

BOARD OF DIRECTORS AGENDA PACKET

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

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



BOARD OF DIRECTORS AGENDA

March 9, 2015 – 2:30 p.m.

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

1. **Call to order the meeting of the Sonoma County Transportation Authority (SCTA) and the Sonoma County Regional Climate Protection Authority (RCPA)**
2. **Public comment on items not on the regular agenda**
3. **Consent Calendar**
 - A. **SCTA/RCPA Concurrent Items**
 - 3.1. Admin – Minutes of the February 9, 2015 meeting (ACTION)*
 - 3.2. Admin – Form 700's due March 31, 2015
 - B. **SCTA Consent**
 - 3.3. Measure M – appropriation request for Petaluma River Trail (ACTION)*
4. **Regular Calendar**
 - A. **RCPA Items**
 - 4.1. Planning
 - 4.1.1. CA2020 – RCPA adaptation objectives (ACTION)*
 - 4.1.2. Legislation – State Senate package of bills on climate change (ACTION)*
 - 4.2. RCPA Projects and Programs
 - 4.2.1. RCPA activities report (REPORT)*
 - B. **SCTA Items**
 - 4.3. SCTA Administration
 - 4.3.1. Citizens Advisory Committee membership update (ACTION)*
 - 4.4. SCTA Projects and Programming
 - 4.4.1. Transit – 2015 Lifeline Transportation funds, approval of projects (ACTION)*
 - 4.4.2. Active Transportation – 2014 Bike and Pedestrian Count Program (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 **April 13, 2015**

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

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

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

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

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

BOARD OF DIRECTORS MEETING

Meeting Minutes of February 9, 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 at 2:30 p.m. by Chair Sarah Gurney.

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

2. Public comment on items not on the regular agenda

Dwayne DeWitt of Santa Rosa (Roseland area) commented on the need to make the Roseland Specific Plan more transit-oriented and for a comprehensive transit approach that would include a South Santa Rosa rail stop for SMART.

3. Consent Calendar

A. SCTA/RCPA Concurrent Items

- 3.1. Admin – Minutes of the January 12, 2015 meeting (ACTION)*

B. RCPA Consent

- 3.2. BayREN – amendment to BKi contract related to rates for 2015 (ACTION)*

C. SCTA Consent

- 3.3. Measure M – 2015 Bond Disclosure Reports; Series 2008 and 2011 (ACTION)*
- 3.4. Measure M – amendment to cooperative agreement with and appropriation to Sonoma County

Bicycle Coalition for Safe Routes to School and Bike Month (ACTION)*

- 3.5. Measure M – Appropriation Request for Foss Creek Trail for FY 2014/2015 (ACTION)*

Motion by Director Gallian, seconded by Director Russell, to approve the Consent Calendar, with the minutes of the January 12, 2015 meeting (Item 3.1) to be corrected to include Director Gorin as an attendee, at her request. Motion passed 11-0-0-1, with Director Carlstrom abstaining from Item 3.1 as she was not present at the January 12, 2015 meeting.

4. Regular Calendar

A. SCTA Items

- 4.1. SCTA Projects and Programming

At the Chair's request, the following items were addressed out of order in order to accommodate the schedule of Board members who had to leave the meeting earlier for other commitments: 4.1.2, 4.4, and 4.1.3.

- 4.1.2. Measure M – authorize exploration of bond refinancing for Hwy 101 (ACTION)

Director Mackenzie reported on the Highway 101 Marin Sonoma Narrows (MSN) Ad Hoc Committee's activities (Director Mackenzie, Director Rabbitt, and Director Miller). The Committee established the following purpose and goals: (1) to complete the widening of MSN on Highway 101; and (2) review the status of Measure M funds and external funding sources related to the MSN Narrows project; and (3) review bond refinancing scenarios. He referred to a map showing unfunded MSN projects and to the report with the following recommendations from the Committee:

1. SCTA should start the refunding process of the 2008 bond to realize an estimated \$1.6 million in present

value saving due to low interest rates.

2. SCTA should evaluate borrowing against Measure M Hwy 101 future sales tax revenue via either:
 - a. BONDING – Adding Bond Funds to a Hwy 101 2015 Bond Project Fund with the refunded process. – Estimated at \$7 million
 - b. INTEPROGRAM LOAN – Borrowing from the Local Street Project (LSP) Funds to the Hwy 101 Fund. – Estimated at \$8.5 million.

Director Mackenzie recognized the assistance of SCTA staff in helping the Committee evaluate this issue, noting that this is an aggressive, but feasible, approach.

Ms. Smith confirmed with Director Carlstrom that STIP funding related to the College Avenue widening project would come out of the same cycle.

Ms. Smith explained that staff (and the Committee) is looking for direction from the Board as to pursuing these alternatives, and that staff will return with a recommendation and bond documents for the Board to consider in making a decision. Staff is also looking into the possibility of pursuing both these options.

Motion by Director Mackenzie, seconded by Director Zane, that the Board accept the recommendations of the Ad Hoc Committee as presented, with the Committee to include all appropriate information as to past loans and actions that are relevant to discussions, and authorize another meeting of the Committee to formulate an approach with staff for developing this as an action item at the April Board meeting. The motion passed unanimously (12-0-0-0).

C. SCTA/RCPA Joint Items

- 4.4 Admin – creation of community affairs specialist position (ACTION)*

Ms. Smith summarized a previous proposal made by staff to hire a part-time extra help position for Community Affairs Specialist. Staff researched health benefits and the possibility of making this a full-time, permanent position. She cited various current activities staff is involved in (e.g., the Comprehensive Transportation Plan and Climate Action 2020). The salary range would be the same for any of these options.

The Board concurred in support of hiring for this as a full-time, permanent position. It was noted that this position would be an asset to many of the cities that lack the staff and resources to pursue duties involved in Climate Action 2020. It was also noted that it would be more cost-effective for this work to be done in-house than by a consultant.

Motion by Director Zane, seconded by Director Gallian, that staff recruit and hire for the new full-time, permanent position of Community Outreach Specialist. Motion carried 11-0-1-0 (Director Mackenzie absent).

4.1.3. Highways – State Route 37 origin and destination data (REPORT)*

Chris Barney explained that SCTA contracted with AirSage in order to better understand travel through the Highway 37 corridor. Data was gathered from cell phone/mobile devices and then “scrubbed” (anonymized).

Mr. Barney presented a slideshow and referred to a map of State Route 37, and summarized data showing the trip purpose, the time period, visitor travel, trip origin, trip destination, and major travel flows. Data also showed resident status of drivers. He noted that a large portion of travel on Highway 37 either starts or ends in Vallejo.

Mr. Barney summarized data limitations; it is solely based on Verizon cellular telephone service; there are also “pockets” in Marin County that have very poor cellular reception where it was not possible to get data.

Board comments included the fact that not all commute traffic is necessarily during the typical “peak” morning and afternoon periods; the need to examine further commute trends of those

living in Sonoma Valley, as Highway 37 is virtually the sole access in and out of this area.

In response to Board comments, Ms. Smith addressed the value of the data and explained that the purpose for gathering the data is to accelerate or advance improvements in the Highway 37 corridor and that it can also be used to validate the travel demand model. This involves critical commute and congestion issues, as well as climate change and sea level change issues.

In response to Board questions, Ms. Smith explained that the threshold for Board approval of contracts is \$25,000, and that this contract was undertaken in partnership with MTC and the North Bay Leadership Council; SCTA's contribution to this contract was \$15,000.

Mr. Barney further explained that colleagues in other regional Congestion Management and Transportation Planning Agencies were contacted, and, based on their recommendations, AirSage was chosen as the contractor for this project.

Ms. Smith added that generally, virtually all agreements (99%) are reviewed by the Board prior to entering into them. In this case, as a partnership, the agreement followed a purchase order format. She offered to share the purchase order and license agreement with the Board for their review.

Mr. Barney also noted that SCTA has a license to process and use the data, but does not own the data. MTC also has a license to the data.

Additional Board comments concurred with the need for further details regarding Sonoma Valley data; the fact that the lack of sufficient affordable housing locally results in commuting from Solano County to Sonoma and Marin County; a level of discomfort with the gathering of the data and the need to understand its purpose and validate its importance; and the essential linkage that Highway 37 provides for Sonoma Valley.

Steve Birdlebough of Friends of SMART addressed the importance of public transit to rail stations.

Ms. Smith agreed to provide this information to all City Managers, at the Board's request, noting that the presentation is available online at the SCTA website.

4.1.1. Measure M – FY 2013/14 Annual Report (ACTION)*

Seana Gause explained the background and purpose of the Report, and pointed out a summary of how each of the programs' funds was expended. Each of the projects also has a Project Information Sheet.

The Board commended staff on an attractive and well done Report. Additional comments from Supervisor Zane questioned why funding has not been spent, given the current state of local roads.

In response to this issue, Director Carlstrom offered to check with Santa Rosa City staff and inform Supervisor Zane. She did note that it is likely that the amount of funding would not be sufficient to complete any significant projects.

Chair Gurney explained that the small size and limited staff resources for Sebastopol accounts for funds not being expended; the single staff person for this is currently involved full-time in handling other critical issues.

Director Gallian explained that Sonoma has completed some slurry projects, but is saving up funding for future road projects, and is planning and prioritizing for these.

Director Landman likewise noted that another factor in the delay in expending funds is in trying to identify the best way of leveraging them.

Motion by Director Carlstrom, seconded by Director Gallian, to approve the report as submitted. Motion carried unanimously, 9-0-3-0 (Directors Mackenzie, Rabbitt and Gorin absent).

4.1.4. Legislation – update on State activities related to transportation (ACTION)*

Ms. Smith referred to a chart showing a price-based excise tax comparison, with distribution estimates based on the Governor's budget. She explained that essentially an even larger portion of funds is being lost to transportation programs due to the drop in the price of oil.

Ms. Smith then referred to AB4 legislation (Linder) that would redirect weight fees back to new transportation projects, explaining that staff is seeking Board direction regarding support of

this legislation and communicating this to Assembly Member Linder.

Other proposed legislation by Speaker Atkins is a five-year plan at \$2 billion per year for transportation infrastructure (“Fix It First”). The funds would come from weight fees, an acceleration of a loan repayment, and an \$800 million per year user charge. Details of the user charge are to be determined; this would basically be a \$4.00 per month per vehicle fee (or \$1.00 per week).

Questions from the Board included who would administer the funds for the Atkins proposal, what is the formula for distribution of funds, and what is the definition of a road user.

Ms. Smith also referred to a comprehensive letter from Caltrans to California’s federal transportation representatives and key Transportation Committee members outlining the State priorities on MAP-21 renewal.

4.1.6. Legislation – raising the local sales tax cap to 2.5% (ACTION)*

In response to Board questions, Ms. Smith reported that Alameda, San Francisco, Los Angeles and Contra Costa County have all increased their local sales tax cap.

Chair Gurney polled the Board as to the direction of their respective Councils on whether to raise the local sales tax cap to 2.5%:

| | |
|----------------------|----------|
| Yes | No |
| Windsor | Sonoma |
| Cotati | Petaluma |
| Cloverdale | |
| County (3) | |
| Sebastopol | |
| Absent: Rohnert Park | |
| Abstain: Santa Rosa | |

Director Zane pointed out that this action acknowledges the regional nature of the transportation system and is merely an opportunity for citizens to vote either against or in favor of a sales tax increase.

In response to Board questions, Ms. Smith reported that Director Mackenzie had previously supported the legislation as representative for Rohnert Park.

Motion by Director Landman, seconded by Director Russell, to support adding raising the local sales tax cap to 2.5% to SCTA’s legislative principles; the measure passed 6-2-3-1; Petaluma and, under protest, Sonoma voting no; Directors Mackenzie, Rabbitt and Gorin absent, and Director Carlstrom abstaining.

4.1.5. Legislation – Huffman legislation: Gas Tax Replacement Act of 2015 (ACTION)*

Ms. Smith presented a proposal to incentivize fuel shift and taxing carbon in lieu of a Gas Tax.

Director Zane expressed appreciation for having a representative (Jared Huffman) who recognizes the need for infrastructure improvement not only in California, but nationally.

Willard Richards of the League of Women Voters of Sonoma County noted that the primary impediment to raising the gas tax is public resistance, and the need to improve roads and to incentivize the use of other types of fuel.

Staff was requested to inform the Board as to what the administrative costs would be for this legislation and who will be administering the funding as this information becomes available.

Director Gallian specified that the fuel referred to in this legislation applies to transportation, and not to heating residences.

Motion by Director Zane, seconded by Director Salmon, to support the Gas Tax Replacement Act of 2015. Motion passed unanimously (9-0-3-0).

4.1.6. Admin – SCTA Citizens Advisory Committee appointments (ACTION)*

Ms. Smith presented a request by staff to direct staff and the CAC to update appointments and membership of this committee. She noted that some agencies/organizations as listed in the membership roster are no longer in existence or have changed their name(s). She also pointed out vacancies in the membership, and requested that staff be directed to proceed with recruiting and filling these vacancies. This

matter would return to the Board as an amendment to the Administrative Code.

Ms. Smith invited the Board to recommend any agency or organization they feel would be relevant to be included in the membership.

Director Carlstrom suggested six organizations to be considered for inclusion in membership to the Committee: (1) Sonoma County Conservation Action; (2) North Bay Central Labor Council; (3) Economic Development Board; (4) Sonoma State Organizing Project; (5) Sonoma County Bicycle Coalition; and (6) Housing Advocacy Group. She offered the assistance of City staff in recruiting members.

Additional Board comments were to update the member agencies and insure good representation on the Committee. It was also determined that the number of member agencies not be increased unnecessarily.

Director Zane suggested contacting the Area Agency on Aging or the Council on Aging to recruit a representative for the senior population.

Motion by Director Gallian, seconded by Director Landman, to direct the CAC to provide a proposed list of member organizations for Board consideration, and that the Board direct staff to solicit membership for geographic appointments.

CAC Chair Bob Anderson referred to the original structure of the Committee, noting the recent retirement of Dusty Rhodes.

Motion carried unanimously (7-0-5-0); Directors Mackenzie, Rabbitt, Gorin, Chambers and Miller absent.

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

Seana Gause reported that a traffic switch is planned next week for the Central C project; this will not restrict any existing access.

Demolition of the bridge over Petaluma Boulevard South was completed February 8 on the MSN B-2 project. Demolition of the entire bridge must be completed prior to February 15 in order to comply with the Migratory Bird Treaty Act and the start of the nesting season.

Caltrans issued addendums to bids that were released on MSN B-3 (San Antonio Bridge at

Sonoma/Marin County Line); therefore, the opening date has changed to March 5, 2015 from the original date of February 11, 2015.

On the Highway 116/121 Intersection Improvements, to date all but four landowners have responded to requests for permission to enter properties to conduct surveys, with two refusals. The goal is to begin surveys within approximately two weeks.

At the request of the City of Santa Rosa, temporary striping has been refreshed at the College Avenue widening at Highway 101 project.

4.2. SCTA Planning

4.2.1. Highways – 2015 project initiation documents work plan for Caltrans (ACTION)*

Ms. Gause explained that each year Caltrans requests re-evaluation and approval of a work plan for PID development for the upcoming fiscal years. Also, locally initiated projects now require that PIDs be locally funded.

The four remaining projects on SCTA's previous priority list include (1) Fourth and Farmers Lane; (2) the Highway 12 Corridor-Farmers Lane to Spring Lake Park; (3) Railroad Avenue Interchange; (4) the Forestville Bypass; and (5) Highway 37 Improvements. No new projects have been received by staff.

Staff is seeking Board approval of the above list of projects, along with any recommendations to be made, to be submitted to Caltrans.

Motion by Director Landman, seconded by Director Gallian, to approve the above list of projects as submitted based on the Technical Advisory Committee and SCTA staff recommendation. The motion passed unanimously (7-0-5-0); Directors Mackenzie, Rabbitt, Gorin, Chambers and Miller absent.

B. RCPA Items

4.3. RCPA Projects and Programs

4.3.1. RCPA activities report (REPORT)*

Lauren Casey reported that the White House has hired a Program Director to manage the White House Climate Action Champions Program, Sarah Ashton, and referred to her email containing weekly updates of key

deliverables due, news/recent announcements, relevant webinars and upcoming trainings.

Misty Mersich is continuing work with Climate Action 2020 and a Staff Working Group meeting is scheduled February 10. Staff is scheduling updates for each of the Board's respective City Councils.

Reporting on BayREN, Ms. Casey announced that the Board approved continued RCPA involvement on behalf of Sonoma County. She summarized the various programs that are in progress under BayREN.

Ms. Casey confirmed with Director Gallian that the Climate Adaptation Forum is scheduled for March 21 and April 8 at Sonoma State University, that the first day will be a full-day workshop. The next event may be a half-day workshop that will be more involved in Climate Action 2020, and is intended to engage any who are concerned about climate impacts in Sonoma County.

Board comments acknowledged the work of staff and their achievements in getting Sonoma County recognized by the White House for its efforts in climate protection and addressing climate change.

5. Reports and Announcements

5.1. Executive Committee report

Chair Gurney had nothing to report.

5.2. Regional agency reports*

SMART: Director Zane announced the award of \$20 million from the Department of Transportation, which will enable completion of the rail system from San Rafael to Larkspur.

ABAG: N/A

NCRA: N/A

BAAQMD: Director Zane reported an increased number of Spare the Air Days recently and asked that the Board help in getting the message to the public.

MTC: N/A

CALCOG: N/A

GGBHTD: N/A

Sonoma Clean Power: Director Landman announced the appointment of George Bealer of Petaluma to their Business Operations Committee at their last meeting. Mr. Bealer has a background in architecture and energy efficiency.

Director Landman next announced the adoption of the agency's Board policies (resource and guidance) document. This will be available shortly on the Sonoma Clean Power website.

Finally, Director Landman reported on personnel changes and the engagement of consultancy services, which will be moving back to in-house.

5.3. Advisory Committee agendas*

Included in the agenda.

5.4. SCTA/RCPA staff report

Ms. Smith had nothing new to report.

5.5. Announcements

None.

6. Adjourn

5:08 p.m.

Staff Report

To: SCTA/RCPA Board of Directors
From: Suzanne Smith, Executive Director
Item: 3.2 – Form 700 submittal
Date: March 9, 2015

Issue:

Board Member FPPC Form 700s are due March 31, 2015.

Background:

Board Members and alternates are required to submit a Form 700 as members of the SCTA/RCPA. Please see the following web site for the form or contact Marge Fernandez at mfernan2@sctainfo.org for further assistance. The form may be filled out online; however, it cannot be electronically filed, as it requires an original signature. A detailed notification letter with instructions will be sent to your mailing address that we have on file.

<http://www.fppc.ca.gov/index.php?id=500>

As Directors, you may use the same Form you submit as an elected official in your jurisdiction but the report must cover any potential conflicts countywide and not just within the city you represent.

Policy Impacts:

None

Fiscal Impacts:

None

Staff Recommendation:

Please submit a signed Form 700 to the SCTA/RCPA office by March 31, 2015.

Staff Report

To: Sonoma County Transportation Authority
From: Seana L. S. Gause, Senior – Programming and Projects
Item: 3.3 – Measure M Appropriation Request – Petaluma River Trail
Date: March 09, 2015

Issue:

Shall the SCTA appropriate funds for the following project with approved Cooperative Funding Agreement? (See attached letter).

| Coop Funding Agreement # | Jurisdiction | Category | Description | Phase | Appropriation Amount |
|--------------------------|--------------|----------|----------------------|--------------|----------------------|
| M70604 | Petaluma | Bike/Ped | Petaluma River Trail | Construction | \$847,775 |
| | | | | | |
| | | | | | |
| TOTAL | | | | | \$847,775 |

Background:

The SCTA adopted the *2014 Measure M Strategic Plan*, which sets forth the SCTA’s program and project implementation policies with regard to the use of funds provided under Measure M. Pursuant to the *Strategic Plan* and the associated cooperative funding agreements, each jurisdiction must submit an appropriation request to initiate spending of Measure M funding for the fiscal year in which the funds are programmed. This is the seventh appropriation for this Measure M project.

Policy Impacts:

None

Fiscal Impacts:

Consistent with the *Strategic Plan*, Measure M funds in the amount of \$847,775 will be made available to the City of Petaluma to reimburse expenditures incurred during completion of the construction of one phase of the Petaluma River Trail. The City was granted “advanced funding” per Policy 4.8 of the *Strategic Plan*, which allows a sponsor to provide its own funding immediately and receive reimbursement at a later date based on programming in a future year. Appropriation of these funds is consistent with the funding availability defined in the Measure M cash-flow model.

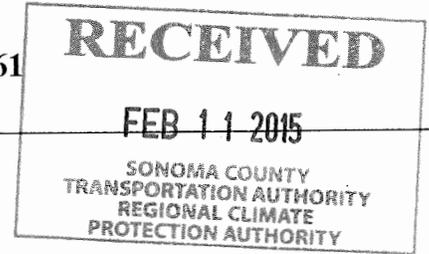
Staff Recommendation:

Staff recommends that the Board approve the aforementioned appropriation request with resolution number 2015-005.



