new nonresidential development to increase renewable energy generation.
	Local	Non-Residential Solar in Existing Developments	Incentivize solar energy installation for new nonresidential development to increase renewable energy generation.
	Local	Co-Generation Facilities	As feasible, encourage co-generation facilities to supply a certain amount of megawatt hours of building energy in new commercial and industrial facilities greater than 100,000 square feet.
Local	Convert to Electric Water Heating	Replace residential natural gas and propane water heating equipment with electric heating equipment.	

Climate Action 2020: Candidate Greenhouse Gas Reduction Measures = yellow rows indicate measures selected by one or more jurisdiction			
Sector	Level	Name	Description
On-Road Transportation, Land Use, and Off-Road Equipment	3. Reduce fossil fuel use by encouraging a shift in the fuel used for transportation and off-road equipment		
	State	Low Carbon Fuel Standard: Off-Road	Requires a minimum 10% reduction in the carbon intensity of transportation fuels sold in California by the year 2020 (applies to off-road vehicles and equipment).
	Regional	Shift Sonoma County (Electric Vehicles)	Regional EV promotion program, in partnership with SCP.
	Regional	Alternative Fuels for Transit Vehicles	Replace diesel and gasoline buses with hybrid buses or compressed natural gas (CNG) buses.
	Local	Electric Vehicle Charging Station Program	Develop local charging stations to support electric vehicles.
	Local	Idling Ordinance	Limit idling of all commercial vehicles to 3 minutes except as necessary for the loading or unloading of cargo within a period not to exceed 30 minutes.
	Local	Electrify Landscaping Equipment	Incentivize replacement of landscaping equipment with alternatively fueled or electric equipment.
	Local	Electrify Construction Equipment	Incentivize replacement of fossil-fuel construction equipment with alternatively fueled or electric equipment.
	Local	Reduce Fossil Fuel Use in Equipment through Efficiency or Fuel Switching	Reduce fuel use in agricultural equipment by converting equipment currently using gasoline, diesel, or liquefied petroleum gas (LPG) to alternative fuels with lower GHG intensity (such as natural gas, biofuels, or solar electricity).
	4. Reduce vehicle fuel use by encouraging a shift in the mode used for transportation		
	Regional	Improve and Increase Transit Service	Increase bus service, implement bus preferential treatments, implement bus rapid transit (BRT) and/or express service, improve transit marketing, and improve transit amenities.
	Regional	Supporting Transit Measures	Implement a suite of measures designed to improve the county's transit system.
	Regional	Sonoma-Marín Area Rail Transit	Ensure policies support planned SMART corridor, such as transit-oriented development at planned SMART stations, future local transit planning for SMART, and pedestrian and bicycle facilities to connect to SMART stations.
	Regional	Trip Reduction Ordinance (TRO)	Develop and implement a mandatory TRO for employers with 50+ employees by offering pre-tax transit expenses, transit or vanpool subsidy, free or low-cost shuttle, or an alternate benefit.
	Regional	Supporting Measures for the Transportation Demand Management Program	Implement a suite of measures to support the TRO.
Regional	Reduced Cost Transit Passes	Provide reduced cost transit passes to encourage commuters to take transit.	
Regional	Alternative Travel Marketing & Optimize Online Service	Conduct countywide marketing efforts (and consistent community-wide efforts) to provide information on alternate travel means.	
Regional	Safe Routes to School	Create safe routes to school programs for communities where they currently do not exist.	

Climate Action 2020: Candidate Greenhouse Gas Reduction Measures = yellow rows indicate measures selected by one or more jurisdiction				
Sector	Level	Name	Description	
On-Road Transportation, Land Use, and Off-Road Equipment	Regional	Carsharing Program	Build on the work that the Sonoma County Air Resources Team has already conducted to implement a carsharing program.	
	Regional	Create a County-wide Public Bike Share Program	Create a countywide Public Bike Share Program to encourage a shift from automobiles to bicycle use.	
	Local	Parking Policies	Implement additional parking policies to promote reduction in single-occupancy vehicle travel.	
	Local	Supporting Parking Policy Measures	Implement actions to support parking policies, such as prioritized parking for EVs, carpools, and hybrids.	
	Local	Local Transportation Demand Management (TDM) Program	Implement support for voluntary TDM measures that are for employers with 49 employees or less, voluntary TDM measures for larger employers that are in excess of the TRO, and requirements for TDM measures in larger new residential projects.	
	Local	Carpool-Incentives & Ride-Sharing Program	Create or promote a regional ride-sharing program and encourage participation by local employers through their TDM programs.	
	Local	Guaranteed Ride Home	Create a guaranteed ride home program that could provide a free car share, shuttle, or taxi ride home to employees in case of an emergency.	
	Local	Supporting Bicycle/Pedestrian Measures	Implement local actions to support bicycle use and pedestrians.	
	5. Increase the fuel efficiency of vehicles			
	State	Pavley Emissions Standards for Passenger Vehicles and the Low Carbon Fuel Standard	Will increase the efficiency of automobiles and light-duty trucks by 30% from 2002 by 2016. This also includes the Low Carbon Fuel Standard for on-road vehicles.	
	State	Advanced Clean Cars	Requires that vehicle manufacturers increase the average fuel efficiency of their new vehicles, beyond the Pavley requirements.	
	State	Assembly Bill 32 Vehicle Efficiency Measures	Increases the efficiency of vehicles through proper tire inflation, aerodynamic efficiency for heavy-duty vehicles, hybrid technology for heavy-duty vehicles, and other measures.	
	6. Reduce travel demand through smart land use and development			
	Local	Mixed-Use Development in City Centers and Along Transit Corridors	Identify specific areas of potential transit-oriented, city-centered, mixed-use development, focusing on identified existing and planned transit corridors.	
	Local	Increase Transit Accessibility	Encourage new residential projects consisting of 25 units or more to be located within 1/2 mile of a transit node, shuttle service, or bus route with regularly scheduled, daily service.	
	Local	Supporting Land Use Measures	Undertake actions that will support transportation-related land use.	
	Local	Affordable Housing Linked to Transit	Provide affordable housing developments near transit corridors, transit hubs, and downtown cores.	

Climate Action 2020: Candidate Greenhouse Gas Reduction Measures = yellow rows indicate measures selected by one or more jurisdiction			
Sector	Level	Name	Description
	Local	Traffic Calming	Implement traffic calming measures in downtown cores, accident hotspot locations, near schools and libraries, etc.
	7. Reduce idling of off-road equipment		
	Local	Idling Ordinance	Adopt an Ordinance that limits idling time to 3 minutes for heavy-duty construction equipment.
Sold Waste Generation	8. Increase solid waste diversion		
	Regional	Waste Diversion Goal	Increase the diversion rate of the total waste stream.
	Local	Create Construction and Demolition Reuse and Recycling Ordinance	Implement consistent countywide goals for C&D waste
	9. Increase capture and use of methane from landfills		
	Regional	Create New Waste-to-Energy (WTE) Facilities	Develop new WTE projects at landfills.
Water Conveyance and Wastewater Treatment	10. Reduce Water Consumption		
	Regional	Regional Water Conservation Support and Incentives	SCWA will continue to work with local communities to incentivize local water conservation measures.
	Local	Encourage Water Efficient Landscaping	Expand on existing landscaping water requirements by installing smart landscape irrigation controllers, using drought-tolerant and regionally native plants, and encouraging the use of rainwater harvesting.
	Local	SB X7-7 – Water Conservation Act of 2009	Meet or exceed the state-established per capita water use reduction goal as identified by SB X7-7 (20% reduction in urban per capita use by 2020).
	Local	Water Conservation for New Construction	Require adoption of the voluntary CALGreen Tier 1 water efficiency measures for new residential and nonresidential construction.
	Local	Water Conservation for Existing Buildings	Incentivize renovation of existing buildings to achieve higher levels of water efficiency; encourage existing buildings to adopt voluntary CALGreen Tier 1 water efficiency measures.
	11. Increase recycled water and greywater use		
	Regional	Recycled Water	Use recycled water instead of potable water.
	Local	Greywater Use	Incentivize greywater use instead of potable water for residential non-potable uses.
	12. Increase the efficiency of water and wastewater infrastructure		
	Regional	Infrastructure and Water Supply Improvements	Reduce energy demand from water supply infrastructure, investigate new water supply sources, and increase local water production.
	Regional	Wastewater Treatment Equipment Efficiency	Reduce energy demand from wastewater treatment operations.

Climate Action 2020: Candidate Greenhouse Gas Reduction Measures = yellow rows indicate measures selected by one or more jurisdiction			
Sector	Level	Name	Description
Water	13. Increase use of renewable energy in water and wastewater systems		
	Regional	Sonoma County Water Agency Carbon Free Water by 2015	SCWA has contracted to procure 100% of its electricity needs through renewable and carbon-free resources, thus achieving a carbon-neutral electricity supply.
	Local	Green Energy for Water Production and Wastewater Processing in Healdsburg and Cloverdale	Healdsburg will use 100% renewable energy for a certain percentage of their water production and/or conveyance. Cloverdale has implemented solar energy arrays at the city water and wastewater plants.
	14. Increase capture and use of methane from wastewater treatment plants		
	Regional	Anaerobic Digester	Install anaerobic digesters at wastewater treatment facilities.
	Regional	Methane Waste-to-Energy (WTE)	Install WTE systems at wastewater treatment plants.
Agriculture	15. Reduce emissions from livestock operations		
	Regional	Methane Capture and Combustion at Dairies	Encourage the installation of methane digesters to capture methane emissions from the decomposition of manure at dairies.
	Regional	Methane Capture and Biogas Use in Petaluma	Continue operation of the digester at the former St. Anthony Dairy.
	Regional	Reduce Emissions from Enteric Fermentation	Encourage dairies and livestock operations to explore ways to reduce GHG emissions from enteric fermentation.
	16. Expand sustainable agricultural best practices		
	Regional	Optimize Fertilizer Use	Implement a voluntary policy to encourage agriculture methods that reduce or eliminate the need for fertilizer.
	Regional	Certification Programs	Promote carbon-beneficial practices through the use of sustainable agricultural certification programs, such as the 100% sustainable wine region commitment.
	Regional	Promote the Sale of Local, Sustainable, and Organic Grown Foods and/or Products	Support local farmer's markets to provide community residents with local, sustainable, and organic (or equivalent) sources of food.
	Regional	Urban Agriculture	Amend zoning code to allow for small-scale urban farming areas and gardens.
	Regional	Conserve Open and Working Lands	Conserve open space and agricultural land from conversion to urban uses.
Regional	Rangeland Carbon Farming	Promote increased carbon sequestration in Sonoma's working rangelands.	

Climate Action 2020: Candidate Greenhouse Gas Reduction Measures = yellow rows indicate measures selected by one or more jurisdiction			
Sector	Level	Name	Description
New Development	17. Reduce project-wide emissions from new development.		
	Local	Performance Standard for new development	Require new development to reduce GHG emissions compared to business as usual conditions.

Staff Report

To: RCPA Board of Directors

From: Suzanne Smith, Executive Director

Item: Item 4.2.1 – Consideration of possible role for RCPA in Sonoma County Waste Management Agency programs and policy development

Date: September 14, 2015

Issue:

What is the status of the Sonoma County Waste Management Agency (SCWMA)? Should the SCWMA dissolve in early 2017, is there a role for RCPA to serve as the countywide forum for policy, education and outreach, planning and reporting on solid waste and diversion matters?

Background:

The SCWMA is a joint powers authority (JPA), including representatives from all ten local jurisdictions, whose mission is to implement waste diversion programs as required by State law AB 939. The Agency's primary tasks are to create and maintain a treatment system for wood waste and yard debris, manage a program for the collection and proper disposal of household hazardous waste, inform local residents and businesses of ways they can help reduce, reuse and recycle their solid waste and properly dispose of hazardous materials, and perform planning and reporting functions as required by AB 939. The JPA is set to expire in February 2017 and there has been discussion over the past few months about how that might be addressed.

In June, the SCWMA directed its staff to explore options regarding the future of solid waste programs (i.e. compost, household hazardous waste, policy, education/outreach, planning/reporting) currently managed by SCWMA. The options being considered include:

- Extend/revise the current JPA
- Shift the programs to the County of Sonoma with the Board of Supervisors as the policy body
- Shift some of the operational programs to the County of Sonoma (i.e. compost) and shift other programs to the RCPA (i.e. policy)

There is a nexus in linking solid waste diversion and recycling with the RCPA through the RCPA Mission, Goals and Objectives to reduce the GHG emissions derived from solid waste and avert GHG emissions through recycling and related programs. The following objective related to solid waste is part of the approved RCPA Mission, Goals and Objectives:

Minimize solid waste GHG emissions through waste reduction, re-use, recycling, and disposal / conversion technology while also maximizing use of bio-energy sources.

- ✓ Proposed lead coordinator: Sonoma County/City Solid Waste Advisory Group
- ✓ Program Activities:

a) *Support solid waste management programs that will:*

- *Reduce the amount of waste generated*
- *Promote the reuse of products and packaging*
- *Provide for the recycling of discards including products, packaging and organics*

b) *After implementing Solutions contained in a), landfill what remains and produce energy from methane production and using waste as fuel for other energy generation opportunities such as biomass power generation.*

c) *Support actions to fully implement the Countywide Integrated Waste Management Plan*

d) *Track progress on reducing GHG emissions from solid waste collection and land fill operations and issue an annual report card*

The RCPA received the attached correspondence asking that we consider engaging in the discussion as to whether the RCPA may be a good fit for some of the activities currently undertaken by SCWMA. To that end, staff has had meetings with SCWMA staff and SCWMA Board members serving on an ad hoc committee to discuss the concept and learn more about what such a proposal might entail.

A few key factors for consideration derived from those discussions and RCPA staff analysis include:

- The RCPA offers a similar governance structure to the SCWMA in that all jurisdictions would have a seat at the table for policy discussions related to solid waste.
- The nexus between solid waste policy, the SCWMA programs and the mission of the RCPA is appropriate.
- Existing SCWMA programs are robust. If it is desirable for programs to continue, the staff, funding and related resources would be required going forward. RCPA does not have the capacity to absorb the workload without additional staffing and budget.
- The RCPA has not historically operated programs directly but does have experience managing programs and consultant contracts for programs similar to those carried out by SCWMA (i.e. Energy Upgrade California, PAYS Windsor).

Policy Impacts:

A decision to end the existing JPA and request RCPA take on a greater work load and policy responsibility is significant. To date there appears to be no legal reason the RCPA could not assume the responsibilities of the SCWMA.

Fiscal Impacts:

Should the hybrid approach be desired and RCPA be asked to take on certain programs and responsibilities the budget for those activities would need to be fleshed out. Currently the SCWMA staff and programs are funded through tipping fees, surcharges, and grants.

Staff Recommendation:

Discuss concepts and questions related to SCWMA and RCPA opportunities and provide direction to staff regarding the Board's level of interest in pursuing the concept of RCPA taking responsibility for some of the work currently carried out by the SCWMA.



August 8, 2015

Ms. Suzanne Smith
Executive Director, SCTA/RCPA
490 Mendocino Avenue Suite 206
Santa Rosa, California 95401

Subject: Proposal for RCPA to Assume Responsibility for some SCWMA Programs

Dear Suzanne,

Thank you very much for taking time to meet and discuss the recent suggestion from Sonoma County that RCPA has the potential to assume responsibility for some of the programs currently managed by SCWMA. Via this letter I would like to confirm that the SCWMA Board of Directors sees merit in exploring the option for RCPA to take on some of the SCWMA functions in the event SCWMA is not extended beyond its current initial term limit of 25 years which is set to occur in February 2017. In addition I would like to request on behalf of the Board's Executive Committee that RCPA determine if it is interested in assuming some SCWMA programs, and if possible work with SCWMA to develop a framework for this to occur including some cost estimates for these activities' management. Two programs have been put forth as possibilities for RCPA: education/outreach, and Regional solid waste reporting and planning. In addition, a portion of the SCWMA Household Hazardous Waste activities could also be possible for inclusion, namely used oil disposal/recycling, E-Waste collection/disposal/recycling, and specialty programs such as fluorescent lamps, batteries, and medicines.

I would appreciate our having further conversations to exchange information and ideas, and would suggest we have a follow-up meeting when that is appropriate for you. Again, thank you.

Sincerely,



Henry J. Mikus
SCWMA Executive Director

Copies: SCWMA Board of Directors
Ethan Walsh, Agency Counsel



August 2015

New Board Member Briefing

Structure: membership is the 9 cities plus the County of Sonoma, governing Board has a representative from each member. Representatives can be elected officials or staff at the discretion of the member. The Board annually elects a Chair, Vice-Chair, and Chair Pro-Tem. Board meetings are typically the third Wednesday of each month, and are held starting at 9:00 AM at the City of Santa Rosa Council chambers. Meetings are set to be finished no later than 11:30 AM. Meetings fall under the Brown Act. Quorum is a majority of the membership. Voting items pass on a simple majority, with three exceptions that require a unanimous vote of all members: major program expansions, expenditures greater than \$50,000, and adoption of the annual budget.

