

# **BOARD OF DIRECTORS AGENDA PACKET**

**Monday, July 13, 2015  
2:30 p.m.**

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



## BOARD OF DIRECTORS AGENDA

*July 13, 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 June 8, 2015 meeting (ACTION)\*
  - B. **SCTA Items**
    - 3.2. Measure M – report on Maintenance of Effort related to local roads program (ACTION)\*
    - 3.3. Measure M – Hwy 101 cooperative agreement with Caltrans, Amendment No. 1 to East Washington (MSN C1) Construction & Final Right of Way Engineering Coop Agreement 4-2318 (ACTION)\*
    - 3.4. Measure M – Hwy 101 cooperative agreement with Caltrans Amendment No. 3 to Marin Sonoma Narrows C2 related to design services Cooperative Agreement No. 4-2308 (ACTION)\*
    - 3.5. Measure M – Hwy 101 cooperative agreement with Caltrans for North B related to right of way services (ACTION)\*
    - 3.6. Measure M – FY 14/15 Budget Adjustment; Escrow Fund Accounting 2015 Series Bonds Closed
  - C. **RCPA Items**
    - 3.7. BAYREN – contract amendment related to the codes and standards budget (ACTION)\*
4. **Regular Calendar**
  - A. **SCTA Items**
    - 4.1. SCTA Planning
      - 4.1.1. **PUBLIC HEARING: Comprehensive Transportation Plan** – project review and performance assessment (ACTION)\*
    - 4.2. SCTA Projects and Programming
      - 4.2.1. MTC – proposal for One Bay Area Grant 2 funding and process (OBAG2) (REPORT)
      - 4.2.2. Highways – report out from Highway 101 ad hoc committee (REPORT)\*
      - 4.2.3. Highways – report on HOV lane usage and regional express lane planning (ACTION)\*
      - 4.2.4. Highways – 2016 State Highways Operations and Protection Program (SHOPP) process and priorities of SCTA (ACTION)\*



- 4.2.5. Highways – request from Del Norte County to support a future project on Hwy 101 at Last Chance Grade south of Crescent City (ACTION)\*
- 4.2.6. Highways – update on State Highway projects (REPORT)

**B. RCPA Items**

- 4.3. RCPA Programs
  - 4.3.1. Activities Report (ACTION)\*

**C. SCTA/RCPA Concurrent Items**

- 4.4. Admin – Board goal setting and strategic discussion; proposal for August 2015 workshop (ACTION)\*
- 4.5. Admin – web development contract authorization (ACTION)\*

**5. Reports and Announcements**

- 5.1. Executive Committee report
- 5.2. Regional agency reports\*
 

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

**6. Adjourn**

\*Materials attached.

The next **SCTA/RCPA** meetings will be held **September 14, 2015**

Copies of the full Agenda Packet are available at [www.sctainfo.org](http://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](http://www.511.org), [www.srcity.org/citybus](http://www.srcity.org/citybus), [www.sctransit.com](http://www.sctransit.com) or <https://camacarpool.com/sfbay>

## BOARD OF DIRECTORS MEETING

### Meeting Minutes of June 8, 2015

#### ITEM

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

Meeting called to order by Chair Sarah Gurney at 2:33 p.m.

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

Chair Gurney thanked Vice Chair David Rabbitt for his help in chairing the May board meeting in her absence.

Chair Gurney next dedicated this meeting to those working in public service, including many long-term employees, and to honor those who have spent their lives in public service who are no longer with us, noting that Sebastopol has recently lost two such employees.

#### 2. Public comment on items not on the regular agenda

None.

#### 3. Consent Calendar

##### A. SCTA/RCPA Concurrent Items

##### 3.1. Admin – Minutes of the May 11, 2015 meeting (ACTION)\*

Approved as submitted; 3 members abstaining who were not present at the May 11 meeting (Chair Gurney, Director Carlstrom and Director Gallian).

##### 3.2. Measure M – appropriation for SMART multi use path project (ACTION)\*

Motion by Director Zane, seconded by Director Mackenzie to the appropriation request for SMART multi use path project. Motion passed unanimously (12-0-0).

#### 4. Regular Calendar

##### A. RCPA Items

##### 4.1. Planning

##### 4.1.1. Adaptation – update on May 21 Adaptation Forum (ACTION)\*

Lauren Casey reported that this workshop had over 80 attendees; it was held at the Laguna de Santa Rosa Foundation for the purpose of identifying actions to be implemented to build resilience to climate change.

Productive discussion took place that offered valuable feedback and ideas for action that the various member agencies and stakeholders can implement. This will result in a “road map” for next steps to be taken in implementing measures for climate adaption. The Planning Committee will be meeting June 9 to review the discussion and the actions recommended at this workshop.

Staff will be incorporating these recommendations into Climate Action 2020 and will be working with the same consortium of organizations to identify potential opportunities for funding the implementation of action items identified through the workshop.

The Board concurred on the success of the workshop. Director Mackenzie suggested a presentation be given at a meeting with the Bay Area Regional Collaborative (BARC) to discuss recommendations that came out of this workshop, along with activities of Plan Bay Area and Sustainable Communities Strategy. He also noted that the Deputy Director of the State Office of Planning and Research and the Executive Director of the Strategic Growth Council have been invited to attend a meeting with a presentation of this information.

Board members also commented on the diverse representation from the public and variety of demographics in attendance at the workshop, as well as how well the event was organized and set up. Director Gallian emphasized the importance of recognizing first responders (e.g., Sonoma Valley Fire and Rescue) among the demographics.

Ms. Casey recognized the efforts of Jenna Taylor of Global Genesis in facilitating and planning this event.

Director Salmon requested that staff provide a presentation to Cal Fire for information in working with natural lands.

**B. SCTA Items**

The following item was addressed out of order:

**4.3. SCTA Projects and Programming**

**4.3.1. Sales Tax – results of the June 2 sales tax election (ACTION)**

Suzanne Smith reported on the failure of the proposed ballot measure, explaining that more details are expected in the next few weeks regarding voter turnout. Political analysis will follow. In response to the request of Director Gorin, Ms. Smith agreed to forward this information to the Board by email.

Director Gorin thanked Director Rabbitt for his efforts on Measure A. He briefly summarized where the structure of the campaign could have been improved to be more effective for a County measure, and polling results, noting that the voter turnout was different than anticipated. He also acknowledged the disappointment of taxpayers whose perception is that they are experiencing higher taxes while County roads remain in poor condition.

Steve Birdleough of Friends of SMART noted that other counties in the Bay Area pay much higher transportation costs than Sonoma County and that Marin County had recently passed a half-cent tax measure. He called for greater public understanding of, and education in, transportation costs and said that Sonoma County needs to double its transit service.

Additional Board comments noted that their jurisdiction supported the measure. It was suggested that PCI data be available to refer to when examining the vote analysis, in order to gauge the impact of local road conditions on the vote in a given jurisdiction.

**4.3.2. Road Charge – update on the State’s Road User Charge pilot program (REPORT)\***

Ms. Smith explained that a road charge study shows current revenues are projected to be only half of the needed \$538 billion forecast for transportation system preservation, system management and system expansion for the next ten years statewide.

A road charge pilot program is under consideration to raise revenues for road maintenance. Similar pilot programs have been conducted in Oregon and Washington.

Ms. Smith noted that the Oregon model places importance on offering options so that the consumer is not forced into one approach to paying for road

use. These approaches include: (1) agree to pay for a fixed amount of miles; (2) charge according to the average miles driven; or a more technical approach; (3) an electronic byte installed in the consumer’s vehicle that would record the miles driven, or a GPS-based device. Technology refinements could include having a mobile device application linked to the tracking device/hardware.

The goal of the Road Charge Technical Advisory Committee is to agree on the objectives of a road pilot test program, and make their recommendations by the end of this year, with the goal of implementing a demonstration pilot program in January 2017.

Susan Klassen of the County Transportation and Public Works Department added that the program does not add new revenue but would be a different means of raising revenue (in lieu of gas taxes). She also noted that the State is looking at including tourism revenue and out-of-state drivers in the study, as well as the issue of compatibility with other states conducting similar programs (e.g., Oregon) and social equity.

Board questions included inquiries regarding the involvement of the DMV, or whether they have been contacted in this study and the various technologies utilized by this agency in updating data. In response to Board inquiries, Ms. Smith explained that the gas tax continues to be eroded as a source of revenue with the increase of electric and hybrid vehicles, as well as greater fuel efficiency in vehicles. Discussion followed regarding the gas tax, its usefulness, and developing an equitable solution for all drivers; noting that “working poor” drivers already pay higher gas taxes because they need to drive farther to commute from work to home in an affordable area. Concern was also expressed regarding the privacy of technology used in gathering data. It was also pointed out that surveys show far less Sonoma County residents commute to Marin County and San Francisco than previously thought.

The following item was addressed out of order:

**4.2. SCTA Planning**

**4.2.1 Regional Planning – presentation by the Association of Bay Area Governments on the recent economic prosperity study (REPORT)\***

Janet Spilman introduced Dr. Cynthia Kroll, Chief Economist of ABAG, who presented a slideshow showing demographic trends specific to Sonoma County, including a 25-year regional forecast in population, jobs, households and income.

Notable trends in Sonoma County including its aging population in relation to Bay area counties, second only to Marin County in its senior population. Sonoma County was also noted to have the lowest

median household income in 2013, below 1979 levels. Both Sonoma and Marin County had the slowest population growth rates regionally since 2010.

Dr. Kroll reported that ABAG will have preliminary figures/report in mid-July, followed by a period for public comment, and a final forecast and regional preliminary by the end of the year, with a final geographic forecast in spring.

Board inquiries included whether there is data to show how many homes in Sonoma County are owned outright, and if/how this may correlate to the aging population and low median household income. Interest was expressed in seeing how Sonoma County compares to other Bay Area counties in this regard. Dr. Kroll agreed to provide this information.

Additional comments included changing demographics in household occupants; an increased trend in "roommate" and boarder(s) situations vs. the traditional nuclear family, and how this would impact other data.

Additional comments addressed the no-to-low growth in specific jurisdictions, and concern with meeting the One Bay Area plan as planned development occurs. The Board also expressed surprise at the low median household income noted in Sonoma County compared to other counties in the region.

Discussion continued regarding the specific definition for "employed" as used by ABAG in this study, and how volunteer, temporary, and part-time work can impact demographic statistics.

Further discussion addressed developments that had already received approval and have since been suspended during the recession. It was pointed out that some of this construction is likely to return, with the recent increase in building. Also addressed was the increasing trend in buying houses for vacation homes, which could otherwise provide low-income housing.

The need was expressed by Director Zane to recognize and address the needs of the increasing white senior population and the growing population of Latino youth.

Director Gallian recommended that this information be forwarded to City Managers.

#### 4.3. SCTA Projects and Programming

##### 4.3.3. SMART – authorization to adjust a portion of funding source for SMART train set funded through One Bay Area Grant program (ACTION)\*

Seana Gause presented an adjustment to One Bay Area Grant funding by swapping \$500,000 in CMAQ funds to be used for Clipper Card service instead of

purchasing a train car set. SMART would use \$500,000 in Measure Q funds toward the purchase of train cars instead.