CITY OF PETALUMA

POST OFFICE BOX 61
PETALUMA, CA 94953-0061



February 4, 2015

David Glass
Mayor

Chris Albertson
Teresa Barrett
Mike Healy
Gabe Kearney
Dave King
Kathy Miller
Councilmembers

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

FUNDING APPROPRIATION REQUEST
PROJECT NAME: PETALUMA RIVER TRAIL
AGREEMENT NO. M70604

Dear SCTA Chair:

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

The City has entered into a cooperative funding agreement with the SCTA (Cooperative Agreement No. M70604) for Phase III of the Petaluma River Trail Project. Phases I and II have been completed by the City of Petaluma prior to the commitment of Measure M funding. A significant portion of Phase III (Clover Stornetta to Washington St.) has been completed and is ready for reimbursement. Below is the specific appropriation request information:

Public Works & Utilities

City Engineers
11 English Street
Petaluma, CA 94952
Phone (707) 778-4303
Fax (707) 776-3602
E-Mail:
publicworks@
ci.petaluma.ca.us

Parks & Building
Maintenance
840 Hopper St. Ext.
Petaluma, CA 94952
Phone (707) 778-4303
Fax (707) 778-4437

Transportation Services
555 N. McDowell Blvd.
Petaluma, CA 94954
Phone (707) 778-4421
Fax (707) 776-3799

Utilities & Field Operations
202 N. McDowell Blvd.
Petaluma, CA 94954
Phone (707) 778-4546
Fax (707) 778-4508

E-Mail: publicworks@
ci.petaluma.ca.us

| | |
|--|--|
| Project Name & Description: | Petaluma River Trail Enhancement – Bike and Pedestrian path along the Petaluma River |
| Project Category: | Bicycle/Pedestrian Project |
| Development Phases of this Appropriation: | Construction Contract, Phase III – Clover Stornetta to Washington St. (\$697,950) |
| | Construction Management, Phase III- Clover-Stornetta to Washington St. (\$149,825) |
| Amount of Measure M Appropriation Request: | \$847,775 |
| Amount of Local Funding Match: | \$856,000 |
| Sources of Local Funding Match: | City of Petaluma |
| Total Project Cost: | \$2,856,000 |

The current schedule for the Petaluma River Trail is as follows:

| Project Development Phase | Begin | Complete |
|----------------------------------|--------------|--|
| Scoping | July 2002 | Completed Prior to Measure M Eligibility |
| Environmental | July 2002 | Completed Prior to Measure M Eligibility |
| Right of Way | April 2006 | March 2012 |
| PS&E | July 2005 | March 2012 |
| Construction | June 2012 | September 2013 |

Thank you for your consideration.

Sincerely,



Larry Zimmer, Capital Improvements Division Manager
Public Works & Utilities Department

xc: Finance
Project File

Resolution No. 2015-005
Cooperative Agreement Number: M70604
Project Sponsor: City of Petaluma
Amount: \$847,775
March 9, 2015

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA COUNTY TRANSPORTATION AUTHORITY, COUNTY OF SONOMA, STATE OF CALIFORNIA, APPROPRIATING MEASURE M FUNDS TO THE CITY OF PETALUMA IN ACCORDANCE WITH COOPERATIVE FUNDING AGREEMENT NO. M70604

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

WHEREAS, the Sonoma County Transportation Authority (hereinafter “Authority”) and the City of Petaluma (hereinafter “City”) have entered into Cooperative Funding Agreement No. 70604 (hereinafter “Cooperative Agreement”) regarding the Petaluma River Trail (hereinafter “Project”); and

WHEREAS, the City has submitted a Request for Appropriation of Funds dated February 11, 2015 in connection with the Project pursuant to the above referenced Cooperative Agreement; and

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

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

BE IT FURTHER RESOLVED, that the Authority appropriates \$847,775 to the City 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 in accordance with the provisions of the Cooperative Agreement but shall not exceed on an annual basis, the amounts programmed by fiscal year, as shown in the Program of Projects in the 2014 Strategic Plan, as such plan may be amended from time to time; and

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

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

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

Resolution No. 2015-005

Cooperative Agreement Number: M70604

Project Sponsor: City of Petaluma

Amount: \$847,775

March 9, 2015

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

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

Ayes:

Noes:

Absent:

Abstain:

Sarah Glade Gurney, Chair

This RESOLUTION was entered into at a meeting of the Sonoma County Transportation Authority held March 9, 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. 2015-000

Date: March 9, 2015

Amount of Funds: \$847,775

Appropriated to: City of Petaluma

Program Category: Bicycle/Pedestrian Program

Specific Project: Petaluma River Trail

Appropriated For: Construction: \$847,775

Scope of Work: Phase III – Clover Stornetta to Washington Street. This phase will construct the River Trail from Lakeville Street to Water Street North. A river crossing near Copeland Street will be included as an ADA accessible, prefabricated bike and pedestrian bridge. Continuous lighting will be installed along the pathway to Water Street North on the west side of the River.

Other Conditions: None

Staff Comments: This is the seventh appropriation for this project.

ATTACHMENT B

Chronological Listing of Fund Appropriation Resolutions

COOPERATIVE FUNDING AGREEMENT NO. M70604

Between the Sonoma County Transportation Authority

and the City of Petaluma

| Project Number | Resolution Number | Date | Funds Appropriated | Cumulative Total |
|---------------------------------|--------------------------|----------------|---------------------------|-------------------------|
| M70604 | 2006-015 | June 12, 2006 | \$150,000 | \$150,000 |
| | 2007-008 | April 09, 2007 | \$50,000 | \$200,000 |
| | 2007-027 | Dec 10, 2007 | \$50,000 | \$250,000 |
| | 2008-023 | July 14, 2008 | \$165,000 | \$415,000 |
| | 2009-019 | July 20, 2009 | \$85,000 | \$500,000 |
| | 2012-018 | June 11, 2012 | \$315,000 | \$815,000 |
| | 2015-005 | March 9, 2015 | \$847,775 | \$1,662,775 |
| TOTAL FUNDS APPROPRIATED | | | | \$1,662,775 |

Staff Report

To: RCPA Board of Directors
From: Lauren Casey, Deputy Director, Climate Programs
Item: 4.1.1 – Climate Action 2020: RCPA Adaptation Objectives
Date: March 9, 2015

Issue:

Shall the Board adopt climate adaptation objectives to inform the evaluation of greenhouse gas reduction strategies that also have an adaptation benefit, and to inform the pursuit of future partnerships and grant funding?

Background:

The RCPA Mission, Goals, and Objectives includes an objective to “develop a climate adaptation strategy.” Prior to receiving funding from the Strategic Growth Council to develop Climate Action 2020 there had been no resources to pursue this objective.

The grant funding to develop Climate Action 2020 included budget to partner with the North Bay Climate Adaptation Initiative (NBCAI) to develop a Climate Hazards and Vulnerabilities Assessment, the final version of which is posted on the RCPA website:

http://www.sctainfo.org/pdf/Agenda_Packets/2014/Climate-Ready-Hazards-Vulnerabilities-201412.pdf

The grant budget did not include sufficient funding to develop a comprehensive Adaptation Strategy planning document, however the Climate Hazards and Vulnerabilities Assessment provides enough detail into the spectrum of climate risks faced by Sonoma County to begin strategic planning for climate adaptation and resilience. Understanding local climate projections and trends, and the local assets vulnerable to climate impacts are the first steps towards identifying adaptation strategies. To help with implementation, staff proposes establishing climate adaptation objectives for incorporation into the Climate Action 2020 plans, which will help our communities become more resilient to climate change.

The attached list of draft adaptation objectives were developed by staff with input from NBCAI, the Stakeholder Advisory Group (SAG) and review by the Staff Working Group (SWG). They are intended to be broad but useful in identifying GHG reduction strategies that also increase resilience.

Also, adopting these objectives will give RCPA staff a framework to guide current partnerships (such as continued work with the Sonoma County Water Agency through the Climate Ready grant), allow us to identify new partnerships with initiatives with overlapping goals (such as Health Action), and to guide pursuit of future grant funding.

Policy Impacts:

If adopted, the draft adaptation objectives will become part of the Climate Action 2020 plan.

Fiscal Impacts:

None.

Staff Recommendation:

That the Board approves the draft adaptation objectives for inclusion in the Climate Action 2020 plan.

Draft RCPA Adaptation Objectives

| | Objectives | Opportunities |
|----|---|---|
| 1 | Increase emergency preparedness (e.g., capacity to respond to emergency events like flood, fire and heat) | Inter-agency planning; public education about climate hazards; assess and address gaps in vulnerable populations' capacity to respond to extreme events |
| 2 | Protect water resources | Conserve and re-use water, protect and enhance groundwater recharge areas, capture storm and flood water, protect streamside areas |
| 3 | Protect energy resources | Invest in strategies to ensure the long-term sustainability of energy resources throughout the County. |
| 4 | Protect buildings, infrastructure, and transportation systems | Conduct an assessment of risk by evaluating the climate variables effects on key infrastructure, buildings and transit systems throughout Sonoma County. |
| 5 | Protect coastal, bayside, and Inland "buffer zones" (protecting land/water from adjacent land/water hazards) | Protect, expand, and enhance wetlands, water source areas, and flood zones, review/revise land management plans and development codes, fire management zones |
| 6 | Promote agricultural climate preparedness | Promote peer-to-peer agricultural adaptation networking, assess potential need to cultivate alternative crops |
| 7 | Promote healthy communities | Invest in measures that build community capacity to adapt to climate change such as improving baseline health, well-being, and financial security |
| 8 | Promote a sustainable, climate-resilient economy | Better define the economic risks of climate change, communicate to businesses and the broader community what practices contribute to climate resilience and how to adopt them |
| 9 | Increase the knowledge, ability and capacity to respond to climate impacts, especially in vulnerable populations | Explore opportunities to provide education and resources to the public about climate risks, especially vulnerable populations. Link vulnerable populations to services that help to reduce safety, health and financial risks associated with climate change impacts. |
| 10 | Institutionalize climate adaptation science, planning and best practices | Education and sharing of information among City and County agencies and explore the feasibility of guidelines for including climate change information in future planning, infrastructure and decision making. |

Staff Report

To: RCPA Board of Directors
From: Lauren Casey, Deputy Director, Climate Programs
Item: 4.1.2 – Senate Climate Legislation
Date: March 9, 2015

Issue:

Information Only

Background:

A group of Democratic lawmakers led by Senate President Pro Tem Kevin De León released a package of bills on February 10th that chart a course for State climate policy through 2030 and beyond. The goals established by this package of bills are consistent with the ambitious goals outlined by Governor Brown in his 2015 inaugural address.

Bill information and summaries can be found at: <http://focus.senate.ca.gov/climate>

Highlights:

- Extending the statewide greenhouse gas reduction target to 80% below 1990 levels by 2050
- Establishing a goal for 50% of electricity derived from renewable sources
- Establishing a goal of 50% reduction in petroleum use by vehicles
- Establishing a goal for 50% improvement in the efficiency of buildings
- Creating an economic advisory committee
- Requiring public retirement funds to divest from coal companies

It appears that there are no changes to the statutory or procedural authorities previously established for State Agencies, in the implementation of AB 32 or any other legislation, and that the execution of these targets will be carried out in essentially the same manner as current climate policy goals.

The specific suite of bills includes:

- **SB 32 (Pavley): California Global Warming Solutions Act of 2006, emissions limit.** The stated purpose of this bill is to set the overarching climate pollution reduction target for 2050 that will provide California businesses with regulatory certainty, improve public health, and grow the economy. Language in the bill extends the AB32 reduction target to 80% below 1990 levels by 2050 and allows for the California Air Resources Board to establish interim targets for 2030 and 2040. It also calls for complimentary policies that ensure long-term emissions reductions that advance:
 - Job growth and local economic benefits
 - Public health benefits, especially in disadvantaged communities
 - Innovation in technology and in energy, water, and resource management practices
 - Regional and international collaboration to adopt similar emissions reduction policies

- **SB 350 (De León/Leno): Clean Energy and Pollution Reduction Act of 2015/Golden State Standards 50-50-50.** The stated purpose of this bill is to create jobs, grow the state’s economy, and improve public health by setting new standards for California’s Renewable Portfolio Standard (RPS), reducing petroleum use, and increasing energy efficiency in existing buildings. Language in the bill establishes as policy the targets identified by Governor Brown by the year 2030:
 - Increase from 33% to 50% the amount of our electricity derived from renewable sources
 - Reduce petroleum use in cars and trucks by up to 50%
 - Double the efficiency of existing buildings

- **SB 189 (Hueso): Clean Energy and Low-Carbon Economic and Jobs Growth Blue Ribbon Committee.** The stated purpose of this bill is to establish a high-level expert Committee to and advise and inform state clean energy and climate actions that ensure maximum job creation and economic benefits to all Californians. The committee will advise all state agencies implementing climate and energy programs and administering greenhouse gas related funds, and shall be comprised of:
 - Five members appointed by the Governor and subject to Senate confirmation
 - One member appointed by the Speaker of the Assembly
 - One member appointed by the Senate Committee on Rules

- **SB 185 (De León): Public Retirement Systems: Public Divestiture of Thermal Coal Companies/ Investing With Values and Responsibility.** The stated purpose of this bill is to direct the two largest state pension funds (CalPERS and CalSTRS) to divest their portfolios of coal companies. By 2017, boards of these retirement systems must file a report to the Governor and the Legislature containing a list of investments and companies of which they have divested.

The RCPA will monitor the progress of these bills and update the Board on their status.

Policy Impacts:

Monitoring this package of bills is in line with the 2015 RCPA legislative platform.

Fiscal Impacts:

None.

Staff Recommendation:

None. Information only.

Staff Report

To: RCPA Board of Directors
From: Lauren Casey, Deputy Director, Climate Programs
Item: 4.2.1 – RCPA Activities Report
Date: March 9, 2015

Issue:

Information Only

Background:

CLIMATE ACTION PLANNING

White House Climate Action Champions Program Update

In December 2014, the RCPA was selected on behalf of all partner jurisdictions and regional agencies in Sonoma County as one of 16 "Climate Action Champion" communities from around the nation who have demonstrated leadership on climate change.

Staff put together the attached 2 page summary of the information contained in our application to become a Champion. It is intended to serve as a tool for communicating what has been accomplished through coordinated, regional action on climate change locally. It is also intended to serve as a platform for conversations with federal (or other) audiences about how we can collaborate across levels of government (or across the public and private sector) to respond most effectively to climate challenges.

Moving forward, the RCPA looks forward to getting to know the successes and challenges articulated by our peers in other Champion communities to identify candidate strategies to bring to Sonoma County. The first call across all sixteen communities will be held the week of March 2nd.

Lastly, the program coordinator will be working with a committee of Federal Agency representatives to assemble a list of Federal funding opportunities anticipated for 2015 and 2016. The purpose is to help Champion communities be more proactive in pursuing funding. It is also to map how well community scale challenges are being served by federal funding programs currently, and how future programs or partnerships with the philanthropic community can address gaps. The RCPA will ensure that the list of anticipated federal programs is made available to all of our members such that any project in the county could be incorporated into a Sonoma County proposal.

Climate Leadership Conference

Staff attended the Climate Leadership Conference in Washington D.C. in February, which was an opportunity to learn about best practices in both mitigation and adaptation. Highlights from the event include presentations on:

- The Risky Business Project is a project to assess the economic risks of climate change in the United States: <http://riskybusiness.org/>.

- The Association of Climate Change Officers is introducing a new professional certification program to standardize core competencies expected from climate leaders.
- Corporate and community best practices in identifying and removing barriers to effective climate adaptation.

A recurring message throughout the conference is that the most effective climate adaptation strategies will be deployed by public private partnerships, and that local governments – with influence and authority over land use and infrastructure – are essential actors.

Climate Action 2020

See item 4.1.1.

Sonoma County Adaptation Forum

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

The agenda for the forum can be found at: <http://sonomacountyadaptation.org/agenda/>

The RCPA is one of several organizational hosts for the event. As such, registration will be covered for members of our Board. Other elected officials and jurisdiction staff are encouraged to attend.

ENERGY EFFICIENCY

Bay Area Regional Energy Network (BayREN)

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

Highlights from BayREN program implementation include:

- **Multifamily Energy Upgrade California** – the Bay Area Multifamily Building Enhancements Program continues to be successful, having engaged properties with 748 units to date in Sonoma County. Staff is working on a case study documenting the impact of one particular project in Santa Rosa that should be complete by March. Also, BayREN’s successes became the model for many of the recommendations made in the new statewide report by the MF California Home Energy Retrofit Coordinating Committee.
- **Energy Upgrade California Home Upgrade** - BayREN has paid over \$400,000 to homeowners in Sonoma County since the launch of Home Upgrade, and served over 160 homeowners with personalized assistance through the Home Upgrade Advisor Service.
- **The BayREN Codes and Standards Program** convened the first regional forum of 2015, with an emphasis on “Creating a Sustainable Built Environment: Energy and Green Building Policy Options.” RCPA staff marketed this forum to all jurisdictions, and participated to identify relevant lessons to inform the Climate Action 2020 project. Also, code trainings continue to be an emphasis in 2015. RCPA staff will work with local building departments to bring requested trainings to Sonoma County: <https://www.bayren.org/codes/trainings>.

- **BayREN Pay As You Save (PAYS)** launched services to commercial customers in the Town of Windsor in December and outreach to recruit participants is underway along with efforts to increase services – especially landscaping projects – to residential customers. Efforts to expand to East Bay Municipal Utilities District and the City of Hayward are ongoing. Annual savings estimates from completed projects in the Town of Windsor, and proposed projects in the City of Hayward total over 27,750,000 gallons of water and over 450 metric tons of carbon dioxide.

Policy Impacts:

None.

Fiscal Impacts:

None.

Staff Recommendation:

Information only.

Glossary of Common RCPA Acronyms

AB32 = Assembly Bill 32, Global Warming Solutions Act (2006)
ABAG = Association of Bay Area Governments
AR5 = Fifth Assessment Report (IPCC)
ARB = Air Resources Board
BayREN = Bay Area Regional Energy Network
BAMBE = Bay Area Multifamily Building Enhancements
C&S = Codes and Standards (BayREN)
CCBA = Climate Corps Bay Area
COP = Conference of Parties (UNFCCC)
CPUC = California Public Utilities Commission
EBMUD = East Bay Municipal Utility District
EPA = Environmental Protection Agency
GHG = greenhouse gas
GIS = Geographic Information Systems
HUA = Home Upgrade Advisor (BayREN)
IPCC = Intergovernmental Panel on Climate Change
ME&O = marketing, education, and outreach
MFCAP = Multi Family Capital Advance Program
NBCAI = North Bay Climate Adaptation Initiative
NCDC = National Climate Data Center
NOAA = National Oceanic and Atmospheric Administration
NCBE = North Coast Builders Exchange
PACE = Property Assessed Clean Energy
PAYS[®] = Pay As You Save
PG&E = Pacific Gas and Electric
PROP = Permit Resource Opportunity Program (BayREN)
RCPA = Regional Climate Protection Authority
REACO = Redwood Empire Association of Code Officers
SCS = Sustainable Communities Strategy
SCEIP = Sonoma County Energy Independence Program
United Nations Framework Convention on Climate Change (UNFCCC)

Sonoma County Regional Climate Protection Authority

10 local governments & 4 regional agencies committed to reducing GHG emissions 25% below 1990 level by 2015



Cloverdale • Cotati • County of Sonoma • Healdsburg • Rohnert Park • Petaluma • Santa Rosa • Sebastopol • Sonoma • Windsor
Sonoma Clean Power • Sonoma County Ag Preservation & Open Space District • Sonoma County Transportation Authority • Sonoma County Water Agency

Four Essential Strategies

1. Adopt Bold Goals

In 2005, all nine cities and the County adopted a goal of 25% below 1990 levels by 2015- one of the most aggressive goals in the nation.

2. Formalize Partnerships

Created essential structures for collaboration and accountability, across elected officials and staff

3. Pool Resources

Servers to aggregate and align assets, both human and financial, across partners large and small

4. Work Across Silos

RCPA model brings individual agency efforts under one umbrella and aligns related projects towards common goals.