History: formed in 1992 as a Joint Powers Authority particularly in response to AB 939 which mandated higher levels of waste diversion. The original JPA agreement was for 25 years, so there is an expiration date coming of February 2017.

Tasks: manages regional organics diversion program (composting), HHW collection program, regional education and dissemination of solid waste system information, performs solid waste planning and reporting for the region.

Funding: from user fees; organics program from a tip fee (currently between \$27.60 and \$36.20 per ton, but will increase to \$58 per ton in October 2015); HHW, education, and regional tasks via a general tip fee surcharge of \$4.85 per ton on garbage and green waste; also some funding via grants (approximately \$275,000 per year).

Staff: six employees: Executive Director, Department Analyst, three Waste Management Specialists, and an Agency Clerk. The Executive Director reports to the Board, with more frequent interaction with the Board's Chair. Prior to 2011 the Executive Director reported through the County Transportation and Public Works hierarchy.

Services: via an MOU, the Agency contracts with the County for some services, such as office space, IT, accounting & fiscal audit, payroll, and benefits.

Budget: five operational and four reserve funds; current budget is approximately \$10.5 million, excluding transfers to reserve funds. Current fiscal year expenditures are approximately as follows: organics programs-\$8.2 million, household hazardous waste collection and disposal-\$1.6 million, education and outreach-\$500,000, planning and reporting-\$100,000, JPA future-related tasks-\$100,000.

Current Issues:

1. Expiration of the JPA in 2017: With the Agency's charter set to expire in February 2017, the Agency Board is currently examining options for the future of Agency programs. Options could include the status quo, the County/Republic assuming control over Agency programs, other governmental agencies such as the Regional Climate Protection Authority assuming control over Agency programs, or a hybrid of the options listed. Work to determine the most cost effective and beneficial model is underway and is expected to be a monthly topic of discussion at the Agency Board meetings until it is resolved.
2. Existing composting program: Litigation was brought against the current compost facility at the Central Disposal Site, and settlement from that litigation resulted in the agreement to close the compost site by October 15, 2015. Compostable material collected at the County-owned transfer stations within Sonoma County will continue to be transported to out-of-county compost sites until a new compost facility within Sonoma County is permitted and constructed.
3. Future compost site: The process to identify potential new compost sites was initiated in 2007, and the resultant Environmental Impact Report which concluded a new location at the Central Disposal Site was the environmentally preferable alternative was certified at the June 24, 2015 Agency Board meeting. That EIR certification and site selection is under litigation. Future tasks include permitting, contractor selection, completion of engineering design and specification, and facility construction. Completion of these tasks do not likely fall within the Agency expiration, so the future of this program is tied to the future of the Agency's programs, as described in bullet 1 above.
4. New bids or renewals/extensions on some current contracts: Over the past couple years all contracts have been examined and rebid; the Agency is set through February 2017. One general problem however has been our inability to contract beyond 2017, so any transition to another agency or renewal of the JPA would need to compensate for the expiration of Agency programs.
5. Mandatory Commercial Recycling (MCR): AB 341 was passed during fall 2011 which mandated the commercial sector to have active recycling programs by July 2012. Via grant funding and utilizing temporary labor, the Agency established an outreach program to commercial entities to inform them of the law and facilitate their startup programs. A continuing MCR outreach program, also grant funded, is now in place utilizing permanent Agency staff.
6. Mandatory Organics Recycling (MORe): AB 1826 expands the Agency's requirement to provide education and outreach for businesses by requiring organics recycling programs. Similar to AB 341, the MORe program requires generators of organic material to utilize organics recycling programs. Local jurisdictions are required to have organic waste recycling programs in place by January 1, 2016 and are to conduct outreach to businesses and identify those that are not recycling organic waste. Depending on the generator size, participation in an organics recycling program becomes mandatory between April 1, 2016 and January 1, 2019. This program includes commercial and multifamily dwellings, but does not apply to single-family residential dwellings.

Staff Report

To: Sonoma County Transportation Authority
From: Janet Spilman, Deputy Director, Planning & Public Outreach
Item: 4.3.1 – Moving Forward 2040 Comprehensive Transportation Plan update
Date: September 14, 2015

Issue:

What is the status of the Moving Forward 2040 Comprehensive Transportation Plan (CTP) update project list? Shall the SCTA approve the proposed submittal of projects to MTC for the Plan Bay Area update?

Background:

Moving Forward 2040 Comprehensive Transportation Plan is made up of several elements including

- An assessment of existing conditions and future trends
- Goals and Targets that create a vision for the future of the transportation system
- Means of attaining the Goals through policies and projects.

This staff report presents the list of projects for your approval.

Last year SCTA staff requested that local jurisdictions submit project applications for transportation projects. This was for two reasons: 1) to provide more detailed and updated project information, and 2) to refresh the list, removing any outdated projects that remained from previous lists. Many important projects remain on CTP lists over time due to insufficient funding. The resulting project lists represents some new identified projects and programs, as well as the list of unfunded needs from years past based on the priorities of each jurisdiction.

Moving Forward 2040

SCTA released a Call for Projects on November 3, 2014 to the TAC and other potential project sponsors. Project application materials are available online. There was outreach to tribes, other partners and the public via in person meetings, email notices and web based surveys. Project applications have been available online for review since their submittal earlier this year.

Project details are available for examination online here <http://sctainfo.org/comprehensive-transportation-plan.htm>

Project List Overview

The final project list includes all submittals from eligible project sponsors. To follow is a summary of projects types, the number, cost and known funding.

Projects submitted for inclusion in Moving Forward 2040			
Project type	Number of projects	Cost \$M	Known Funding
Bike/Walk	93	\$478.41	\$11.24
Bridges	5	\$97.00	\$19.00
Highway	23	\$907.50	\$269.00
Tech Solutions	2	\$6.90	\$0
Local Road projects	45	\$474.02	\$66.37
Local Road intersections	22	\$183.3	\$8.51
Local Road rehab**	18	\$2,119.32	\$.2
Airport	9	\$85.98	\$9.70
Programs	1	\$26.75	\$8.75
Transit maintenance*	10	\$1,035.34	\$986.82
Transit Expansion	21	\$670.54	\$.55
Totals	249	\$6,085.06	\$1,380.14
*Transit operators are required to budget their service to known funding, resulting in a deficit of service.			
** Local road rehab estimates vary depending on the number of roads, and the targeted condition			

Bus and Rail Transit is divided into operating and capital expenses for maintaining existing service and the potential for enhanced and expanded service. The Transit Maintenance category represents the cost of maintaining existing service. It should be noted that maintenance of service (unlike road rehab) is required to be budgeted to known fund sources, and maintenance costs are required to be listed as fully funded. Transit Stations, Bus Rapid Transit and SMART extensions are featured as a promising expansion service. Technological improvements represent great opportunities as well as costly expenses.

The 2014 SCTA Countywide Bicycle and Pedestrian Master Plan is the source for bicycle projects in the CTP. It contains 1,027 projects, 93 are identified as having countywide significance. All bike/ped projects in the Master Plan are eligible for funding.

Highways, Streets and Roads Projects, identified in the CTP include projects focused on maintenance and rehabilitation, which are called out on the project list. Many of these projects represent significant, expensive needs and will take many years to fund and build. Larger projects often require phasing in order to make use of limited funding opportunities as we have seen with the Hwy 101 project. Smaller phased projects that make up a cohesive larger project are listed as a single project, unless a particular funding need requires a segment to be listed individually. An example of this is the Foss Creek Trail, which, while a part of the overall SMART Pathway, is underway and seeking funding. Most other SMART Pathway projects, from jurisdictions along the corridor are combined into a single project for the purposes of planning.

SCTA recognizes the importance of other nontraditional transportation programs such as Safe Routes to School (and to Transit), rideshare, bikeshare, carshare, Guaranteed Ride Home and a host of other programs that now figure prominently in the transportation world.

Some local transportation projects are fully funded, are in various stages of completion and are considered committed projects. It is assumed that these projects will be completed in the near term. Committed projects were included in the analysis of 2040 baseline, or “no build” conditions. A list of committed projects is provided below.

Committed Projects:

- Marin Sonoma Narrows: Phase 1 - SCTA
- Healdsburg Avenue Bridge Retrofit/Rehabilitation - Healdsburg
- River Road channelization and improvements – Sonoma County
- Bodega Highway improvements west of Sebastopol – Sonoma County
- Five-way Intersection/Roundabout – Healdsburg
- Dowdell Avenue Extension – Rohnert Park
- Bodway Parkway Extension – Rohnert Park
- Keiser Avenue Reconstruction – Rohnert Park
- SMART: San Rafael to Airport

Project Highlights

Transit Projects

The transit projects demonstrate that planning for operations and fleet maintenance is tied to known funding. Any expansion or enhancement, especially in operations, is difficult to fund through existing sources. Key projects included in the new plan are:

- Service increase in all transit systems (including Sunday service for Sonoma County Transit)
- Smart Service to Cloverdale, including new vehicles and maintenance facilities
- SMART stations
- Rapid bus projects in Santa Rosa and Petaluma.
- Transit Mall & Northside Transfer center expansion
- Maintenance shops, bus yards, and bus stop improvements.
- Technology – passenger information and fare technology, transit signal priority

Bicycle/Walk Projects

Bike/Walk projects by far made up the largest number of projects. This list of CTP projects is derived from the Bicycle/Pedestrian Master Plan and represent a high priority subset of that list of projects. To follow are the largest projects:

- SMART Pathway - includes all projects within SMART’s right of way in all Sonoma County jurisdictions, from Petaluma to Cloverdale. Together with the bike facilities built as part of the Hwy 101 MSN Phase 2 project, this represents the largest and most costly bike facility in the county. Other SMART Pathway projects such as the Foss Creek Trail in Healdsburg and Petaluma on-street projects round out the project and total over \$120 million.
- North Santa Rosa Station Area Bike/Ped Connector over Hwy 101 - \$21M
- Hwy 1 – the many project phases that make up the 34 miles of class 2 bike lanes along the Sonoma coastline – nearly \$18M
- Hwy 128 – 23.58 miles of class 2 bike lanes from Napa County to Mendocino County - \$18M

Bridges

There is an unfunded need to upgrade or replace bridges in Sonoma County. Specific unfunded projects are Santa Rosa citywide ongoing bridge replacements (\$45M) and SMART Rail Russian River Bridge costing (\$30M). The Healdsburg Avenue Bridge is fully funded and construction is underway.

Highway Projects

The Highway 101 project, adding a high occupancy vehicle (HOV) lane in each direction from Windsor south to Marin County is slowly being completed. There are two phases of work remaining on the Sonoma portion of the Marin/Sonoma Narrows:

- B2, Phase 2 – Construct HOV lanes in both directions between Petaluma Boulevard South and the Marin County line
- C2 – construct HOV lanes in both directions from just north of Route 116 East to Old Redwood Highway in Petaluma

Many interchanges along the route are in need of updating including:

- U.S. 101 and Railroad Avenue interchange in Cotati
- U.S. 101 and Todd Rodd interchange in Santa Rosa
- U.S. 101 at Hearn interchange in Santa Rosa
- U.S. 101 at Hearn Mendocino Ave/Hopper in Santa Rosa

Other Highways in the County need improvements including:

- Highway 116 widening and rehabilitation between Sebastopol & Cotati
- Highways 116 and 121 interchange improvements
- Highway 37 corridor protection and enhancement

Local Roads Projects

The local roads projects represent a diverse set of projects including:

- Southern Crossing at Caulfield Lane
- Farmers Lane Extension
- Baker Overcrossing Widen
- Piner Rd from Marlow Rd to Fulton Rd
- Sebastopol Rd Corridor Plan - Dutton Ave to Stony Point Rd
- Petaluma Hill Rd - widen from Aston Ave to Santa Rosa City limit
- Adobe Road Reconstruction

Road rehabilitation is a significant unmet need, with costs estimated at over \$2 billion over the next 25 years in order to reach an acceptable condition. In order to reach and maintain a higher standard of pavement condition on every street and road in the County MTC estimates a cost of \$5 billion.

Regional Air Travel

For the first time Regional Air Travel projects (located at the Charles M Schultz - Sonoma County Airport) are included in the plan. Although funding for the airport is not within the scope of SCTA functions, air travel represents an important part of the transportation system in the county, and our

neighboring counties. The County has proposed that 9 projects totaling \$86 million be included in the CTP.

Project Performance

Staff reported on project performance in July and in September. Projects have tremendous local benefits that are difficult to quantify on a countywide basis. The large capital projects, Hwy 101 and transit improvements provide some future congestion relief. Altogether the goals of the Moving Forward 2040 are influenced most by the increase of the number of people, jobs and vehicles that is expected to occur in Sonoma County.

Plan Bay Area Project Update

Plan Bay Area is the long range (28 year) plan for transportation projects in the Bay Area region produced by MTC. Plan Bay Area features projects that are of regional significance, but combines smaller non-capacity increasing projects into Maintenance, Bike/Ped, and Transit Operations categories. Large capacity increasing or regionally significant projects that trigger air quality conformity analyses must be listed in Plan Bay Area as individual projects. Projects from multi-county project sponsors such as SMART submit their projects directly to MTC.

MTC has determined an initial target budget for Sonoma County of \$2.61 billion (which includes Measure M and its theoretical reauthorization) This initial target is intended to place a cap on project submittals and is not represented as the amount of funds the county will receive in the final financially constrained plan. Even at the inflated initial target, Sonoma County's needs exceed projected available funds. MTC will analyze large projects for performance and will refine their funding priorities at the conclusion of that exercise, estimated to be completed next year.

Project Identification for Plan Bay Area

The CTP process has resulted in a list of identified needs that guides the submittal of projects for Plan Bay Area. Projects can be included in Plan Bay Area in two different ways: individual project listings or programmatic categories. Larger capacity increasing projects need to be included in the regional air quality conformance plan. Smaller projects that don't significantly change capacity (such as most pedestrian and bicycle projects) can be included within programmatic categories. With this in mind, the majority of the SCTA projects can be included in the program categories. The attached Exhibit 2 is for SCTA approval to submit as our initial list of proposed projects for Plan Bay Area.

Policy Impacts:

The CTP is the long term planning document for the SCTA. CTP Goals reflect SCTA policy. An approved list of projects will guide decision making for SCTA and MTC.

Fiscal Impacts:

No fiscal impacts. The project list for both the CTP and Plan Bay Area serve as guidance in programming future funding to projects. It represents priorities of the SCTA for identified and potential future sources of funding, including any future revenue opportunities.

Staff Recommendation:

The TAC, CAC, Transit TAC and CBPAC have reviewed the project list and provided the majority of the content. Staff recommends approval of both the CTP list and Plan Bay Area list of projects.