Motion by Director Miller, seconded by Director Zane, to authorize the adjustment of a portion of funding source for SMART train set funding through OBAG. Motion passed unanimously (12-0-0-0).

##### 4.3.4. Legislation – transportation bills in the State Legislature (ACTION)\*

Ms. Smith reported that SB 16 is scheduled to be held on the Senate floor this week. This is legislation directing additional revenue to maintaining State highways and local streets and roads without impacting the general fund by increasing the excise tax on fuel, returning the weight fees back on transportation; changing vehicle license fees and increasing vehicle registration fees for high-emission vehicles. Ms. Smith emphasized that these revenues are to be allocated for maintenance of the system and the street and local road level. The legislation is likely to continue to progress through the Senate.

Motion by Director Gallian, seconded by Director Gorin, to submit a letter of recommendation in support of SB 16. Motion carried unanimously (12-0-0-0).

##### 4.3.5. Highways – update on State Highway projects (REPORT)

James Cameron reported that the Central C (Old Redwood Highway Interchange) transitioned to final construction stage with a traffic switch May 30/31. One lane of traffic is continuing in each direction (east/west) and businesses remain open with driveways being constructed half width at a time. Construction will continue until the end of the year; however, substantial completion will take place in July with the openings of two lanes in each direction on the new overcrossing.

The deck pour for the new northbound Petaluma River Bridge is scheduled for June 19. A major traffic switch is scheduled for late July/early August.

A traffic switch at Highway 116 at Lakeville Highway is scheduled for June 12. Northbound off ramp traffic will go over the new northbound bridge. This will allow for completion of work in the median and the ramps.

Also on June 12, re-opening of both westbound lanes on Lakeville Highway will take place pending delivery of a median crash cushion device. Striping will also take place.

Mr. Cameron next announced that the Bond Sale Preliminary Official Statement was issued June 5. Bond pricing is anticipated June 11. A Highway 101 Ad Hoc Committee meeting will take place later in June.

Ms. Gause announced the start of construction on the Laguna de Santa Rosa Bridge Replacement project. K rail will be installed this week so that the sidewalk on the existing bridge can be demolished. Shoring will also be taking place. Additional tree stump removal was completed last week.

The environmental document is progressing on the Highway 116/121 Intersection Improvements. Technical studies are being received and will be used in supporting writing of the environmental document. The preliminary document is anticipated to be completed in January/February 2016. A public meeting will be scheduled at this time for comment on the document.

The Hearn Avenue Interchange Improvements project is also in the environmental phase, is undergoing technical studies, and will be open for public comment during the circulation of the draft environmental document early in 2016.

The College Avenue Widening at Highway 101 is expected to resume construction in mid-to-late June. The CTC approved additional funding from the Sonoma County future STIP share. Caltrans estimates that the work will take approximately six weeks to complete.

The Board expressed concerns regarding considerable backed up traffic at the interchange at Highway 12 and Fulton Road with the current construction and commute traffic turning right onto Fulton Road and then left on to Occidental Road. The timing of the intersection lights also needs to be adjusted at this interchange.

Ms. Gause acknowledged this concern and noted she would report this at the next construction meeting.

### **C. SCTA/RCPA Concurrent Items**

#### **4.4. Admin – authorize a request for proposals for web site content/development (ACTION)\***

Brant Arthur presented a proposal to authorize an RFP for web site development, noting that this presents the opportunity for additional tools that will be valuable in future communication, with easier accessibility and greater functionality.

Board comments included the recommendation to conduct a preliminary “test drive” of the web site and the observation that a great deal of data is not quickly accessible and is “buried” within the website, making it cumbersome to find information.

Motion by Director Landman, seconded by Director Miller, to authorize an RFP for the development of the web site. Motion carried unanimously (9-0-3-0), Directors Mackenzie, Rabbitt and

#### **4.5. Planning – Shift Sonoma program**

### **contracts**

4.5.1. Mode Shift contract with Nelson Nygaard (ACTION)\*

4.5.2. Fuel Shift contract with ICF International (ACTION)\*

Ms. Smith reported that Nelson Nygaard is the consultant for the Mode Shift and that ICF International is the consultant for the Fuel Shift. A kickoff meeting will take place to negotiate and confirm the scope of work. This is funded with a Strategic Growth Council grant.

Motion by Director Russell, seconded by Director Gallian, to authorize execution of respective contracts for Mode Shift and Fuel Shift for Shift Sonoma County. Motion passed unanimously (8-0-4-0).

## **5. Reports and Announcements**

### **5.1. Executive Committee report**

The Executive Committee met. There was nothing new to report.

### **5.2. Regional agency reports\***

#### ***Sonoma Clean Power***

Director Landman announced that rates are not changing for the next fiscal year.

#### ***MTC***

Nothing to report.

#### ***Self Help Counties Coalition***

Nothing to report.

#### ***ABAG***

Nothing to report.

#### ***SMART***

Director Russell reported on the extensive public outreach and education taking place regarding safety, including the homeless, and announced that transit marketing will begin soon. She also announced that currently SMART has a fund reserve for the first time in several years.

#### ***CALCOG***

Nothing to report.

#### ***GGBHTD***

Nothing to report.

#### ***BAAQMD***

Director Zane recommended more involvement by the RCPA, as BAAQMD is preparing to change some of its rulings on oil refineries' emissions. There are six refineries in the region, with significant impacts on health and toxic emissions.

NCRA

Nothing to report.

5.3. Advisory Committee agendas\*

Included in the agenda.

5.4. SCTA/RCPA staff report

Ms. Smith announced that the revised State budget resulted in a decrease in STA funding for transit service, as reflected in the updated Coordinated Claim. This had been approved by the Board at its previous meeting.

5.5. Announcements

Director Gallian announced that Supervisor Gorin will be the keynote speaker at the Local Energy Action Forum in Sonoma on June 18 from 4:00 to 7:00 p.m.

**6. Adjourn**

5:04 p.m.

---

## Staff Report

**To:** Sonoma County Transportation Authority

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

**Item:** 3.2 Measure M - Maintenance of Effort -FY13/14 -Policy 14 and PUC Compliance

**Date:** July 13, 2015

---

**Issue:**

Is SCTA in conformance with Public Utilities Code 180200 and Measure M Policy 14 Maintenance of Effort (MOE)?

**Background:**

The Traffic Relief Act for Sonoma County, Measure M, is governed by the Public Utilities Code. PUC 180200 requires that "local governments maintain their existing commitment of local funds for transportation purposes". The PUC does not specify how an existing commitment must be measured, in order to ensure compliance with the requirement.

Until 2010, Sonoma County jurisdictions received Proposition 42 funds, which had specific MOE requirements. Since the Prop 42 requirements were more stringent than Measure M, there seemed little need for a Measure M policy to address maintenance of effort. Once Proposition 42 funds ended, the SCTA acted to implement its own MOE policy. The SCTA Board approved Measure M Policy 14 on July 11, 2011 after Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) review.

Policy 14 (attached) requires that jurisdictions report the amount of local transportation funding, as a percentage of that jurisdiction's overall general fund spending. By analyzing the commitment as a percentage of general funds, as opposed to the actual amount of transportation funding, the policy considers the possibility that transportation spending may go down, if there is a decrease in general fund spending. However, if the general fund increases, transportation funding would be expected to be increased by the same percentage.

The baseline percentage was set for FY11/12, since it was the year the policy was enacted. In May of 2014 the SCTA Board accepted the recommendation from the TAC & CAC and determined all jurisdictions were in conformance based on the submitted FY12/13 reporting. SCTA staff has now received FY13/14 reporting from all Measure M Local Street Rehabilitation (LSR) Program recipients. A summary of that reporting is shown in the attached table.

**Maintenance of Effort Calculations - % of Local Fund Expenditures on Transportation as a Percentage of the General Fund Expenditures**

Jurisdiction	FY 11-12 (BASELINE)			FY12-13			FY13-14			Measure M Local Streets Rehab Estimated FY 15/16 Allocation
	Transportation (A)	General Fund (B)	% (A/B)	Transportation (C)	General Fund (D)	% (C/D)	Transportation (E)	General Fund (F)	% (E/F)	
County of Sonoma	\$6,668,087	\$360,118,999	1.9%	\$17,585,227	\$383,148,289	4.6%	\$17,957,708	\$393,428,546	4.6%	\$1,947,336
Cotati	\$96,726	\$4,436,499	2.2%	\$100,215	\$4,596,544	2.2%	\$119,450	\$4,557,350	2.6%	\$68,546
Cloverdale	\$162,404	\$5,270,429	3.1%	\$299,748	\$5,178,211	5.8%	\$269,118	\$5,112,356	5.3%	\$53,150
Healdsburg	\$916,656	\$7,547,774	12.1%	\$1,124,923	\$8,377,514	13.4%	\$1,416,689	\$8,955,584	15.8%	\$93,390
Petaluma	\$775,000	\$32,472,271	2.4%	\$1,136,000	\$33,856,954	3.4%	\$1,361,000	\$34,642,880	3.9%	\$423,692
Rohnert Park	\$558,407	\$22,477,233	2.5%	\$1,135,412	\$24,082,781	4.7%	\$13,338,628	\$28,338,713	47.1%	\$266,782
Santa Rosa	\$2,298,378	\$117,000,000	2.0%	\$2,547,748	\$116,900,000	2.2%	\$2,573,386	\$120,226,452	2.1%	\$1,221,745
Sebastopol	\$159,486	\$4,884,137	3.3%	\$158,454	\$4,966,686	3.2%	\$145,923	\$5,855,048	2.5%	\$55,501
Sonoma (City)	\$749,256	\$11,838,835	6.3%	\$773,077	\$15,652,676	4.9%	\$1,590,445	\$14,256,313	11.2%	\$79,043
Windsor	\$3,043,675	\$13,108,791	23.2%	\$3,188,492	\$15,706,762	20.3%	\$1,398,600	\$13,617,607	10.3%	\$200,075
<b>TOTALS</b>	<b>\$15,428,075</b>	<b>\$579,154,968</b>	<b>2.7%</b>	<b>\$28,049,296</b>	<b>\$612,466,417</b>	<b>4.6%</b>	<b>\$40,170,947</b>	<b>\$628,990,849</b>	<b>6.4%</b>	<b>\$4,409,260</b>

Countywide, the commitment of transportation funding increased both in overall dollars and as a percentage of cumulative general funds for the second year in a row. Eight of ten jurisdiction maintained or increased their individual percentage commitment of local funds for transportations purposes between FY11/12 baseline and FY13/14. The City of Sebastopol and the Town of Windsor decreased their percentage of transportation funding. However, the County as a whole increased spending by 1.8% (\$12,121,651) over FY12/13 and 3.7% (\$24,742,872) over the FY11/12 baseline.

The PUC does not state that the commitment must be calculated as a percentage of the general fund or that it be met annually. Policy 14 requires that each jurisdiction provide reporting, but it does not state that each jurisdiction's individual commitment must be maintained. Since many small jurisdictions need to "bank" transportation funding for several years in order to deliver a reasonably sized project, a single year's baseline figure can easily be skewed, based on whether the baseline year contained a large transportation project. Additionally, Policy 14 does not specify consequences for a jurisdiction that does not individually meet their baseline figure. Finally, although the Traffic Relief Act of Sonoma County requires that local governments maintain their existing commitment of local funds for transportation purposes, it does not state whether the commitment must be maintained individually by each jurisdiction, or collectively.