What's Next

- Complete regional, community-wide Climate Action Plan
- Adopt updated targets for 2020, and beyond
- Adopt adaptation objectives



Sample Successes in Reducing Emissions

Transportation & Land Use – 53% GHG Emissions



- Urban growth boundaries adopted countywide to promote efficient, city oriented development
- Over 100,000 acres of open and working lands preserved to date by local Ag Preservation and Open Space District
- Seventy mile Sonoma Marin Area Rail Transit (SMART) under construction to serve critical commute corridor

Building Energy - 33% GHG Emissions



- First countywide PACE program in CA has financed over \$62 million in projects to date, and paved the way for additional PACE programs
- Second community choice program in CA is providing power at lower cost and a 33% lower emissions rate, as well as a 100% local renewable option
- First on-water bill repayment program in CA served 5% of residential units in Town of Windsor in first year with efficiency improvements at no up-front cost

Agriculture - 8 % GHG Emissions



- Healthy Lands, Healthy Economies project is working to quantify climate value of working lands
- Healthy and Sustainable Food Action Plan promotes sound agricultural practices

Solid Waste - 4% GHG Emissions



- Landfill gas to energy system and high efficiency methane collection have significantly reduced the impacts of waste disposal
- Countywide Green Business Program facilitates waste reduction and diversion

Water and Other - 3% GHG Emissions



- Goal to operate a Carbon Free Water system by 2015 (met in 2014)
- Sonoma-Marin Water Saving Partnership deploys water conservation strategies regionally
- Vegetation mapping and LiDAR project is providing data needed for best practices to enhance soil and above ground carbon sequestration



Sonoma County Regional Climate Protection Authority

10 local governments & 4 regional agencies committed to reducing GHG emissions 25% below 1990 level by 2015

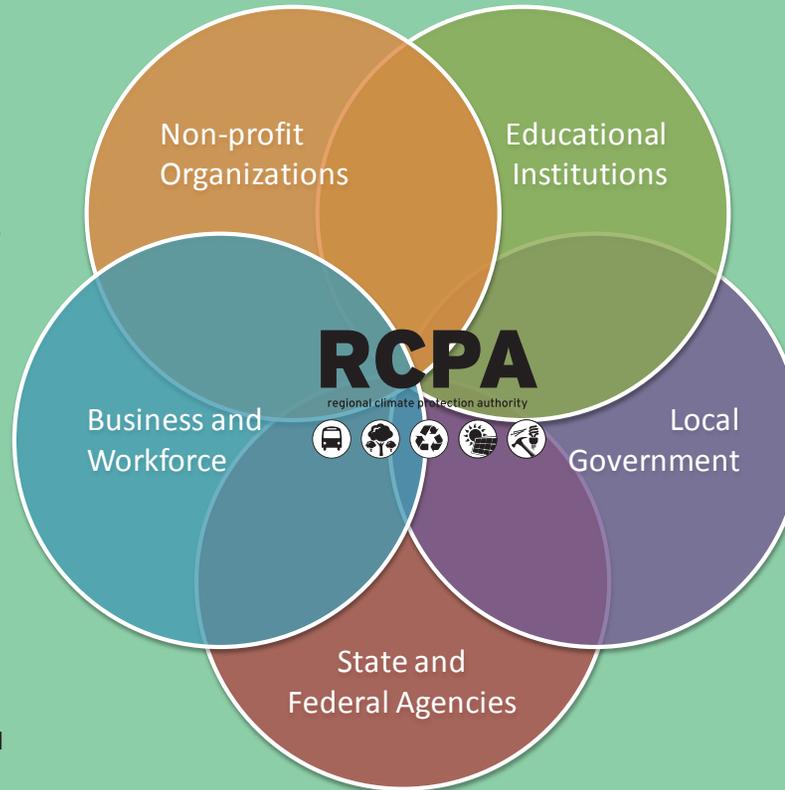
Sample Actions to Become More Resilient to Climate Change

Planning and Partnerships

- The North Bay Climate Adaptation Initiative emerged as a consortium of public and private partners working to advance local understanding of climate change impacts.
- The Climate Ready North Bay Project is uniting urban planners, natural resource managers, and private land managers around common data sets and future climate scenarios.
- The SCTA is leading regional dialogue around critical highways vulnerable to sea level rise.
- The Portrait of Sonoma County measures human development and enables better identification of vulnerable communities.

Monitoring and Science

- The Sonoma County Water Agency is working with several federal agencies and the Center for Western Weather and Water Extremes to improve forecasting around atmospheric rivers.
- The Climate Action Through Conservation project is piloting data, tools, and incentives to address climate change through integrated landscape scale conservation.

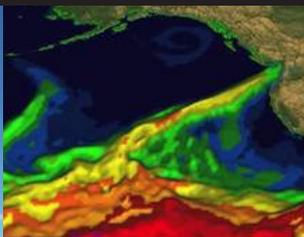
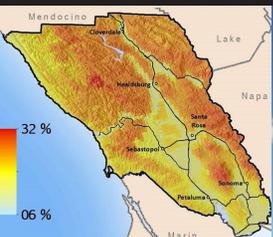


Sonoma County aspires to be an R&D center for local actions that compliment state, federal, and private sector action to prove that success in fighting climate change is not only possible but profitable.

Where We Need Help

- Support to identify how to accelerate clean transportation, specifically electric vehicles and multi-modal integration with SMART
- Support to evaluate the local economic values created by taking a proactive approach to climate change
- Tools for collecting and reporting critical climate action data, including greenhouse gas inventories and key metrics related to local policies and programs.
- Clear resolution of outstanding issues related to PACE financing and support in addressing state issues related to on-bill repayment financing.
- Support in developing strategies to include future climate projections in local planning processes.

**Cloverdale • Cotati • County of Sonoma • Healdsburg • Rohnert Park • Petaluma • Santa Rosa • Sebastopol • Sonoma • Windsor
Sonoma Clean Power • Sonoma County Ag Preservation & Open Space District • Sonoma County Transportation Authority • Sonoma County Water Agency**



Contact Info: Suzanne Smith, Executive Director, Sonoma County RCPA (707) 565-5373

Memorandum

To: SCTA Board of Directors
From: Suzanne Smith, Executive Director
Re: 4.3.1 – CAC Membership Update 2015
Date: March 9, 2015

Issue:

Shall the SCTA amend the organizations represented on the Citizens Advisory Committee (CAC)?

Background:

The CAC is comprised of 20 members of the public representing 15 identified interest groups plus 5 geographically oriented seats representing each of the Supervisorial districts. This make up was established in 1991 when the CAC was created and is confirmed in the SCTA Administrative Code (appropriate pages attached here). The current membership includes the following organizations:

In going through this review process, the Sonoma County Conservation Council filled their vacancy. At the February SCTA Board meeting the Board directed the CAC and the SCTA staff to compile a proposed update to membership to reflect changes. The CAC discussed this in late February and recommend the following action to the Board:

| ORGANIZATION | Currently Represented by: |
|--|----------------------------------|
| Central North Bay Labor Council | |
| Home Builders Association Building Industry Association | Curt Nichols |
| League of Women Voters of Sonoma County | |
| North Bay Association of Realtors | Daniel Sanchez |
| Santa Rosa Chamber of Commerce | |
| Senior Community Liaison Area Agency on Aging or Council on Aging | VACANT |
| Sierra Club | |
| Sonoma County Conservation Council | Janice Cader-Thompson |
| Sonoma County Farm Bureau | |
| Sonoma County Manufacturers Group Engineering | VACANT |



Contractors Association**Sonoma County Taxpayers Association**

Michael Lavin

Sonoma County Alliance

Dennis Harter

Transit Paratransit Coordinating Committee

Dennis Battendberg

Sonoma County Bicycle Coalition – NEW

Gary Helfrich (proposed)

Sonoma County Transportation & Land Use Coalition

Brant Arthur

United WinegrowersBob Anderson

The representatives from the 4th and 5th Supervisorial Districts are Craig Harrington and Al Lerna respectively. The other three are currently vacant.

Upon review of the recommendation from the CAC, SCTA staff will take the Board's direction and provide an amendment to the Administrative Code on consent at the April Board meeting.

Staff Recommendation:

Consider the CAC recommendation and provide direction to staff as to if and how to amend the CAC membership.

(c) Standing Board Committees of the Authority. The following Standing Board Committees are hereby created:

(1) Executive Committee. The Executive Committee shall have two members, in addition to the Chair, Vice-Chair and one alternate. The selection of the Executive Committee shall take place annually, in conjunction with the selection of the Chair and Vice-Chair of the Board. The Board shall individually nominate members of the Executive Committee, and each nominee shall be appointed after receiving a majority vote of the full Board. The purpose of the Executive Committee is to advise the Board and plan Board activities.

(2) Other Committees. The Board may establish such other Standing or other Board Committees, as deemed necessary or advisable from time to time. The Chair, with the concurrence of the Board, may establish such other special, ad hoc, or other Board Committees, as he or she deems necessary or advisable from time to time.

104.6 Advisory Committees. The following committees have been established to assist and advise in the operation of the Authority and the development of Authority policies. An organization chart depicting these committees is attached as Exhibit C. The standing and advisory committees are as follows:

(a) Technical Advisory Committee. The TAC provides advice on technical matters that may come before the Authority. Members also act as the primary technical liaison between the Authority and the implementing agencies. The TAC reviews and comments on project design, scope and schedule; provides recommendations on development of priority transportation improvement lists; reviews and comments on the Strategic Plan of the Authority and amendments and revisions thereto; reviews and comments on the Authority's Comprehensive Transportation Plan and amendments and revisions thereto; and serves in an advisory capacity on any other technical issues the Authority may seek input on.

(1) Membership. The TAC's voting membership shall consist of the following:

(A) The Public Works Directors from each jurisdiction in Sonoma County;

(B) The Planning Directors from each jurisdiction in Sonoma County;

(C) The Transit Managers from each transit agency operating within Sonoma County including: Sonoma County Transit, Santa Rosa CityBus, Petaluma Transit, Healdsburg Transit, Golden Gate Transit and Sonoma Marin Area Rail Transit

(D) Non-voting, ex-officio members shall include regional agencies such as the Metropolitan Transportation Commission, Department of Transportation, Bay Area Air Quality Management District; North Coast Regional Air Quality Management District; and Association of Bay Area Governments

(2) Voting. Each member, excluding non-voting members, shall have one vote on any matter to come before the committee for a vote, however the Authority urges consensus on all issues coming before the TAC. If consensus is not reached a minority opinion report can and should be made at the Authority meeting if the issue is before the Authority.

(3) Organization. The TAC shall elect a chair and vice chair, each January and those elected to fill these seats will have the responsibility of running the TAC meetings as well as representing the TAC before the Authority and in other venues as necessary.

(4) Subcommittees. The Authority has created a subcommittee of the TAC called the Planning Advisory Committee (PAC) to focus on planning, smart growth issues and related topics. The membership of the PAC will include the Planning Directors and Transit Managers as well as the regional agencies in an ex-officio capacity.

(5) Ad Hoc Committees. The TAC has four ad hoc committees that meet on an as needed basis on specific issues.

- (A) Transit
- (B) Travel Demand Modeling
- (C) Transportation Planning Land Use Strategy (TPLUS)
- (D) Comprehensive Transportation Plan (CTP)

(b) Citizens Advisory Committee. The purpose of the CAC is to provide citizen perspective, participation and involvement in Authority policy development and implementation.

(1) Membership. The SCTA has designated 20 members to serve on the CAC based on 15 different interest groups and 5 geographic areas. The membership list is as follows:

- (A) Central Labor Council
- (B) Farm Bureau
- (C) Home Builders Association
- (D) League of Women Voters
- (E) North Bay Association of Realtors
- (F) Transit & Paratransit Coordinating Committee
- (G) Santa Rosa Chamber of Commerce
- (H) Senior Community Liaison
- (I) Sierra Club
- (J) Sonoma County Alliance
- (K) Sonoma County Conservation Council
- (L) Sonoma County Manufacturers Group
- (M) Sonoma County Taxpayers Association
- (N) Transportation and Land Use Coalition
- (O) United Winegrowers
- (P) 1st District
- (Q) 2nd District
- (R) 3rd District

- (S) 4th District
- (T) 5th District

(2) Terms of Membership. Except as provided below, members shall be appointed by the named interest group and shall remain as that group's representative until such time as a new representative is selected. Geographic area seats are based on the five Supervisor districts and shall be appointed by the Supervisor from that district for two (2) year terms.

(A) There shall be no limit on the number of consecutive terms that a member may serve.

(B) The SCTA shall be notified via letter of the official appointment or replacement of a CAC member by the president or chair of the organization represented.

(C) Letters of interest for each geographic area seat will be accepted every two years effective January 1, 2006. Those letters received will be forwarded to the Supervisor that represents that district and a selection made by the Supervisor in that district.

(3) Voting. Each member, excluding non-voting members, shall have one vote on any matter to come before the committee for a vote, however the Authority urges consensus on all issues coming before the CAC. If consensus is not reached a minority opinion report can and should be made at the Authority meeting if the issue is before the Authority.

(4) Organization. The CAC shall elect a chair and vice chair, each January and those elected to fill these seats will have the responsibility of running the CAC meetings as well as representing the CAC before the Authority and in other venues as necessary.

(5) New Membership. The SCTA may consider adding representatives to the CAC. The process for this would require a letter of interest from the particular group and unanimous agreement on the part of the SCTA Board.

(c) Countywide Bicycle and Pedestrian Advisory Committee. The purpose of the CBPAC is to provide technical information related to bicycle and pedestrian planning, policy and funding to the Authority and to meet the requirements of the Transportation Development Act (TDA), including any compliance with Article 3 of TDA.

(1) Membership. The SCTA has designated up to twenty (20) members to serve on the CBPAC based on the 10 jurisdictions within Sonoma County. Each jurisdiction provides a staff person and, when available, a designated citizen representative. Regional agencies are considered ex-officio, non-voting members.

(2) Voting. Each member, excluding non-voting members, shall have one vote on any matter to come before the committee for a vote, however the Authority urges consensus on all issues coming before the CBPAC. If consensus is not reached a minority opinion report can and should be made at the Authority meeting if the issue is before the Authority.

(3) Organization. The CBPAC shall elect a chair and vice chair, each January and those elected to fill these seats will have the responsibility of running the CBPAC meetings as well as representing the CBPAC before the Authority and in other venues as necessary.

(d) Transit and Paratransit Coordinating Committee. The purpose of the TPCC is to provide technical information related to transit and paratransit planning, policy and funding to the Authority.

- (1) Membership. State statute defines membership on the TPCC as follows:
- (A) One potential transit user of 60 years of age or over;
 - (B) One representative of potential users who is disabled;
 - (C) Two members representing local social service providers for the disabled, including one representative of a social service transportation provider, if one exists;
 - (D) Two representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists;
 - (E) One member representing each fixed route public transit and paratransit operator within the county;
 - (F) One representative of a local social service provider for persons of limited means;
 - (G) One member representing each jurisdiction in Sonoma County;
 - (H) Additional members at the discretion of the (SCTA);
 - (I) Alternates in each category may be appointed.

(2) Voting. Each member, excluding non-voting members, shall have one vote on any matter to come before the committee for a vote, however the Authority urges consensus on all issues coming before the TPCC. If consensus is not reached a minority opinion report can and should be made at the Authority meeting if the issue is before the Authority.

(3) Organization. The TPCC shall elect a chair and vice chair, each January and those elected to fill these seats will have the responsibility of running the TPCC meetings as well as representing the TPCC before the Authority and in other venues as necessary.

Staff Report

To: Sonoma County Transportation Authority
From: Dana Turrey, Transportation Planner
Item: 4.4.1 – Transit – Lifeline Transportation Program Cycle IV, STA/JARC/Prop 1B funding sources
Date: March 9, 2015

Issue:

Shall the SCTA Board approve the proposed “Programs of Projects” for Job Access Reverse Commute (JARC), State Transit Assistance (STA), and Proposition 1B (Prop 1B) funding under the Metropolitan Transportation Commission’s (MTC’s) Cycle IV of the Lifeline Transportation Program (Lifeline)?

Background:

MTC’s Lifeline Transportation Program supports projects that address mobility and accessibility needs in low-income communities throughout the region. Lifeline Cycle IV is funded by a combination of operating and capital funding sources, including state Prop 1B, STA, and federal Section 5307 JARC. MTC released the fourth cycle of Lifeline funding in October 2014, which is distributed to the nine Bay Area counties based on each county’s share of the region’s low income population.

MTC designated SCTA as the Lifeline Program Administrator for Sonoma County. SCTA is responsible for issuing Lifeline Calls for Projects, soliciting and reviewing applications and selecting projects that are consistent with Lifeline and SCTA /RCPA objectives. Projects are to address community-identified transportation needs, such as transportation gaps and/or barriers identified in the Community Based Transportation Plans (CBTPs) prepared by SCTA for Sonoma County’s four MTC-identified “Communities of Concern” (Roseland, Lower Russian River, The Springs, and parts of Healdsburg), transportation needs identified in countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan, or other substantive local planning efforts involving focused outreach to low-income populations.

Summary of LIFELINE sources, totaling \$3,768,520 available to Sonoma County

| | STA | JARC | Prop 1B |
|---------|----------------------------------|------------------------------|-----------------|
| Purpose | Transit Capital & Operations | Transit Capital & Operations | Transit Capital |
| Funding | \$2,432,242 (95% programmed)* | \$412,828 | \$1,045,061 |

*MTC has requested that 95% of MTC’s STA December estimate be programmed at this time. As revenues allow 100% funding, MTC will apply the remaining 5% to these projects.

| Project Name | Project Description | Lifeline Transportation Program Cycle IV Funding Amounts | | | | Local Match Amount | Total Project Cost |
|--|---|---|-----------|-----------|------------------------|--------------------|--------------------|
| | | 1B | STA | JARC | Total Lifeline Funding | | |
| Petaluma Transit Weekend Service | Project will support continued fixed route bus service on Saturday and Sunday for two years, in order to meet the needs of riders who have employment and other weekend travel needs. | | \$270,360 | \$76,934 | \$347,294 | \$155,448 | \$502,742 |
| Santa Rosa CityBus Lifeline Vehicle Replacement | Project includes partial funding for the replacement of up to ten (10) fixed route buses in the aging Santa Rosa CityBus fleet. Procuring new buses would allow Santa Rosa CityBus to further enhance rider experience not only on Lifeline routes but the system as a whole. | \$671,975 | | \$162,506 | \$834,481 | \$208,661 | \$1,043,142 |
| Santa Rosa CityBus Roseland Lifeline Operations | Project will support continued operations of Lifeline transit routes serving the Roseland community of the City of Santa Rosa and unincorporated Sonoma County. The need for higher levels of transit service in Roseland was identified in the Roseland Community Based Transportation Plan completed in 2007. | | \$800,881 | | \$800,881 | \$399,119 | \$1,200,000 |

| Project Name | Project Description | Lifeline Transportation Program Cycle IV Funding Amounts | | | | Local Match Amount | Total Project Cost |
|--|--|---|--------------------|------------------|--------------------|--------------------|--------------------|
| | | | | | | | |
| Sonoma County Transit CNG Bus Purchase | Project will assist with the purchase of two compressed natural gas (CNG) transit coaches. The new CNG buses would be deployed on routes primarily serving the Healdsburg, Lower Russian River and Sonoma-Springs CBTB areas. The timely replacement of Sonoma County Transit's CNG buses ensures comfortable and reliable public transit service throughout the fixed-route system. | \$373,086 | \$300,973 | \$173,388 | \$847,447 | \$211,862 | \$1,059,309 |
| Sonoma County Transit Feeder Bus Service in Healdsburg, Lower Russian River and Sonoma – Springs CBTP Areas | Project will implement expanded feeder bus service during peak commute times on routes providing service within the Healdsburg, Lower Russian River and Sonoma – Springs CBTP areas. Expanded feeder service on SCT's routes 20, 22, 26, 30, 40, 60, and 62 will be designed to provide connections to SMART's service and provide enhanced peak commute service between various outlying low-income areas and where the majority of jobs and services are located within the cities of Santa Rosa and Petaluma. | | \$938,416 | | \$938,416 | \$234,604 | \$1,173,020 |
| TOTALS: | | \$1,045,061 | \$2,310,630 | \$412,828 | \$3,768,519 | \$1,209,694 | \$4,978,213 |

All project proposals were reviewed for their consistency with the Lifeline goals and application process. Each project addresses transportation needs in one of the four Community Based Transportation Plans (CBTP) or other identified need benefitting low-income populations in a SCTA-identified Community of Concern. All applications demonstrated project readiness and management capacity. The proposed "Program of Projects" was reviewed and approved by the Transit Technical Advisory Committee (T-TAC).

Prop 1B funds and STA funds were allocated to operators based on the regional share of low-income ridership and low-income population. JARC funds for Sonoma County are divided between projects serving the Santa Rosa Large Urbanized Area (\$284,605) and the Petaluma Small Urbanized Area (\$128,224). The Santa Rosa Large Urbanized Area is served by Santa Rosa CityBus and Sonoma County Transit, and the Petaluma Small Urbanized Area is served by Petaluma Transit and Sonoma County Transit. The total amount of JARC funds applied for exceed the amount allocated to Sonoma County.

All STA and JARC projects require local resolutions of support. Prop 1B project require either a local resolution of support or evidence of consistency with the most recent Short Range Transit Plan. All project sponsors are in the process of obtaining local resolutions of support.

- A local resolution approving the proposed projects sponsored by Santa Rosa CityBus is scheduled to be heard by the Santa Rosa City Council on March 3, 2015.
- A local resolution approving the proposed projects sponsored by Sonoma County Transit is scheduled to be heard by the Sonoma County Board of Supervisors on March 10, 2015.
- A local resolution approving the proposed projects sponsored by Petaluma Transit is scheduled to be heard by the Petaluma City Council on March 16, 2015.