Exhibit 2

SCTA Project Submission - Plan Bay Area, RTP

14-Sep-15

RTP ID	Project	cost (\$m)
Carryover RTP Projects		
Programmatic Categories - updated to include 2015 CTP needs		
240650	Enhance tranist to achieve a 50% increase in bus service countywide ¹	\$ 242.00
240651	Implement bicycle and pedestrian improvements countywide ²	\$ 370.00
230700	Rehabilitate local roads countywide ³	\$ 1,000.00
22490	Bridge improvements in Sonoma County ⁴	\$ 78.00
240561	Implement Sonoma County's Safe Routes to School program ⁵	\$ 26.00
240709	Implement Sonoma County's Climate Initiatives program	\$ 20.00
21884	Petaluma cross town connector	\$ 115.00
22190	Improve channelization and traffic signalization at Route 116/Route 121 intersection (includes Arnold Drive improvements)	\$ 22.00
22197	Improve local circulation at various locations in Town of Pennngrove (includes improvements to Main Street, Petaluma Hill Road, Adobe Road, Old Redwood Highway and US 101/Railroad Avenue)	\$ 50.00
22204	Widen Fulton Road from 2-lanes to 4-lanes from Guerneville Road and Piner Road	\$ 9.00
22207	Extend Farmers Lane from Bellevue Avenue to Bennett Valley Road as a 3-lane or 4-lane arterial (includes a bicycle land and sidewalk)	\$ 47.50
22438	Improve Bodega Highway west of Sebastopol (includes straightening curves near Occidental and adding turn pockets)	\$ 2.00
94691	Install traffic signal system on Route 121 and improve channelization at 8th Street	\$ 3.00
98147	Widen US 101 in each direction with 1 HOV lane from Old Redwood Highway to the Marin/Sonoma County line	\$ 210.00
240360	Widen Snyder Lane from 2-lanes to 4-lanes between southside of "G" section and Southwest Boulevard	\$ 6.00
240524	Construct an interchange with bicycle and pedestrian enhancements at Route 12/Fulton Road	\$ 27.00
240529	Improve interchange at Hearn Avenue/US 101	\$ 33.50
240668	Widen Airport Boulevard from 2-lanes to 5-lanes between Ordiance Road and Aviation Boulevard	\$ 50.00
240676	Implement Sonoma-Marin Area Rail Transit commuter rail and pathway project extension from Santa Rosa Railroad Square to Cloverdale	\$ 209.00
240677	Implement Sonoma-Marin Area Rail Transit pathway project in Sonoma County	\$ 108.00

Proposed new 2015 RTP projects - projects greater than \$20M from 2015 CTP		
Local Roads	Farmers Lane Extension	\$ 47.50
Highway	Highway 116 Widening and Rehabilitation btwn Sebastopol & Cotati	\$ 83.00
Highway	Bellevue Ave @ Hwy 101 Improvements	\$ 20.80
Local Roads	Adobe Road Reconstruction	\$ 20.00
Local Roads	Sebastopol Rd Corridor Plan - Dutton Ave to Stony Point Rd	\$ 24.00
Local Roads	Baker Overcrossing Widen	\$ 32.00
Local Roads	Petaluma Hill Rd - widen from Aston Ave to Santa Rosa City limit	\$ 22.50
Local Roads	Piner Rd from Marlow Rd to Fulton Rd	\$ 26.50
Local Roads	Southern Crossing at Caulfield Lane	\$ 72.00
Highway	Mendocino Ave / Hopper Ave - Hwy 101 Interchange	\$ 30.00
Highway	Todd Rd @ Hwy 101 Interchange Improvements	\$ 41.20
Highway	Shiloh Road Interchange Reconstruction	\$ 21.00
SMART	SMART Rail Russian River Bridge Project	\$ 30.00
	SONOMA COUNTY TOTALS	\$ 3,098.50
	County Target	\$ 2,600.00

1 Operations Expansion needs in CTP

Bike/Walk needs in CTP less \$108m for SMART pathway listed separately as

2 #240677

Rehabilitation estimated range from \$800m - \$5b depending on the number of streets

3 and roads included and the level of improvement

4 Bridge need derived from CTP minus committed Healdsburg Ave Bridge project

5 CTP estimate

Identified Transit Needs

September 3, 2015

ID#			Cost	Funding	Project Year
Maintain Existing Operations					
4515	Petaluma Transit	Petaluma Transit - Ongoing Operations	90.00	90.00	2015 - 2040
4501	Santa Rosa CityBus	Transit and Paratransit O&M	372.40	372.40	2015 - 2040
4542	SMART	Ongoing Operations (as funded by Measure Q and reauthorized)	600.40	600.40	2016-2040
4500	Sonoma County Transit	SCT Existing Operations (Current)	485.00	485.00	2015 - 2040
4	Projects		<u>Category Total in millions</u>	\$1,547.80	
			Identified Funding	\$1,547.80	

Maintain Facilities					
4517	Petaluma Transit	Transit Maintenance, Operations & Admin Facility Rehab, Phase II	0.50	0.00	2017
4514	Santa Rosa CityBus	Facility Maintenance and Rehab	5.31	5.31	
4513	Sonoma County Transit	Bus yard, maintenance facility, bus stops, park and ride lots	10.00	10.00	2015 - 2040
3	Projects		<u>Category Total in millions</u>	\$15.81	
			Identified Funding	\$15.31	

Maintain Fleet					
4510	Petaluma Transit	Bus Replacements	17.62	14.10	various
4505	Santa Rosa CityBus	Fleet Replacement	67.44	67.44	
4504	Sonoma County Transit	SCT Existing Vehicle Replacements	75.00	75.00	2015 - 2040
3	Projects		<u>Category Total in millions</u>	\$160.06	
			Identified Funding	\$156.54	

Facilities ITS - Infrastructure Expansion					
2026	Petaluma Transit	Petaluma Transit Signal Priority (TSP)	0.45	0.20	2015
4529	Petaluma Transit	Petaluma Intermodal Station Bus Access Improvements (SMART Stn)	0.05	0.00	2018
4538	Petaluma Transit	Petaluma MO&A Facility Shop CNG Retrofit	0.04	0.00	2018
4539	Petaluma Transit	Ongoing Bus Stop Improvements	0.75	0.00	
3007	Santa Rosa CityBus	2 Rapid Bus routes - planning, engineering , tech and infrastructure	10.40	0.00	
3041	Santa Rosa CityBus	Passenger Information and Fare Payment Technology and Marketing	2.36	0.00	
3042	Santa Rosa CityBus	Including Transit Mall, Transfer Center expansion	10.00	0.00	
3000	SMART	SMART Rail Extensions - Airport to Cloverdale	178.82	0.00	2018
4503	SMART	SMART Sonoma County Stations Enhancements	81.04	0.00	2018
4508	SMART	SMART Rail Operations Capacity Expansion	30.39	0.00	2018
4509	SMART	SMART Rail Freight Improvements	19.70	0.00	2018
4512	SMART	SMART Rail - Petaluma Infill Station	11.00	0.00	2018
3043	Sonoma County Transit	SCT Facility Expansion, bus yard and maintenance	10.00	0.00	2030
13	Projects		<u>Category Total in millions</u>	\$355.00	
			Identified Funding	\$0.20	

ID#			Cost	Funding	Project Year
Operations Expansion					
4516	Petaluma Transit	Service expansion including Rapid Bus, Rt Frequency and new Senior Se	22.00	0.00	2022
4540	Santa Rosa CityBus	50% Service Expansion and Rapid Bus (operating)	134.61	0.00	
4518	SMART	Local Transit Service Enhancements	9.00	0.00	2022
3026	Sonoma County Transit	Systemwide service expansion on core intercity and local routes	73.00	0.35	2030
4526	Sonoma County Transit	SCT Feeder Service to SMART Rail	4.00	3.00	2016

5 Projects

Category Total in millions \$242.61

Identified Funding \$3.35

Vehicle Expansion					
4523	Petaluma Transit	Fleet Expansion	10.00	0.00	2022
4541	Santa Rosa CityBus	Fleet Expansion	16.93	0.00	
4506	SMART	SMART Rail Operations Capacity Expansion - Rail Vehicles	53.00	0.00	2018
4511	Sonoma County Transit	SCT Vehicle Expansion	15.00	0.00	2030

4 Projects

Category Total in millions \$94.93

Identified Funding \$0.00

Projects Count	32	Total Identified Transit Need in millions	\$2,416.21
		Identified Funding	\$1,723.20

Identified Transportation Needs

September 3, 2015

Plan ID#:			Cost	Known \$	Project Year
Bike/Walk					
BP1	Cloverdale	Cloverdale River Trail	1.89	0.00	TBD
BP406	Cloverdale	Citrus Fair Drive	1.40	0.00	TBD
BP37	Cotati	West Cotati Avenue Sidewalks	1.58	0.00	TBD
4520	Healdsburg	Foss Creek Pathway Class II	1.34	0.00	TBD
4521	Healdsburg	Foss Creek Pathway Class I	7.25	0.45	TBD
4004	Petaluma	SMART Pathway - on street path in Petaluma	5.00	0.00	TBD
4006	Petaluma	Rivertrail-Crossing SMART and Hwy 101	1.50	0.00	2018
4519	Petaluma	Petaluma River Trail	8.09	0.00	TBD
BP406	Petaluma	Petaluma River Trail	1.50	0.00	TBD
BP77	Petaluma	Class 2 bicycle lane segments citywide	17.29	0.00	TBD
BP78	Petaluma	Adobe Rd.	1.50	0.00	TBD
BP96	Petaluma	Lakeville Hwy	0.97	0.00	TBD
3048	Rohnert Park	Copeland Creek Bike/Ped Overcrossing at Highway 101	6.00	0.00	2025
4010	Rohnert Park	Central Rohnert Park PDA Complete Streets Improvements	6.00	0.00	2016-2025
4012	Rohnert Park	Rohnert Park Class I Bike Paths Reconstruction	7.00	0.00	2015-2025
BP154	Rohnert Park	New Bike/Pedestrian Crossings at NWP Railroad	0.60	0.00	TBD
BP171	Rohnert Park	New Bike/Pedestrian Path Crossing Hwy 101	3.00	0.00	TBD
BP175	Rohnert Park	Trail to Crane Creek Regional Park	0.71	0.00	2020
2090	Santa Rosa	Highway 12 Corridor - Farmers Lane to Spring Lake Park	1.00	0.00	2030
2132	Santa Rosa	Downtown Santa Rosa- City Center Enhancements Courthouse Square	17.10	0.00	2025
4027	Santa Rosa	Jennings Avenue Bicycle and Pedestrian Crossing at the SMART Corr	9.20	0.00	2020
4506	Santa Rosa	Class I Rehabilitation	1.00	0.00	TBD
BP243	Santa Rosa	N. Santa Rosa Stn Area/Jr College Bike/Ped Connector Over HWY 101	21.00	0.25	2040
4504	SCTA	MSN - SMART Pathway	0.00	0.00	2018-2022
4517	Sebastopol	State Route 116 Class II Bike Lanes	0.69	0.00	2016-17
BP632	Sebastopol	Petaluma-Sebastopol Trail Feasibility Study	0.01	0.00	2020
4502	SMART	SMART Pathway	108.05	0.00	2018
4507	Sonoma County	State Hwy. 116 North Class II bikelanes	14.31	0.00	TBD
4509	Sonoma County	Bodega Hwy. Class II bikelanes	3.57	0.00	TBD
4510	Sonoma County	Geyserville Ave. / Asti Rd. Class II bikelanes	5.82	0.00	TBD
4511	Sonoma County	Sonoma County Bay Trail	9.48	0.17	2020
4512	Sonoma County	Warm Springs Rd. Class II bikelanes	3.84	0.00	TBD
4513	Sonoma County	Laguna de Santa Rosa Trail	4.88	0.05	2023

Plan ID#:			Cost	Known \$	Project Year
4514	Sonoma County	Colgan Creek Trail Extension East and West	0.81	0.10	2019
4515	Sonoma County	State Hwy. 128 23.58 miles of Class II bikelanes	17.68	0.00	TBD
4516	Sonoma County	Bellevue Creek Trail and Connector	1.99	0.11	2024
4518	Sonoma County	State Hwy. 1 34.05 miles of Class II bikelanes	17.79	0.00	TBD
4523	Sonoma County	Bodega Bay Trail	7.71	2.05	2021
BP406	Sonoma County	Crocker Road Bicycle/Pedestrian Bridge	2.00	0.00	TBD
BP681	Sonoma County	Sonoma Valley Trail	5.06	0.31	2019
BP682	Sonoma County	Cloverdale / Lake Sonoma Trail	2.03	0.00	TBD
BP683	Sonoma County	Cloverdale River Trail	1.37	0.00	TBD
BP686	Sonoma County	Copeland Creek Trail	0.72	0.03	2023
BP688	Sonoma County	Dutch Bill Creek Trail	2.19	0.60	2023
BP704	Sonoma County	Laguna de Santa Rosa Trail Extension	2.24	0.00	2023
BP705	Sonoma County	Larkfield / Wikiup Trail	1.54	0.00	TBD
BP707	Sonoma County	Monte Rio / Willow Creek Trail	3.00	0.00	2024
BP708	Sonoma County	Petaluma / Sebastopol Trail	4.48	0.11	2023
BP709	Sonoma County	Petaluma Marsh Trail	4.42	0.00	2023
BP714	Sonoma County	Russian River Trail	11.43	0.13	2023
BP716	Sonoma County	Salmon Creek Trail	1.51	0.00	TBD
BP718	Sonoma County	Santa Rosa Creek Trail Extension	0.66	0.02	2023
BP726	Sonoma County	Sonoma / Schellville Trail	1.92	0.91	2016
BP735	Sonoma County	West County Trail Extension	0.27	0.00	2016
BP736	Sonoma County	Petaluma - Novato Trail	1.17	0.00	2023
BP738	Sonoma County	8th St. East	2.32	0.00	TBD
BP740	Sonoma County	Adobe Rd.	2.24	0.00	TBD
BP743	Sonoma County	Alexander Valley Rd.	2.87	0.00	TBD
BP746	Sonoma County	Arnold Dr.	2.60	0.00	TBD
BP748	Sonoma County	Bennett Valley Rd.	1.56	0.00	TBD
BP751	Sonoma County	Bodega Ave.	1.56	0.00	TBD
BP766	Sonoma County	Doran Beach Rd.	1.67	0.00	TBD
BP768	Sonoma County	Dry Creek Rd. Class II bikelanes	7.55	0.00	TBD
BP773	Sonoma County	Eastside Rd. Class II bikelanes	3.88	0.00	TBD
BP775	Sonoma County	Faught Rd. Class II bikelanes	1.92		TBD
BP778	Sonoma County	Frei Rd. Class II bikelanes	1.06	0.00	TBD
BP780	Sonoma County	Geysers Rd. Class II bikelanes	1.95	0.00	TBD
BP794	Sonoma County	Laguna Rd. / Old Trenton Rd. Class II bikelanes	1.04	0.00	85 TBD

Plan ID#:			Cost	Known \$	Project Year
BP800	Sonoma County	Ludwig Ave. Class II bikelanes	1.08	0.00	TBD
BP803	Sonoma County	Mark West Springs / Porter Creek Rd. Class II bikelanes	7.29	2.50	2024
BP807	Sonoma County	Millbrae Ave. Class II bikelanes	0.99	0.00	TBD
BP815	Sonoma County	Occidental Rd. Class II bikelanes	2.29	0.00	TBD
BP817,	Sonoma County	Pepper Rd. Class II bikelanes	4.41	0.00	TBD
BP822	Sonoma County	Petrified Forest Rd. Class II bikelanes	1.77	2.50	2024
BP823	Sonoma County	Piner Rd. / Olivet Rd. Class II bikelanes	2.82	0.00	TBD
BP825	Sonoma County	Pleasant Hill Rd. Class II bikelanes	1.62	0.00	TBD
BP832	Sonoma County	Roblar Rd. Class II bikelanes	4.87	0.00	TBD
BP837	Sonoma County	South Wright Rd. Class II bikelanes	1.04	0.00	TBD
BP854	Sonoma County	State Hwy. 116 South Class II bikelanes	1.85	0.00	TBD
BP856	Sonoma County	State Hwy. 12 Class II bikelanes	5.19	0.00	TBD
BP859	Sonoma County	State Hwy. 121 Class II bikelanes	5.59	0.00	TBD
BP867	Sonoma County	Todd Rd. Class II bikelanes	3.77	0.00	TBD
BP868	Sonoma County	Trenton Rd. / Healdsburg Rd. Class II bikelanes	0.99	0.00	TBD
BP874	Sonoma County	Water Trough Rd. Class II bikelanes	1.28	0.00	TBD
BP876	Sonoma County	West Sierra Ave. Class II bikelanes	0.94	0.00	TBD
BP877	Sonoma County	Willowside Rd. Class II bikelanes	1.51	0.75	2017
2037	Windsor	Old Redwood Highway: Hembree Lane to Shiloh Road	11.00	0.01	2020-2021
2042	Windsor	Starr Road: Re-Build Railroad Grade Crossing	1.00	0.01	2018-2019
4053	Windsor	Starr Road Sidewalk Gap Closure	1.00	0.00	2016-2017
BP406	Windsor	Intersection Modification at Lakewood Drive/Old Redwood Highway	2.00	0.08	2020-2030
BP406	Windsor	Old Redwood Highway: Windsor Road to Arata Lane	13.00	0.08	2024-2025
BP973	Windsor	Conde Lane: Oakfield Lane to Mitchell Lane	4.00	0.01	2020-2030
BP975	Windsor	Old Redwood Hwy - NB	0.04	0.04	2015

93 Projects

Category Sum (in millions) \$478.10
Identified Funding \$11.24

Bridges

2014	Healdsburg	Healdsburg Avenue Bridge Retrofit/Rehabilitation	19.00	19.00	2014 - 2016
4005	Petaluma	Washington Street Bridge Seismic Retrofit	2.00	0.00	2017
4020	Santa Rosa	Maintain Transportation System - Bridge Rehabilitation	1.00	0.00	Ongoing
4021	Santa Rosa	Replacement cost of bridges	45.00	0.00	Ongoing
4522	SMART	SMART Rail Russian River Bridge Project	30.00	0.00	2018