Given that all jurisdictions met the reporting requirements of Policy 14 and that collectively the commitment of transportation funding has increased, both in actual dollars and as a percentage of overall general fund spending, SCTA should consider agreeing with the TAC recommendation from their June 25, 2015 meeting and CAC recommendation from their June 29, 2015 meeting that SCTA is in compliance, with the PUC, the Traffic Relief Act of Sonoma County, and Measure M Policy 14.

**Policy Impacts:**

This is an interpretation of the Measure M Strategic Plan Policy 14 that would allow for individual jurisdictions to not meet their baseline MOE commitment, provided that collectively SCTA jurisdictions meet or exceed the baseline MOE commitment. This interpretation was previously approved by the SCTA Board in May of 2014.

**Fiscal Impacts:**

Consequences of determining that individual jurisdictions must maintain their baseline contribution to transportation could result in a suspension of a portion of the Measures M Local Street Rehabilitation (LSR) allocations to those jurisdictions, until contributions are brought back to FY11/12 baseline levels. Estimates of FY15/16 allocations are shown in the attached table.

**Staff Recommendation:**

Staff recommends that the Board finds SCTA is in compliance with the Public Utilities Code Section 180200, the Traffic Relief Act of Sonoma County, and Measure M Policy 14.

## **MEASURE M - STRATEGIC PLAN POLICY 14**

The Traffic Relief Act for Sonoma County is governed by the Public Utilities Code. PUC 180200 requires that "local governments maintain their existing commitment of local funds for transportation purposes." The Measure M Expenditure Plan states "consistent with California Public Utilities Code Section 180200, the SCTA intends that the additional funds provided governmental agencies by the Traffic Relief Act for Sonoma County shall supplement existing local revenues being used for public transportation purposes and that local jurisdictions maintain their existing commitment of local funds for transportation purposes." Measure M cooperative agreements for the Local Streets Rehabilitation Program also require maintenance of effort.

For the Local Streets Rehabilitation Program funding, each local agency shall be responsible for identifying which of their accounts have local funds for transportation purposes. For these purposes, expenditures would be calculated per fiscal year. A fiscal year is defined as July 1 through June 30. The baseline amount is transportation fund expenditures in FY11/12 which will be converted to percentage of general fund expenditure. Expenditures for each subsequent year will be compared to the baseline to determine the same percentage of general fund expenditures is occurring. Baseline percentages (FY11/12) and subsequent year percentages of discretionary fund expenditures on transportation shall be provided to SCTA by each jurisdiction no later than February 15, starting in February 2013. This is to allow agency audits to be completed prior to submittal.

---

## Staff Report

**To:** SCTA Directors

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

**Item:** 3.3 – Amendment No. 1 to East Washington (MSN C1) Construction & Final Right of Way Engineering Coop Agreement 4-2318

**Date:** July 13, 2015

---

**Issue:**

Should SCTA enter into Cooperative Funding Agreement 4-2318 Amendment No. 1 with Caltrans for the East Washington Interchange Marin Sonoma Narrows C1 (MSN C1) Project to reflect actual final construction capital and increase for project closeout support costs?

**Background:**

The East Washington project improved two quadrants of the interchange – the southwest and northeast quadrants – by widening and improving the existing southbound on-ramp and constructing a new on-ramp, bridge, and retaining wall in the northbound direction. The East Washington Interchange (MSN C1) project completed construction in June 2014 and final right of way activities were recently completed.

On October 26, 2009, SCTA entered into cooperative funding agreement SCTA10008 with the City of Petaluma for improvements at the East Washington Interchange with Highway 101 (MSN Contract C1). Agreement SCTA10008 was amended on May 10, 2010 and again on November 29, 2010.

The City of Petaluma is the implementing agency for Right of Way. The City has sent SCTA the final Right of Way Capital invoice in accordance with SCTA 10008-A2. The final right of way capital costs are for Measure M is \$2,104,025.64 resulting in a \$745,944.36 savings.

The Financial Plan for the project, including Amendment 2 to SCTA10008 is as follows:

**PROJECT FINANCIAL PLAN** (as approved by SCTA10008-A2)

(Funds in Thousands)

<b>FUND SOURCE</b>	<b>PS&amp;E</b>	<b>ROW SUP</b>	<b>ROW CAP</b>	<b>CON SUP</b>	<b>CON CAP</b>	<b>TOTAL</b>
CITY	\$1,950	\$ 510	\$1,260	\$ 280	\$ 0	\$4,000
Measure M (101)	\$ 0	\$ 100	\$2,750	\$ 0	\$ 0	\$2,850
Federal SAFETEA-LU	\$ 0	\$ 0	\$ 0	\$1,197	\$12,300	\$13,497
Federal appropriation	\$ 0	\$ 0	\$ 0	\$ 984	\$ 0	\$ 984
<b>TOTAL</b>	<b>\$1,950</b>	<b>\$610</b>	<b>\$4,010</b>	<b>\$2,461</b>	<b>\$12,300</b>	<b>\$21,331</b>

Notes on Table: Measure M funding for ROW CAP of \$30,000 is for off-site Environmental Mitigation. SCTA is implementing agency for off-site Environmental Mitigation. City budget for ROW CAP is \$3,980K. Measure M funding for ROW SUP of \$100,000 is for final right-of-way engineering. City budget for ROW SUP is \$510,000. SCTA to enter into cooperative agreement with Caltrans for final right-of-way engineering. City funding for CON SUP of \$280,000 is for design services during construction. City is implementing agency for design services during construction.

Agreement SCTA10008 specifies that SCTA will enter into a cooperative funding agreement with Caltrans for the construction phase of the project. On February 14, 2010, the Board authorized SCTA to enter into Cooperative Agreement 4-2318 with Caltrans which outlined the terms and conditions to perform and complete the construction and final right of way engineering of the Highway 101 and East Washington Interchange Project (MSN Contract C1). The project includes \$13,497,090 of Federal SAFETEA-LU funds for construction (\$12,300,000 for construction capital and \$1,197,090 for construction support). As sponsor of the Federal funding, SCTA requested obligation of the federal funding for construction, and Caltrans implemented the construction phase of the project. In addition, \$100,000 of Measure M funds were included for right of way support. The right of way support was for Caltrans to perform final right of way engineering.

The construction capital funding needed for the project was estimated to be \$12,300,000. The bids for construction came in low and there was capital savings remaining in the construction contingency after the final payment was made to the contractor. The final Construction Capital Costs were \$8,809,904 for \$3,490,906 in savings. The Board has already reprogrammed the \$2,664,000 of bid savings to complete the design of the MSN B2 Phase 2 Project. The remaining saving of \$826,906 is available for reprogramming on the MSN Corridor. Cooperative Agreement 4-2318 Amendment No. 1 will revise the SAFETEA-LU construction capital funding from \$12,300,000 to \$8,809,904 to reflect actual costs. In addition, there was \$58,268 of federally non-reimbursable expenses in construction capital and an additional \$54,222 needed for construction support close-out activities. SCTA will fund the additional non-reimbursable and construction support expenses for a total of \$112,490 from the Measure M right of way capital savings from Agreement SCTA10008.

**Policy Impacts:**

None

**Fiscal Impacts:**

Cooperative Agreement 4-2318 Amendment No. 1 will authorize \$112,490 in Measure M funds for construction capital (\$58,268) and construction support (\$54,222) which will be funded from Measure M

savings from Agreement SCTA10008. Net project fiscal impact will be a \$633,454.36 savings in Measure M Funds and an \$826,906 savings in Federal Funds.

**Staff Recommendation:**

SCTA staff recommends that the Board authorize the chair to execute that attached Amendment No. 1 to Cooperative Agreement 4-2318 with Caltrans for the construction and final right of way engineering of the Highway 101 and East Washington Interchange Project (MSN Contract C1) reducing the amount of federal SAFETEA-LU construction capital funding from \$12,300,000 to \$8,809,904 and increasing construction capital funded by Measure M by \$58,268 and increasing construction support funded by Measure M by \$54,222, in substantially similar form as provided for in the attachment, subject to the final review and approval by legal counsel.

**Resolution No. 2015-019**  
**Sonoma County Transportation Authority**  
**Santa Rosa, California**  
**July 13, 2015**

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE  
SONOMA COUNTY TRANSPORTATION AUTHORITY, COUNTY  
OF SONOMA, STATE OF CALIFORNIA, AUTHORIZING STAFF  
TO NEGOTIATE AND THE CHAIR TO EXECUTE COOPERATIVE  
FUNDING AGREEMENT 4-2318-A1 WITH CALTRANS FOR THE  
CONSTRUCTION AND FINAL RIGHT OF WAY ENGINEERING OF  
THE EAST WASHINGTON INTERCHANGE PROJECT (MSN  
CONTRACT C1)**

**WHEREAS**, the Sonoma County Transportation Authority (hereinafter "Authority"), and the City of Petaluma (hereinafter "CITY") has entered into SCTA Agreement Number SCTA10008 to fully fund the East Washington Interchange Project; and

**WHEREAS**, SCTA10008-A2 specifies that SCTA will request obligation of \$14,481 Thousand in federal funding for the construction phase of the project; and,

**WHEREAS**, SCTA10008-A2 specifies that SCTA will provide up to \$100,000 in Measure M funding for final right of way engineering; and,

**WHEREAS**, SCTA10008-A2 specifies that SCTA will provide up to \$2,750,000 in Measure M funding for right of way capital; and,

**WHEREAS**, SCTA10008-A2 specifies that SCTA will enter into cooperative agreement(s) with Caltrans to provide funding and have Caltrans implement construction and final right of way engineering; and,

**WHEREAS**, SCTA entered into Cooperative Agreement 4-2318 with Caltrans to provide for the construction and final right of way engineering for the Highway 101 and East Washington Interchange Project (MSN Contract C1) at a total cost not to exceed \$14,481,018 in Federal funds (\$12,300,000 for construction capital and \$1,197,090 for construction support) and \$100,000 in Measure M funds; and,

**WHEREAS**, Construction Capital and Right of Way Capital expenditures are complete and construction and right of way Capital costs are known; and

**WHEREAS**, SCTA and Caltrans desire to amend Cooperative Agreement 4-2318 to reflect actual and final costs for construction capital; and

**Resolution No. 2015-019**  
**Sonoma County Transportation Authority**  
**Santa Rosa, California**  
**July 13, 2015**

**NOW, THEREFORE, BE IT RESOLVED** the Board of Directors hereby authorizes staff to negotiate and the Chair to execute Cooperative Agreement 4-2318 Amendment No. 1 with Caltrans for the construction and final right of way engineering of the Highway 101 and East Washington Interchange Project (MSN Contract C1) to reduce the amount of federal SAFETEA-LU construction capital funding from \$12,300,000 to \$8,809,904 and to increase construction capital funded by Measure M by \$58,268 and increase construction support funded by Measure M by \$54,222, in substantially similar form as provided for in the attachment, subject to the final review and approval by legal counsel.