Policy Impacts:

The proposed "Programs of Projects" is consistent with Lifeline objectives and guidelines. SCTA/RCPA goals are also served in facilitating mobility options by increasing transit service frequency, reliability, comfort, safety and information access; and encouraging a range of transportation alternatives, including transit, walking and bicycling that can serve to reduce green-house gas and air pollution, while providing lower cost options to car driving.

Transit users across the County will benefit, particularly lower-income residents in the Community-Based Transportation Plan (CBTP) areas of Roseland, the Lower Russian River, Healdsburg and The Springs, as well as other low-income residents who depend on transit. The STP projects will provide infrastructure to make walking and bicycling more feasible and safe for children and adults in two of the "communities of concern."

Fiscal Impacts:

The over \$3.7M of the Cycle IV Lifeline Transportation Program, consisting of STA, Prop 1B, and JARC funding, will serve to significantly benefit Sonoma County's low-income populations. The proposed projects meet the required local match of at least 20% of the total project cost for Prop 1B and STA funds, and for JARC capital projects. The proposed projects meet the required local match of at least 50% for JARC operating projects.

Action Requested:

SCTA is requested to consider approving the proposed "Programs of Projects" as presented, for submittal to MTC. Approval of projects is contingent upon approval of local resolutions of support.

Staff Report

To: Sonoma County Transportation Authority
From: Dana Turrey, Transportation Planner
Item: 4.4.2 – SCTA 2014 Bicycle and Pedestrian Count Program
Date: March 9, 2015

Issue:

What is the status of the 2014 SCTA Bicycle and Pedestrian Count Report?

Background:

In 2009, following completion of the 2008 Countywide Bicycle and Pedestrian Master Plan, SCTA began a bicycle and pedestrian count pilot program. This program has continued with various locations in the unincorporated areas of Sonoma County and its nine cities each year. In 2014, manual counts were completed at 15 locations across Sonoma County and automated counts were completed at five locations in Santa Rosa and Sonoma County.

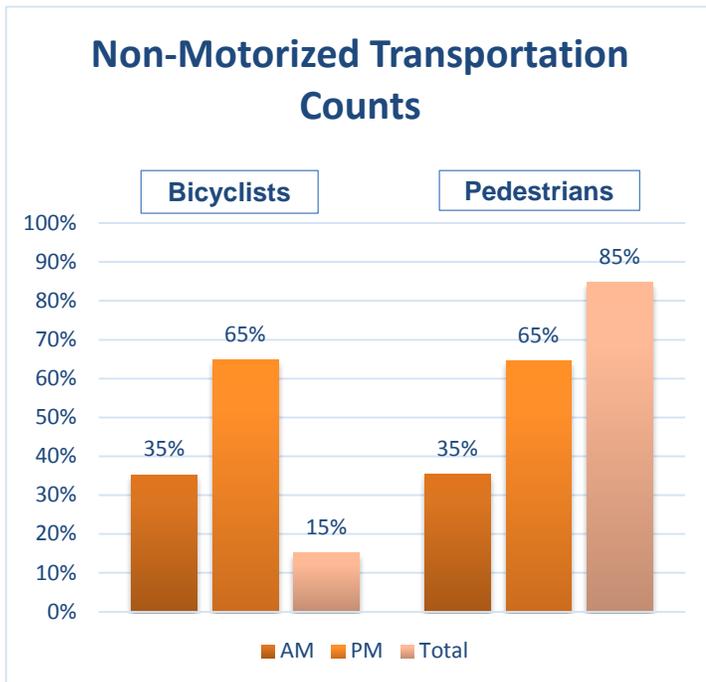
| City | LOCATION | Count Type |
|--------------------------|--|------------|
| Cloverdale | CLOVERDALE BLVD. & BROAD ST. | Manual |
| Cotati | COMMERCE BLVD. & HWY 116 | Manual |
| County/Boyes Hot Springs | HWY 12 & BOYES BLVD. | Manual |
| County/Cloverdale area | FIRST ST. BRIDGE & RIVER LN. | Manual |
| County/Guerneville | HWY 116/MAIN ST. & ARMSTRONG WOODS RD. | Manual |
| County/Joe Rodota Trail | JOE RODOTA TRAIL @ MERCED AVE. | Automated |
| County/Stony Point Road | STONY POINT RD. @ ST. OLGA CT. | Automated |
| Healdsburg | HEALDSBURG AVE. & MILL/VINE ST. | Manual |
| Petaluma | EAST D ST. & COPELAND ST. | Manual |
| Rohnert Park | SNYDER LN. & COPELAND CREEK PATH | Manual |
| Rohnert Park | COMMERCE BLVD & RP EXPRESSWAY | Manual |
| Santa Rosa | HUMBOLDT ST. @ SPENCER AVE. | Automated |
| Santa Rosa | MENDOCINO AVE. & MCCONNELL AVE. | Automated |
| Santa Rosa | SANTA ROSA TRANSIT MALL | Automated |
| Santa Rosa | SONOMA AVE. & YULUPA AVE. | Manual |
| Sebastopol | N. MAIN ST. & ANALY AVE. | Manual |
| Sebastopol | S. MAIN ST. & BURNETT ST. | Manual |
| Sebastopol | S. MAIN ST. & BODEGA AVE. | Manual |
| Sonoma | BROADWAY ST. & EAST NAPA ST. | Manual |
| Windsor | BROOKS RD. & FOOTHILL DR. | Manual |

In summer 2014, SCTA began an automated bicycle and pedestrian count pilot program with the purchase of four Eco-counter infrared bicycle and pedestrian counters, and four Eco-counter selective bicycle tube counters. The automated counters were installed and tested in various locations in Santa Rosa and the County. Automated counters capture data 24 hours a day for a period of approximately two weeks, depending on how long they are deployed. The automated counting method provides a more complete picture of where, when, and how much people are biking and walking than the four peak hours counted manually. Conducting automated counts requires significantly less staff time and provides more complete data than manual counts. With the completion of the automated count pilot program and equipment validation, the SCTA bicycle and pedestrian count program can fully transition to using automated counters in 2015. SCTA staff will continue to provide technical assistance with count methodology to agencies wishing to perform manual counts in their jurisdictions.

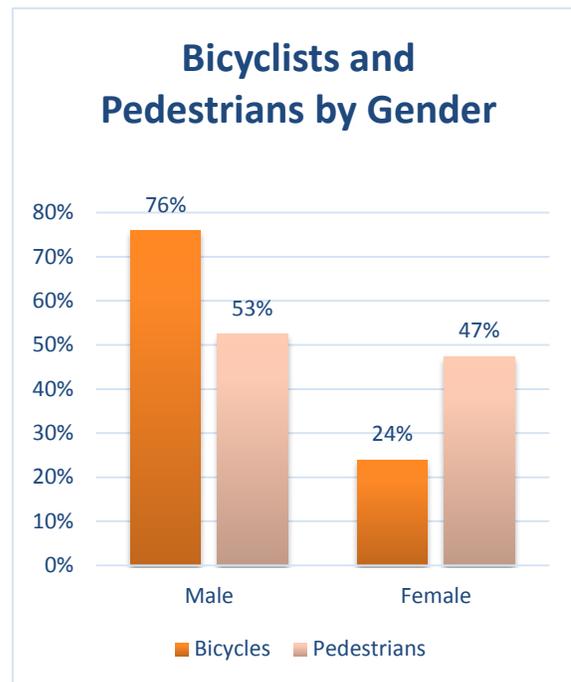
Since 2009, the manual bicycle and pedestrian count locations have varied, with 10 locations having been counted consistently over the last three-year period or longer. Five of the manual count locations and the five automated count locations are new for 2014. The 2014 Bicycle and Pedestrian Count Report highlights the count data and change for each location in Sonoma County over the past years. The Report has been reviewed by the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC).

Graph 1 displays the non-motorized transportation observed through manual counts for 2014. Graph 2 displays the observed county-wide percentage of male and female bicyclists. Graph 3 demonstrates the change of bicycle activity that was observed at the 10 locations counted consistently from 2012-2014. Graph 4 shows the observed change in pedestrian activity from 2012-2014 at the same 10 locations. Graph 5 displays the raw count data for each 2014 manual count location broken down by time frame (7am-9am and 4pm-6pm). Detailed automated count data and graphs are presented in the 2014 Bicycle and Pedestrian Count Report.

Graph 1

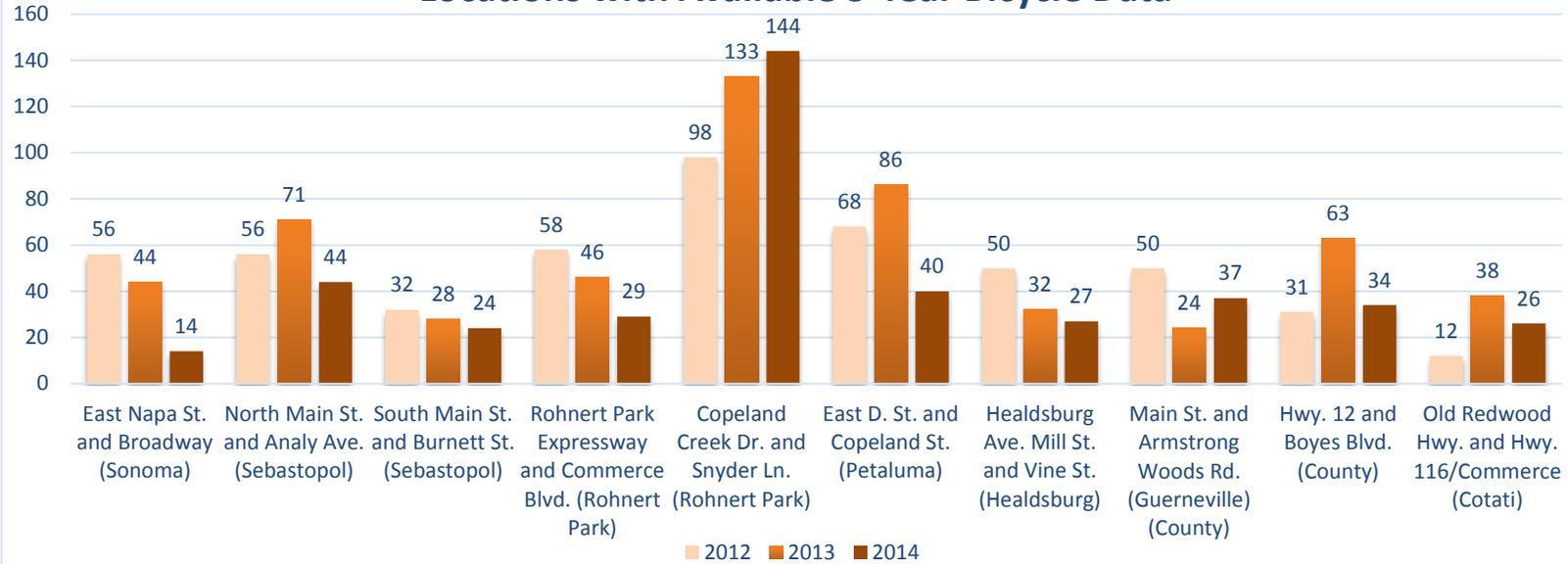


Graph 2



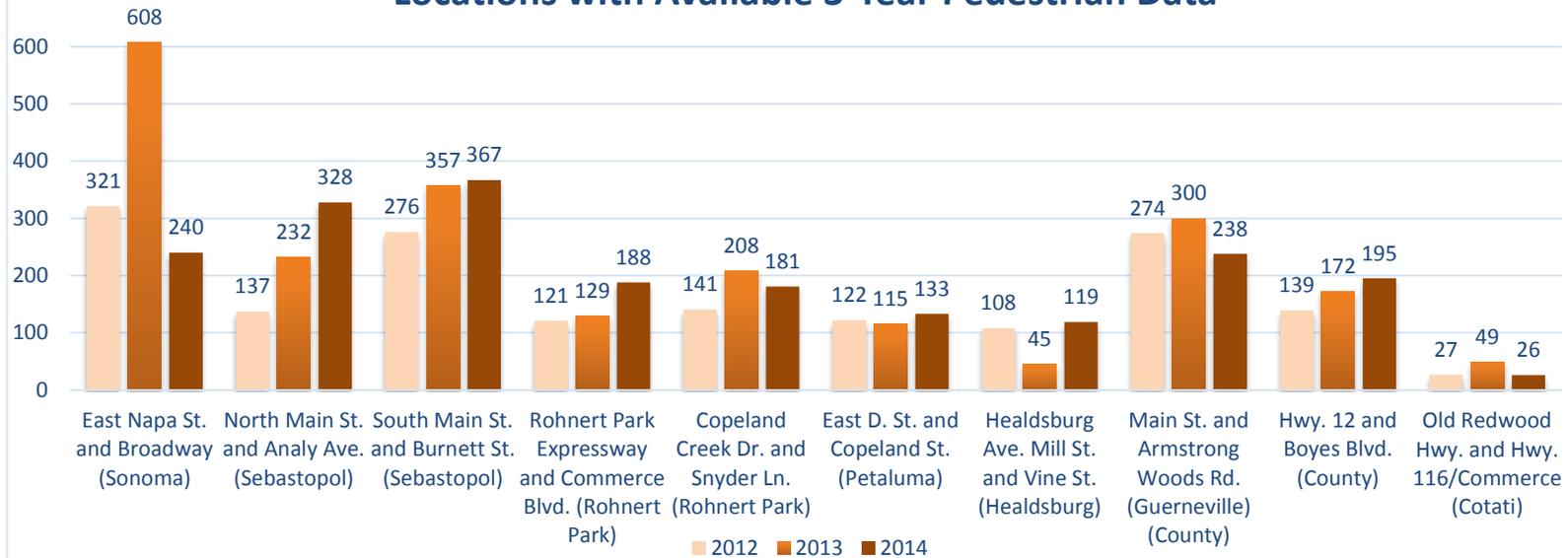
Graph 3

Locations with Available 3-Year Bicycle Data



Graph 4

Locations with Available 3-Year Pedestrian Data



Graph 5

| Jurisdiction | Intersection | Bicycles | | Pedestrians | |
|------------------------------------|---|------------|-----------|-------------|-----------|
| | | 7 am-9 am | 4 pm-6 pm | 7 am-9 am | 4 pm-6 pm |
| Cloverdale | Broad St. and Cloverdale Blvd. | 3 | 5 | 87 | 127 |
| Cotati | Commerce Blvd and Hwy 116 | 6 | 6 | 13 | 13 |
| Healdsburg | Healdsburg Ave, Mill St. and Vine St. | 3 | 24 | 70 | 49 |
| Petaluma | East D St. and Copeland St. | 17 | 23 | 57 | 76 |
| Rohnert Park | Copeland Creek Dr. and Snyder Ln. | 46 | 98 | 84 | 97 |
| Rohnert Park | Rohnert Park Expressway. and Commerce Blvd. | 12 | 17 | 39 | 149 |
| Santa Rosa | Sonoma Ave and Yulupa Ave | 17 | 29 | 37 | 33 |
| Sebastopol | North Main St. and Analy Ave. | 16 | 28 | 259 | 69 |
| Sebastopol | South Main St. and Burnett St. | 14 | 10 | 94 | 273 |
| Sebastopol | South Main St. and Bodega Ave. | 5 | 20 | 52 | 402 |
| Sonoma | East Napa St. and Broadway | 5 | 9 | 22 | 218 |
| Windsor | Brooks Rd. and Foothill Dr. | 8 | 19 | 109 | 56 |
| County/ Boyes Springs | Highway 12 and Boyes Blvd. | 17 | 17 | 71 | 124 |
| County/ Guerneville | Highway 116 and Armstrong Woods Rd. | 10 | 27 | 70 | 168 |
| County/ Cloverdale area | First Street Bridge and River Lane | 2 | - | 3 | - |
| Total Observed | | 181 | 332 | 1067 | 1854 |
| Total Bikes and Pedestrians | | 513 | | 2921 | |

Policy Impacts:

None.

Fiscal Impacts:

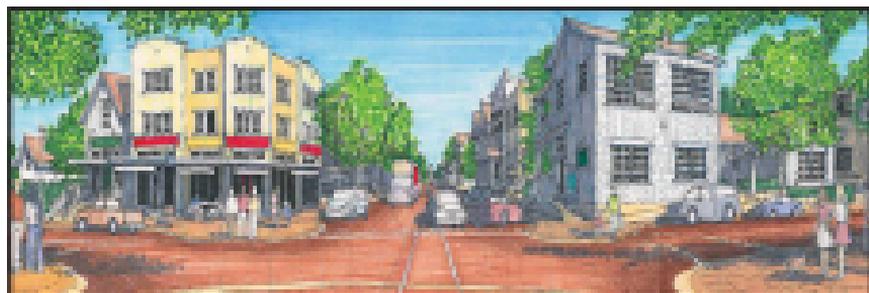
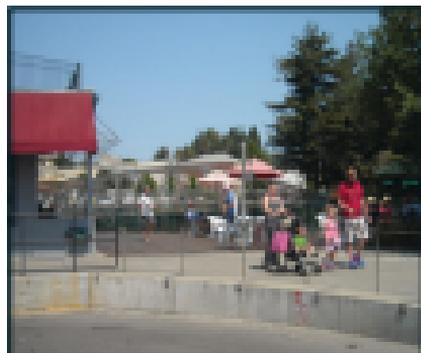
None.

Staff Recommendation:

Staff recommends that the Board adopt the Draft 2014 Bicycle and Pedestrian Count Report.

2014 Bicycle and Pedestrian

Count Report



Acknowledgements

SONOMA COUNTY TRANSPORTATION AUTHORITY BOARD OF DIRECTORS

Sarah Guernsey, Sebastopol (Chair)

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Elizabeth Tyree, County of Sonoma

Gratitude to the following for their help in contributing to the success of the 2014 Bicycle and Pedestrian Counts:

Jeremy Arroyo

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Dana Turvey

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Executive Summary

Annual bicycle and pedestrian counts have been conducted by the Sonoma County Transportation Authority (SCTA) since 2009 in Santa Rosa, Cotati, Roberson Park, Cloverdale, Petaluma, Windsor, Sonoma, Sebastopol, Healdsburg, and the unincorporated areas of the county. The information derived from these counts furthers the efforts of government agencies and non-profits in tracking and developing non-motorized transportation systems; when planned and designed properly, these systems have the ability to offer convenient alternatives to automobile use. By creating a safe and efficient network of bicycle and pedestrian facilities, Sonoma County can significantly reduce its greenhouse gas emissions, improve public health, enhance recreational opportunities, and preserve its unique sense of place. With the use of alternative modes of transportation on the rise in the county, it is imperative for SCTA to expand its vision of the county's growing bicyclist and pedestrian community.

The data collected from bicycle and pedestrian counts is volumetric, and gives an idea of the amount of bicyclists and pedestrians that utilize city and county streets. A subsequent side-by-side analysis of these raw numbers presents SCTA with a generalized depiction of non-motorized transportation trends over the years. These trends have been used to validate SCTA's travel demand model (TDM), which extrapolates transportation and land use data over many years to predict changes in the county-wide transportation network. The forecasts generated by the TDM are important because they serve as the foundation for grant applications, which can be used to fund infrastructure improvements, planning, and research. The count results also feed into updates for SCTA's Countywide Bicycle and Pedestrian Master Plan, and help evaluate current bicycle and pedestrian facilities and the fiscal impacts of planned projects.

The manual bicycle and pedestrian count program began as a pilot and has continued for several years at various scales, with variation in the count locations and the number of locations each year. The number of manual counts in 2014 was reduced to 15 locations, from 22 locations in 2013, due to significant staff time spent on initiating the automated counter pilot program coupled with a lack of funding to hire outside staff to perform counts. In previous years SCTA has hired interns to perform manual counts or has had a Climate Corps fellow with full availability to manage the program.

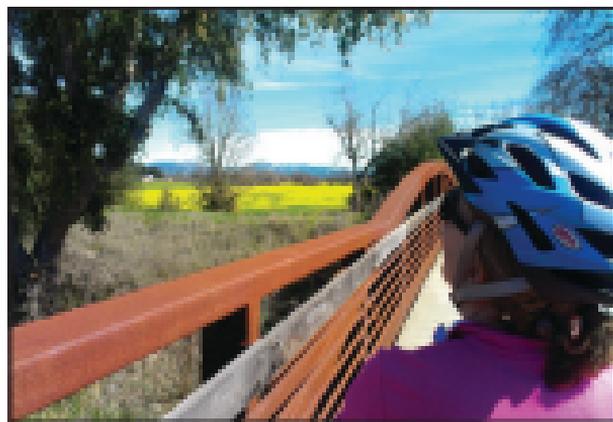
The average manually observed bicycle count per location was 46% lower in 2014 than in 2013 and the average manually observed pedestrian count per location was 1% lower. However, some of the individual count locations experienced a significant increase in bicycling and walking across the years. These differences can be attributed to several factors, including weather, time of year, and variation in locations counted. Because manual counts only capture four hours of data at each location per year, it is difficult to capture a representative average and long-term trends. The 2014 Bicycle and Pedestrian Count Report is an important tool in addressing these concerns.