5 Projects

Category Sum (in millions) \$97.00
Identified Funding \$19.00

Plan ID#:			Cost	Known \$	Project Year
Highway					
4001	Cotati	US 101/Highway 116 North Bound On-Ramp Improvements	10.00	0.00	2030
4002	Cotati	US 101/West Sierra Avenue South Bound Off-Ramp Improvements	10.00	0.00	2030
2005	Santa Rosa	Hearn Ave @ Hwy 101 Interchange Improvements	33.50	1.15	2025
2012	Santa Rosa	Fulton Rd @ Hwy 12 Interchange	27.00		2040
2023	Santa Rosa	Bellevue Ave @ Hwy 101 Improvements	20.80	0.00	2040
2141	Santa Rosa	Mendocino Ave / Hopper Ave - Hwy 101 Interchange	30.00	0.00	TBD
4022	Santa Rosa	Todd Rd @ Hwy 101 Interchange Improvements	41.20	0.00	2040
1008	SCTA	Widen U.S.101 Marin Sonoma Narrows - Phase 1 (Sonoma)	237.00	237.00	2012-2016
2001	SCTA	U.S.101 / Railroad Avenue Improvements.	50.00	0.00	2030
2003	SCTA	Highways 116 and 121 Intersection Improvements	22.00	5.00	2019
2016	SCTA	Highway 116 Widening and Rehabilitation btwn Sebastopol & Cotati	83.00	7.00	2020
2103	SCTA	State Route 37 Corridor Protection and Enhancement Project - Env.	10.00	0.00	2030
3047	SCTA	Widen U.S.101 Marin Sonoma Narrows - Phase 2 (Sonoma)	210.00	14.00	2018-2022
4031	SCTA	Landscaping - Highway 101 HOV Corridor	18.00	5.00	2015-2025
2072	Sebastopol	Intersection Control on Hwy 116 at 2 locations in Sebastopol	4.00	0.00	2020
2072	Sebastopol	SR 116 Curb, Gutter & Sidewalk	2.00	0.00	2017
4034	Sonoma	Intersection Improvements at SR12 Sonoma Highway and West Napa St	3.00	0.00	2023
4037	Sonoma	Intersection Improvements at SR12 Broadway and SR12 West Napa St.	4.00	0.00	2018
2008	Sonoma County	Forestville bypass on Route 116	15.00	0.00	TBD
2015	Sonoma County	Realign Route 116 (Stage Gulch Road) along Champlin Creek and wid	38.00	0.00	
4054	Windsor	Arata Lane Interchange Phase 2B NB On-ramp (CIP FY 2016-2017)	4.00	0.00	2023-2024
4056	Windsor	Shiloh Road Interchange Reconstruction	21.00	0.00	2020-2030
4058	Windsor	US 101 Overcrossing of Arata Lane	14.00	0.00	2020-2030

23 Projects

Category Sum (in millions) \$907.50
Identified Funding \$269.15

Local Roads					
2140	Petaluma	Southern Crossing at Caulfield Lane	72.00	0.00	TBD
4007	Petaluma	Petaluma Boulevard South Road Diet	4.00	0.00	2018
2083	Rohnert Park	Dowdell Avenue Extension	1.87	1.87	2017
2084	Rohnert Park	Bodway Parkway Extension	1.49	1.49	2020
4008	Rohnert Park	Snyder Lane Widening – Medical Center Dr to Golf Course Dr	6.13	5.50	2017-2025
4009	Rohnert Park	Redwood Drive Reconstruction	2.90	0.00	2017
4011	Rohnert Park	East Cotati Avenue Reconstruction	6.00	0.00	2016-2020
4014	Rohnert Park	Keiser Avenue Reconstruction	4.98	4.98	2020

Plan ID#:			Cost	Known \$	Project Year
2006	Santa Rosa	Farmers Lane Extension	47.50	10.00	2025
2012	Santa Rosa	Fulton Road - widening improvements	9.00		2018
2050	Santa Rosa	Dutton Meadows from Hearn Ave to Bellevue Ave	4.80	0.00	TBD
2051	Santa Rosa	West Ave Reconstruct and Widen Sebastopol Rd to South Ave	2.30	0.00	TBD
2070	Santa Rosa	W. College Ave from Fulton Rd to Stony Point Rd	2.70	0.00	TBD
2078	Santa Rosa	Sebastopol Rd Corridor Plan - from Olive St to Dutton Ave	8.20		2025
2111	Santa Rosa	Northpoint Pkwy - Extend from Fresno to S. Wright	10.50	0.00	TBD
2113	Santa Rosa	Fresno Ave - Extend from Northpoint Pkwy to Finley	5.30	0.00	TBD
2115	Santa Rosa	Stony Point Rd - widen from Hearn Ave to Santa Rosa City Limits	19.00	14.60	2017
2119	Santa Rosa	Sebastopol Rd Corridor Plan - Dutton Ave to Stony Point Rd	24.00	0.00	TBD
2120	Santa Rosa	Corby Ave - widen from Baker Ave to Hearn Ave	8.60	0.00	TBD
2121	Santa Rosa	Baker Overcrossing Widen	32.00	0.00	TBD
2123	Santa Rosa	Petaluma Hill Rd - widen from Aston Ave to Santa Rosa City limit	22.50	0.00	TBD
2124	Santa Rosa	Kawana Springs Rd widen from Santa Rosa Ave to Petaluma Hill Rd	3.40	0.00	TBD
2130	Santa Rosa	Piner Rd from Marlow Rd to Fulton Rd	26.50	5.00	TBD
4016	Santa Rosa	Fresno Avenue extension from Northpoint Pkwy to Ludwig Ave	6.60	0.00	TBD
4018	Santa Rosa	Coffey Lane extension	1.10	0.00	TBD
4019	Santa Rosa	Santa Rosa Avenue Corridor from Sonoma Avenue to Maple Ave	5.40	0.00	TBD
4026	Santa Rosa	Mendocino Avenue Corridor from Steele Lane to College Avenue	7.00	0.00	TBD
2071	Sebastopol	Bodega Avenue Curb Gutter and Sidewalk Improvements	0.75	0.00	2020
2007	Sonoma County	Mark West Springs Road/Porter Creek Road safety improvements	5.00	0.00	TBD
2010	Sonoma County	River Road channelization and improvements	4.00	4.00	TBD
2011	Sonoma County	Bodega Highway improvements west of Sebastopol	2.00	2.00	TBD
2027	Sonoma County	Sonoma County Bridge Widening Program	19.00	16.90	TBD
2029	Sonoma County	Adobe Road Reconstruction	20.00	0.00	TBD
2046	Sonoma County	Todd Road Reconstruction	12.00	0.00	TBD
2056	Sonoma County	Alexander Valley Road Safety and Modal Improvements	4.00	0.00	TBD
2064	Sonoma County	8th Street East widening Napa Rd to Napa Street	3.00	0.00	TBD
2066	Sonoma County	River Road Widening - Fulton to Old Redwood Hwy	7.00	0.00	TBD
2142	Sonoma County	Llano Road improvements & extension	3.00	0.00	TBD
4065	Sonoma County	Mirabel Road Improvements	3.00	0.00	2017
4066	Sonoma County	Brickway/Laughlin Corridor Improvements	8.00	0.00	2018
2038	Windsor	Shiloh Road: Hembree Lane to Old Redwood Highway	10.50	0.00	2020-2021
2052	Windsor	Old Redwood Highway: Widen from Arata Lane to North Town Limits	4.50	0.01	2022-2023
2053	Windsor	Old Redwood Highway: Windsor Rd to Windsor River Rd	4.50	0.01	2024-2025

Plan ID#:			Cost	Known \$	Project Year
4049	Windsor	Jaguar Way Roadway (CIP 2015-2016)	5.00	0.01	2021-2022
4051	Windsor	Old Redwood Highway: Windsor Road to Arata Lane	13.00	0.01	2024-2025
45 Projects			Category Sum (in millions)		\$474.02
			Identified Funding		\$66.37

Local Roads Intersections

2080	Healdsburg	5-way Intersection Roundabout	5.50	5.50	2016
2026	Petaluma	Petaluma Crosstown Connector and Rainier Interchange	115.00	0.00	TBD
2049	Santa Rosa	New traffic signals/roundabouts - citywide in Santa Rosa	2.00	0.00	ongoing
2063	Santa Rosa	Intersection Modification - 4th Street at Farmers Lane.	7.30	0.00	2030
4015	Santa Rosa	Range Avenue traffic calming improvements /roundabouts	3.00	0.00	TBD
4017	Santa Rosa	Downtown Pedestrian Linkages - 6th/7th/A Streets	3.00	0.00	TBD
4035	Sonoma	Intersection Improvements at West Spain St. and Fifth St. West	2.00	0.00	2021
4036	Sonoma	Median Safety Barrier Improvements at Fifth St. West	3.00	0.00	2019
4038	Sonoma	Intersection Improvements at Fifth St. West and West MacArthur St	1.50	0.00	2024
2009	Sonoma County	Mirabel Road and Route 116 signalization and Channelization	5.00	3.00	TBD
2062	Sonoma County	8th Street East/Hwy 121 Signalization	3.00	0.00	TBD
2098	Sonoma County	Stony Point Rd Intersection Improvements	2.00	0.00	2017
2109	Sonoma County	Verano Ave - center turn lane from Arnold to HWY 12	2.00	0.00	2020
4040	Sonoma County	River/Mirabel Intersection Improvements	3.00	0.00	TBD
4059	Sonoma County	Old Redwood Hwy/Fulton Intersection Improvements	2.00	0.00	2018
4060	Sonoma County	Adobe/Corona Intersection Improvements	2.00	0.00	TBD
4061	Sonoma County	Porter Creek Rd/Calistoga Rd/Petriforest Rd. Intersection Improve	3.00	0.00	TBD
4062	Sonoma County	Arnold/Madrone Intersection Improvements	2.00	0.00	TBD
4063	Sonoma County	Hwy 116 Intersection Improvements (County portion)	10.00	0.00	Ongoing
4064	Sonoma County	Alexander Valley/Healdsburg Ave Intersection Improvements	3.00	0.00	TBD
2039	Windsor	Windsor River Rd/Windsor Rd Int Improvements (CIP FY 2015-16)	2.00	0.00	2018-2019
4052	Windsor	Intersection Modification at Lakewood Drive/Old Redwood Highway	2.00	0.01	2020-2030
22 Projects			Category Sum (in millions)		\$183.30
			Identified Funding		\$8.51

Local Roads Rehab

4000	Cloverdale	Cloverdale Downtown streets improvement	0.60	0.00	2016
4511	Cloverdale	Pavement Maintenance Program	24.80		
2138	Cotati	Old Redwood Hwy rehab - Plaza to Gravenstein Hwy	8.00	0.00	2020
4510	Cotati	Pavement Maintenance Program	39.00		ongoing
2036	Healdsburg	Healdsburg Avenue-Mill Street Improvements	2.00	0.00	TBD
4003	Healdsburg	Dry Creek Road Improvements	1.25	0.00	TBD

Plan ID#:			Cost	Known \$	Project Year
4509	Healdsburg	Pavement Maintenance Program	0.00		
4004	Petaluma	Various Pavement Maintenance Projects	125.00	0.00	ongoing
2139	Rohnert Park	Southwest Boulevard Overlays and Corridor Improvements	1.10	0.00	2017-2022
4507	Rohnert Park	Pavement Maintenance Program	26.00	0.00	
4508	Rohnert Park	Maintain Pavement System – Road Rehabilitation	94.37	0.00	
2000	Santa Rosa	Maintain Transportation System Pavement -Maintenance	65.00	0.00	Ongoing
4030	Santa Rosa	Maintain Transportation System - Road Rehabilitation	410.00	0.00	Ongoing
4032	Sebastopol	Pavement Rehabilitation Program	5.00	0.20	2015-2020
4033	Sonoma	Local Streets and Roads Rehabilitation	10.00	0.00	2022
2002	Sonoma County	Airport Boulevard Widening Ordiance Road and Aviation Boulevard	50.00	0.00	TBD
4508	Sonoma County	Pavement Maintenance Countywide	1,200.00		2016-2040
4057	Windsor	Pavement Maintenance Program – Road Rehabilitation	72.00	0.00	ongoing

18 Projects

Category Sum (in millions) \$2,134.12

Identified Funding \$0.20

Programs

4505	Sonoma County	Safe Routes to School	26.00	8.75	ongoing
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1 Projects

Category Sum (in millions) \$26.00

Identified Funding \$8.75

Tech Solutions

4025	Santa Rosa	Energy Efficient Street Lighting	3.60	0.00	2020
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4028	Santa Rosa	ITS Transit Corridors/Energy Efficiency	3.30	0.00	2025
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2 Projects

Category Sum (in millions) \$6.90

Identified Funding \$0.00

Project Count 209

Total Identified Transportation Need* in millions \$4,306.94

Identified Funding \$383.22

*does not include transit

Identified Regional Air Transportation Needs

Charles M. Schulz - Sonoma County Airport, Unincorporated Santa Ros

Plan#: D4039 Commercial Ramp Rehabilitation, Design and Construction

Airports need paved apron areas for parking aircraft, as well as for short-term use by transient aircraft visiting the airport. The ramp used by the airlines was constructed in the mid 1960's and has reached the end of its usable life. This project will design the rehabilitation and construction of a ramp that will allow for three airline parking spaces (there are currently two) for use by the time the phase I terminal expansion is complete.

Cost (in \$M) 1.5

Year of construction: 2015

Amount of identified funds (in \$M): 0

Source of identified funds:

Plan#: D4048 Terminal Expansion - Phase 1

A well-designed passenger terminal, in terms of size and layout, contributes to the efficiency of an airport's operation and for the passenger, a less stressful travel experience. The existing terminal building and passenger hold room are currently operating beyond their functional capacity. Phase one of the terminal expansion includes a new passenger hold room with seating for approximately 200 people, security check point expansion to two lanes and relocation of baggage claim and car rentals to avoid overcrowding. This phase is an addition to the existing terminal building.

Cost (in \$M) 6.5

Year of construction: 2015

Amount of identified funds (in \$M): 0

Source of identified funds:

Plan#: D4045 Parking Lot Expansion - Phase 1

Construct Phase I of the new long term auto parking lot (north end), this is required in order to accommodate the increase in air passengers. Phase one will include transit enhancements (bus turnout, shelter), a main driveway, kiosk and drainage work. In phase I, 350 new automobile parking spaces will be added and the entire airport parking facility will be upgraded with a state-of-the-art payment system at exit gates and the cashier's booth.

Cost (in \$M) 1.2

Year of construction: 2016

Amount of identified funds (in \$M): 0

Source of identified funds:

Plan#: D4046 Airport Rescue and Fire Fighting Building

Design and construction of new aircraft rescue and firefighting (ARFF) building. The existing ARFF building was built in 1972 and no longer meets standards for ARFF buildings. With new Federal Aviation Administration guidelines for aircraft safety and protection the ARFF building no longer meets standards. The site of the existing building also interferes with the new airport terminal and will need to be moved before the construction of the proposed terminal begins.

Cost (in \$M) 6.3

Year of construction: 2018

Amount of identified funds (in \$M): 5.67

Source of identified funds: Federal Grants

Plan#: D4047 Parking Lot Expansion - Phase 2

Construction of Phase II of the new auto parking lot (south end), will be required in order to accommodate the increase in air passengers once phase I nears capacity. Approximately 350 new automobile parking spaces will be added creating approximately 700 new parking spaces in total. Phase II will utilize the entrance/exit system installed during phase I.

Cost (in \$M) 1

Year of construction: 2018

Amount of identified funds (in \$M): 0

Source of identified funds:

Plan#: D4044 Runway Safety Area Improvements

Realign Laughlin Rd. per FAA requirements to allow for a standard Runway Safety Area (RSA). Due to funding constraints the Airport was not able to address improvements to the Runway 32 safety area during the other RSA project. The FAA standard calls for 1000 feet (ft.) beyond the end of the runway. Due to the location and layout of Laughlin Rd. this runway only has 900 ft. of safety area. The additional 100 feet is currently sharing the usable runway in that direction, making it 5900 ft. instead of 6000 ft.

Cost (in \$M) 4.48

Year of construction: 2019

Amount of identified funds (in \$M): 4.032

Source of identified funds: Federal Grants

Plan#: D4043 Terminal Circulation Reconfiguration

Reconfiguration and improvement of Airport Boulevard to access the new terminal, short-term parking, long-term parking, overflow parking and rental car returns. The roadway is planned as two one-way lanes into the terminal area from Airport Blvd., expanding to three lanes in front of terminals and back to two lanes as it turns back around to reconnect with Airport Blvd.

Cost (in \$M) 20

Year of construction: 2020

Amount of identified funds (in \$M): 0

Source of identified funds:

Plan#: D4042 Terminal Expansion - Phase 2

In order to accommodate future increased demand, a new terminal building will be needed with additional gate positions and expanded space for commercial services to increase customer experience as well as required needs for ticketing, baggage claim, administrative offices, TSA offices, security and hold room services. Phase II of this expansion includes the environmental assessment, design and construction of a new terminal section. This will be a new building.