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

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

Ayes:

Noes:

Absent:

Abstain:

**SO ORDERED**

I, the undersigned, certify that the foregoing resolution was duly adopted at a regular meeting of the Board of Directors of the Sonoma County Transportation Authority held on July 13, 2015.

\_\_\_\_\_  
Suzanne Smith, Executive Director  
Clerk, Sonoma County Transportation Authority

Draft 6-23-15

**AMENDMENT NO. 1 TO AGREEMENT 04-2318**

THIS AMENDMENT NO. 1 TO AGREEMENT (AMENDMENT 1), entered into and effective on \_\_\_\_\_, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Sonoma County Transportation Authority, a public corporation, referred to as SCTA.

**RECITALS**

1. CALTRANS and SCTA, collectively referred to as PARTNERS, entered into Cooperative Agreement No. 04-2318 (AGREEMENT) on April 19, 2011 defining the terms and conditions of cooperation between PARTNERS to perform and complete the construction of highway ramp improvements on U.S. 101 at East Washington Street interchange.
2. PARTNERS now seek to enter into AMENDMENT 1 to reduce the amount of SAFETEA-LU funding by \$3,490,906 due to the bids coming in low, increase the amount of Local (Other) funding by \$58,268 to cover federally non-reimbursable expenses in Construction Capital and \$54,222 to cover shortfall in funding for Construction Support needed for close-out activities of the PROJECT. Overall, the funding will decrease by \$ 3,378,416 resulting in a new total funding amount of \$11,482,602 thereby requiring the need to revise the FUNDING SUMMARY and SPENDING SUMMARY.

**IT IS THEREFORE MUTUALLY AGREED**

3. New Article 81a is hereby added to AGREEMENT to read as follows:

81a. The following PARTNER will submit invoices for actual costs for CONSTRUCTION Support:

- CALTRANS will invoice SCTA

CALTRANS will submit to SCTA monthly invoices for estimated monthly costs based on the prior month's actual expenditures.

After PARTNERS agree that all WORK is complete, CALTRANS will submit a final accounting for all OBLIGATIONS COSTS. Based on the final accounting, PARTNERS will refund or invoice as necessary in order to satisfy the financial commitments of AGREEMENT.

4. New Article 83a is hereby added to AGREEMENT to read as follows:

83a. The following PARTNER will submit invoices for actual costs for CONSTRUCTION Capital:

- CALTRANS will invoice SCTA

CALTRANS will submit to SCTA monthly invoices for estimated monthly costs based on the prior month's actual expenditures.

After PARTNERS agree that all WORK is complete, CALTRANS will submit a final accounting for all OBLIGATIONS COSTS. Based on the final accounting, PARTNERS will refund or invoice as necessary in order to satisfy the financial commitments of AGREEMENT.

5. The FUNDING SUMMARY of AGREEMENT is replaced in its entirety by FUNDING SUMMARY A-1, attached to and made a part of AMENDMENT 1, and any reference to the FUNDING SUMMARY in AGREEMENT is deemed a reference to FUNDING SUMMARY A-1.
6. The SPENDING SUMMARY of AGREEMENT is replaced in its entirety by SPENDING SUMMARY A-1, attached to and made a part of AMENDMENT 1, and any reference to the SPENDING SUMMARY in AGREEMENT is deemed a reference to SPENDING SUMMARY A-1.
7. All other terms and conditions of AGREEMENT shall remain in full force and effect.
8. AMENDMENT 1 is hereby deemed to be a part of, and is included in, AGREEMENT.

### **CONTACT INFORMATION**

The information provided below indicates the primary contact data for each PARTNER to AGREEMENT. PARTNERS will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to AGREEMENT.

The primary agreement contact person for CALTRANS is:

Wajahat Nyaz, Project Manager  
111 Grand Avenue  
Oakland, California 94612  
Office Phone: (510) 286-5119  
Mobile Phone: (510) 715-6273  
Email: wajahat\_nyaz@dot.ca.gov

The primary agreement contact person for SCTA is:

James Cameron, Deputy Director, Projects and Programming  
490 Mendocino Avenue, Suite 206  
Santa Rosa, California 95401  
Office Phone: (707) 565-5373  
Email: jcameron@sctainfo.org

**SIGNATURES**

PARTNERS declare that:

1. Each PARTNER is an authorized legal entity under California state law.
2. Each PARTNER has the authority to enter into AMENDMENT 1.
3. The people signing AMENDMENT 1 have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

SONOMA COUNTY  
TRANSPORTATION AUTHORITY

By: \_\_\_\_\_  
Helena (Lenka) Culik-Caro  
Deputy District Director, Design

By: \_\_\_\_\_  
Sarah Gurney  
Chair

CERTIFIED AS TO FUNDS:

Attest: \_\_\_\_\_  
Suzanne Smith  
Executive Director

By: \_\_\_\_\_  
Interim District Budget Manager

APPROVED AS TO FORM AND  
PROCEDURE

By: \_\_\_\_\_  
Cory O'Donnell  
Attorney

**FUNDING SUMMARY A-1**

Funding Source	Funding Partner	Fund Type	CON Capital	CON Support	RW Support	Subtotal Capital	Subtotal Support	Subtotal Funds Type
FEDERAL	SCTA	SAFETEA-LU HPP #3762	\$8,809,094*	\$1,197,090	\$0	\$8,809,094	\$1,197,090	\$10,006,184
FEDERAL	SCTA	Appropriation Demo CA267	\$0	\$983,928	\$0	\$0	\$983,928	\$983,928
LOCAL	SCTA	Local	\$58,268	\$ 334,222	\$100,000	\$58,268	\$ 434,222	\$ 492,490
		Subtotals by Component	\$8,867,362*	\$ 2,515,240	\$100,000	\$8,867,362	\$ 2,615,240	\$ 11,482,602

Note: Matching Funds Required by SAFETEA-LU HPP #3762 are made by toll credits.

\* Construction Capital includes cost of City of Petaluma water and sewer utility relocation.

**SPENDING SUMMARY A-1**

Funding Source	Fund Type	Construction Support		Construction Capital		RW Support	Total
		CALTRANS	SCTA	CALTRANS	SCTA	CALTRANS	
FEDERAL	SAFETEA-LU HPP #3762	\$1,197,090	\$0	\$8,809,094	\$0	\$0	\$10,006,184
FEDERAL	Appropriation Demo CA267	\$983,928	\$0	\$0	\$0	\$0	\$983,928
LOCAL	Local	\$54,222	\$280,000*	\$58,268	\$0	\$100,000	\$ 492,490
	Subtotals by Component	\$ 2,235,240	\$280,000*	\$8,867,362	\$0	\$100,000	\$ 11,482,602

\* The amount of \$280,000 of the Construction Support cost will pay for design services performed by SCTA's consultant during Construction and is funded by City of Petaluma through a separate Cooperative Agreement between SCTA and City of Petaluma dated November 29, 2010.

---

## Staff Report

**To:** Sonoma County Transportation Authority

**From:** James Cameron, Deputy Director Projects & Programming

**Item:** 3.4 – Hwy 101 cooperative agreement with Caltrans Amendment No. 3 to Marin Sonoma Narrows C2 related to design services Cooperative Agreement No. 4-2308

**Date:** July 13, 2015

---

### Issue:

Should SCTA enter into Amendment No. 3 to the Caltrans Cooperative Agreement No. 4-2308 to reflect the actual expenditure of \$32,019.52 made by CALTRANS to perform the environmental studies for the environmental revalidation, resulting in a savings of \$44,680.48?

### Background:

The Highway 101 Marin Sonoma Narrows (MSN) C2 Project is the northerly segment of the MSN project from just north of the Highway 101 and Highway 116 connection to 0.3 mile north of the Corona Road Overcrossing in Petaluma. The project includes sound walls, bridges, ramp widening, and median widening for High Occupancy Vehicle (HOV) lanes.

At the January 11, 2010 meeting, the Board approved the selection of BKF consulting engineers to perform design services and for staff to negotiate and for the Chair to execute an agreement with BKF in an amount not to exceed \$5,000,000. An agreement in the amount of \$4,784,316 has been executed with BKF and the design is 100% complete. The project will be shelved until construction funding is found.

At the April 12, 2010 meeting, the Board authorized the Chair to execute Cooperative Agreement No. 4-2308 between SCTA and Caltrans defining responsibilities for delivering the various PS&E tasks and for identifying the project funding sources. Measure M funds will be used to fully fund the PS&E phase of the work. The cooperative agreement with Caltrans establishes that SCTA will be the lead agency for delivering the design work through BKF and establishes that Caltrans will provide only oversight and review functions at no cost to the SCTA.

At the December 13, 2010 meeting, the Board authorized SCTA staff to negotiate Amendment No. 1 to the agreement with BKF to provide additional PS&E services to include the design of the Rainier Avenue Hwy 101 structure in the MSN C2 project for a not to exceed amount of \$498,000. The MSN C-2 PS&E package includes a new Hwy 101 structure at the location of the future Rainier Avenue Cross Town Connector.

On March 12, 2012, the Board approved amendment No. 2 to the BKF agreement to include scope modifications in order to meet current design standards and maintenance requirements including modifications to the Washington Avenue Interchange; add northbound and southbound auxiliary lanes between the Lakeville Highway and Washington Avenue Interchanges; modifications to the Lakeville Highway Interchange; relocating sound walls from the edge of pavement to the right of way line; and

preparing a supplemental project report. Amendment No. 2 was approved by the Board for a not to exceed amount of \$166,086 for additional design (PS&E) services and to extend the term of the agreement to June 30, 2013.

At the June 11, 2012 meeting, the Board approved Amendment No. 3 to the BKF agreement for a not to exceed amount of \$125,000 and Amendment No. 1 to Cooperative Agreement No. 4-2308 between SCTA and Caltrans defining responsibilities for delivering the various PS&E tasks. When Amendment No. 2 to the BKF agreement was approved, it was assumed that Caltrans would perform the environmental revalidation work, however, after further evaluation, Caltrans determined they did not have the resources to perform the work. As a result, Amendment No. 3 to the BKF agreement was issued to have BKF complete the environmental revalidation.

At the September 10, 2012 meeting, the Board approved Amendment No. 2 to Cooperative Agreement No. 4-2308 between SCTA and Caltrans for Caltrans to perform environmental studies beyond the original scope of work included in the BKF agreement, Amendment No. 3. The studies to be performed by Caltrans include noise, traffic forecasting, highway, operations, relocation impact and visual assessment impact for an estimated amount of \$56,700. Amendment No. 2 also included a \$20,000 contingency for a total amount of \$76,700.

Caltrans has completed the environmental studies for noise, traffic forecasting, highway, operations, relocation impact and visual assessment impact for a total cost of \$32,019.52. Since this work is now complete, SCTA and Caltrans desire to amend Cooperative Agreement No. 4-2308 to reflect the actual cost to perform the work resulting in a savings of \$44,680.48.

**Policy Impacts:**

None

**Fiscal Impacts:**

The Amendment No. 3 to Cooperative Agreement No. 4-2308 between SCTA and Caltrans would reflect the actual expenditure of \$32,019.52 for Caltrans to perform environmental studies and the \$44,680.48 in savings would return to the Measure M – 101 account.