In 2014, SCTA began an automated bicycle and pedestrian count pilot program with the purchase of four Eco-counter infrared bicycle and pedestrian counters, and four Eco-counter selective bicycle tube counters. The automated counters were installed and tested in various locations in Santa Rosa and the County. A report on the development of the program and equipment testing is included as Appendix E. Automated counters capture data

24 hours a day for a period of approximately two weeks, depending on how long they are deployed. The automated counting method provides a more complete picture of where, when, and how much people are biking and walking than the four peak hours counted manually. With the completion of the automated count pilot program and equipment validation, the SCTA bicycle and pedestrian count program can fully transition to using automated counters in 2015. SCTA staff will continue to provide technical assistance with count methodology to agencies wishing to perform manual counts in their jurisdictions.

The 2014 bicycle and pedestrian count program was managed by SCTA staff. Manual counts were performed by community volunteers, Climate Corps Bay Area (CCBA) fellow Jimmy Arroyo, and SCTA staff. Automated counter installation and validation was performed by SCTA staff, City of Santa Rosa Public Works staff, Sonoma County Public Works staff, and CCBA fellow Adriana Stappano.

Utilizing community volunteers not only contributed to the success of this program, but also helped strengthen the relationship between SCTR and the public. The Sonoma County Bicycle Coalition (SCBC), a high-profile bicycle advocacy group in the region, assisted in providing much needed outside-to-their-members and the general public. In addition to SCBC volunteers, members of the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) came forward to assist in the counts. All of the participants were instrumental in the timely and accurate completion of the counts. The volunteers lessened the burden on SCTA staff and geographical constraints (Sonoma County is a diverse region) and they brought with them an enthusiastic attitude and genuine interest in the project and its impact on greenhouse gas reductions. Without these dedicated volunteers, it would have been challenging to complete this project in a timely manner.



Automated Counts

Automated bicycle and pedestrian count technologies provide an efficient way to collect bicycle and pedestrian activity data over longer periods of time allowing daily, weekly, and monthly variations in non-motorized travel to be identified. SCTA purchased 4 infrared sensors and 4 pneumatic tube systems in the summer of 2014.

This technology has been successfully deployed in other areas of the region, but is new to Sonoma County. SCTA tested the equipment at 6 locations during the months of July, August, and September in order to determine the best way to deploy the equipment (including installation procedures, locations, etc.) and to assess the accuracy of the data collected.



Infrared Sensors

Infrared sensors detect radiation emitted from human bodies as they pass in front of the sensor's lenses, and can be mounted to street poles or encased in metal or wooden posts. These counters can log the direction of travel, but are not able to distinguish between pedestrians and bicyclists.



Pneumatic Tubes

Pneumatic tubes are laid across streets and register the pressure and direction of bikes when they pass over. Tubes are temporary and can be moved as needed, but are also susceptible to vandalism. False counting may occur if the tubes are placed on a street where there is a potential for two cars to pass over them simultaneously.

Multi-Use Systems

Multi-use systems are simply combinations of the above listed technologies that can differentiate between user modes and determine direction of travel. A typical system would include an infrared sensor to count pedestrians, and an inductive loop to log bicyclists. This type of set-up is ideal for measuring bicycle and pedestrian activity on multi-use pathways such as the Joe Rodota Trail.

Data Collection

Automated tube and infrared counters were installed at various locations by affixing to utility poles or sign posts. Data is reported in 15 minute intervals and can be summarized by day of week, time of day, direction of travel, and travel mode (bicycle or pedestrian). Data can be downloaded from the counters at any time using a blue-tooth equipped laptop or tablet that has the Eco-counter Eco-link software installed. Additional detail about data collection is provided in Appendix G.



Data Validation

SCTA staff validated the data reported from the automated counters by performing controlled evaluations at selected test locations. Controlled evaluations are conducted by comparing manual counts to automated counter output in a number of prescribed test situations to evaluate equipment performance.

The maximum range is approximately 15 feet for the infrared sensor and total tube length for bicycle tube counters. The following variables did appear to have an impact on counter performance:

1. **Group Spacing:** Bicyclists or pedestrians may not be counted if they pass the sensor or ride over a pneumatic tube at the same time or if they pass the sensor spaced 1 foot or lower from one another. Group spacing of greater than 1 foot does not appear to have a large impact counter accuracy.
2. **Group Size:** Larger groups appear to lead to undercounting, due to group-spacing. Larger groups appear to lead to a higher incidence of missed counts. Larger groups are also subject to human error with manual counts.

Travel speed did not have an impact on accuracy, unless the subject was going extremely fast or so slow that they could lose balance. Proper equipment mounting height is also correlated with count accuracy. Additional detail about data validation is provided in Appendix G.

General Automated Count Observations

Automated counters are ideal for counting bicycles and pedestrians on Class I pathways and at locations where the flow of bicycles and pedestrians is continuous (i.e., mid-block locations). Counts are more accurate when installed in areas with well-defined bicycle and pedestrian routes where travelers are not stopping and milling about frequently. Additional observations and conclusions are provided in Appendix G.

- A total of 70,204 pedestrians were counted at Humboldt Street and Spencer Avenue in Santa Rosa, the Joe Rodota Trail at Merced Avenue, and the Santa Rosa Transit Mall.
- The Santa Rosa Transit Mall had the highest daily average pedestrians.
- 8,529 bicycles were counted at Humboldt Street south of Spencer Avenue and Mendocino Avenue north of McConnell Avenue in Santa Rosa, and the Joe Rodota Trail at Merced Avenue and Stony Point Road at Saint Olga Court in Sonoma County.
- The Joe Rodota Trail had the highest daily average bicyclist.

Manual Counts

Methodology

The manual bicycle and pedestrian counts were conducted on Tuesdays, Wednesdays, and Thursdays at 15 locations throughout Sonoma County and each of its nine cities. Each location was staffed by an SCTA employee or community volunteer for one day between the hours of 7:00 a.m. and 9:00 a.m., and from 4:00 p.m. to 6:00 p.m. These hours represent peak commute times as dictated by the National Bicycle and Pedestrian Documentation Project (NRPDP), which also provided the data forms and collection methods employed by SCTA.

Once at their locations, SCTA employees and community volunteers tallied the number of bicyclists and pedestrians using the facility, making note of the gender of each user and the turning movements of bicycles as they passed through the intersection.

The gender of observed pedestrians and bicyclists, although not required by NRPDP, was recorded as a means of tracking female bicycling trends. Male bicycle usage is generally higher than that of females; by analyzing gender statistics, SCBC and other organizations can better direct outreach efforts towards female commuters who would otherwise not bike for transportation.



* Images provided by the Institute of Transportation Studies and the Berkeley Design Center at the University of California, Berkeley.

Data Variability

It is expected that a change in count numbers will occur each year. However, there are no controlled environments in bicycle and pedestrian count projects, such that each location can be adversely affected by unmeasured elements that vary from year to year. Some of these factors include:

- Weather
- Daylight savings
- Community events (i.e. farmers markets, parades, fairs, bike-to-work days, etc.)
- Construction projects
- Infrastructure changes
- Traffic accidents
- Retail sales
- Recreational events
- Political protests

These occurrences cannot always be planned for, and due to the limited availability of staff and volunteers, it is unlikely that they can be avoided. In addition, the counts cannot always be performed during the same months each year, which causes variability from year to year.

Data Collection

Manual counts have been performed for the last six years at various locations in Sonoma County. Some locations were counted across multiple years, while other locations were new in 2014 or were only counted in certain years (Appendix A). Out of the 15 locations counted in 2014, three have been counted consistently since 2009, five have been counted consistently since 2010, and five were counted consistently since 2011, 2012 or 2013. This limits the ability to compare county-wide data across the years. Consistent data is useful for analysis of overall change in bicycle and pedestrian activity, and for measuring the impact of new projects.



General Manual Count Observations

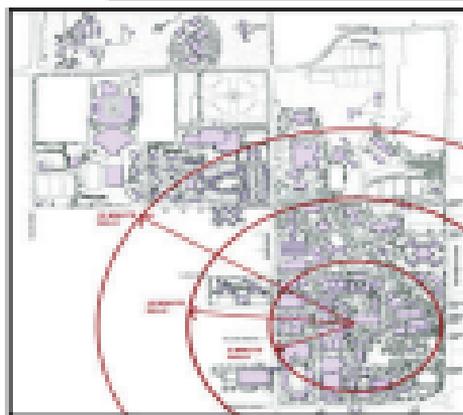
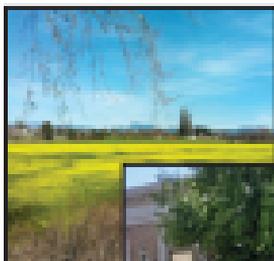
- 513 bicycle riders were counted during a 10 week period from mid-October to mid-December of 2014.
- 63% of all observed bicycle trips in 2014 were made during the 4 p.m. – 6 p.m. count period.
- In 2014, 34% of all observed bicycle riders were female.
- The highest bicycle count in 2014 was obtained in Robert Park, followed by Sonoma County and Sebastopol.
- 2,835 pedestrians were counted during a 10 week period from mid-October to mid-December of 2014.
- In 2014, 52% of all observed pedestrians were male.
- 62% of all observed pedestrian activity in 2014 took place from 4 p.m. - 6 p.m..
- The highest pedestrian count in 2014 was obtained in Sebastopol, followed by Sonoma County and Robert Park.



Land Use and Connectivity

Land use and transportation are inextricably linked. The best laid bike and pedestrian plans can fall short if they do not factor in land use and the daily needs of people living in the community, i.e. their proximity to retail, public spaces, residential neighborhoods and institutions, also called a “pedestrian shed.” Although more commonly employed by urban designers, a pedestrian shed is an excellent way of assessing the connectivity of a neighborhood and the daily needs of its residents.

Although a thorough examination of the land uses and densities surrounding count locations is beyond the scope of this report, these characteristics are important in deriving conclusions about bicycle and pedestrian travel. Each location where the counts were performed has unique qualities relating to the natural and built environment surrounding it, which influence the demand and desirability of travel by bicycle or foot.



Count locations for 2014 San Joaquin Region Census routes. The location with the red circle shows the location of the count location.

Cloverdale



Observations

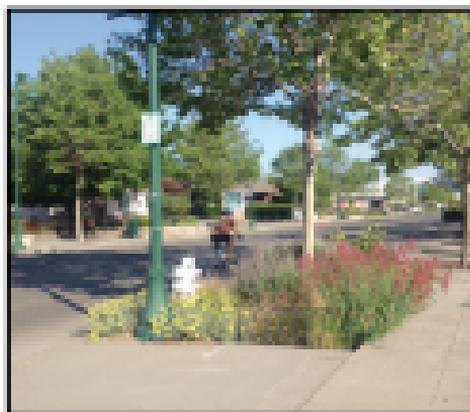
A manual count was performed on Cleveland Boulevard in downtown Cleveland. This is the first year that this location has been included in the bicycle and pedestrian count program.

Cleveland Boulevard at Broad Street

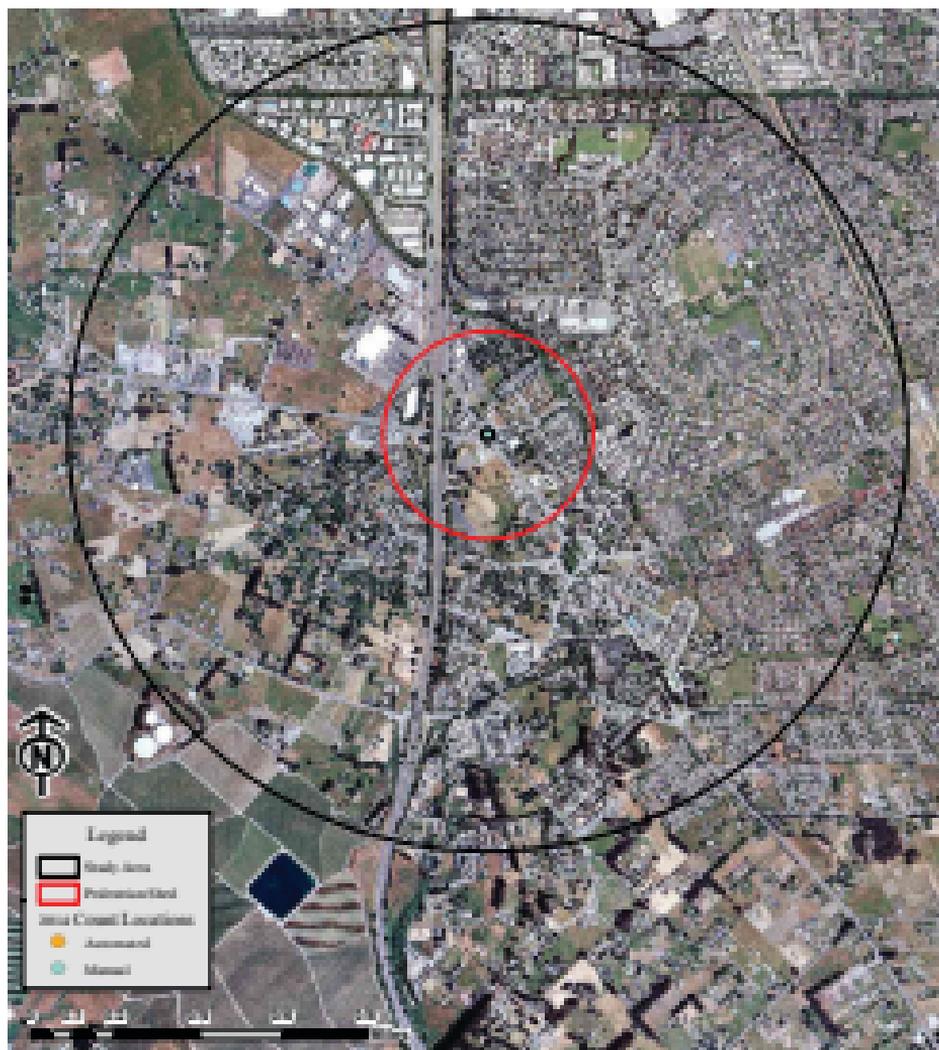
Bicycle Count: 8

Pedestrian Count: 114

- Speed limit: Cleveland Blvd: 25 MPH
- Cleveland Boulevard is main thoroughfare through the city, extending from the northern to southern edges of Cleveland through downtown.
- Cleveland Boulevard at Broad Street is adjacent to the City Hall Plaza. Broad Street does not go through to Cleveland Boulevard, but pedestrian access to Broad Street is provided through the Plaza. A bus turnout and pedestrian crossings are located where Broad Street would cross if it continued through.
- A mix of civic, commercial, and residential uses are present within the pedestrian shed of this location.
- Pedestrian and bicycle counts were higher in the evenings.



Cotati



Observations

Manual counts were conducted on Highway 116 and Commerce Boulevard in Cotati just east of Highway 101, which pushes high levels of automobile traffic onto and off of Highway 116 and into the City of Cotati. Data has been collected at this location consistently since 2010.

Highway 116 & Commerce Boulevard

Bicycle Counts: 12

Pedestrian Counts: 26

• Speed limits

- Commerce Blvd: 30 MPH
- Hwy. 116 east of Hwy 101: 45 MPH

• Major land uses within this pedestrian shed include single-family homes, multi-family homes, and commercial centers.

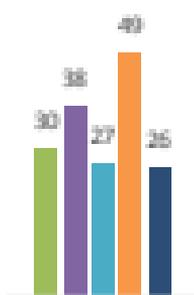
• The number of observed bicyclists and pedestrians was the same during the peak morning and evening time frames.

52

5-Year Pedestrian Data

• As shown in the 5-Year Pedestrian Data graph, there has been some variation in observed activity over the years with no distinct pattern.

• Class II bicycle lanes are present on both Highway 116 and Commerce Boulevard near this intersection and pedestrian islands provide refuge when crossing the busy streets.



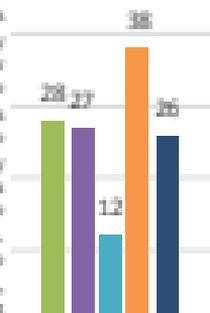
Old Redwood Hwy. and Hwy. 116/Commerce (Cotati)

■ 2010 ■ 2011 ■ 2012 ■ 2013 ■ 2014



• There was a 68% decrease in bicyclists and a 47% decrease in pedestrians since 2013. This is likely due to the time of year that the counts were taken. In 2011, the counts at this location were done in May when it was likely warmer and lighter than early December when the counts were done in 2014. However, as shown in the 5-Year Bicycle Data graph, there has been significant variation over the years.

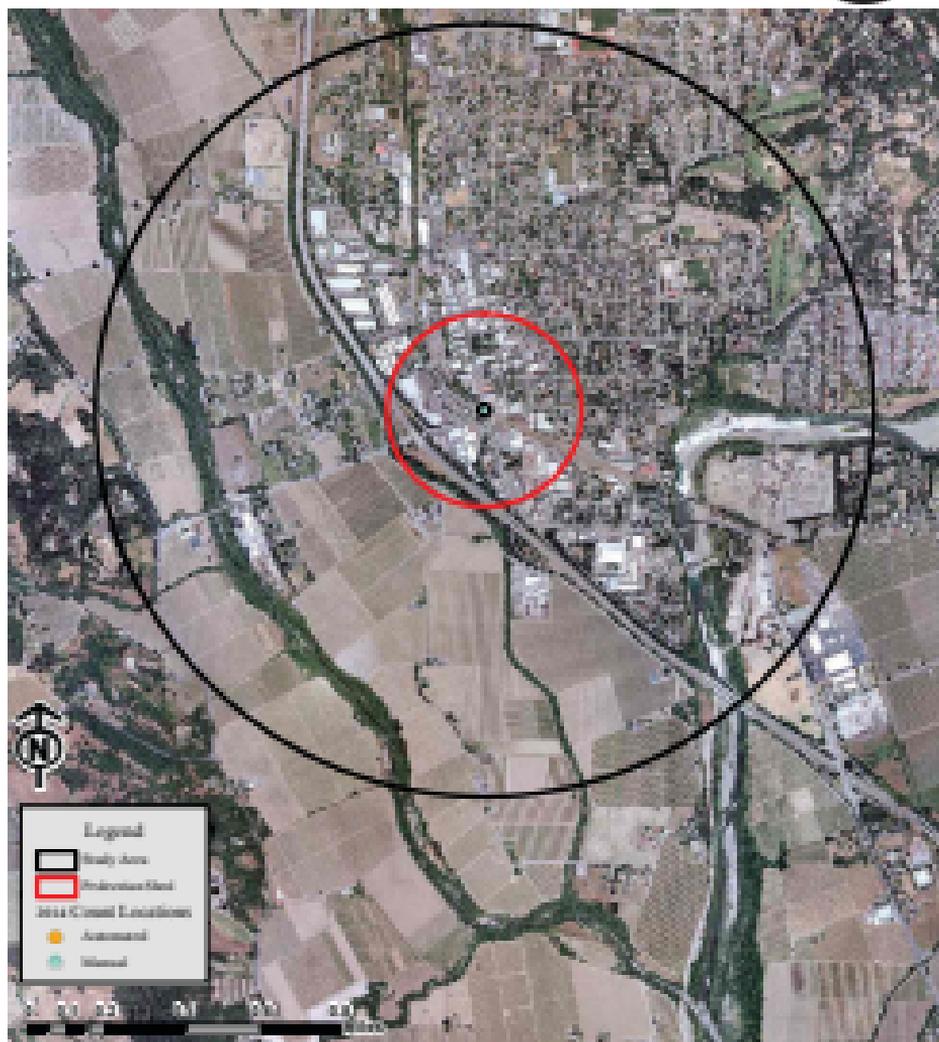
5-Year Bicycle Data



Old Redwood Hwy. and Hwy. 116/Commerce (Cotati)

■ 2010 ■ 2011 ■ 2012 ■ 2013 ■ 2014

Healdsburg



Observations

Manual counts were conducted in the City of Healdsburg's at the free-way intersection of Healdsburg Avenue, Vine Street, and Mill Street.

Healdsburg Avenue/Vine Street/Mill Street

Bicycle Count: 27

Pedestrian Count: 119

• Speed Limits

- Healdsburg Ave: 25 - 30 MPH
- Vine St: 25 MPH
- Mill St: 30 MPH

• The Vine Street/Mill Street pedestrian shed encompasses the Healdsburg Plaza and downtown area. Land use in the area is generally designated as downtown commercial, service commercial, downtown, and mixed use.

• There are no sidewalks on the south-western side of Healdsburg Avenue or on the southern side of Mill Street. Pedestrian access on the west side of Healdsburg Avenue ends north of the free-way intersection.

• The intersection receives large amounts of vehicular traffic emanating from the Highway 101 off-ramps to the South and West.

• Many pedestrians were observed avoiding the intersection completely by jaywalking on Healdsburg Avenue between Vine Street and the plaza.