Cost (in \$M) 35

Year of construction: 2021

Amount of identified funds (in \$M): 0

Source of identified funds:

Plan#: D4041 Terminal Expansion - Phase 3

Phase 3 will connect the north (phase II) and south end (phase I) terminals to create one facility which will for increased customer experience and efficiency.

Cost (in \$M) 10

Year of construction: 2025

Amount of identified funds (in \$M): 0

Source of identified funds:

Total number of projects: 9

Total cost of projects in millions: \$85.98

Total amount of identified funding: \$9.70

Staff Report

To: Sonoma County Transportation Authority
From: Chris Barney, Senior Transportation Planner
Item: 4.3.1 – 2015 CTP Policy Performance Assessment – Preliminary Results
Date: 9/14/2015

Issue

Staff presented the results of the Comprehensive Transportation Plan (CTP) Project Performance Assessment at the July SCTA meeting. Following up on the project level assessment, staff has investigated how transportation policies, strategies, and technologies could support SCTA goals and objectives and could help SCTA meet CTP performance targets.

Review of CTP Goals and Performance Targets

The SCTA has indentified the following CTP goals and associated performance targets that may guide decisions about future improvements to the countywide transportation system:

<u>Goal 1: Maintain the System</u>	<u>Goal 2: Relieve Traffic Congestion.</u>	<u>Goal 3: Reduce Greenhouse Gas Emissions</u>	<u>Goal 4: Plan for Safety and Health</u>	<u>Goal 5: Promote Economic Vitality</u>
<ul style="list-style-type: none"> • <i>Performance Target: Roadway Condition</i> – Improve countywide Pavement Condition Index (PCI) for arterial and collector streets to 80 (very good condition) by 2040. Improve countywide PCI for residential streets to 65 (good condition) by 2040. • <i>Performance Target: Transit System Condition</i> – Reduce the average bus fleet age by 25% below 2010-2012 average fleet age by 2040 (7.5 years for 2010-2012). 	<ul style="list-style-type: none"> • <i>Performance Target: Congestion Reduction</i> - Reduce Person Hours of Delay (PHD) by 20% below 2005 levels by 2040. 	<ul style="list-style-type: none"> • <i>Performance Target: Reduce GHG emissions to 40% below 1990 levels by 2040.</i> Climate Action 2020 targets shall be incorporated into the CTP when they are finalized. 	<ul style="list-style-type: none"> • <i>Performance Target: Active Transportation</i> – Reduce drive alone mode share for all trips to 33.3% by 2040 (2010 - 45%). Increase active transportation mode share (bike, walk, and transit) to 15% by 2040 (2010 – 8.38%). • <i>Performance Target: Safety</i> – Reduce total daily accident rates by 20% by 2040. 	<ul style="list-style-type: none"> • <i>Performance Target: Reduce transportation costs for business and residents</i> - Reduce average peak period travel time per trip by 10% by 2040 (2010 – 11.31 minutes). • <i>Performance Target: Provide equitable access</i> - CTP projects should serve Communities of Concern. Average monthly household transportation costs have also been calculated and summarized for different projects and transportation policies/measures.

Testing Project Impacts

Staff tested project level impacts and presented on the results of this analysis at the July 2015 SCTA meeting. This analysis indicated that projects would provide congestion reduction benefits, but would not appreciably reduce vehicle miles traveled, greenhouse gas emissions, shift travel onto non-auto modes, or improve safety and travel affordability in Sonoma County. The most significant congestion reduction improvements would be provided by large highway improvement projects.

Projects that have been submitted for inclusion in the CTP would provide a wide range of other benefits that have not been recognized as part of the project performance assessment because of the scale of the analysis and the performance measures considered. Many of the projects included in the CTP address local, neighborhood, or intersection and corridor level transportation issues and could provide benefits that have not been highlighted as part of the CTP performance assessment. Possible additional benefits include local congestion reduction, operational improvements, improved safety, improvements to traveler experience, improved walking and biking environment, increases in transit ridership and access, and maintained and enhanced infrastructure.

Testing Policy Impacts

The analysis of proposed CTP projects has demonstrated that countywide CTP Goals and performance targets will not be achieved by building projects alone. The ways in which Sonoma County residents travel including how far and how often they make trips, what travel modes they use, and how efficiently they travel will need to change if these goals are to be met in the future. The CTP policy performance assessment explores possible policy approaches, technologies, and behavioral changes estimates the possible transportation related benefits these could provide and how they could help SCTA meet CTP goals and performance targets. The policy performance assessment is not intended to provide recommendations on how CTP goals and targets may be met, but is intended to provide information on what types of measures could provide benefits in CTP goal areas. Policies, technologies, and behavioral approaches were tested using the tools and research available and do not represent a full array of all possible solutions. New policy approaches and technological advances will undoubtedly arise that could have a significant impact on how people travel in Sonoma County or how travel impacts mobility, the environment, health and safety, and the economy.

Innovations in transportation technologies, changes to how people travel, and transportation policies could reduce vehicle miles traveled (VMT), reduce emissions and improve air quality, and provide other benefits that would help SCTA reach CTP performance targets. Staff tested the performance impact of the following categories of policy approaches, technologies, and changes to travel choice/behavior in order to explore the possible benefits they could provide in CTP goal/performance areas:

1. *Transportation Pricing*: The cost of driving or traveling using different modes can have a significant impact on travel behavior. Making driving more expensive and other modes less expensive could shift travel onto more efficient travel modes, reduce the number of trips people take, and reduce the distances people travel. The following pricing approaches were tested as part of the CTP policy assessment:
 - a. *Cost of driving*: A 25 cent per mile increase to the cost of driving was tested in order to assess the possible impact of the following pricing policies: Vehicle Miles Traveled tax, pay as you drive insurance, congestion pricing, fuel tax increases, or other use or mileage based fees.
 - b. *Parking pricing*: The following changes to parking pricing were tested: All employee parking to be paid parking in employment centers (areas with 100 or more workers). For

- these areas: 100% of employees pay for parking at place of employment (\$10 per day).
25% of all other drivers pay for parking at these destinations (\$10 per day parking rate).
- c. Free transit fares: Assume transit fares are 100% subsidized.
2. *Trip Reduction Techniques*: Changes to how, how much, when, and where Sonoma County residents travel could have a big impact on future congestion, VMT, and other CTP performance measures. Staff analyzed the following trip reduction approaches in the policy performance assessment:
- a. Trip reduction strategies: Tested a 2% reduction in household trip making. This equates to 1 less trip made by household per week. An average household makes approximately 50 trips per week. This trip making reduction was used to estimate the impact increased telecommuting, compressed work week schedules, travel demand management strategies, and increased online shopping and/or instant or digital delivery of goods and services could have on Sonoma County travel conditions.
 - b. Increased Rideshare and Vanpool participation: Assumed a +10% increase of carpool, rideshare, and van share participation rates. The participation rate was approximately 10% in 2013.
 - c. Maximized HOV lane utilization: The High Occupancy Vehicle (HOV) lanes on Highway 101 do not currently operate at full capacity. Staff tested maximizing usage of the HOV lane system in Sonoma County and extending HOV hours of operation to 4am-10pm. HOV capacities held at 2+ persons per vehicle.
3. *Land Use*: The project level performance assessment illustrated that housing and employment growth have a very large impact on CTP performance measures and will contribute to increased travel, congestion, emissions, accident rates, and travel times in Sonoma County. More efficient land use patterns could help reduce the impact of existing and forecasted growth in the county. Staff analyzed the following land use policies in the policy performance assessment:
- a. All future development in Sonoma County through 2040 located within Urban Growth Boundaries (UGB). Baseline 2040 forecasts produced by ABAG include estimates for limited growth outside of UGBs and County Urban Service Areas (USA). Any housing and employment growth allocated outside of UGBs and USAs was reallocated into these areas for the analysis of this land use scenario.
 - b. All future housing and employment growth in Sonoma County through 2040 located within identified Priority Development Areas and Urban Service Areas/Employment Opportunity Areas in the unincorporated portions of the county.
 - c. Incoming and outgoing trips at the county gateways was balanced to represent future improvements to jobs-housing balance and the availability of affordable and appropriate housing within the county. Improved jobs-housing balance and housing affordability could reduce the need to travel into or out of the county for work or other purposes.
4. *Mode shift to non-auto transportation modes*: Travel shifting onto transit from auto-based modes could reduce VMT and emissions, reduce the cost of transportation, reduce wear and

tear on the roadway system, and improve community health and safety. Bicycling and walking are inexpensive and low impact travel modes and increased travel using these travel modes could lead to positive shifts in CTP performance areas. The following shifts from auto-based modes to transit and non-motorized travel were analyzed in the policy performance assessment:

- a. Implement all vision transit improvement projects as outlined in the CTP project list. Implementation of these unfunded or “vision” transit projects would almost double countywide transit capacity. These vision improvements would increase the capacity of the transit system by improving route headways and increasing hours of service. This scenario did not assume shifts in countywide travel behavior or increases to transit ridership beyond those that could be attributed to improving the transit system as identified in the CTP.
 - b. Maximize ridership of existing transit system by 2040. Staff estimates that the countywide transit system in Sonoma County will operate at about 36% capacity in 2040. Filling vacant seats on buses and trains to capacity would take cars off of the road and reduce county vehicle miles traveled. This shift could be encouraged by improving transit service, making transit cost less, making transit more convenient, connecting important travel destinations, and attitudinal and behavioral changes that would shift more travel onto transit.
 - c. Maximize ridership of proposed “vision” transit service by 2040. Staff estimates that the countywide transit system would operate at about 26% capacity if “vision” transit enhancements were implemented by 2040. The unused capacity on the improved transit system would be significant, and filling vacant seats and filling transit vehicles to capacity could reduce countywide VMT by over 650,000 miles per day. Filling unused capacity could be accomplished using the approaches listed above.
 - d. Assume a 5% shift of all travel to walk and bike travel modes, increasing bicycle and pedestrian mode share from 8% of total countywide trips to 13% of total countywide trips. Explicit reasons for this shift have not been identified but could include things such as build-out of the bicycle and pedestrian network as laid out in the SCTA Bicycle and Pedestrian Plan, continued implementation of complete streets projects, improvements to the built environment, and changes in attitudes and travel behaviors.
5. *System Efficiency*: Improved efficiencies could allow the existing transportation system to operate more effectively and could reduce future degradation of the transportation system and personal mobility. Efficiencies could be made through technological advances and implementation of programs and policies that encourage more efficient travel behavior. The following system efficiency improvements were analyzed as part of the policy performance assessment:
- a. System Efficiency Improvements – Capacity: Staff tested a 25% increase in roadway capacity that could be attributed to intelligent transportation systems (ITS), signal timing, corridor management, incident response programs, changeable message signs, metering improvements, traffic information communication programs, smart cars,

- freeway vehicle platooning, driverless vehicles, and other efficiency increasing programs or transportation technologies.
- b. System Efficiency Improvements - Vehicle Fuel Economy: Estimated California vehicle fuel economy in 2015 is approximately 23 miles per gallon¹. National and State fuel economy standards are expected to increase vehicle fleet fuel economy to about 32 miles per gallon by 2035². Staff tested increasing average vehicle fleet fuel economy to 40 miles per gallon in the policy performance assessment. Vehicle fleet fuel economy could be improved by increased rollout of electric/hybrid vehicles, improvements in vehicle fuel economy in the gasoline vehicle fleet, eco-driving training, speed limit and HOV enforcement, and other behavioral or technology improvements.
 - c. System Efficiency Improvements – Freight Shift: Approximately 8% of all Sonoma County VMT can be attributed to truck traffic. Staff tested reducing this truck traffic by 50% by shifting freight onto other modes such as rail, increasing packing efficiency and load sizes, implementing smart vehicle technologies in larger vehicles, improving distribution networks, improving delivery routing, or increased digital delivery of goods and services.

CTP GOAL 1: Maintaining the System

SCTA has prioritized maintaining the existing transportation system in the Comprehensive Transportation Plan. The Sonoma County Travel Model and available post-processing tools do not provide a way to estimate future transportation system condition. Project sponsors have identified projects that are expected to improve roadway condition (PCI), transit system condition (average fleet age), or non-motorized facility condition. Staff has worked with local public works, planning, and transit staff and regional pavement management staff from the Metropolitan Transportation Commission to provide estimates of what it will cost to maintain the existing Sonoma County roadway, transit, and non-pavement³ transportation infrastructure.

The average condition of the Sonoma County roadway network was 53 in 2014. This pavement condition index (PCI) number, rated on a scale of 0 to 100, indicates that the countywide road network falls in the “at risk” category. MTC⁴ has estimated that it will cost \$5 billion to improve and maintain the road system at a PCI of 75, or “good” condition, through 2040.⁵ Approximately \$2.7 billion of this maintenance cost is currently unidentified. Sonoma County Transit providers have estimated that it will cost approximately \$1 billion to maintain current transit service and facilities through 2040. This cost estimate includes maintenance and operations and is based on yearly and expected operating budgets. Any transit expansion or improvement would incur additional costs which are not currently identified.

¹ Caltrans (MVSTAFF)

² EMFAC, California Air Resources Board

³ Non-pavement transportation system improvements include curbs and gutters, sidewalks, bike lanes/paths, storm drains, traffic signs, signals and lights.

⁴ MTC Plan Bay Area Local Street and Roads Needs and Revenue Assessment.

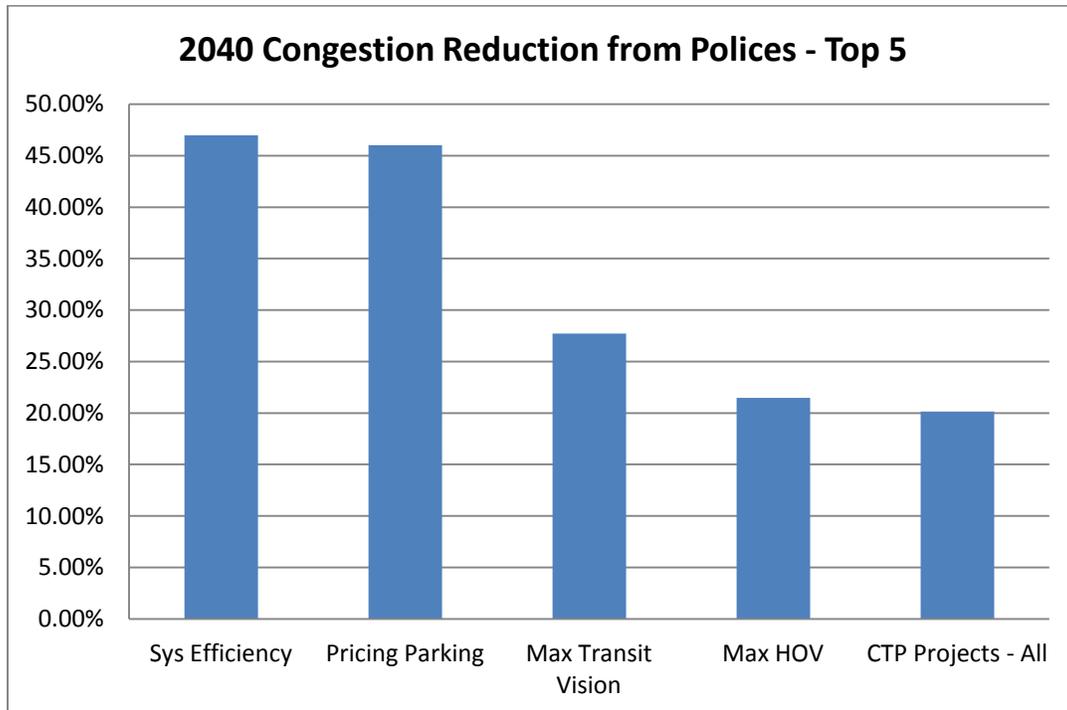
CTP GOAL 2: Relieve Traffic Congestion

Traffic volumes continue to rise in Sonoma County as the county's population and economy grow. Increased traffic congestion could impact economic productivity due to increased transportation delay, increase fuel consumption and pollution, reduce accessibility, increase emergency response times, increase traffic accident rates, and degrade the quality of life of Sonoma County residents. An estimated 44,000 hours were lost each day in 2013 because of traffic congestion in Sonoma County. Congestion is predicted to more than triple by 2040. Most of this increase can be attributed to increased travel because of population and employment growth.