**Staff Recommendation:**

SCTA staff requests that the Board authorize the Chair to execute Amendment No. 3 to Cooperative Agreement No. 4-2308 between SCTA and Caltrans to reflect the actual expenditure of \$32,019.52 made by CALTRANS to perform the noise, traffic forecasting, highway operations, relocation impact and visual impact assessment environmental studies for the environmental revalidation, resulting in a savings of \$44,680.48, in substantially similar form as provided for in the attachment, subject to the final review and approval by legal counsel.

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA COUNTY  
TRANSPORTATION AUTHORITY, COUNTY OF SONOMA, STATE OF CALIFORNIA,  
AUTHORIZING STAFF TO NEGOTIATE AND FOR THE CHAIR TO EXECUTE  
AMENDMENT NO. 3 TO COOPERATIVE AGREEMENT 4-2308 WITH THE CALIFORNIA  
DEPARTMENT OF TRANSPORTATION TO REFLECT THE ACTUAL COST OF  
PERFORMING ADDITIONAL ENVIRONMENTAL STUDIES**

**WHEREAS**, the Sonoma County Transportation Authority (SCTA) entered into a Cooperative Agreement No. 4-2308 with Caltrans defining the responsibilities for delivering the various PS&E tasks and project funding source for the MSN C-2 Project; and,

**WHEREAS**, Amendment No. 1 to Cooperative Agreement No. 4-2320 added provisions for the SCTA to perform the revalidation work required by project scope changes; and,

**WHEREAS**, Amendment No. 2 to Cooperative Agreement No. 4-2320 added provisions for Caltrans to perform additional environmental studies required for the MSN C-2 Project since they were the best suited to prepare the studies;

**WHEREAS**, the estimated cost for Caltrans to perform the studies was \$56,700 with a \$20,000 contingency for unforeseen work;

**WHEREAS**, Caltrans has completed the environmental studies for a total cost of \$32,019.52 resulting in a savings of \$44,680.48;

**WHEREAS**, SCTA and Caltrans desire to amend the Cooperative Agreement No. 4-2320 to reflect the actual cost to perform the environmental studies;

**WHEREAS**, Amendment No. 3 to Cooperative Agreement 4-2308 is needed in order to reflect the actual cost of \$32,019.52 to perform environmental studies resulting in a \$44,680.48 in Measure M savings

**NOW, THEREFORE, BE IT RESOLVED**, that the Board of Directors hereby authorizes the Chair to execute Amendment No. 3 to Cooperative Agreement No. 4-2308 to reflect the actual cost to perform environmental revalidation studies of the MSN C-2 project, in substantially similar form as provided for in the attachment, subject to the final review and approval by legal counsel.

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

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

Ayes:

Noes:

Absent:

Abstain:

**Resolution No. 2015-020**  
Sonoma County Transportation Authority  
Santa Rosa, California  
July 13, 2015

**SO ORDERED**

I, the undersigned, certify that the foregoing resolution was duly adopted at a regular meeting of the Board of Directors of the Sonoma County Transportation Authority held on July 13, 2015.

---

Suzanne Smith, Executive Director  
Clerk, Sonoma County Transportation Authority

DRAFT 5/29/15

**AMENDMENT NO. 3 TO COOPERATIVE AGREEMENT**

This Amendment No. 3 to Agreement (AMENDMENT), entered into, and effective on, \_\_\_\_\_ 2015, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and

Sonoma County Transportation Authority, a political subdivision of the State of California, referred to as SCTA.

**RECITALS**

1. CALTRANS and SCTA, collectively referred to as PARTNERS, entered into Agreement No. 04-2308 (AGREEMENT) on May 25, 2010, defining the terms and conditions for cooperating on the Plans, Specifications and Estimates (PS&E) phase of a highway improvement project (PROJECT) in Sonoma County. PROJECT consists of design of the northerly segment of the Marin-Sonoma Narrows project from just north of the U.S. 101 and State Route 116 connection to 0.3 mile north of the Corona Road Overcrossing in the City of Petaluma and includes sound walls, bridges, median widening and ramp widening.
2. PARTNERS entered into Amendment No. 1 to AGREEMENT on July 24, 2012 to increase funding for PS&E support in the amount of \$539,086.00, which included \$125,000.00 for work associated with an environmental revalidation effort.
3. PARTNERS entered into Amendment No. 2 to AGREEMENT on September 20, 2012 to increase PS&E support funding in the amount of \$76,700.00 for reimbursement to CALTRANS for conducting environmental studies associated with the environmental revalidation work, which included noise, traffic forecasting, highway operations, relocation impact, visual impact assessment, and maintenance support for field investigations.
4. PARTNERS now seek to enter into Amendment No. 3 to AGREEMENT to reflect the actual expenditure of \$32,019.52 made by CALTRANS to perform the environmental studies for the environmental revalidation, resulting in a savings of \$44,680.48. The total PS&E support funding is reduced from \$5,400,102.00 to \$5,355,421.52.

**IT IS THEREFORE MUTUALLY AGREED:**

5. The attached FUNDING SUMMARY A-3 will replace FUNDING SUMMARY A-2 of AGREEMENT in its entirety.

6. The attached SPENDING SUMMARY A-3, will replace SPENDING SUMMARY A-2 of AGREEMENT in its entirety.
7. All other terms and conditions of AGREEMENT shall remain in full force and effect.
8. AMENDMENT is deemed to be included in, and made a part of, AGREEMENT.

### **CONTACT INFORMATION**

The information provided below indicates the primary contact data for each partner to this agreement. PARTNERS will notify each other in writing of any personnel or location changes. These changes do not require an amendment to this agreement.

The primary agreement contact person for CALTRANS is:

Betsy Joseph, Project Manager  
111 Grand Avenue  
Oakland, California 94126  
Office Phone: (510) 286-5097  
Mobile Phone: (510) 290-7529  
Email: betcy\_joseph@dot.ca.gov

The primary agreement contact person for SCTA is:

James Cameron, Deputy Director of Projects and Programming  
490 Mendocino Avenue, Suite 206  
Santa Rosa, California 95401  
Office Phone: (707) 565-5373  
Email: jcameron@sctainfo.org

**SIGNATURES**

PARTNERS declare that:

1. Each PARTNER is an authorized legal entity under California state law.
2. Each PARTNER has the authority to enter into AMENDMENT.
3. The people signing AMENDMENT have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

SONOMA COUNTY TRANSPORTATION  
AUTHORITY

By: \_\_\_\_\_  
Helena (Lenka) Culik-Caro  
Deputy District Director - Design

By: \_\_\_\_\_  
SCTA Chair

CERTIFIED AS TO FUNDS:

Attest: \_\_\_\_\_  
SCTA Executive Director

By: \_\_\_\_\_  
Interim District Budget Manager

APPROVED AS TO FORM AND  
PROCEDURE

By: \_\_\_\_\_  
County Counsel

**FUNDING SUMMARY A-3**

<b>Funding Source</b>	<b>Funding Partner</b>	<b>Fund Type</b>	<b>PS&amp;E</b>	<b>Subtotal Support</b>	<b>Subtotal Funds Type</b>
LOCAL	SCTA	Local	\$5,355,421.52	\$5,355,421.52	\$5,355,421.52
		Subtotals by Component	\$5,355,421.52	\$5,355,421.52	\$5,355,421.52

**SPENDING SUMMARY A-3**

**Design (PS&E)**

<b>Description</b>	<b>Work Partner assigned by Scope Summary</b>	<b>SCTA Local Funds</b>
PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) - 3.185, 230, 235, 240, 250, 255, 260	SCTA	\$5,323,402.00
PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) - 3.255.15	CALTRANS	\$32,019.52
<b>TOTAL</b>	SCTA/CALTRANS	\$5,355,421.52

---

## Staff Report

**To:** Sonoma County Transportation Authority

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

**Item:** 3.5 – Hwy 101 cooperative agreement with Caltrans Amendment No. 5 to North B Right-of-Way Capital and Support Services Coop Agreement 4-2320

**Date:** July 13, 2015

---

**Issue:**

Shall SCTA execute Amendment No. 5 to Cooperative Agreement 4-2320 with Caltrans in order to transfer savings from right of way capital and add additional funds from right of way savings from the Soundwall phase (Cooperative Agreement 4-2105) to right of way support services for the Airport phase?

**Background:**

On September 19, 2007, SCTA entered into Cooperative Agreement 4-2105 with Caltrans to provide \$6,020,000 for right-of-way Capital and \$900,000 for associated support services for the entire Highway 101 North project, from Steele Lane to Windsor River Road. The project included HOV Lanes, a collector-distributor between Airport Boulevard and Fulton Road, and soundwalls in Windsor. The project did not include the replacement of the Airport Boulevard overcrossing.

After the passage of State Proposition 1B, SCTA nominated the North HOV lane project (North-A) for Corridor Mobility Improvement Account (CMIA) funding. The North-A project was well suited to receive this competitive funding due to its ability to relieve congestion and its ability to be delivered quickly, since there was no real property that was needed to be acquired to complete the HOV lanes. To be able to nominate the HOV lane project for this funding, the North project needed to be divided into phases. Initially, SCTA envisioned the North project would be split into four phases: the HOV Lane project, a project to correct the mainline operational problems caused by the short distance between the Airport Boulevard and Fulton Road interchanges, a project to construct soundwalls in Windsor, and a follow-up landscaping project. SCTA nominated and received \$68,360,000 in CMIA construction funding for the HOV project as part of the initial CMIA programming action.

SCTA continued to work on a strategy to deliver the remaining portions of the North project, which included an agreement with the County to combine the Airport Boulevard overcrossing project with the operational improvement project between Airport Boulevard and Fulton Road. Ultimately, it was agreed to close the Fulton Road Intersection, in lieu of constructing an expensive collector distributor to eliminate mainline weaving which causes congestion on Highway 101 due to the short distance between Airport Boulevard and Fulton Road.

To get started on the right-of-way phase of the new Airport Boulevard overcrossing and interchange project, Caltrans required SCTA enter into a separate cooperative agreement for the Airport Boulevard improvements. On June 23, 2010, SCTA entered into Cooperative Agreement 4-2320 with Caltrans to

provide \$4,588,000 for right-of-way capital and \$550,000 for associated support services for the Airport Boulevard project.

To account for the Airport Boulevard scope being removed from Cooperative Agreement 4-2105, SCTA and Caltrans entered into Amendment No. 1 to Cooperative Agreement 4-2105 on February 11, 2011. Coop 4-2105-A1 removed the Airport Boulevard scope and reduced budgets to \$730,000 for right of way capital and \$484,000 associated support services for the remaining scope (HOV lanes, soundwalls, and follow-up landscaping).

Ultimately, SCTA nominated and received \$22,242,000 in construction funding for a combined Airport Boulevard and Windsor Soundwall project in the first round of programming of CMIA savings. Although the scope was now combined into one project for delivery, Caltrans agreed to leave the Soundwall scope on Cooperative Agreement 4-2105, whereas the Airport scope remained on Cooperative Agreement 4-2320.