• The City of Healdsburg is currently working on a design to improve this intersection, the Healdsburg Avenue Improvement Study. The design will address

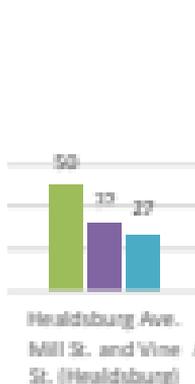
pedestrian safety and vehicular capacity, aesthetic form, and integration of signalization required by the future SMART train that will cross the intersection.

54

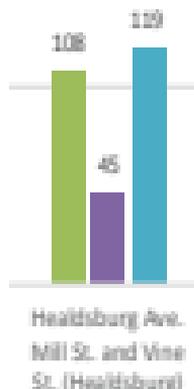
• Bicycle activity on the days of observation was at its highest from 4 p.m. - 6 p.m., while pedestrian activity was higher from 7 a.m. - 9 a.m. There were 144% more pedestrians observed in 2014 than in 2013 and 68% fewer bicyclists.



3-Year Bicycle Data

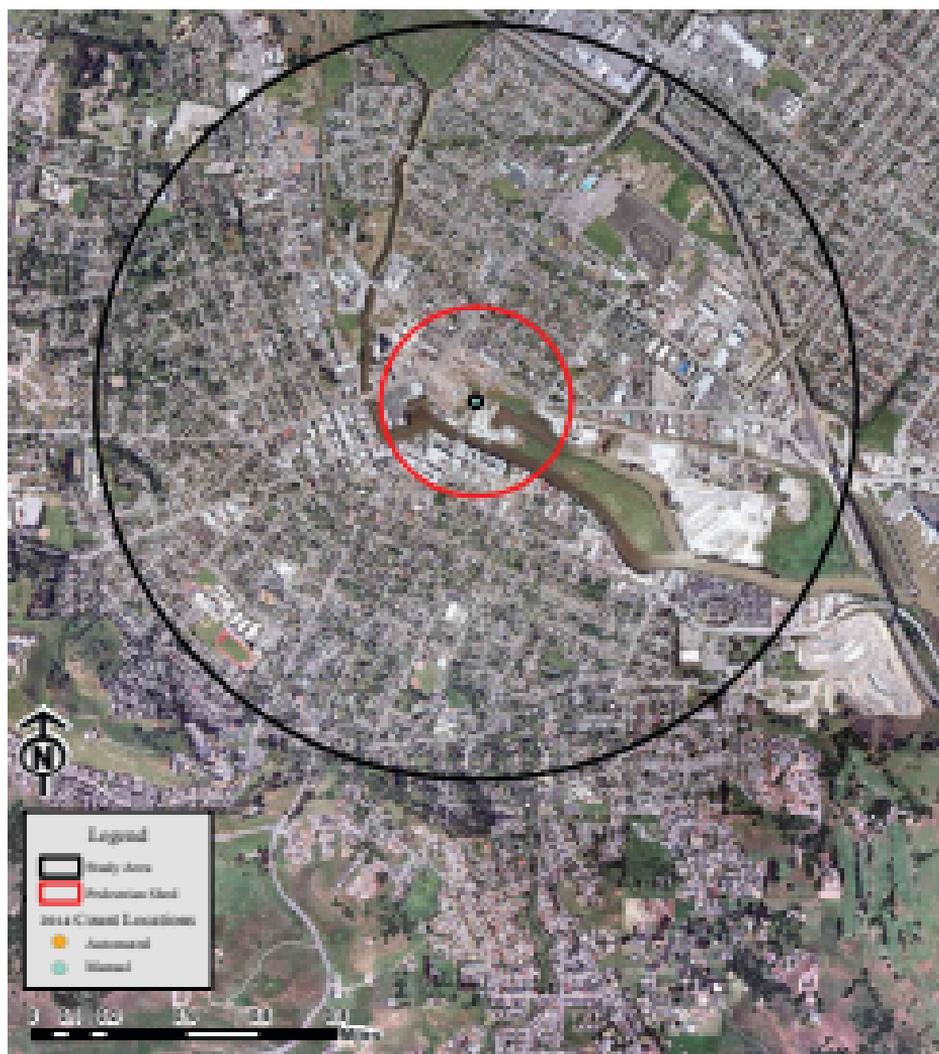


3-Year Pedestrian Data



■ 2012 ■ 2013 ■ 2014

Petaluma



Observations

The Petaluma manual counts were performed at the city's transit mall (where the future SMART station will be) on Copeland Street, which lies in-between Highway 101 and the downtown core. The counts were performed at Copeland Street's intersection at East D Street.

East D Street & Copeland Street

Bicycle Counts: 40

Pedestrian Counts: 133

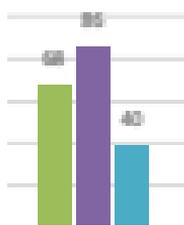
• Speed limits

- East D St.: 25 - 40 MPH
- Copeland St. (Transit Mall): 25 MPH

• The majority of the land in the pedestrian shed is designated as mixed-use; however, current land uses include large areas of vacant land and strip commercial.

• Between 2013 and 2014, there was a 53% decrease in bicycle activity and a 16% increase in pedestrian activity. These numbers have varied drastically over the last three years, which could be the result of several factors including time of year, day of the week, or special events.

3-Year Bicycle Data



East D. St. and
Copeland St.
(Petaluma)

3-Year Pedestrian Data

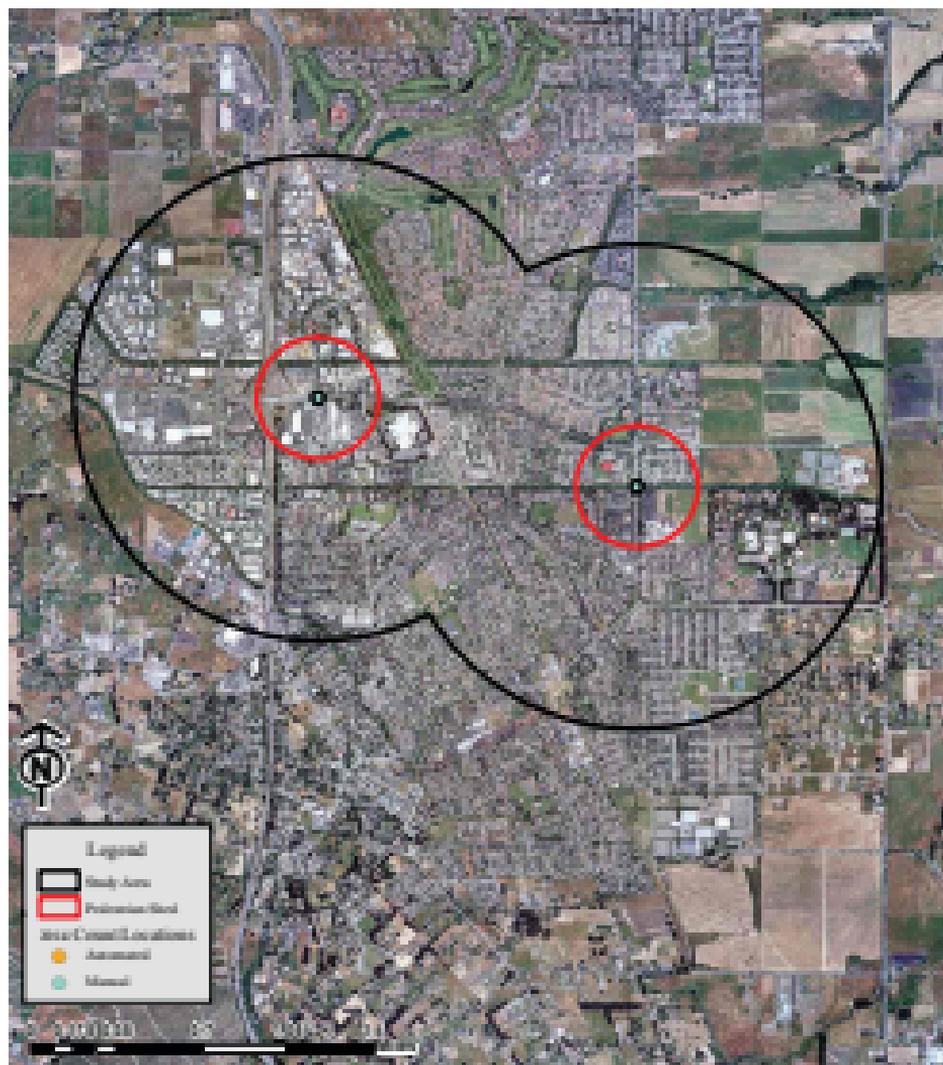


East D. St. and
Copeland St.
(Petaluma)

■ 2012 ■ 2013 ■ 2014



Rohnert Park



Observations

The Robson Park manual counts were conducted on Robson Park Expressway and Commerce Boulevard, and at Snyder Lane and the Copeland Creek bike path. These were chosen for their regional significance.

• Speed Limits

- Commerce Blvd: 35 MPH
- Robson Park Expressway: 35 MPH
- Snyder Ln: 30 MPH

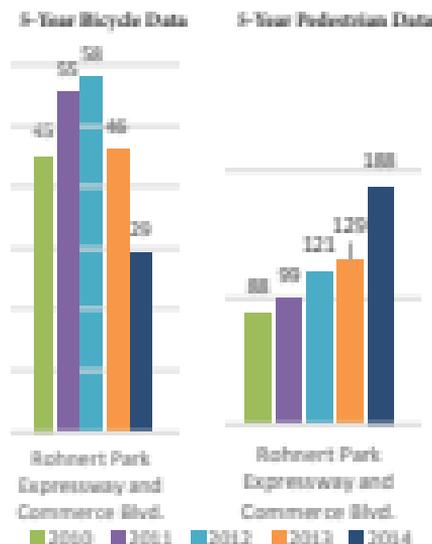
• Major land uses in the area include single-family housing, multi-family housing, and commercial centers.

Robson Park Expressway and Commerce Boulevard

Bicycle Count: 29

Pedestrian Count: 188

• There were a total of 29 pedestrians in the morning and 148 in the evening at this intersection.



Snyder Lane and Copeland Creek Bike Path

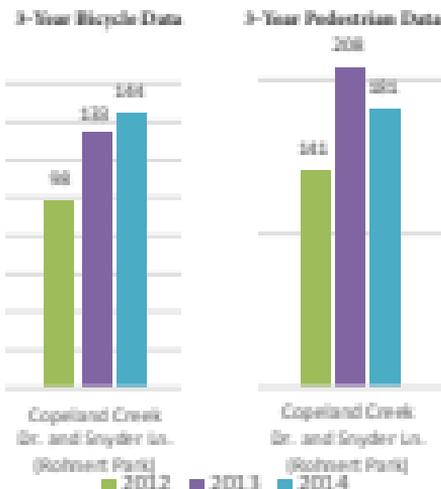
Bicycle Count: 141

Pedestrian Count: 181

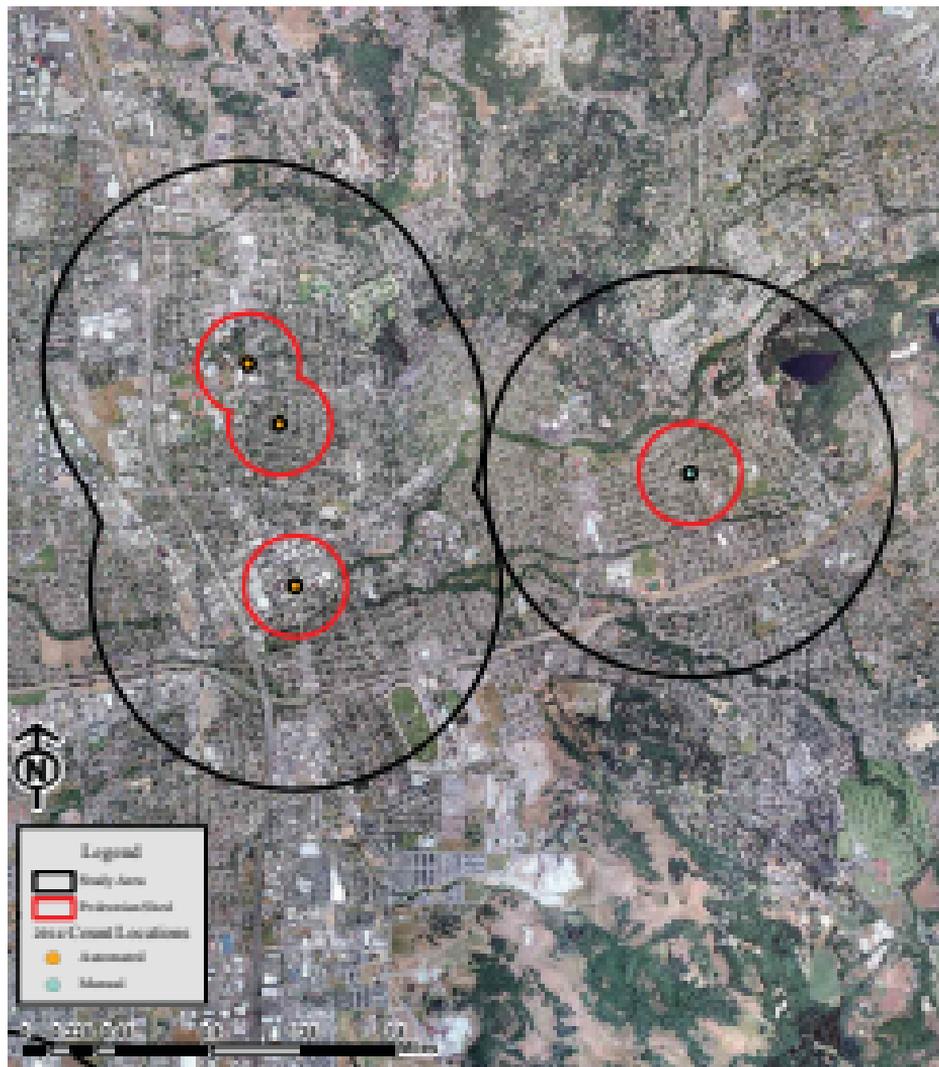
• The main anchor points of this intersection are Rancho Cotati High School and Sonoma State University.

• The evening hours had high bicycle and pedestrian traffic at this intersection, with 98 bicyclists and 97 pedestrians from 4-6 pm. Two well-marked "ladder" style crosswalks provide easy crossing for pedestrians.

• In addition to bicyclist and pedestrians, 17 skateboarders or scooter riders were counted in the morning and 3 were counted in the evening hours.



Santa Rosa



Observations

In the City of Santa Rosa, automated bicycle and pedestrian counts were collected on Humboldt Street at Spencer Avenue, Mendocino Avenue and McConnell, and at the Santa Rosa Transit Mall. Manual counts were conducted at the intersection of Sonoma Avenue and Yulupa Avenue, a new location for 2014.

Automated Counts

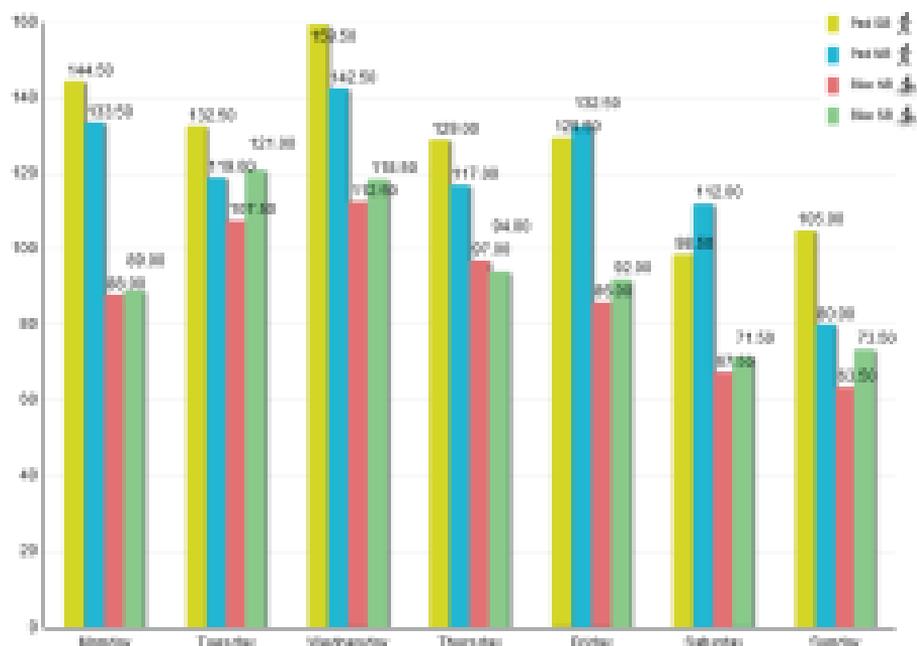
Humboldt Street at Spencer Avenue

Infrared pedestrian counters and tube bicycle counters were installed on Humboldt Street and Spencer Avenue from August 22 through September 3, 2014.

Key Figures

- Total Traffic for the Period Analyzed: 1,668
- Daily Average: 126
- Busiest Day of the Week: Wednesday
- Busiest Days of the Period Analyzed:
 1. Wednesday 03 September 2014 (164)
 2. Friday 21 August 2014 (162)
 3. Wednesday 27 August 2014 (155)

Humboldt Street at Spencer Avenue Counts by Day of Week



Mendocino Avenue and McConnell

Tube bicycle counters were installed in the Class II bicycle lanes on Mendocino Avenue just north of McConnell Avenue from July 22 through August 3, 2014.

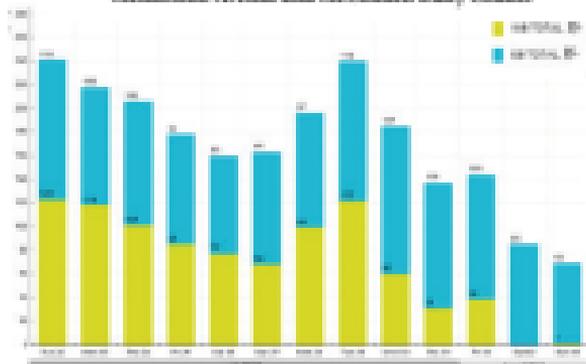
Key Figures

- Total Traffic for the Period Analyzed: 2,222
- Daily Average: 171
- Busiest Day of the Week: Tuesday
- Busiest Days of the Period Analyzed
 1. Tuesday 22 July 2014 (260)
 2. Tuesday 29 July 2014 (260)
 3. Wednesday 23 July 2014 (218)

Distribution by Direction

NB: 58%
SB: 42%

Mendocino Avenue and McConnell Daily Counts



Santa Rosa Transit Mall

Infrared pedestrian counters were installed at the east and west gateways of the Santa Rosa Transit Mall from August 7 through August 19, 2014.