The policy performance assessment has indicated that the following actions, as described in the "testing policies section" of this report, could reduce 2040 congestion levels by the indicated amounts:

- System efficiency improvements: 47%
- Parking Pricing: 46%
- Maximized Transit Ridership (Existing – Vision Service): 17-28%
- Maximized use of the HOV system: 22%
- CTP Projects (11 Largest – All Projects): 13-20%
- Mode Shift - Bike/Ped: 19%
- Trip Reduction: 17%
- Congestion Pricing: 17%
- Freight Improvements: 16%

Other tested approaches could reduce congestion by between 0 – 10% by 2040.



CTP GOAL 3: Reduce Greenhouse Gas Emissions

Transportation contributes over 50% of all countywide greenhouse gas emissions in Sonoma County. Sonoma County jurisdictions have committed to reducing GHG emissions to 25% below 1990 levels by 2015, and 40% below 1990 levels by 2035. This commitment was included in the 2009 CTP as a performance target and plan objective. The target is being reevaluated as part of the Climate Action 2020 process.

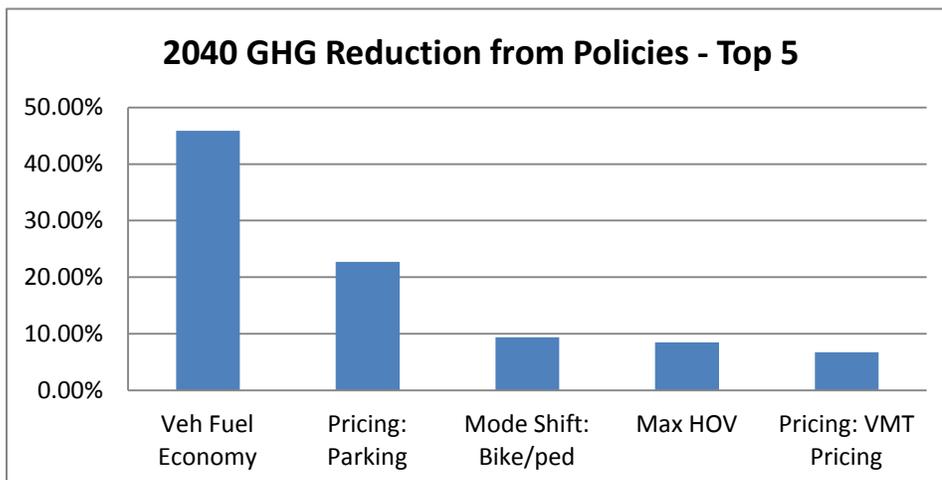
Transportation greenhouse gas emissions are a factor of total travel by vehicles, speed of travel, and vehicle fleet characteristics. Greenhouse gas emissions were calculated using EMFAC, a California Air Resource Board sponsored tool which is used to estimate vehicle emissions impacts.

Greenhouse Gas Emissions are expected to increase by roughly 36% during the period from 2010-2040 under no build conditions. This is largely a factor of increased travel due to population and employment growth. State mandated fuel economy improvements (Pavley, AB 1493, Low Carbon Fuel Standards) could provide significant emissions reduction benefits by 2040. The project level performance assessment indicated that individual projects do not have a large impact on countywide emissions, but projects focused on shifting travel to active transportation modes, or that focus on reducing traffic congestion and making travel more efficient could provide small GHG reduction benefits.

The policy performance assessment has indicated that the following actions, as described in the “testing policies section” of this report, could reduce 2040 GHG emissions by the indicated amounts:

- Fuel Economy Improvements (40 mpg): 47%
- Parking Pricing: 23%
- Mode Shift – Bike/Ped: 9%
- Maximized use of the HOV system: 8%
- Congestion Pricing: 7%
- Maximized Transit Ridership (Existing – Vision Service): 2-5%
- Trip Reduction: 5%
- Freight Improvements: 4%

Other tested approaches could reduce GHG emissions by between 0 – 3% by 2040.



CTP GOAL 4: Plan for Safety and Health

Transportation choices can have major impacts on safety and health at the local and regional level. Two performance measures and targets have been identified as part of the CTP which can help indicate progress in these areas. One measure is focused on active transportation modes and another is focused on traffic safety and accidents.

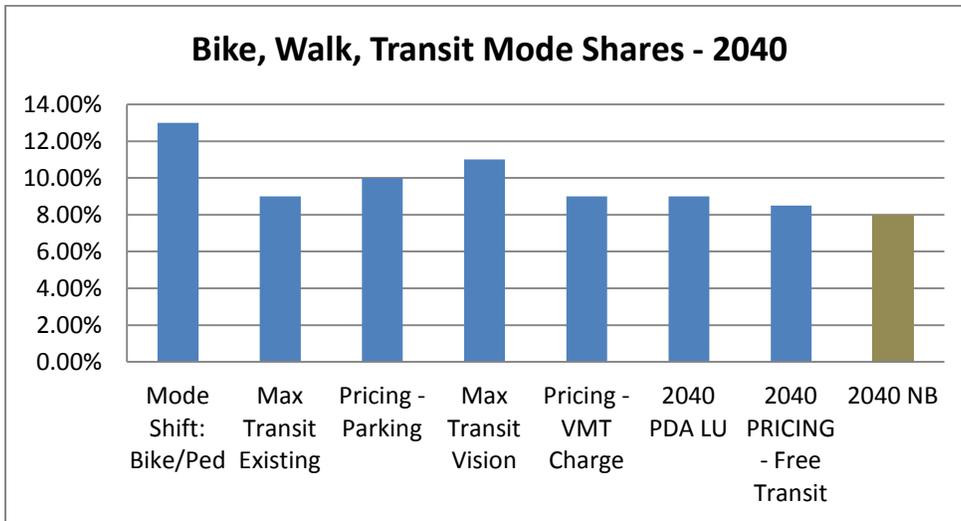
Active Transportation:

Land use planning, urban design, and transportation choices can have a powerful effect on improving public health. Active transportation modes such as walking, bicycling, or taking transit provide health benefits by lowering chronic disease rates, reducing obesity, and improving air quality. In 2010 approximately 8% of trips were made using active transportation modes in Sonoma County. The Sonoma County Travel Model estimates that this rate should stay in the roughly 8% range through 2040, and that project construction would have a very small impact on countywide active transportation travel rates. Projects focused on improving pedestrian or bicycle infrastructure or which improve transit service could have a large impact on existing transit ridership or walking and biking rates at the local or neighborhood level, but increases make up a very small percentage of overall countywide or regional travel, and are small when compared to existing and forecasted automobile travel.

The policy performance assessment has indicated that the following actions, as described in the “testing policies section” of this report, could increase the percentage of trips being made by bicycle, transit, or waling by the indicated amounts in 2040:

- Mode Shift – Bike/Ped: 13%
- Maximized Transit Ridership (Existing – Vision Service): 9-11%
- Parking Pricing: 10%
- Congestion Pricing: 9%
- Land Use - PDAs: 9%
- Free Transit Fares: 8.5%

Other tested approaches would not increase non-auto mode share above 8% by 2040.



Accidents:

Traffic accidents impose a significant economic and societal burden on Sonoma County residents. Costs include lost productivity, property damage, medical and rehabilitation costs, congestion costs,

legal and court costs, emergency services, insurance administration costs, along with tremendous emotional and societal costs. SCTA approved adding a safety performance target to the CTP which sets a goal of reducing countywide daily traffic accidents by 20% below 2010 levels by 2040.

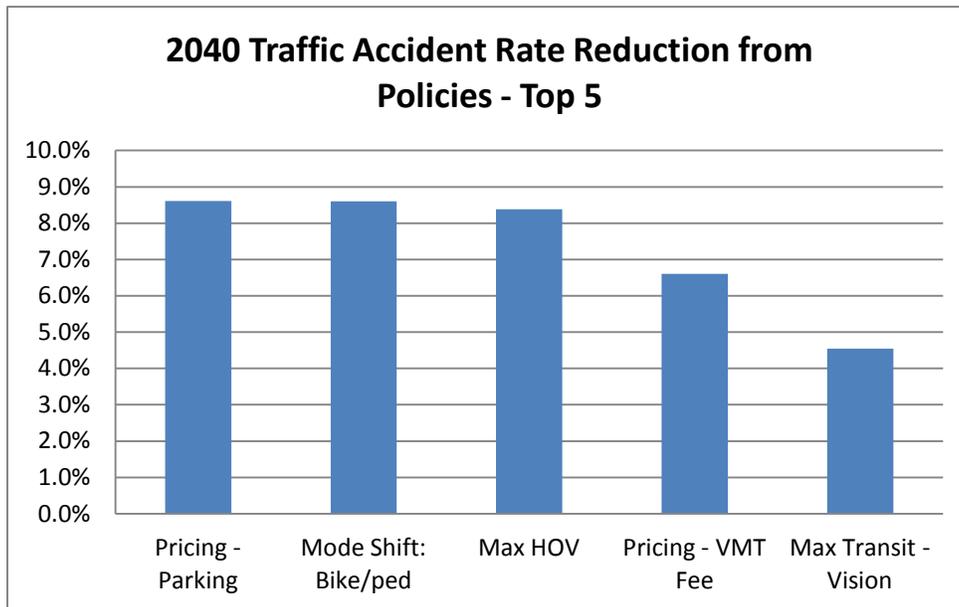
Safety impacts were calculated the SmartGAP post-processing tool by factoring VMT, and considering road lane miles, transit service (transit revenue service hours), and travel mode shares. Fatality, injury, and property damage accidents rates are included in the estimates.

Performance assessment results indicate that projects and policies are estimated to provide only minor accident rate reductions through 2040. The Sonoma County Travel Model and other tools used for this analysis tools do not estimate safety improvements that would likely occur at local roadway, corridor, or neighborhood level. Individual projects could provide important safety improvements for local intersections or road segments which could be missed when considering regional or countywide safety impacts.

The policy performance assessment has indicated that the following actions, as described in the “testing policies section” of this report, could countywide traffic accident rates by the indicated amounts by 2040:

- Parking Pricing: 9%
- Mode Shift – Bike/Ped: 9%
- Maximized use of the HOV system: 8%
- Congestion Pricing: 7%
- Maximize Transit Ridership (Existing- Vision Service): 2-5%
- Freight Improvements: 4%

Other tested approaches could reduce countywide traffic accident rates by between 0 – 3% by 2040.



CTP GOAL 5: Promote Economic Vitality

The countywide transportation system plays an important role in the local economy. A new goal has been added to the 2015 CTP focused on promoting economic vitality. Two performance measures

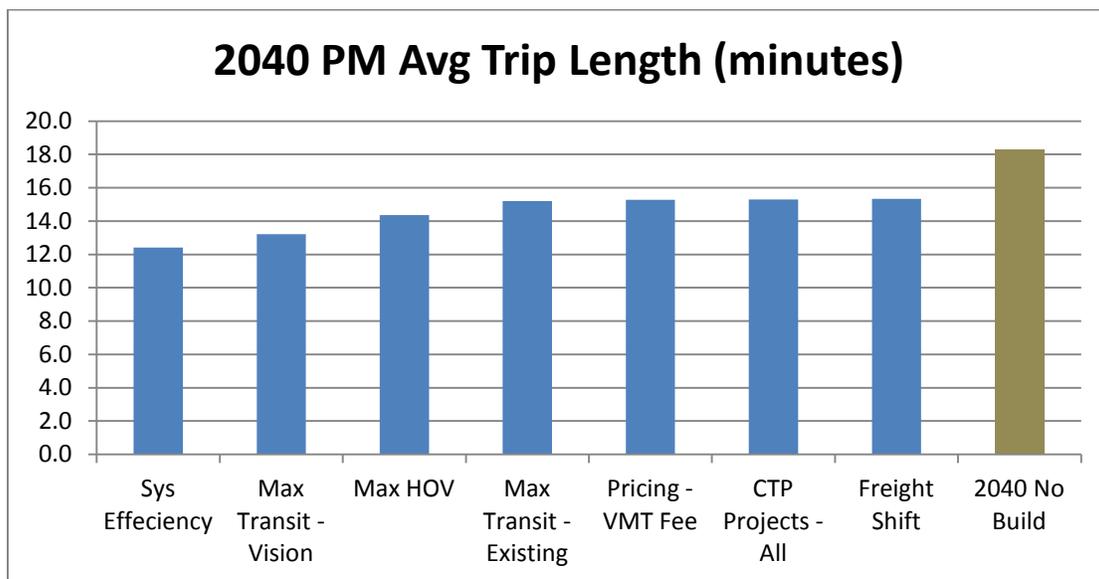
have been identified which can help assess transportation's role in improving countywide economic conditions. The first performance measure, PM peak period average travel time, provides an estimate for transportation system efficiency and can indicate how easy, or difficult, it is to conduct business, move goods, and attract employees in Sonoma County. Increases in peak period congestion make doing business in the county more difficult, increase delivery and shipping costs, and make it difficult for workers to reach work sites and employment locations.

PM peak period average trip length is predicted to increase from around 11 minutes per trip in 2010 to over 18 minutes per trip in 2040. Population, housing, and employment growth is the primary cause of this increase in congestion and travel time, but CTP projects are expected to provide some congestion relief and peak period travel time benefit in the future.

The policy performance assessment has indicated that the following actions, as described in the "testing policies section" of this report, could improve PM peak travel times by the indicated amounts by 2040:

- System Efficiency Improvements: 32%
- Maximize Transit Ridership (Existing- Vision Service): 17-28%
- Maximized use of the HOV system: 22%
- Mode Shift – Bike/Ped.: 20%
- Congestion Pricing: 16%
- CTP Projects (11 Largest – All Projects): 10-16%

Other tested approaches could reduce countywide PM peak travel times by between 0 – 9% by 2040.

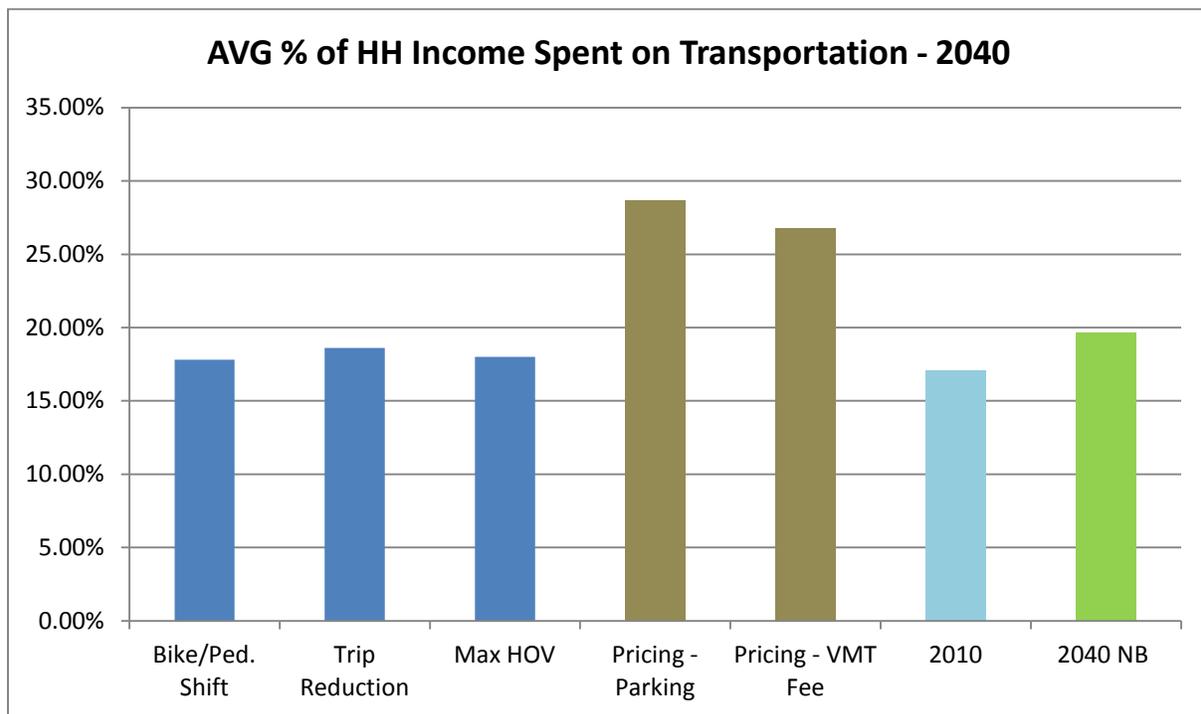


Average Household Travel Costs

SCTA has indicated that transportation should be affordable and efficient for all households and county residents. Transportation affordability is an important part of promoting economic vitality. The transportation system allows people to access employment, goods and services, recreational opportunities, education, and other destinations. As transportation costs rise, accessibility and quality of life suffer as larger and larger portions of household budgets must be spent on transportation. Low and moderate income households are hit the hardest by rising transportation costs. Future monthly

household travel costs are estimated to increase from roughly \$900 per month to over \$1000⁶ per month in 2040 because of increased congestion, increases in in-commuting, and longer average travel times. An average household spends roughly 17% of the household budget on transportation costs currently (Bay Area average 16%), with this percentage estimated to increase to 20% by 2040 under no build conditions⁷.