Coop 4-2320 has since been amended four times to account for unanticipated changes in scope, budget, and to split the support budget between SCTA and Caltrans to account for who will perform the work needed for the Airport Boulevard Improvements. Reflecting these amendments, Coop 4-2320 currently provides \$5,831,000 for right-of-way capital and \$1,050,000 for support services. SCTA is assigned \$170,000 of the \$1,050,000 support budget for acquisition services, including legal support for eminent domain proceedings.

On April 8, 2015 Cooperative Agreement 4-2105-A2 was approved by the Board in order to transfer \$200,000 of right of way capital funds to right of way support.

Construction of the combined Airport Boulevard and Windsor Soundwall project is now complete. The right of way activities for the Soundwall phase covered under Cooperative Agreement 4-2105 is complete and the cooperative agreement has expired. There is a total of \$49,000 in right-of-way capital savings and \$126,000 in right of way support savings for a total savings of \$175,000. The Airport Boulevard phase still has some remaining right of way activities that require additional support funds in the amount of \$230,000. In order to fund the remaining work, it is proposed to transfer \$119,000 in savings from Airport right of way capital to right of way support, and to add \$111,000 of the \$175,000 savings from the Soundwall phase to the Airport phase right of way support. This approach is within the total project budget for the North projects and is simply a transfer of funds from one phase to another.

**Policy Impacts:**

None

**Fiscal Impacts:**

The capital budgets of both Cooperative Agreements 4-2105 and 4-2320 are fully funded with Measure M - Highway 101 funds. Shifting Measure M - 101 funding from capital to support on Cooperative Agreements 4-2105 and 4-2320 will result in no net fiscal impact to Measure M.

**Staff Recommendations:**

Staff recommends that the Board authorize for the Chair to execute the attached Amendment No. 5 to Cooperative Agreement 4-2320 decreasing the budget for right-of-way capital by \$119,000 and increasing the budget for right of way support services by \$230,000, in substantially similar form as provided for in the attachment, subject to the final review and approval by legal counsel.

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA COUNTY  
TRANSPORTATION AUTHORITY, COUNTY OF SONOMA, STATE OF CALIFORNIA,  
AUTHORIZING THE CHAIR TO EXECUTE AMENDMENT 5 TO COOPERATIVE  
AGREEMENT 4-2320 WITH CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR  
RIGHT OF WAY CAPITAL AND ASSOCIATED SUPPORT SERVICES FOR THE AIRPORT  
BOULEVARD PHASE OF THE HIGHWAY 101 NORTH PROJECT**

**WHEREAS**, SCTA is authorized to provide Measure M funds for project development and construction of certain transportation projects through the California Department of Transportation (Caltrans); and,

**WHEREAS**, Cooperative Agreements No. 4-2320, No. 4-2320-A1, No. 4-2320-A2, No. 4-2320-A3 and No. 4-2320-A4 were previously executed with Caltrans for right of way capital and associated support services, with current budgets of \$5,831,000 of Measure M – 101 Program funds for right-of-way capital and \$1,050,000 of Measure M - 101 Program funds for support services; and

**WHEREAS**, SCTA portion of right of way support is \$170,000 of the \$1,050,000 right of way support budget for acquisition services, including legal support for eminent domain proceedings.

**WHEREAS**, Caltrans anticipates that the final right-of-way capital expenditures on Cooperative Agreement 4-2320 will total \$5,712,000; and,

**WHEREAS**, Caltrans anticipates that their final right of way support expenditures on Cooperative Agreement 4-2320 will total \$1,110,000; and,

**WHEREAS**, Caltrans right of way capital budget will be reduced by \$119,000; and,

**WHEREAS**, Caltrans right of way support budget will be increased by \$230,000 funded by the reduction of \$119,000 in Measure M – 101 Program funds for right of way capital plus \$111,000 of Measure M – 101 Program fund savings from the North Soundwall right of way phase.

**NOW, THEREFORE, BE IT RESOLVED** that Board of Directors of the Sonoma County Transportation Authority authorizes the chair to execute Amendment 5 to Cooperative Agreement 4-2320 with the California Department of Transportation, in substantially similar form as provided for in the attachment, subject to the final review and approval by legal counsel.

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

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

Ayes:                      Noes:                      Absent:                      Abstain:

**SO ORDERED**

I, the undersigned, certify that the foregoing resolution was duly adopted at a regular meeting of the Board of Directors of the Sonoma County Transportation Authority held on July 13, 2015.

---

Suzanne Smith, Executive Director  
Clerk, Sonoma County Transportation Authority

Draft 6-17-15 (AH)

**AMENDMENT NO. 5 TO COOPERATIVE AGREEMENT**

This Amendment No. 5 to Agreement (AMENDMENT 5), entered into, and effective on \_\_\_\_\_, 2015, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and

Sonoma County Transportation Authority, a public corporation, referred to as SCTA.

**RECITALS**

1. CALTRANS and SCTA, collectively referred to as PARTNERS, entered into Agreement No. 04-2320 (AGREEMENT) on July 23, 2010, defining the terms and conditions for cooperating on the Right of Way (R/W) phase of a highway improvement project (PROJECT) consisting of (a) reconstruction of the Airport Boulevard Interchange, and (b) implementation of improvements to the traffic operations on US 101 between Airport Boulevard and Fulton Road, in Sonoma County.
2. PARTNERS entered into Amendment No. 1 to AGREEMENT (AMENDMENT 1) on July 19, 2011, to (a) update the funding plan by revising the FUNDING SUMMARY, (b) identify those reimbursable tasks to be performed by SCTA by revising the SCOPE SUMMARY, and (c) identify the dollar amounts PARTNERS would spend for the R/W phase of PROJECT by adding a SPENDING SUMMARY.
3. PARTNERS entered into Amendment No. 2 to AGREEMENT (AMENDMENT 2) on October 13, 2011, to revise the FUNDING SUMMARY and SPENDING SUMMARY to show the changes to the R/W Support and Capital dollar amounts.
4. PARTNERS entered into Amendment No. 3 to AGREEMENT (AMENDMENT 3) on May 7, 2012, to (a) revise the FUNDING SUMMARY and SPENDING SUMMARY to show the latest changes to the R/W Support and Capital dollar amounts, and (b) revise the OBLIGATION COMPLETION date of PROJECT to December 31, 2013, as the original OBLIGATION COMPLETION date of December 31, 2011, as set forth in AGREEMENT, was past.
5. PARTNERS then entered into Amendment No. 4 to AGREEMENT (AMENDMENT 4) on June 7, 2013, to transfer \$350,000 from PROJECT Right of Way Capital to Right of Way Support in order to meet the PROJECT needs. There was no net change to the total estimated Right of Way cost for PROJECT as a result of this transfer of funds.
6. PARTNERS now wish to enter into AMENDMENT 5 to reflect the latest funding obligations on PROJECT. Under AMENDMENT 5, the R/W Local Funds for the Capital component of PROJECT will be reduced by \$119,000 and the R/W Local

Funds for the Support component being performed by CALTRANS will be increased by \$230,000. Additionally, AMENDMENT 5 will extend the current estimated OBLIGATION COMPLETION date from December 31, 2013, which is acknowledged to have past, to December 31, 2016.

**IT IS THEREFORE MUTUALLY AGREED:**

7. The attached FUNDING SUMMARY A-5 will replace the FUNDING SUMMARY A-4 of AGREEMENT, as amended under AMENDMENT A4, in its entirety.
8. The attached SPENDING SUMMARY A-5 will replace the SPENDING SUMMARY A-4 of AGREEMENT, as amended under AMENDMENT A-4, in its entirety.
9. Recital 6 of AGREEMENT, as revised under AMENDMENT 3, is hereby amended in its entirety to read as follows:
  6. *The estimated date for OBLIGATION COMPLETION is December 31, 2016.*
10. All other terms and conditions of AGREEMENT shall remain in full force and effect.
11. AMENDMENT 5 is deemed to be included in, and made a part of, AGREEMENT.

**CONTACT INFORMATION**

The information provided below indicates the primary contact data for each PARTNER to this agreement. PARTNERS will notify each other in writing of any personnel or location changes. These changes do not require an amendment to this agreement.

The primary agreement contact person for CALTRANS is:  
Betsy Joseph, Project Manager  
111 Grand Avenue  
Oakland, California 94612  
Office Phone: (510) 286-4785  
Mobile Phone: (510) 715-8212  
Email: betcy\_joseph@dot.ca.gov

The primary agreement contact person for SCTA is:  
James Cameron, Deputy Director Projects and Programming  
490 Mendocino Avenue, Suite 206  
Santa Rosa, California 95401  
Office Phone: (707) 565-5377  
Email: jcameron@SCTAinfo.org

**SIGNATURES**

PARTNERS declare that:

1. Each PARTNER is an authorized legal entity under California state law.
2. Each PARTNER has the authority to enter into AMENDMENT 5.
3. The people signing AMENDMENT 5 have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

SONOMA COUNTY TRANSPORTATION  
AUTHORITY

By: \_\_\_\_\_  
Helena (Lenka) Culik-Caro  
Deputy District Director - Design

By: \_\_\_\_\_  
Chair

CERTIFIED AS TO FUNDS:

By: \_\_\_\_\_  
Kevin M. Strough  
District Budget Manager

Attest: \_\_\_\_\_  
Suzanne Smith  
Executive Director

APPROVED AS TO FORM AND  
PROCEDURE

By: \_\_\_\_\_  
County Counsel

**FUNDING SUMMARY A-5**

Funding Source	Funding Partner	Fund Type	R/W Capital	R/W Support	Subtotal Support	Subtotal Capital	Subtotal Funds Type
LOCAL	SCTA	Local	\$5,712,000	\$1,280,000	\$1,280,000	\$5,712,000	\$6,992,000
		Subtotals by Component	\$5,712,000	\$1,280,000	\$1,280,000	\$5,712,000	\$6,992,000

**SPENDING SUMMARY A-5**

**Right of Way Capital**

Description	Work Partner assigned by Scope Summary	SCTA Local Funds
R/W Capital	CALTRANS	\$5,712,000

**Right of Way Support**

Description	Work Partner assigned by Scope Summary	SCTA Local Funds
R/W - 195, 200, 220, 225, 245, 255, 300, 999	CALTRANS	\$1,110,000
R/W - 195, 200, 220, 225, 245, 255, 300, 999	SCTA	\$170,000
<b>TOTALS</b>	CALTRANS/SCTA	\$1,280,000

## Staff Report

**To: Sonoma County Transportation Authority**

**From: James R. Cameron Deputy Director of Projects & Programming**

**Item: 3.6 – FY 14/15 Budget Adjustment; Escrow Fund Accounting - 2015 Series Bonds Closed**

**Date: July 13, 2015**

---

**Issue:**

Shall the SCTA adopt Resolution No. 2015-022 approving the budget adjustments necessary for the 2015 Bond sale increasing appropriations related to the defeasance of the 2008 Bonds?

**Background:**

On April 13<sup>th</sup> SCTA Board approved the sale of Measure M Hwy 101 Bonds. The 2015 Series Bonds refund the 2008 Series Bonds and add new money based on the savings from the refunding and sales tax growth since the last time SCTA Bonded in 2011.

On May 11<sup>th</sup> the SCTA Board Approved the budget for the bond sale based on estimates.

On June 23<sup>rd</sup> the Bond Sale closed.