East Gateway Key Figures

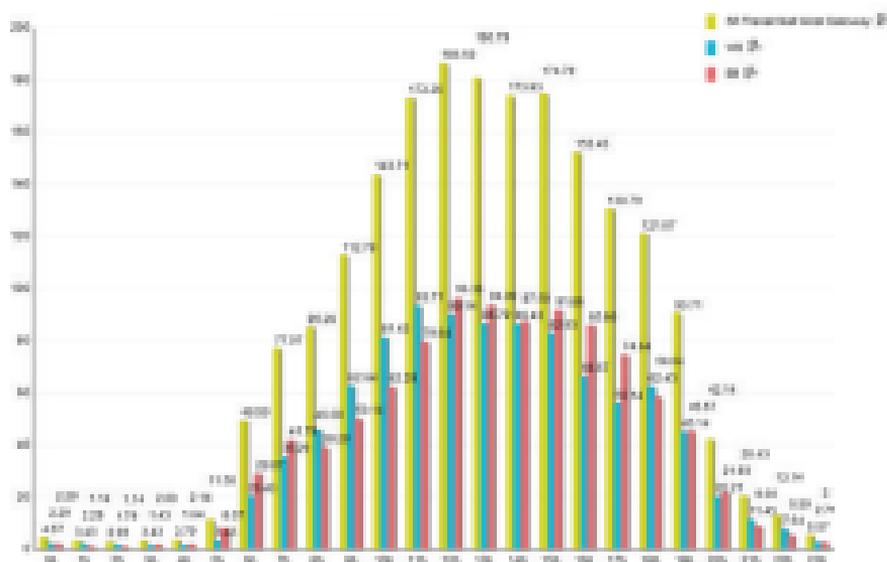
- Total Traffic for the Period Analyzed: 18,567
- Daily Average: 2,967
- Busiest Day of the Week: Friday
- Busiest Days of the Period Analyzed
 1. Friday 08 August 2014 (3,980)
 2. Monday 11 August 2014 (3,823)
 3. Friday 15 August 2014 (3,377)
- Distribution by Direction:
WB: 42%
EB: 58%

West Gateway Key Figures

- Total Traffic for the Period Analyzed: 27,491
- Daily Average: 1,964
- Busiest Day of the Week: Thursday
- Busiest Day of the Period Analyzed:
Wednesday 03 September 2014 (2,598)
- Distribution by Direction:
WB: 49%
EB: 51%



Santa Rosa Transit Mall Counts by Day of Week



Manual Counts

Sonoma Avenue and Yolupa Avenue

Bicycle Counts: 46

Pedestrian Counts: 70

• Speed Limits

o Yolupa Ave: 30-35 MPH

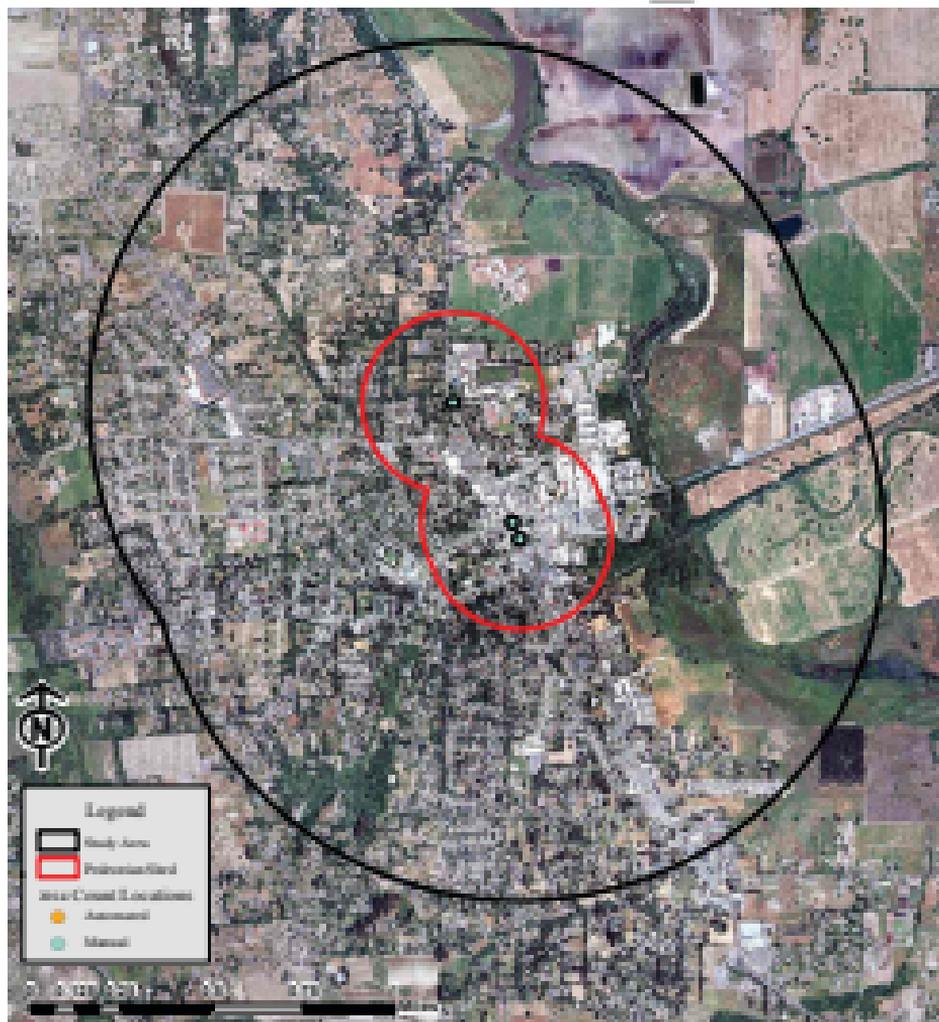
o Sonoma Ave: 35 MPH

• Land use in the **vicinity** of this intersection is primarily single-family residential, with some commercial areas and parks nearby.

• Class II bicycle lanes are present along Yolupa Avenue and Class III markings are on Sonoma Avenue in this area.

• There were a total of 17 pedestrians in the morning and 29 in the evening at this intersection. Intermittent rains during the week of the counts likely discouraged many potential bicyclists.

Sebastopol



Observations

The City of Sebastopol's manual counts were conducted at the intersections of North Main Street and the West County Trail/Analy Avenue, at the intersection of South Main Street and Burnett Street, and at Main Street and Bodega Avenue.

North Main Street and West County Trail/ Analy Avenue

Bicycle Counts: 44

Pedestrian Counts: 328

• Speed limits

- North Main St: 25 MPH
- Analy Ave: 25 MPH

• The substantial amount of bicycle and pedestrian traffic at this location is due to its adjacency to the West County trail, Analy High School, and residential neighborhoods.

• Pedestrian counts increased 40% since 2013, while bicycle counts decreased 38%.

• Morning pedestrian activity was extremely high due to Analy High School students on their way to class. Pedestrian activity has increased significantly over the last three years (3-Year Pedestrian Data graph).

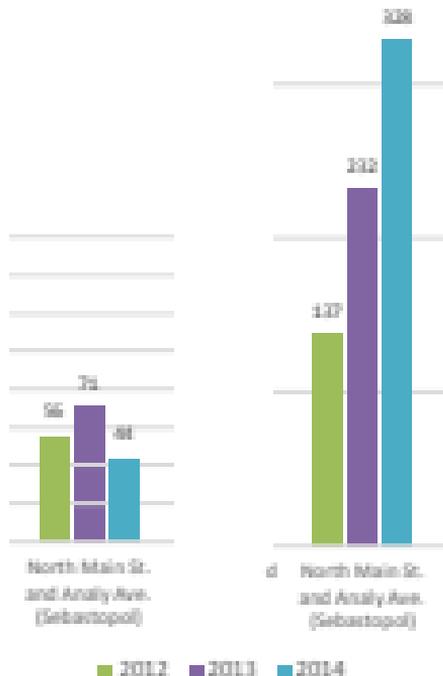
• Bicycle counts were higher in the evening hours.



North Main Street and West County Trail/ Analy Avenue

3-Year Bicycle Data

3-Year Pedestrian Data



South Main Street and Burnett Street

Bicycle Count: 24

Pedestrian Count: 367

• Speed limits

- o South Main St: 25 MPH
- o Analy Ave: 25 MPH

• Located in downtown Sebastopol, most of the foot traffic in this area happens during the evening. Slightly more bicyclists were observed in the morning hours.

However, historical data shows that activity varies quite drastically year to year.

• Since 2010, bicyclists observed at this location have varied with an overall downward slope. However, due to the variation on any given day that manual counts are performed, no conclusion should be made that there is a downward trend in bicycle usage at this intersection.

• Since 2010, pedestrians observed at this location have varied with the last two years being the highest. Due to the variation on any given day that manual counts are performed, no conclusion should be made about the trend in bicycle usage at this intersection.

Main Street and Bodega Avenue

Bicycle Count: 25

Pedestrian Count: 454

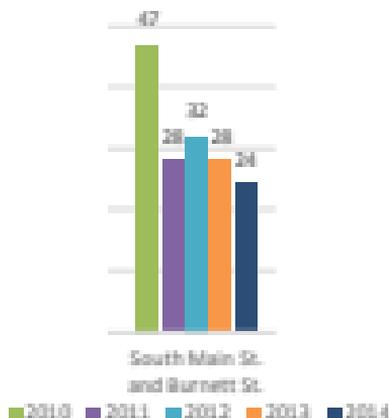
• Speed limits

- o Main St: 25 MPH
- o Bodega Ave: 25 MPH

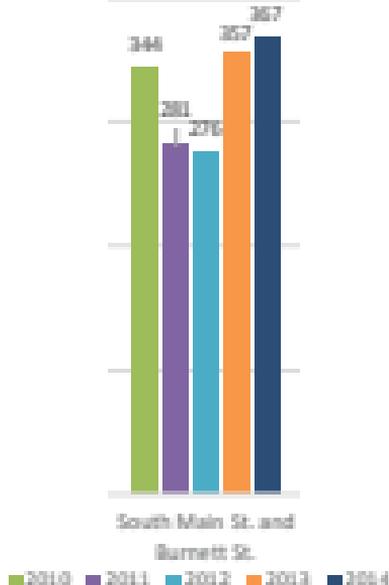
• Also in downtown Sebastopol, more foot traffic was observed during the evening. Significantly more bicyclists were also observed in the evening hours.

• This location has not been counted in previous bicycle and pedestrian count program years.

5-Year Bicycle Data

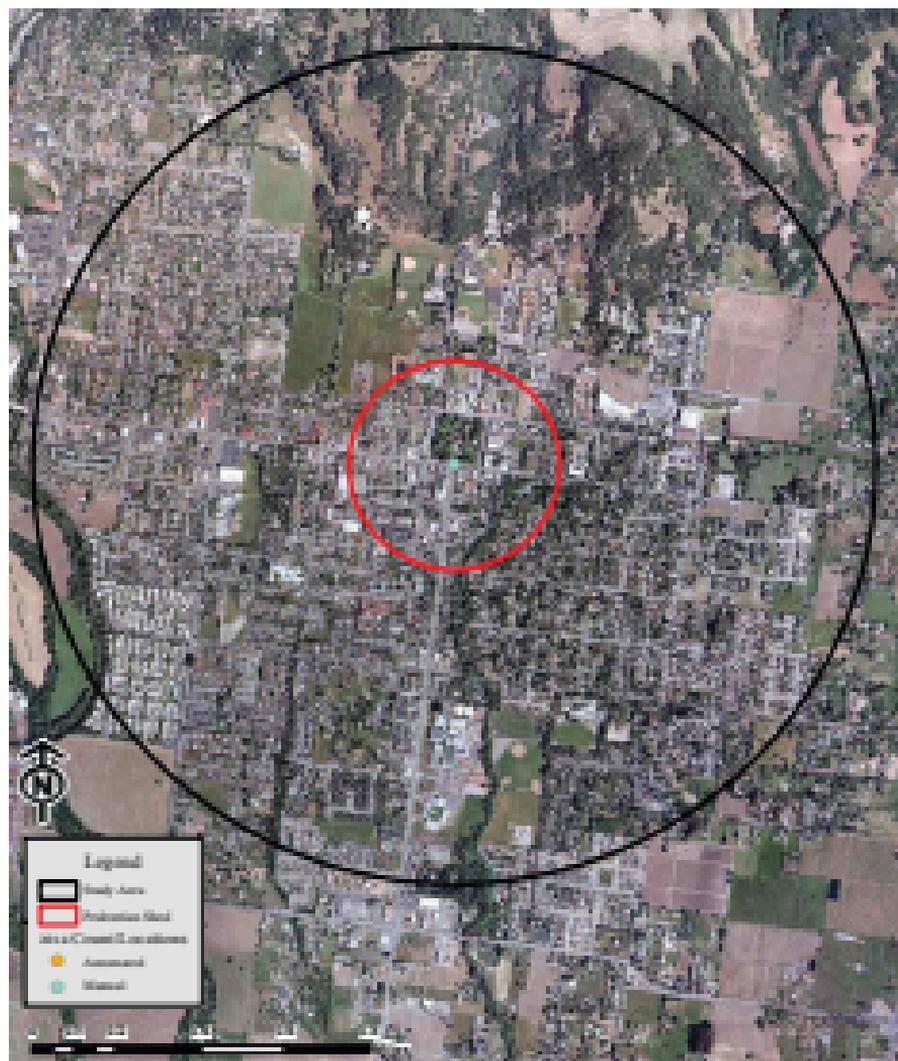


5-Year Pedestrian Data



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Sonoma



Observations

The City of Sonoma's manual counts were conducted on Broadway Street and East Napa Street at the Sonoma Plaza.

East Napa Street Location

Bicycle Count: 14

Pedestrian Count: 140

• Speed limits

• Broadway Street: 25 MPH

• East Napa Street: 25 MPH

• The count location is situated on the South side of Sonoma Plaza, a main anchor point of the downtown neighborhood.

• Commercial establishments line the Sonoma Plaza but single-family homes dominate the surrounding area.

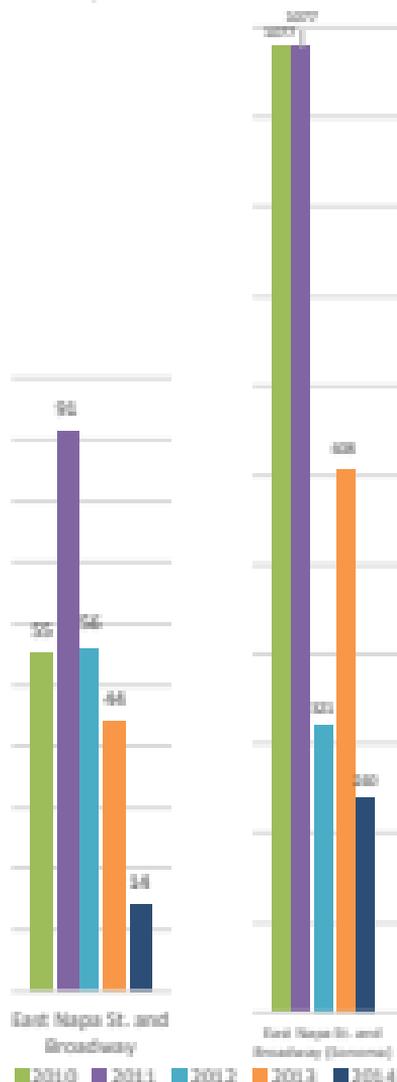
• The pedestrian shed includes the plaza, which has restaurants, bars, wine tasting, the Sebastiani Theater, specialty shops, and lodging.

• Although pedestrian counts were higher in this location than in many of the other count locations, there was a significant decrease in activity in 2014 due to rain on the day of the counts.



5-Year Bicycle Data

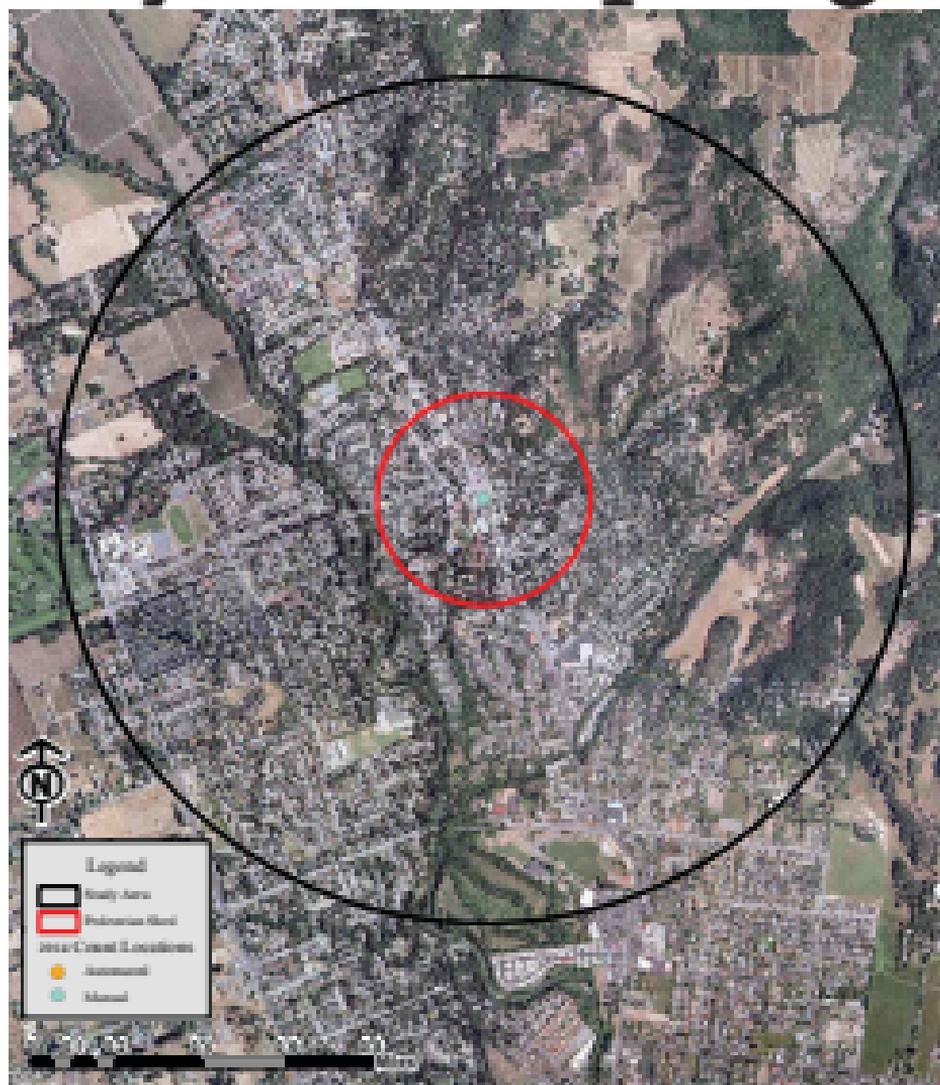
5-Year Pedestrian Data



Sonoma County

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Boyes Hot Springs



Observations

The Sonoma Highway and Boyes Boulevard manual count location is in unincorporated Sonoma County.

Bicycle Count: 34

Pedestrian Count: 195

• **Speed limits**

• Hwy 12: 45 MPH

• Boyes Blvd: 40 MPH

• Vallejo Ave: 35 MPH

• This location is situated at a busy commercial intersection and is primarily surrounded by single-family housing.

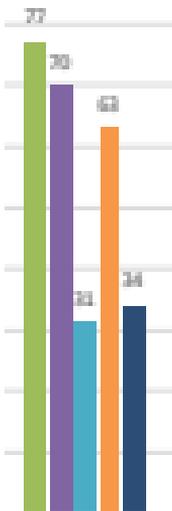
• Between 2000 and 2010 there were 14 pedestrian collisions and 43 bicycle collisions within the 1 mile study area some of this intersection. Twenty three of the bike-related incidents occurred on Highway 12, the main thoroughfare for the area. There were no bicycle collisions at this intersection itself.

• The majority of the pedestrian activity occurred during the evening hours, while bicycle traffic was the same in the morning and evening.

• There was 46% decrease in bicycle activity and a 17% increase in pedestrian activity since 2001.

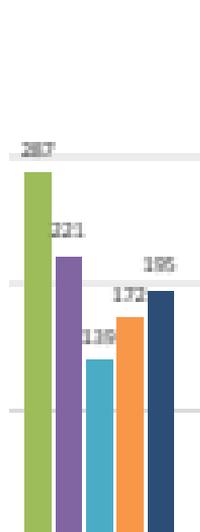


5-Year Bicycle Data



Hwy. 12 and
Boyes Blvd.
(County) 1

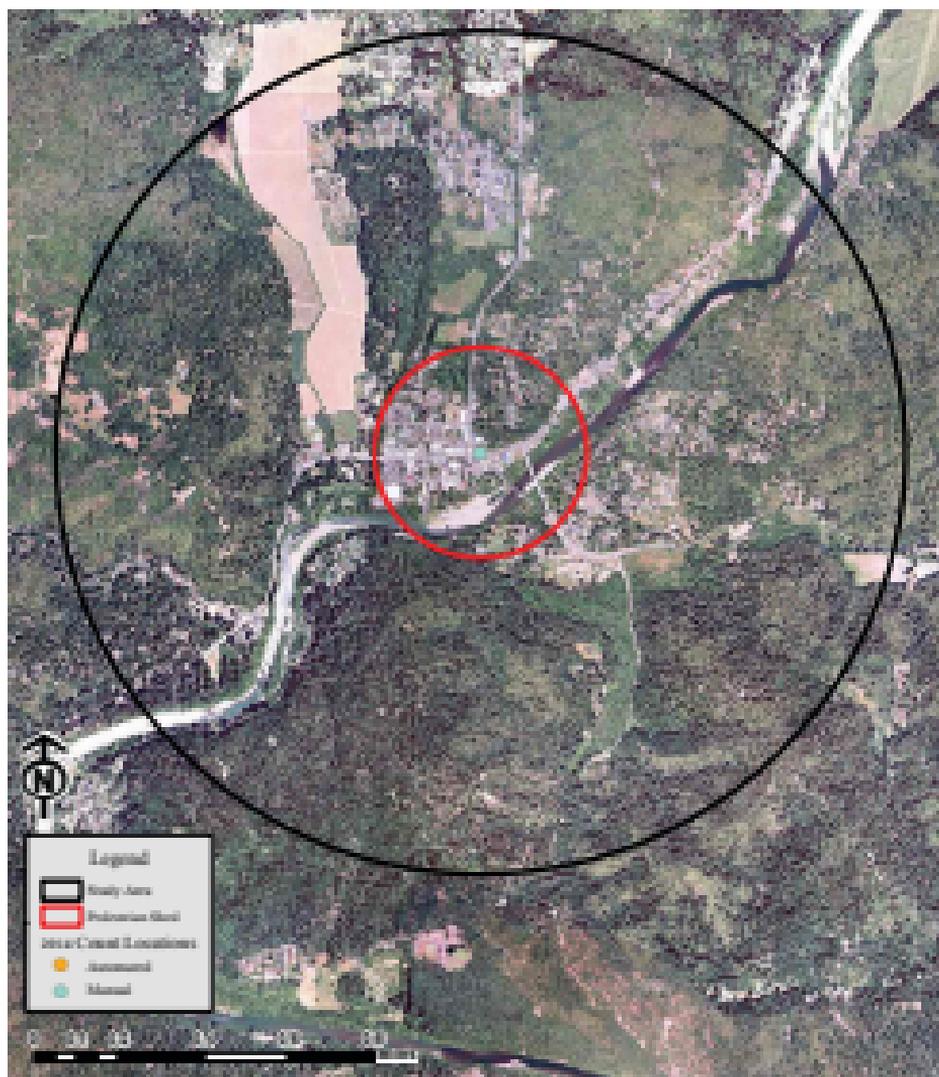
5-Year Pedestrian Data



Hwy. 12 and Boyes
Blvd. (County) 1

■ 2000 ■ 2001 ■ 2012 ■ 2013 ■ 2014

Guerneville



Observations

Main Street and Armstrong Woods Road (Guerraville): this location represents the unincorporated Sonoma County.