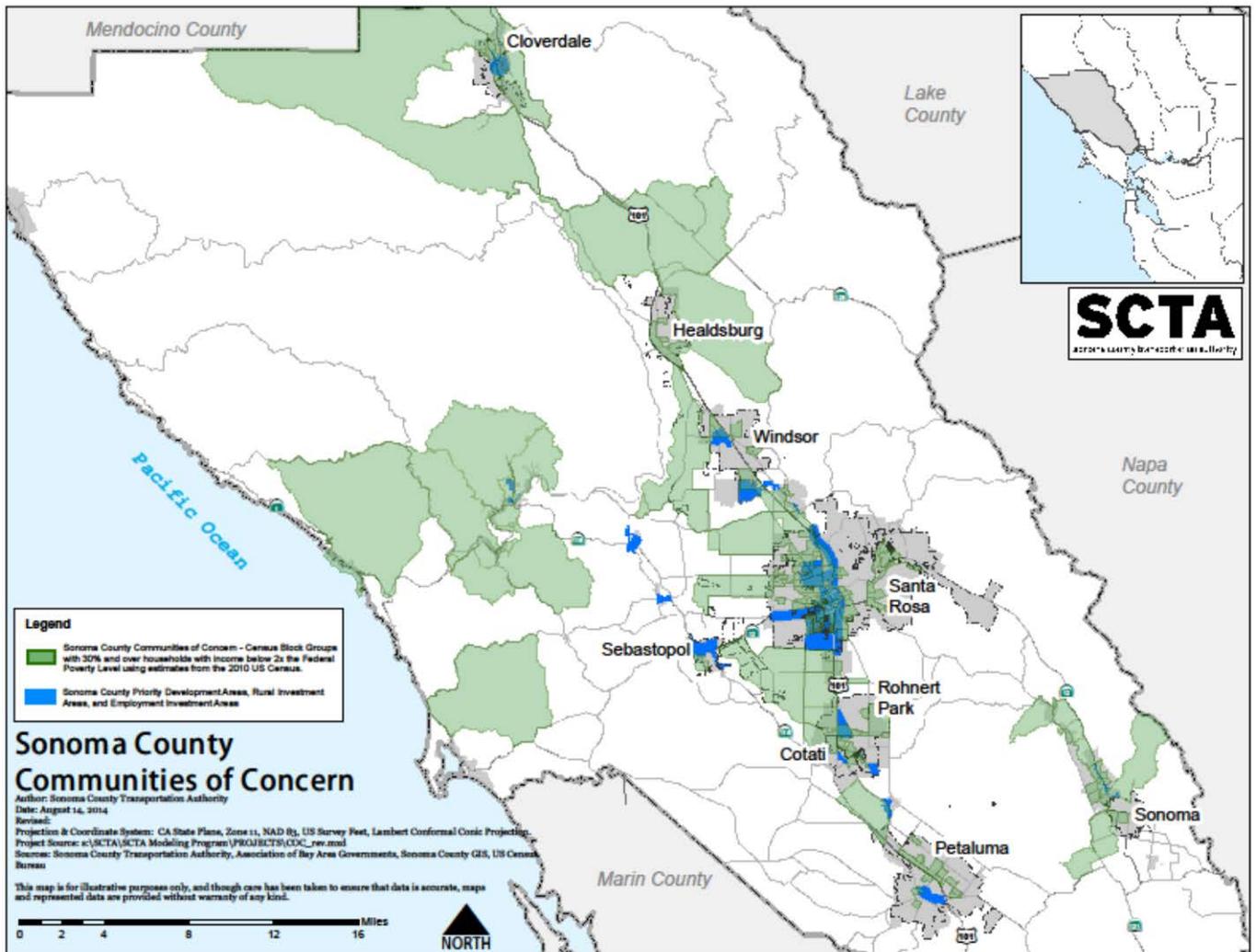
The project and policy performance assessments indicate that project and policies have little positive impact on household travel costs, with non-auto projects providing the largest benefits when compared to no build conditions. Pricing policies significantly increase household travel costs with per mile VMT or congestion fees increasing travel costs to 27% of average household budget and parking pricing policies increasing household travel costs to 29% of the household budget in 2040. This would represent an increase in average household travel costs from around \$1000 per month to \$1400-\$1500 per month.



The SCTA has indicated that countywide transportation projects should also help provide equitable access to all Sonoma County residents and CTP projects should serve Communities of Concern if possible. Communities of Concern (CoCs) have been identified as areas with low-income or otherwise disadvantaged communities. In Sonoma County these areas are currently defined as census tracts in which 30% or more of families have incomes between 0 – 200% of the federal poverty level (\$21,660 - \$74,020 total household income depending on family size).

⁶ Monthly household travel costs include estimates travel costs including fuel, fees (parking/tolls), insurance, maintenance, and vehicle depreciation. Sources: SmartGAP data post processing (Strategic Highway Research Program), and AAA driving cost estimates. AAA estimates national average household driving costs at \$750/month in 2015.

⁷ Monthly household transportation costs were compared to 2010 Sonoma County Median Household income (\$63,356) to estimate percentage of household budget that would be spent on transportation.



Policy Performance Summary

The results of the policy performance assessment indicate that a variety of different policy approaches, advancements in technology, and changes in travel behavior will be necessary to address the goals, objectives, and performance targets that have been identified in the CTP. Maintaining and enhancing the existing transportation system is critical to ensuring that countywide mobility does not suffer in the future and additional funding will need to be identified to maintain our streets, roads, transit, and other transportation infrastructure. Traffic congestion and GHG emissions are ongoing concerns in Sonoma County and more efficient use of the existing transportation system by improving vehicle efficiencies, and maximizing use of our existing HOV and transit systems could provide significant congestion and emissions reduction benefits. Congestion and GHG emissions could also be reduced by lowering the number of trips people make, shifting travel onto non-auto travel modes, or by managing travel demand through pricing policy. Construction of selected transportation projects could also reduce congestion and improve countywide mobility. Policy approaches that encourage travel using active transportation modes and reduce travel on the roadways in automobiles would benefit health and safety. Health and safety issues should also be addressed at the local neighborhood level. Small scale transportation improvements implemented at the local level could have a greater impact on overall community health and safety than major countywide or regional policies or measures. Transportation improvements or policies alone will not ensure the health of the local and regional economy, but transportation improvements that reduce the cost of business while ensuring that personal transportation costs are not overly burdensome could be effective ways of supporting the economy.

The project and policy performance assessments are not intended to provide recommendations on what projects, policies, or approaches should be taken to improve travel conditions in Sonoma County or to meet CTP goals and objectives. This analysis should however provide information on the magnitude of benefits that certain projects or approaches could have in different performance areas. Though care has been taken to include a wide range of transportation projects, policies, and measures this analysis does not represent the universe of possible solutions, and new technologies, transportation projects, and approaches will undoubtedly come forward in the future that could help improve transportation conditions in the county.

Next Steps

CTP Performance Targets are ambitious. In the final phase of the CTP performance assessment, staff will attempt to identify a package of projects and policies that could be implemented that would meet these performance targets. The measures that may be included in this final analysis could potentially be more aggressive than those identified in the project and policy performance assessments if the targets cannot be reached using measures identified in these inquiries. The SCTA may consider reevaluating and refining the CTP performance targets based on the results of this analysis.

Policy Impacts

This analysis explores the possible impact policies, strategies, and technologies could have on Sonoma County travel in the future. Approaches that are shown to help SCTA achieve CTP goals and reach performance targets could be highlighted or prioritized in the CTP.

Fiscal Impacts: No direct impacts at this time.

Staff Recommendation

In the next phase of the CTP performance assessment, staff will explore possible combinations of transportation projects and the implementation of the policies, measures, and technologies outlined in this report that would allow CTP performance targets to be met. Consider providing feedback on any policies, measures, or technologies that should, or should not, be considered in this analysis.

2015 Comprehensive Transportation Plan

2015 Policy and Strategies Assessment – Preliminary Results

CTP Goals

Maintain the
System

Relieve
Traffic
Congestion

Reduce
GHG
Emissions

Plan for
Safety and
Health

Promote
Economic
Vitality

Last Month – CTP project impacts on goals were analyzed.

Projects **reduce congestion**, but no significant impact on other goals.

Other local project benefits (not measured in Performance Assessment)

Local safety improvements

Improved experience for transit riders

Increased neighborhood mobility

Better environment for pedestrians and bicyclists

Enhancements to existing infrastructure

ADA improvements made

Local Operational Improvements

Can policy, technology, and behavior change help us meet CTP Goals?



Policies and Strategies Tested

Trip Reduction
Techniques

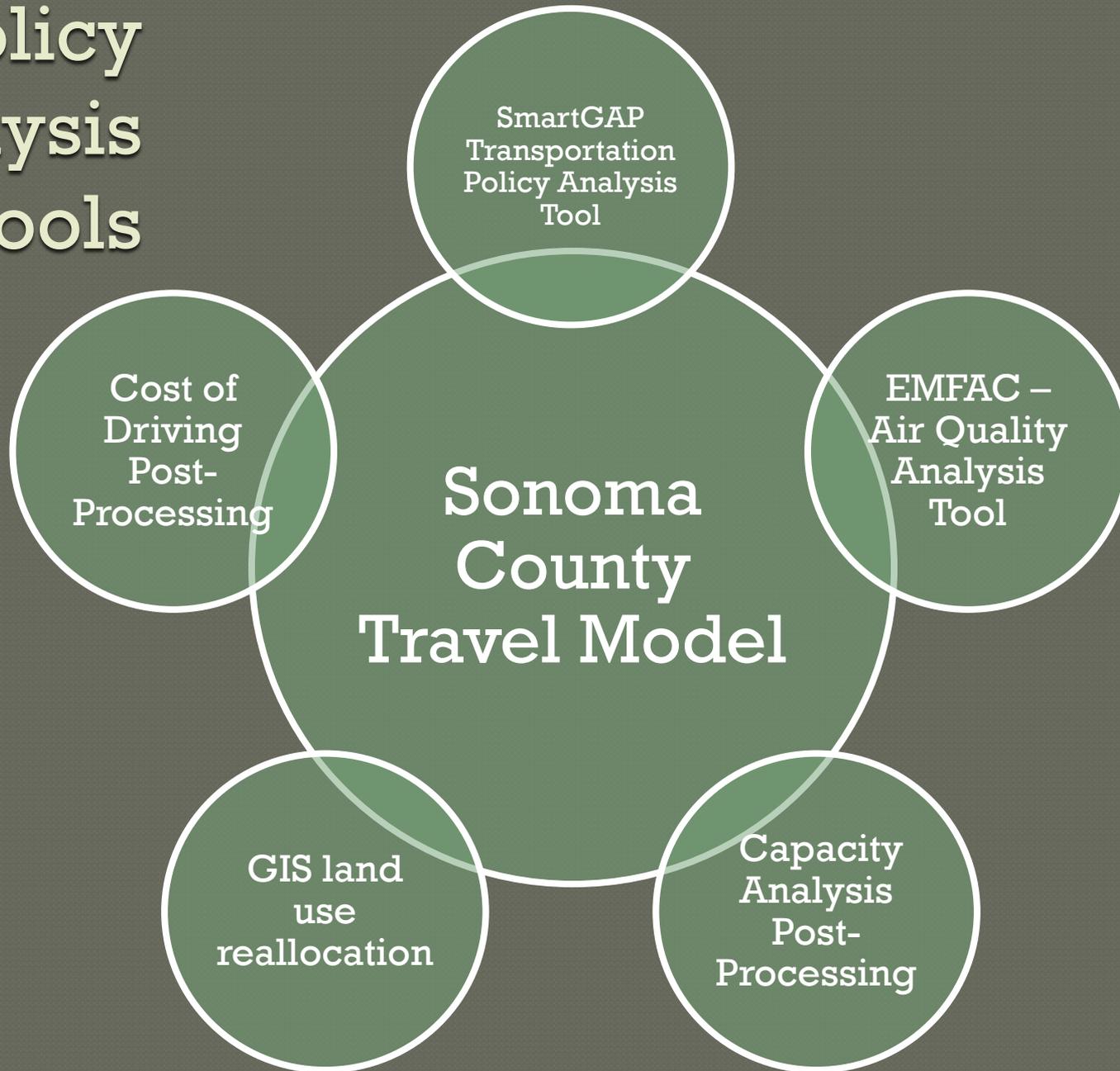
Pricing Policies

Mode Shifts

Land Use Policies

Technology/System
Efficiency

Policy Analysis Tools



GOAL: Maintain the System

- **Streets, Roads, Bike/Ped:** *\$5 billion* estimated to maintain streets, roads, and non-pavement transportation infrastructure in Sonoma County through 2040. *\$2.7 billion* of this is unidentified.
- **Transit:** Approximately *\$1 billion* estimated to maintain current transit service and facilities through 2040. Expansion/improvement of the system would require additional funding.

GOAL: Relieve Traffic Congestion

HIGH PERFORMERS

% Reduction vs. NB

System Efficiency
Improvements

47%

Parking Pricing: \$10/day,
100% of workers, 25% of
other travelers.

46%

Maximized transit
ridership (existing –
vision capacity)

17 -28%

Maximize use of the HOV
system

22%

CTP Projects (11 Largest –
All Projects)

13 -20%

GOAL: Reduce GHG Emissions

HIGH PERFORMERS

% Reduction vs. NB

Fuel Economy Improvements:
40 mpg Fleet Avg.

47%

Parking Pricing: \$10/day, 100% of
workers, 25% of other travelers.

23%

Mode Shift: Bike/Ped.

9%

Maximize use of the HOV
system

8%

Congestion Pricing: .25/mile
VMT/congestion Fee

7%

Maximized transit ridership
(existing – vision capacity)

2 - 5%

GOAL: Plan for Safety and Health

ACTIVE TRANSPORTATION*

- Mode Shift: Bike/Ped. (13%)
- Maximize Transit Ridership (9-11% for existing/vision system)
- Pricing: Parking (10%)
- Pricing: Congestion/VMT Charge (9%)
- Land Use: All future growth in PDAs (9%)
- Free Transit Fares (8.5%)

* Percent of trips being made by bike, transit, or foot in 2040. Baseline percentage is 8%.