On June 24<sup>th</sup> it came to the attention of SCTA staff and the Auditor Controller Treasure Tax Collector Staff who perform SCTA's accounting that the escrow account for the advanced refunding of the 2008 bonds was not set up properly in the May 11<sup>th</sup> Board approved budget revision. It was set up to keep the 2008 bond payoff on the SCTA books until the bond holders received their final payment on December 1<sup>st</sup>, 2017. This method is not the recommend practice in government accounting since the liability for the now defeased 2008 bonds is with the Trustee and backed by securities. This budget revisions will add appropriations to the 2008 bond payoff Fund to zero out the Fund so that it will accurately reflect the SCTA and Measure M Financials.

This approval is more of an administrative formality and does not move any cash. It brings the SCTA into compliance with our accounting and budgeting practices. The Board has already granted full authority for the transactions that have occurred. This action will make sure that it is accurately reported and budget revision requirements were met.

The Budgetary Adjustment Request Forms and adjusted budget are attached.

**Policy Impacts:**

None

**Fiscal Impacts:**

None

**Staff Recommendation:**

Staff recommends that the Board adopt Resolution No.2015-022 approving the budget adjustments necessary for the 2015 Bond Sale increasing appropriations related to the defeasance of the 2008 Bonds, and authorize the Executive Director to sign the budget adjustment forms.

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA COUNTY TRANSPORTATION AUTHORITY, COUNTY OF SONOMA, STATE OF CALIFORNIA, ADOPTING AN ADJUSTMENT TO THE FINAL MEASURE M BUDGET FOR FISCAL YEAR 2014/2015 RELATED TO THE COMPLETED MEASURE M HIGHWAY 101 PROGRAM 2015 SERIES BOND SALE .**

**WHEREAS**, a Final Measure M Budget for Fiscal Year 2014/2015 was prepared by the Executive Director and approved by the Sonoma County Transportation Authority on October 13, 2014; and

**WHEREAS**, the Final Measure M Budget for Fiscal Year 2014/2015 was adjusted on May 11, 2015 to reflect the estimated 2015 Series bond sale approved by the SCTA Board on April 13, 2015; and

**WHEREAS**, the budgetary adjustment to the Final Measure M Budget for Fiscal Year 2014/2015 approved on May 11, 2015 did not include adequate appropriations to reflect the payoff of the 2008 bonds; and

**WHEREAS**, the Final Measure M Budget for Fiscal Year 2014/2015 requires a budgetary adjustment to accurately reflect the 2015 Series bond sale which closed on June 23, 2015; and

**WHEREAS**, the adjustment to the Final Measure M Budget for Fiscal Year 2014/2015 shall be processed as described in the Budgetary Adjustment Request Form attached hereto and incorporated herein as Attachment A.

**NOW, THEREFORE, BE IT RESOLVED** that the Final Measure M Budget for Fiscal Year 2014/2015 be adjusted to accurately account for the 2015 Series Bonds.

**BE IT FURTHER RESOLVED** that the Executive Director, acting as Clerk of the Authority, shall deliver a certified copy of this resolution to the Sonoma County Auditor-Controller.

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

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

Ayes:                      Noes:                      Absent:                      Abstain:

**SO ORDERED**

I, the undersigned, certify that the foregoing resolution was duly adopted at a regular meeting of the Board of Directors of the Sonoma County Transportation Authority held on July 13, 2015.

\_\_\_\_\_  
Suzanne Smith, Executive Director  
Clerk, Sonoma County Transportation Authority

**SPECIAL DISTRICTS GOVERNED BY  
LOCAL BOARDS - BUDGETARY REVISIONS**

Resolution No. \_\_\_\_\_ **2015-022**  
 Name of District \_\_\_\_\_ Sonoma County Transportation Authority  
 Address of District \_\_\_\_\_ 490 Mendocino Ave., Suite 206, Santa Rosa, CA  
 Telephone No. of District \_\_ 707 565-5373

**ATTACHMENT A**

Inc/Dcr	GL BU	FUND	DEPARTMENT ID	ACCOUNT	AMOUNT
Inc	SC002	074667	70031700	57101 -Other Financing Uses	42,600,000
Inc	SC002	074667	70031700	53101 -Principal Payment LT Debt	4,607,500
Totals					47,207,500

WHEREAS, THE 2014 to 2015 Budget revised had insufficient appropriations to properly account for the payoff of the 2008 Bonds \_\_\_\_\_ and

WHEREAS, the 2008 Bonds have been refunded with a 2015 Bond Issuance \_\_\_\_\_, now

THEREFORE, BE IT RESOLVED, the County Auditor be and he is hereby authorized and directed to make the above appropriations within the authorized budget of name of district Sonoma County Transportation Authority - Measure M

The foregoing resolution was introduced by DIRECTOR ( ) TRUSTEE ( ) \_\_\_\_\_, who moved its adoption, seconded by \_\_\_\_\_, and adopted on roll call by the following vote:

DIRECTORS ( ) TRUSTEES ( ) NAME VOTE

See Attached SCTA Resolution 2015-022  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

AYES: \_\_\_\_\_ NOES: \_\_\_\_\_ ABSENT OR NOT VOTING: \_\_\_\_\_

WHEREUPON, the Chairman declared the foregoing resolution adopted, and

Date \_\_\_\_\_

SO ORDERED

Attested:  
 Signature: \_\_\_\_\_  
 Secretary/Clerk of the Board

Signature: \_\_\_\_\_  
 Chairman

**Sonoma County Transportation Authority  
Measure M FY 2014-2015 Final Budget  
Highway 101 2015A Series Bonds**

Dept ID: 70031700      **Escrow Account with Trustee for Payoff of 2008 Bond – Callable 12/1/2017**  
Fund 74667

<u>Account</u>	<u>Description</u>	Actual FY 13-14	Budgeted FY 13-14	Projected FY 14-15	Final FY 14-15
40301	Sales/Use Tax	-	-	-	-
44002	Interest on Pooled Cash	-	-	-	-
44003	Interest Earned	-	-	-	-
46200	Prior Year Revenue	-	-	-	-
47101	Transfer in within a Fund	-	-	4,607,500	4,607,500
47111	Bond Proceeds	-	-	37,000,000	37,000,000
47112	Bond-Premium	-	-	6,000,000	6,000,000
47113	Bond-Cost of Issuance	-	-	-	-
	<b>Total Revenue</b>	-	-	<b>47,607,500</b>	<b>47,607,500</b>
52101	Misc Expense	-	-	-	-
51249	SCTA Staff Time	-	-	-	-
51226	Consultants*	-	-	-	-
51211	Legal Services	-	-	-	-
51242	Fiscal Agent Fees	-	-	-	-
53101	Bond - Principle Payments	-	-	-	4,607,500
53103	Bond - Interest Payments	-	-	400,000	400,000
53105	Debt Issuance	-	-	-	-
51602	Travel Expense	-	-	-	-
N/A	Conservation Credits	-	-	-	-
53501	Contributions to Other Govts	-	-	-	-
57101	2 WHJ 100FLQJ 8 VHV	-	-	-	42,600,
	<b>Total Expenses</b>	-	-	<b>400,000</b>	<b>47,607,500</b>
	Beginning Fund Balance	-	-	-	-
	Revenues	-	-	47,607,500	47,607,500
	Expenses	-	-	(400,000)	(47,607,500)
	Audit Adjustments	-	-	-	-
	Change in Encumbrances	-	-	-	-
	Change in Fund Balance	-	-	47,207,500	-
	Ending Fund Balance	-	-	<b>47,207,500</b>	-

## Staff Report

**To:** SCTA/RCPA Board of Directors  
**From:** Lauren Casey, Deputy Director, Climate Programs  
**Item:** 3.7 – BayREN contract amendment for Codes Program scope change  
**Date:** July 13, 2015

---

**Issue:**

Shall the Board authorize staff to execute the second amendment to the funding and implementation agreement (RCPA15006A2) between the RCPA and the Association of Bay Area Governments (ABAG) for the implementation of the Bay Area Regional Energy Network (BayREN)?

**Background:**

The RCPA represents the communities of Sonoma County in the implementation of BayREN programs including the Codes and Standards program.

The initial agreement for 2015 program implementation included a budget of \$30,500 for the RCPA to represent Sonoma County to the BayREN Codes program and to deliver local activities. Tasks for the RCPA include:

- Coordinating follow-up activities related to the Permit Resource Opportunity Program (PROP), which was an effort to survey existing levels of energy code compliance across a sampling of jurisdictions in the bay area: <https://www.bayren.org/codes/prop-final-report>
- Marketing the free energy code trainings available through BayREN to local stakeholders and coordinating the delivery of six local trainings
- Supporting Regional Codes Forums
- Researching and developing local energy policy options

This amendment adds \$5,500 to the budget for implementation of the BayREN Codes program as approved by the BayREN Codes and Standards Committee due to a budget increase across counties for Codes related work.

**Policy Impacts:**

None.

**Fiscal Impacts:**

This will increase the RCPA budget for FY2015/2016 by \$5,500.

**Staff Recommendation:**

Staff recommends that the Board authorize staff to execute agreement RCPA15006A2 to implement BayREN PAYS.

**SECOND AMENDMENT TO  
FUNDING AND IMPLEMENTATION AGREEMENT for 2015  
- BAYREN PROGRAM IMPLEMENTATION PLAN**  
ASSOCIATION OF BAY AREA GOVERNMENT AND SONOMA COUNTY REGIONAL CLIMATE  
PROTECTION AUTHORITY (“RCPA”)

The funding and Implementation Agreement for 2015 for the BayREN Implementation Plan (Agreement) between the Association of Bay Area (ABAG) and RCPA (Subrecipient) is hereby amended as follows:

- A. The Initial Allocated Budget in Section 5(a) of the Agreement is amended and is now set at Four-Hundred and Forty-Eight Thousand and Seven-Hundred and Forty-Six Dollars and Sixty-One Cents (\$448,746.61).
- B. Attachment 1C for 2015 is deleted and replaced by Attachment 1C for 2015, Revision 2. This attachment memorializes an increase in the Codes and Standards budget by \$5,500.
- C. This Amendment is effective May 31, 2015

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

RCPA

Dated: \_\_\_\_\_

\_\_\_\_\_  
Suzanne Smith, Executive Director

Association of Bay Area Governments

Dated: \_\_\_\_\_

\_\_\_\_\_  
Ezra Rapport, Executive Director

Approved as to form:

\_\_\_\_\_  
Kenneth K. Moy, Legal Counsel

**ATTACHMENT 1C for 2015, rev 1**  
**Sonoma County Regional Climate Protection Authority**  
**Scope of Work**  
**BayREN Codes & Standards Program**  
**Budget NTE: \$36,000**

The BayREN Counties will provide services in their jurisdictions to support the BayREN Codes and Standards program. These tasks include coordination of follow up activities in PROP visits, marketing of trainings and workshops to cities, support for Regional Forums, support for development of local energy policies, development of a Regional Plan Check Program, and coordination with the BayREN Codes and Standards Committee and Coordinating Circle. The total budget for Sonoma County Regional Climate Protection Authority (“RCPA”), on behalf of the Sonoma County for 2015 is \$36,000. Tasks below are assigned based on local budget and capacity to deliver services.