Bicycle Count: 37

Pedestrian Count: 238

- **Speed limits**
 - Main St: 25 - 35 MPH
 - Armstrong Woods Rd: 30 MPH
- From 2002-2009 there were 9 reported bicycle collisions and 9 reported pedestrian collisions within the study area.

• The immediate area surrounding the count location consists of pedestrian oriented shops and restaurants. Land uses in the surrounding area mostly consist of single-family homes and also include vacant land, multi-family homes, and agriculture.

• Although agriculture makes up less than 5 percent of the total parcels in the study area, its total acreage is larger than any other zoning designation.

• The number of observed bicyclists and pedestrians was significantly higher during the 4 p.m. - 6 p.m. time frame.

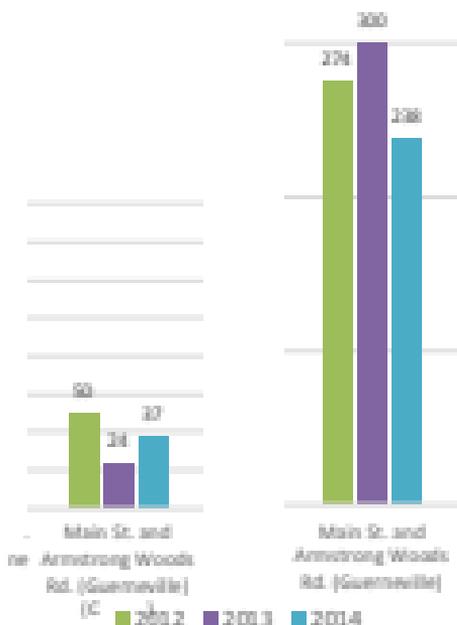
• This year the total amount of bicyclists was 37, which is a 54% increase since 2013.

• The three-year bicycle and pedestrian data do not show a particular trend.



3-Year Bicycle Data

3-Year Pedestrian Data



First Street Bridge



Observations

First Street and River Lane is located near the First Street Bridge over the Russian River just outside of Cloverdale in unincorporated Sonoma County. This location was manually counted in the morning peak hours only due to very low bicycle and pedestrian activity.

First Street & River Lane

Bicycle Counts: 2

Pedestrian Counts: 3

• Speed limits

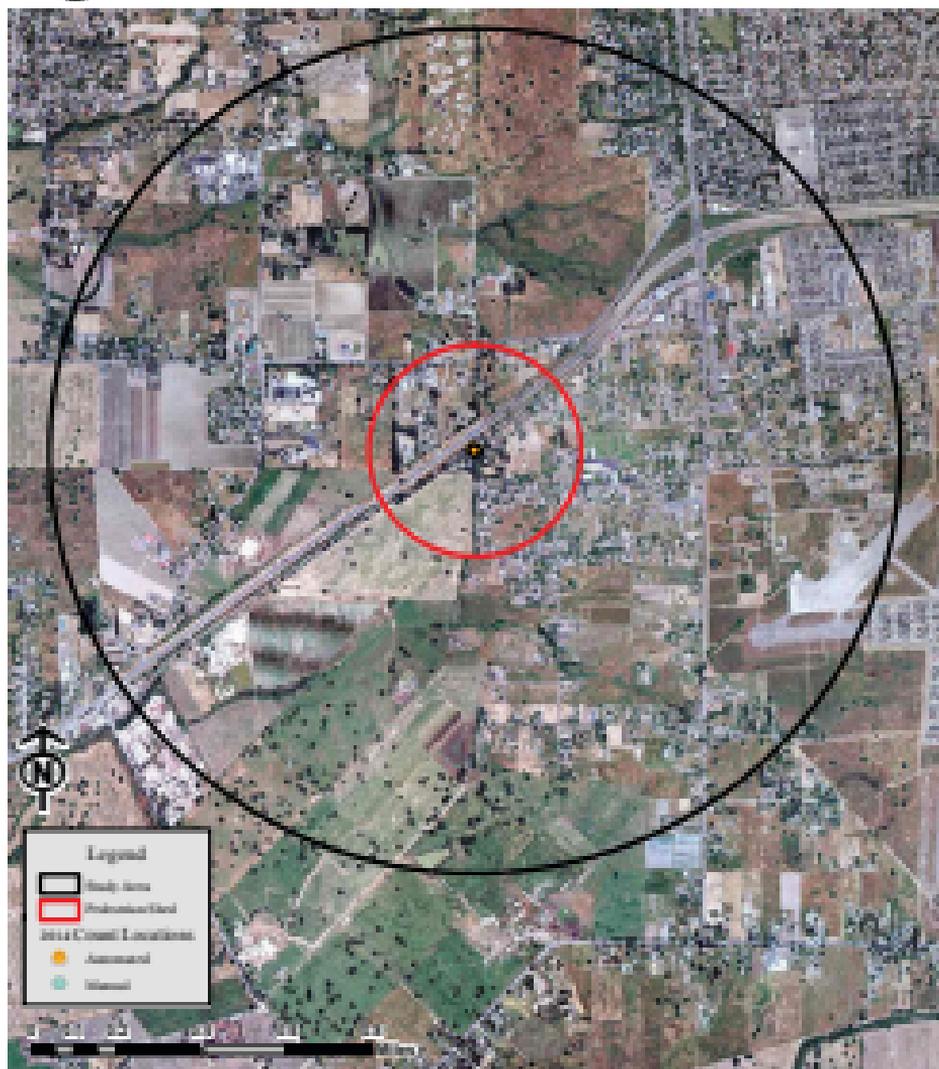
◦ East First Street: 55 MPH

◦ First Street Bridge: 25 MPH

• There is no safe pedestrian or bicycle access across the First Street Bridge. Although concerns were raised about reported pedestrians crossing the bridge, very few were observed in the vicinity of the bridge at the time of the manual counts and none were observed crossing the bridge.



Joe Rodota Trail



Joe Rodota Trail and Blarwood Avenue

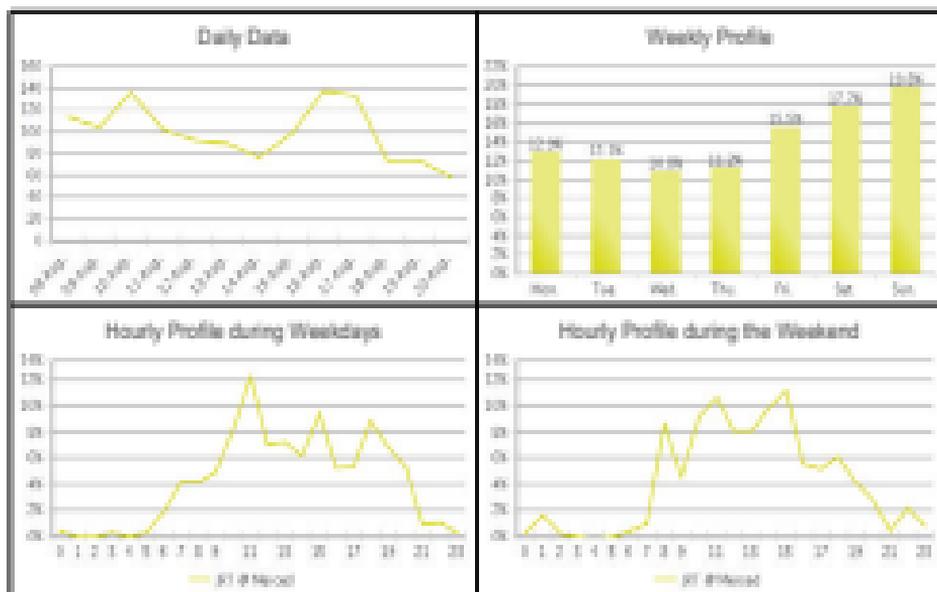
Infrared pedestrian counters and tube-bicycle counters were installed on the Class I Joe Rodota Trail west of Blarwood Avenue from August 9 through August 20, 2014. The graphs below show that the peak weekday travel is just after 10:00 a.m. and the peak weekend travel is just before 3:00 p.m. in the eastbound direction.

Key Figures

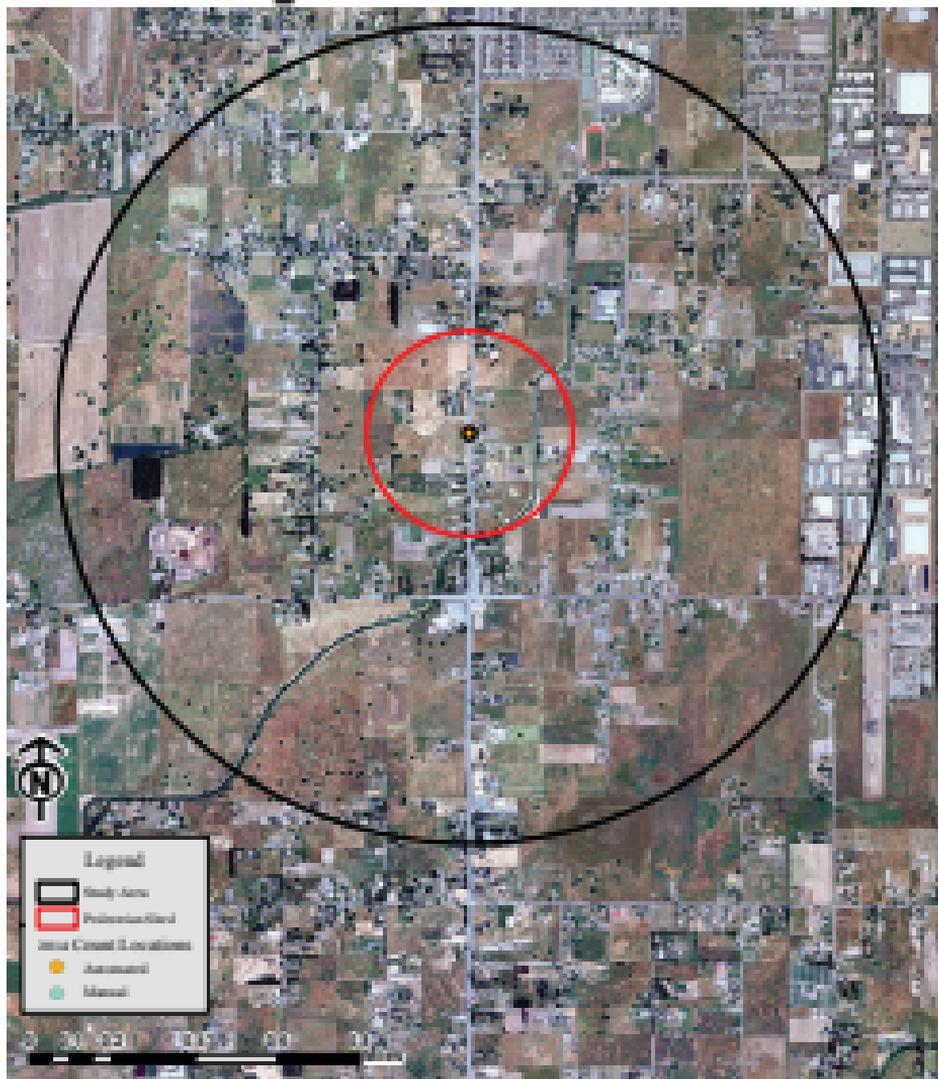
- Total Traffic for the Period Analyzed: 6,718
- Daily Average: 527
- Busiest Day of the Week: Sunday
- Busiest Day of the Period Analyzed: Sunday 10 August 2014 (718)

Distribution by Direction

- WB: 49%
- EB: 51%



Stony Point Road

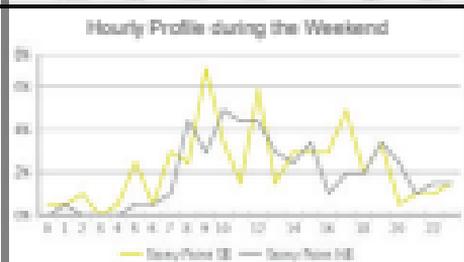
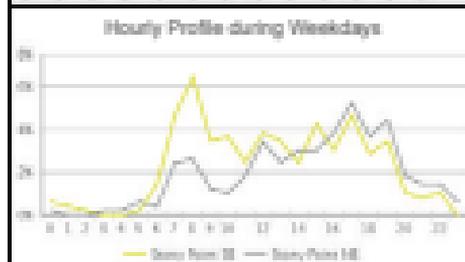
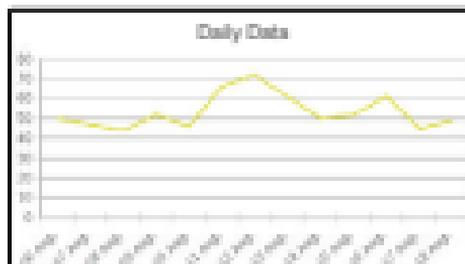


Story Point Road and Saint Olga Court

Pneumatic tube bicycle counters were installed on Story Point Road south of Saint Olga Court from August 6 through August 18, 2014. The graphs below show that the peak weekday activity is around 9:30 a.m. and the peak weekend activity is around 9:00 a.m.

Key Figures

- Total Traffic for the Period Analyzed: 695
- Daily Average : 53
- Busiest Day of the Week : Tuesday
- Busiest Day of the Period Analyzed:
 1. Tuesday 12 August 2014 (72)
 2. Monday 11 August 2014 (66)
 3. Saturday 16 August 2014 (60)
- Distribution by Direction:
 - SB : 54%
 - NB : 46%



Windsor



Observations

The count location for the Town of Windsor was located on Brooks Road and Foothill Drive.

Bicycle Counts: 27

Pedestrian Counts: 165

• Speed Limits

- Brooks Rd: 25 MPH
- Foothill Dr: 25 MPH

• Single-family homes made up the majority of land uses in the study area, with most of the commercial centers located near Highway 100 and the Windsor Town Green.

• The pedestrian shed is composed primarily by residential neighborhoods and experiences heavy pedestrian traffic due to the presence of Brooks Elementary School.

• Class II bicycle lanes are present on Brooks Road. Access to the Class I Windsor Creek Trail is nearby this intersection.

• The morning time frame counted 100 pedestrians and dropped to 75 during the evening. School is dismissed at 3 p.m., so from 4 p.m. - 6 p.m. there was a substantially lower amount of activity than the morning and what would likely be experienced at 3 p.m.

• There were 8 bicyclists counted from 7 a.m. - 9 a.m. and 19 from 4 p.m. - 6 p.m.

• There were 13% fewer bicyclists and 8% more pedestrians observed in 2014 than in 2013.



Staff Report

To: SCTA Board of Directors

From: Suzanne Smith

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

Date: March 9, 2015

Issue:

Recent updates from:

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

Background:

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

- MTC Executive Director's Report
 - http://www.mtc.ca.gov/news/ed_report.htm
- SMART General Manager's Report
 - http://www2.sonomamarintrain.org/userfiles/February_2015_GM_Report_Final.pdf
- CALCOG Report
 - <http://campaign.r20.constantcontact.com/render?ca=2acae7f1-5bca-411f-abc9-5a4c8e04caaf&c=af4c49d0-d4ad-11e3-ad11-d4ae528eaf6c&ch=af5152e0-d4ad-11e3-ad11-d4ae528eaf6c>

Staff Recommendation:

This is an informational item only.

Technical Advisory Committee

MEETING AGENDA

February 26, 2015 1:30 PM

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

ITEM

1. Introductions
 2. Public Comment
 3. Approval of Minutes, January 22, 2015* – **DISCUSSION / ACTION**
 4. TFCA Call for Projects, Fiscal Year 2015-2016*– **DISCUSSION / ACTION**
 5. Comprehensive Transportation Plan Update – **DISCUSSION / ACTION**
 6. Measure M **DISCUSSION / ACTION**
 - 6.1 Measure M Invoicing / Appropriation Status*
 7. Regional Information Update – **DISCUSSION**
 - 7.1 Active Transportation Program (ATP) FY2015/16 State and Regional Development Schedule*
 - 7.2 FHWA revised process for Indirect Cost Allocation Plans/Indirect Cost Rate Proposals
http://www.dot.ca.gov/hq/audits/documents/ICAP_ICRP_SUBMISSIONPROCESSES.pdf
 - 7.3 MAP-21: Pavement and Bridge Condition Performance Measures*
 - 7.4 STIP reduction based on Gas Tax Swap*
 8. Sales Tax Update - **DISCUSSION**
 9. Rail Update – **DISCUSSION**
 10. Draft SCTA Board Meeting Agenda for March 9, 2015
 11. Other Business / Comments / Announcements - **DISCUSSION**
-
- 13. Adjourn - ACTION**

*Materials attached.

**Handout at meeting

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

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

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



SCTA Citizens Advisory Committee

MEETING AGENDA

February 23, 2015 at 4:00 p.m.

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

ITEM

1. Introductions
2. Public Comment
3. Administrative
 - a. Approval of Notes November 24, 2014 and January 26, 2015*
 - b. Committee Vacancies/Call for new members*
4. Measure M – DISCUSSION/ACTION
 - a. Measure M Project Presentation – City of Santa Rosa presents projects: Hearn, Fulton, Santa Rosa Creek Trail and Access across Hwy 101.
 - b. Measure M Financial Reports*
5. County Tax measure - updates if available
6. Comprehensive Transportation Plan update-DISCUSSION
 - a. Peak Democracy outreach – link to follow <http://www.sctainfo.org/opensonoma.htm>
7. Updates - DISCUSSION
 - a. Highway 101
 - b. SMART
8. Announcements
9. Adjourn

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

The next **CAC** meeting will be **March 30, 2015**

Copies of the full Agenda Packet are available at www.sctainfo.org. DISABLED ACCOMMODATION: If you have a disability that requires the agenda materials to be in an alternate format or that requires an interpreter or other person to assist you while attending this meeting, please contact SCTA at least 72 hours prior to the meeting to ensure arrangements for accommodation. SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS: Materials related to an item on this agenda submitted to the **Citizens Advisory Committee** after distribution of the agenda packet are available for public inspection in the Sonoma County Transportation Authority office at 490 Mendocino Ave., Suite 206, during normal business hours. Pagers, cellular telephones and all other communication devices should be turned off during the committee meeting to avoid electrical interference with the sound recording system.



Planning Directors/Planning Advisory Committee

MEETING AGENDA

Thursday, February 26, 2015, 9:30 a.m.

Sonoma County Transportation Authority

SCTA Large Conference Room
Phone participation: (707) 565-2526

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 January 22 – ACTION*
 - 3.3. 2015 Meeting schedule – new meeting day 3rd Thursday beginning March 19
4. Round table members discussion
5. Climate Action 2020Update- INFORMATION
6. Urban Footprint demonstration* - Demonstration by RCPA and Calthorpe Analytics
7. Comprehensive Transportation Plan update*-DISCUSSION
 - 7.1. Project Applications have been received*
 - 7.2. Communities Forum (Peak Democracy) outreach – <http://www.sctainfo.org/opensonoma.htm> *
8. Items of interest
 - 8.1. MTC's Vital Signs – Transportation performance measures -<http://www.vitalsigns.mtc.ca.gov>
 - 8.2. California Transportation Plan* [California Transportation Plan link](#)
 - 8.3. SMART General Manager's Report*
 - 8.4. CALCOG Newsletter – interesting updates - [CALCOG link](#)
 - 8.5. SCTA/RCPA Community Affairs Specialist job announcement - <http://sctainfo.org/jobs.htm>
9. Other Business /Next agenda
10. Adjourn

*Attachment

The next **S C T A** meeting will be held **March 9, 2015**
The next **Planning Directors/PAC** meeting will be held March 19, 2015



Transit - Technical Advisory Committee

MEETING AGENDA

February 11, 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: January 14, 2015 – **DISCUSSION / ACTION***
3. Updates: Transit Operators
4. Updates: Other Entities
5. Clipper Update – Jennifer Largaespada, MTC - Discussion
6. Comprehensive Transportation Plan Update - Discussion
7. Lifeline Cycle 4 Recommended Program of Projects – **DISCUSSION/ACTION**
8. TFCA FYE 2016 Call for Projects – Discussion*
9. Other Business / Comments / Announcements
10. Adjourn – **ACTION**

·Materials attached.

The next **SCTA** meeting will be held March 9, 2015
The next **T-TAC** meeting will be held March 11, 2015

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