SAFETY**

- Pricing: Parking (9%)
- Mode Shift: Bike/Ped. (9%)
- Max . HOV use (8%)
- Pricing: Congestion/VMT Charge (7%)
- Maximize Transit Ridership – Vision improvements (2-5%)
- Freight System Improvements (4%)

**Accident rate reduction compared to 2040 baseline.

GOAL: Promote Economic Vitality

ECONOMY – COST OF BUSINESS*

- Technology/System Efficiency Improvements (32%)
- Maximize Transit Ridership (17-28%)
- Maximize use of the HOV system (22%)
- Pricing: Congestion/VMT Charge (16%)
- Freight System Improvements (16%)
- Projects (10-16%)

* Reduction of PM peak hour travel time compared to 2040 baseline

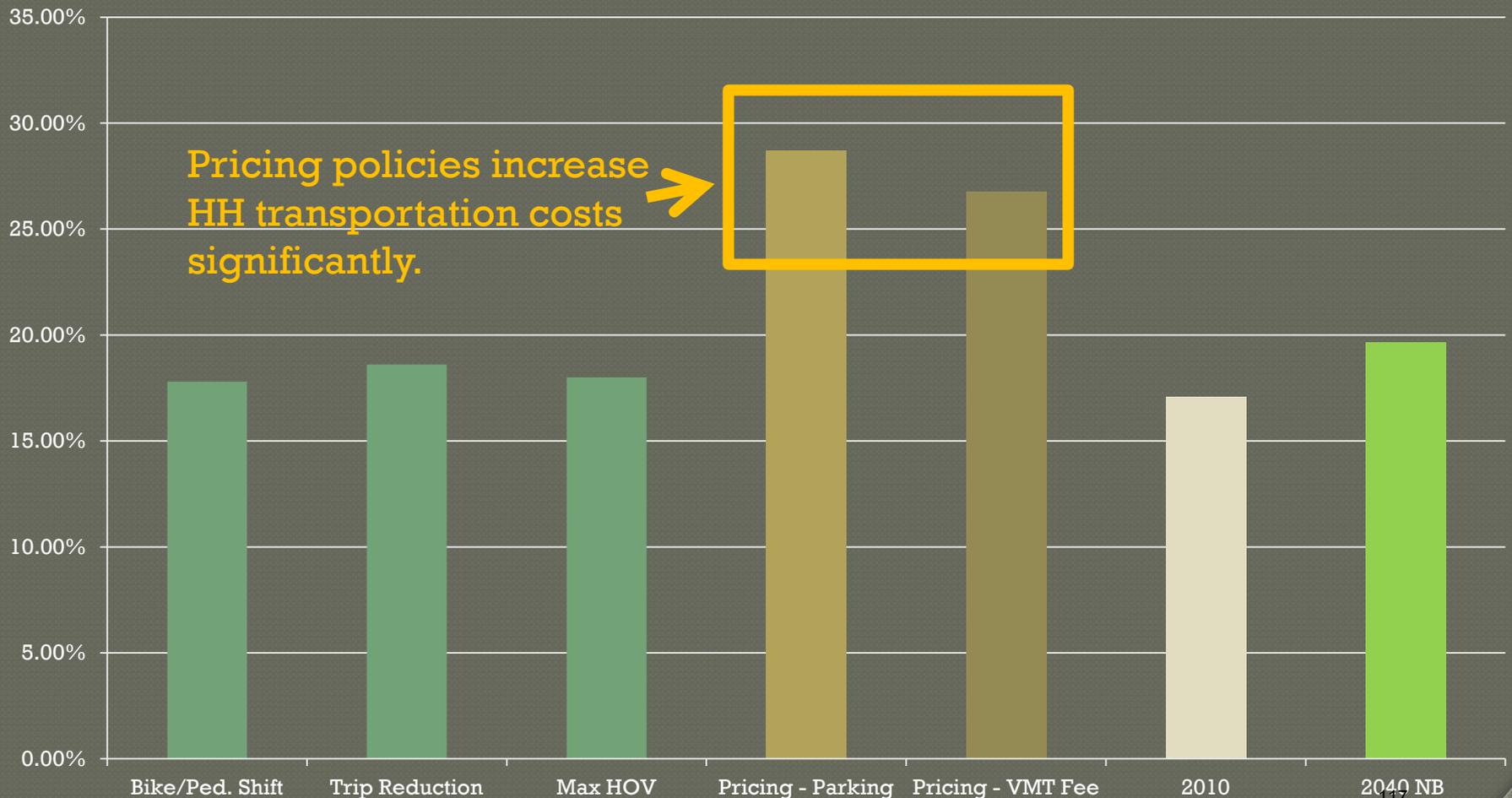
ECONOMY - PERSONAL TRAVEL COSTS

- Trip reduction, Maximizing HOV use, and bike/ped shift reduce 2040 travel costs from 20% to 18% of HH budget)
- Pricing Policy approaches have a significant **negative impact** on household travel costs: Increase from approximately 20% of HH budget to 27-29% of HH budget** in 2040.

** 27% increase attributed to .25/mile VMT charge, 29% increase attributed to parking pricing

GOAL: Promote Economic Vitality

AVG % of HH Income Spent on Transportation - 2040



Conclusions

- **Pricing strategies** help address many CTP goals, but could have a significant negative impact on household budgets.
- Identified policies and strategies have the largest impact on **congestion and GHG reduction**.
- Other approaches, most likely applied at the local level, will be needed to **improve safety and health**.
- Improving **economic vitality** will likely require work done at the local, state, and national level in addition to countywide approaches.

Next Steps

- ① Identify a policy package or future vision that meets performance targets. **OCT 2015**
- ① Reevaluate CTP Performance Targets based on performance assessment results.
- ① NEXT CTP: Identify tools or approaches that are more effective at identifying effectiveness of safety improvement measures.

Staff Report

To: Sonoma County Transportation Authority

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

Item: 4.4.1 – Authorization to adjust a portion of funding source for SMART train set funded through One Bay Area Grant program

Date: September 14, 2015

Issue:

Shall the Board approve an adjustment to the programming of One Bay Area Grant (OBAG) funds?

Background:

In December of 2012, this Board acted to approve programming of \$6.6M in OBAG Congestion Mitigation and Air Quality (CMAQ) funds to purchase train cars by Sonoma Marin Area Rail Transit (SMART). The cars are needed to provide the same level of frequency of service to the northern SMART stations of Guerneville Road and Airport Boulevard as the rest of the first phase of the SMART system between Downtown San Rafael and Santa Rosa's Railroad Square. The funding actions by this Board and the Metropolitan Transportation Commission (MTC) provided the funding commitments that allowed SMART to exercise an option with their car builder (Sumitomo Corp/Nippon Sharyo) to procure the additional two-car train set. The delivery of this 2-car train set is anticipated later in 2015.

SMART and MTC have been informed by the Federal Transit Administration (FTA) that they would not be able to use the CMAQ funds for rail car purchase because at the time of programming there was no certified National Environmental Policy Act (NEPA) compliance documentation for the rail project. As a result, SMART pursued various options for replacing the funds for rail car purchase. The first step was the swap initiated by this Board in June in order for SMART to use \$500,000 in Measure Q funds for rail car acquisition and shift \$500,000 in OBAG funds to the implementation of the Clipper Program. The second option agreed upon as the proposed approach by staff of SCTA, MTC and SMART is to exchange the remaining \$6.1 million in OBAG federal CMAQ funds for Regional Measure 2 non-federal funds as a solution to the limited eligibility for federal funding.

SCTA has received a request from SMART that the agency be allowed to use \$6,100,000 of Regional Measure 2 Bridge Toll funds to replace the CMAQ funds previously programmed to purchase cars. In exchange, SMART would use \$6,100,000 in CMAQ funds toward other eligible activities along the SMART corridor. By making this fund swap SMART and MTC can more efficiently implement necessary expenditures with federal funds spent on eligible activities.

Policy Impacts:

None, it is within established policy for the Board to program and reprogram these funds at its discretion.

Fiscal Impacts:

None, this action will result in no new funds for SMART nor any reduction in funding for SMART. It will allow them to use the existing programmed CMAQ funds on eligible expenditures currently being funded with Bridge Toll revenue. There is a net zero change in the amount of funds committed for purchase of the SMART rail cars.

Staff Recommendation:

Staff recommends that the Board approve this administrative change of programming in the OBAG funds.

Jurisdiction	Project	Score	Requested Funding	Requested Funding Cumulative	Proposed Funding	Proposed Funding Cumulative
CMAQ Projects						
Petaluma	Rehabilitation of Various Streets in Petaluma	22	\$ 291,000	\$ 291,000	\$ 291,000	\$ 291,000
Cotati	Old Redwood Highway South Rehabilitation and Connector	19	\$ 1,132,000	\$ 1,132,000		\$ -
Cotati	Downtown Specific Plan Area Revitalization - Phase 2	19		\$ 1,132,000		\$ -
Santa Rosa	Downtown PDA Complete Street Enhancements	18	\$ 713,000	\$ 1,845,000	\$ 713,000	\$ 713,000
Santa Rosa	Sustain Existing Transit Corridor Pavement St Enhancements	17	\$ 300,000	\$ 2,145,000	\$ 300,000	\$ 1,013,000
Windsor	Jaguar Way/Windsor Road Traffic Signal and Sidewalk	17	\$ 630,000	\$ 2,775,000	\$ 630,000	\$ 1,643,000
Windsor	Old Redwood Highway Complete Streets	16	\$ 6,588,000	\$ 9,363,000		\$ 1,643,000
Rohnert Park	Street Smart Rohnert Park	16	\$ 1,180,000	\$ 10,543,000	\$ 500,000	\$ 2,143,000
Cloverdale	Cloverdale Greenway Project	16	\$ 1,261,000	\$ 11,804,000		\$ 2,143,000
Windsor	Conde Ln/Johnson Street Signal and Ped Enhancements	15	\$ 432,000	\$ 12,236,000	\$ 432,000	\$ 2,575,000
Sonoma Co.	Verano Avenue Complete Streets	14	\$ 2,024,000	\$ 15,335,000		\$ 2,985,000
SMART	SMART Pathway College Ave to Guerneville Road	14	\$ 743,000	\$ 16,078,000		\$ 2,985,000
Windsor	Franklin St Bridge Ped Path Enhancement	14	\$ 665,000	\$ 12,901,000		\$ 2,575,000
Windsor	Bell Rd/Market Street/Windsor River Rd Signal and Ped Enhancem	14	\$ 410,000	\$ 13,311,000	\$ 410,000	\$ 2,985,000
Cloverdale	Safe Routes to Schools Phase 2	13	\$ 323,000	\$ 16,401,000	\$ 250,000	\$ 3,235,000
Windsor	Class 1 Bicycle & Ped Path at East Windsor Creek	13	\$ 765,000	\$ 17,166,000		\$ 3,235,000
Cotati	School Street Bicycle and Pedestrian Connector	13	\$ 721,000	\$ 17,887,000		\$ 3,235,000
Cotati	Gravenstein Highway Bicycle and Pedestrian Connector	13	\$ 1,352,000	\$ 19,239,000		\$ 3,235,000
SMART	SMART Pathway East Cotati Ave to Southwest Blvd	11	\$ 1,333,000	\$ 20,572,000	\$ 1,330,000	\$ 4,565,000
Sonoma Co.	Mark West Creek Trail - Fulton Rd to Old Redwood Highway	10	\$ 350,000	\$ 20,922,000		\$ 4,565,000
STP Projects						
Petaluma	Rehabilitation of Various Streets in Petaluma	22	\$ 1,946,000	\$ 1,946,000	\$ 1,557,000	\$ 1,557,000
Rohnert Park	Rehabilitation of Various Streets in Rohnert Park	19	\$ 1,378,000	\$ 3,324,000	\$ 1,103,000	\$ 2,660,000
Cotati	Downtown Specific Plan Area Revitalization - Phase 2	19		\$ 3,324,000		\$ 2,660,000
Cotati	Old Redwood Highway South Rehabilitation and Connector	19	\$ 820,000	\$ 4,144,000	\$ 250,000	\$ 2,910,000
Santa Rosa	Sustain Existing Transit Corridor Pavement St Enhancements	17	\$ 2,700,000	\$ 6,844,000	\$ 2,160,000	\$ 5,070,000
Sebastopol	Rehabilitation of Various Streets in the City of Sebastopol	16	\$ 300,000	\$ 7,144,000	\$ 250,000	\$ 5,320,000
Sonoma	Rehabilitation of Various Streets in the City of Sonoma	15	\$ 484,000	\$ 7,628,000	\$ 250,000	\$ 5,570,000
Healdsburg	Rehabilitation of Various Streets in Healdsburg	15	\$ 266,000	\$ 7,894,000	\$ 250,000	\$ 5,820,000
Windsor	Rehabilitation of Various Streets in Windsor No 1	14	\$ 793,000	\$ 8,687,000		\$ 5,820,000
Sonoma Co.	Verano Avenue Complete Streets	14	\$ 506,000	\$ 9,193,000		\$ 5,820,000
Cloverdale	Rehabilitation of Various Streets in Cloverdale	13	\$ 342,000	\$ 9,535,000		\$ 5,820,000
Sonoma Co.	2015 Rehabilitaiton of Various Roads in Sonoma County	10	\$ 4,221,000	\$ 13,756,000	\$ 3,377,000	\$ 9,197,000
Windsor	Rehabilitation of Various Streets in Windsor No 2	10	\$ 739,000	\$ 14,495,000		\$ 9,197,000
Sonoma Co.	Santa Rosa Avenue Connections - North	9	\$ 2,390,000	\$ 16,885,000		\$ 9,197,000
Sonoma Co.	Santa Rosa Avenue Connections - South DESIGN ONLY	0	\$ 1,594,000	\$ 18,479,000		\$ 9,197,000

Projects highlighted in gray have both STP and CMA funds

Type of Funding	Available	Proposed	Delta
Surface Transportation Program (STP)	\$ 9,082,000	\$ 9,197,000	\$ (115,000)
Congestion Mitigation/Air Quality Program (CMAQ)	\$ 3,288,000		
Transportation Alternatives	\$ 1,396,000		
Sub-total CMAQ/TAP	\$ 4,684,000	\$ 4,565,000	\$ 119,000
Total OBAG Project Programming	\$ 13,766,000	\$ 13,762,000	\$ 4,000

	Available	Total
Planning and Programming Activities (STP)	\$ 2,673,000	\$ 2,673,000
SMART Initial Operating Segment (CMAQ)	\$ 6,100,000	\$ 6,100,000
Clipper Card Service for SMART (CMAQ)	\$ 500,000	\$ 500,000
Total OBAG Funding		\$ 9,273,000

	Available	Total
Countywide Safe Routes to Schools Program (NON OBAG)	\$ 1,379,000	\$1,379,000

Sub-Total OBAG	\$ 23,039,000	\$ 22,535,000	\$ 504,000
Grand Total Proposed Programming	\$ 24,418,000	\$ 23,914,000	\$ 504,000

Staff Report

To: SCTA Board of Directors
From: Suzanne Smith
Item: 5.2 – Regional Agency Reports
Date: September 14, 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
 - http://www2.sonomamarintrain.org/userfiles/August_2015_GM_Report_FINAL.pdf

Staff Recommendation:

This is an informational item only.

****SPECIAL MEETING****
Technical Advisory Committee

MEETING AGENDA

August 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. Comprehensive Transportation Plan : Policy Analysis* – **DISCUSSION / ACTION**
4. Other Business / Comments / Announcements - **DISCUSSION**
5. Adjourn – **ACTION**

*Materials attached.
**Handout at meeting

Page 1 of 2

The next **SCTA** meeting will be held September 14, 2015
The next **TAC** meeting will be held on September 24, 2015

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

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TAC Voting member attendance – (6 Month rolling 2015)

Jurisdiction	Feb	Mar	Apr	May	June	July	Aug
Cloverdale Public Works	√		√	√		√	
Cotati Public Works							
County of Sonoma DHS		√		√	√		
County of Sonoma PRMD							
County of Sonoma Reg. Parks	√	√	√	√	√		
County of Sonoma TPW	√	√	√	√	√	√	
Healdsburg Public Works			√		√		
Petaluma Public Works & Transit	√	√	√	√	√	√	
Rohnert Park Public Works	√	√	√	√	√	√	
Santa Rosa Public Works	√			√	√		
Santa Rosa Transit							
Sebastopol Public Works	√	√	√	√	√	√	
SMART	√		√				
Sonoma County Transit							
Sonoma Public Works	√	√	√	√	√	√	
Windsor Public Works	√	√	√	√	√	√	

SCTA Citizens Advisory Committee

MEETING AGENDA

August 24, 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 - Approval of Notes July 27, 2015* - ACTION
4. Measure M – DISCUSSION/ACTION
 - a. Measure M Project Update Schedule – Revised*
 - b. Measure M Project Presentation –SCTA, Hwy 116/121 Intersection and Airport Blvd Interchange
 - c. Measure M Financial Reports
5. Moving Forward 2040 – CTP update - INFORMATION – under separate cover
6. Updates - DISCUSSION
 - a. Highway 101
 - b. SMART
7. Announcements
8. Adjourn

The next **SCTA/RCPA** meeting will be September 14, 2015
The next **CAC** meeting will be September 28, 2015

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Planning Directors/Planning Advisory Committee

MEETING AGENDA

Thursday, August 20, 2015, 9:30 a.m.

Sonoma County Transportation Authority

SCTA Large Conference Room
Phone participation: (707) 565-3433

ITEM

1. Introductions
 2. Public Comment
 3. Administrative
 - 3.1. Approval of the agenda – changes, additional discussion items- ACTION
 - 3.2. Review Meeting Notes from July 16, 2015 – ACTION*
 4. Bay Area Case Studies of OWL VR, a Civic Engagement Technology for Transportation, Climate and Planning – presentation by Aaron Selverston, CEO and Founder, Owlized
 5. Round table members discussion
 6. Climate Action 2020 - DISCUSSION
 7. Moving Forward 2040- CTP Performance Assessment – Analysis of Transportation Policies
 8. SB 743 Update
 9. AB 52, Gatto. Native Americans: California Environmental Quality Act - http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140AB52
 10. Plan Bay Area Update - INFORMATION
 11. Other Business /Next agenda
 12. Adjourn
- *Attachment

The next **S C T A** meeting will be held **September 14, 2015**
The next **Planning Directors/PAC** meeting will be held **September 17, 2015**

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Transit - Technical Advisory Committee

MEETING AGENDA

August 12, 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: July 8, 2015 – **DISCUSSION / ACTION***
3. Transit Operator Updates
4. Clipper Update if available – Discussion
5. Plan Bay Area and SCTA Comprehensive Transportation Plan coordination process – Janet Spilman – Discussion
6. SB 602 Fare and Schedule Coordination Requirements – Collective MOU – Joanne Parker - Discussion
7. TDA3/TFCA Quarterly Report – Information*
8. Other Business / Comments / Announcements
9. Adjourn – **ACTION**

·Materials attached.

The next **SCTA** meeting will be held September 14, 2015

The next **T-TAC** meeting will be held September 9, 2015

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