**I. Admin – Cross Link**

**Purpose:** Representing Sonoma County in context within BayREN

**Role Accountabilities:**

- Removing constraints within BayREN that limit its ability to collaborate and deliver effective programs
- Seeking to understand Tensions conveyed by any of Sonoma County stakeholders applicable to the BayREN programs, and discerning those appropriate to channel into Coordinating Circle for processing
- Sharing the perspective of Sonoma County stakeholders
- Communicating with Sonoma County stakeholders about BayREN programs and activities
- Sharing progress, performance, and strategic data and information with the Coordinating Circle
- Coordinating with local Energy Watch/Local Government Partnership and other Sonoma County programs.
- Establishing that member has been selected by its county to act on its behalf
- Ensuring that member has expertise and experience in energy-related project management and implementation
- Ensuring invoices and reporting are submitted to Program Administrator in a timely manner
- Developing and reviewing program performance, and program and pilot recommendations

- Reviewing and authorizing program changes

Coordinating with other Regional Energy Networks, e.g., program implementation tactics, program design, program performance, mutual objective- building, etc.

## **II. Implementation**

**Purpose:** Support the Codes and Standards program at the county level, including in coordination with all other local governments in Sonoma County.

### **Role Accountabilities:**

- Researching, supporting, and advocating for at least two specific energy policy at the local government level
- Providing local coordination and assistance in follow up work and visit for one PROP community
- Coordinating with cities within the County, Energy Watch/Local Government Partnership, and other local programs
- Providing Program Lead with local information, contacts and data that support and promote the Program
- Reporting on best and highest performing activities to the Codes and Standards Circle
- Analyzing local program performance to identify gaps and recommendations to Program Lead
- Participate and provide feedback in the development of a Request for Proposals (RFP) to enhance or expand regional programs and tools that make it easier and less costly for local governments to improve compliance with the energy code.

## **III. Marketing and Outreach**

**Purpose:** Support the Codes and Standards program at the county level, including marketing and outreach to all local governments in Sonoma County.

### **Role Accountabilities:**

- Providing email, phone and other marketing for each of the six regional forum events
- Recruiting local governments for hosting six trainings from the BayREN curriculum or specialty trainings developed in the program
- Engage with local governments to determine their interest and participation in the Regional Plan Check Program being developed

**Budget**

<b>Task</b>	<b>Budget</b>
Administration	\$3,500
Implementation	\$19,500
Marketing & Outreach	\$13,000
Total	\$36,000

## Staff Report

**To:** Sonoma County Transportation Authority

**From:** Janet Spilman, Deputy Director, Planning & Public Outreach  
Chris Barney, Senior Transportation Planner  
Dana Turr y, Transportation Planner

**Item:** 4.1.1 – Moving Forward 2040 Comprehensive Transportation Plan update

**Date:** July 13, 2015

---

**Issue:**

What is the status of the Moving Forward 2040 Comprehensive Transportation Plan update project list?

**Background:**

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

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

This staff report covers the list of projects, its development and current status. The SCTA will be asked to approve a final list of projects at the September Board meeting.

The last CTP, approved in 2009, was a substantive rewrite of all previous plans. The project list included many of the unfinished projects from the previous plan and was expanded to include potential solutions to new challenges (e.g. GHG Reduction). As we move forward with the 2015 update we are reexamining all projects to assess their continuing value to their sponsors and their potential to meet the CTP goals.

The project list submitted for inclusion in Metropolitan Transportation Commission’s (MTC) Plan Bay Area in 2012 was largely derived from the 2009 CTP. The document was relevant and timely throughout the Plan Bay Area process. The Moving Forward 2040 document will coincide with the upcoming update to Plan Bay Area and will provide SCTA an opportunity to address priority projects in both plans.

**Moving Forward 2040**

In Moving Forward 2040 (Comprehensive Transportation Plan 2015 update) the list of transportation projects is required to be reviewed and evaluated. Performance evaluation is new for this CTP and will be described in greater detail later in this presentation. The Call for Projects was released on November 3, 2014 to the TAC and other potential project sponsors. Project application materials are available online. There was outreach to tribes, other partners and the public via in person meetings, email notices and web based surveys.

Because the additional task of evaluation required more information about projects (even existing projects) the process of gathering information, cross referencing projects and evaluating performance has been a fairly significant work effort. Currently online are the following lists of projects.

- [Submitted Project applications](#) use PDF bookmarks for navigation (PDF, 710 kB)
- [Submitted Transit project applications](#) use PDF bookmarks for navigation (PDF, 274 kB)
- [Projects sorted by jurisdiction](#) (PDF, 305 kB)
- [Transit Projects sorted by jurisdiction](#) (PDF, 270 kB)

The project list includes all modes except for Transit – which required a unique set of evaluation points and which have been included in a separate list.

### **Progress since the 2009 CTP**

SCTA and local jurisdictions are developing a list of constructed projects and other accomplishments. In an effort to ensure that progress is monitored between plan updates, staff is developing a process to track project completion and status.

In 2008, Sonoma County had more than 241 miles of built bicycle infrastructure, of which the vast majority were in the form of bike lanes on street networks. Since then, nearly 77 miles of bicycle infrastructure have been built, including more than 10 miles of Class I facilities, 46 miles of Class II facilities, and 19 miles of Class III facilities. Class II facilities have been and continue to be the dominant form of bicycle infrastructure built, with 61% of the overall bicycle infrastructure built since 2008 throughout the entire Sonoma County area. Class I and Class III bikeways were approximately 14% and 26%, respectively, of the total miles built.

Transit funding for operations has been increasing since 2011 through the combined fund sources of Transportation Development Act (TDA), State Transit Assistance (STA) and Measure M. Last year those fund sources totaled over \$25 million and was allocated by the SCTA in the Coordinated Claims.

Measure M is a significant contributor to the ongoing Highway 101 project. It also continues to be a major funding source for a number of large projects as well as for ongoing maintenance. Together, implementation of the Bicycle & Pedestrian Plan, Supporting and Enhancing Transit Service and Maintaining Streets and Roads represent our largest ongoing investments. In Plan Bay Area these projects were summarized into 3 line items with equal investment amounts.

### **Project List Summary**

The final project list is required to have a financially constrained component, which is generally linked to known fund sources, such as Measure M. The CTP list of projects will also include priority projects where the source of funding is not currently identified.

To follow is a summary of projects types, the number, cost and known funding.

Projects submitted for 25 year CTP			
Project type	Number of projects	Cost \$M	Known Funding
Bike/Walk	113	\$478.41	\$10.99
Bridge	4	\$67.00	\$19.00
Highway	25	\$962.00	\$268.00
ITS	2	\$6.90	\$0
Local Road projects	81	\$1,174.31	\$45.48
Airport	9	\$85.98	\$9.70
Programs	1	\$8.75	\$8.75
Transit	59	\$1,617.72	\$1,032.36
<b>Totals</b>	<b>294</b>	<b>\$4,401.04</b>	<b>\$1,385.53</b>

For Moving Forward 2040, large capital projects and projects of countywide significance are listed individually. Priority projects that are anticipated to be constructed over the next ten years are also highlighted.

Highways, Streets and Roads Projects, including projects focused on maintenance and rehabilitation will also be identified as part of this plan update. Many of these projects represent significant, expensive needs for their communities and will take many years to fund and build. Larger projects often require phasing in order to make use of limited funding opportunities. Some have been built or merged into other projects.

Bus and Rail Transit is divided into operating and capital expenses for maintaining existing service and the potential for enhanced and expanded service. Bus Rapid Transit is featured as a promising expansion service. Technological improvements also represent great opportunities as well as expenses.

The 2014 SCTA Countywide Bicycle and Pedestrian Master Plan is the source for bicycle projects in the CTP. It contains 1,027 projects, many of them with localized benefits.

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

## **Project Highlights**

### **Bicycle/Walk Projects**

Bike/Walk projects by far made up the largest number of projects (a total of 113). Below are the largest projects.

- SMART Pathway
- N. Santa Rosa Station Area Bike/Ped Connector over Hwy 101
- Hwy 1 – the many project phases that make up the 34 miles of class 2 bike lanes along the Sonoma coastline
- Hwy 128 – 23.58 miles of class 2 bike lanes from Napa County to Mendocino County

## Highway Projects

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

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

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

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

Other Highways in the County need improvements including:

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

## Local Roads Projects

The local roads projects represent a diverse set of projects. There are twenty (20) projects identified as capacity increasing, however, only five (5) of them propose new roadways. Those roadways are generally extensions that include, for example:

- Farmers Lane Extension
- Extension of Dowdell Avenue (750 feet) south of Wilfred to Business Park Drive.
- Extension of Bodway Parkway between Valley House Drive and East Railroad Avenue.

Thirteen (13) of the local roads projects, and one Highway project were identified as rehabilitation projects. These are specific projects that fit into the larger category of road maintenance.

Thirty eight (38) are specifically identified as intersection or interchange improvements (23 on local roads, and 15 on the Highway system).

## Transit Projects

The transit projects demonstrate that planning for operations and fleet maintenance is tied to known funding. Any expansion or enhancement, especially in operations, is difficult to fund.

Project highlights

- Service increase in all transit systems (including Sunday service for Sonoma County Transit)
- SMART stations
- Rapid bus projects in Santa Rosa and Petaluma.

- Transit Mall & Northside Transfer center expansion
- Maintenance shops, bus yards, and bus stop improvements.
- Technology – passenger information and fare technology, transit signal priority

### **Regional Air Travel**

For the first time Regional Air Travel projects (located at the Charles M Schultz - Sonoma County Airport) are included in the plan. Although funding for the airport is not within the scope of SCTA functions, air travel represents an important part of the transportation system in the county, and our neighboring counties. The County has proposed 9 projects totaling \$86 million to be included.

### **The Regional Transportation Plan (RTP)**

Known now as Plan Bay Area, the RTP is the long range (25 year) plan for transportation projects in the Bay Area produced by MTC. The RTP features projects that are of regional significance, but includes smaller projects into Maintenance, Bike/Ped, and Transit Operations project groupings or categories. In determining our priorities through the CTP process we are positioned to submit an evaluated, approved list of projects to MTC in September. Although we do not yet have official word on the amount of funds anticipated to be available to SCTA (our county share), we anticipate that the amount will be somewhat less than in 2012. With that in mind, we will show options for potential funding of the categories in September.

### **Next Steps:**

Staff will next demonstrate the evaluation process and results. In September we will return to the Board with additional information about how we may reach our CTP goals. The list of projects will be organized into categories and larger projects, with costs and potential funding shown.

### **Policy Impacts:**

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

### **Fiscal Impacts:**

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

### **Staff Recommendation:**

There is no action required at this time however public comment on the project list will be accepted as part of the public hearing. SCTA will be presented with a draft list in September for approval.

## Staff Report

**To: Sonoma County Transportation Authority**  
**From: Chris Barney, Senior Transportation Planner**  
**Item: 4.1.1b – 2015 CTP Project Performance Assessment**  
**Date: 7/13/2015**

---

### **Issue**

Staff has completed the first stage of the Comprehensive Transportation Plan (CTP) Project Performance Assessment. This work is intended to help determine how future transportation projects and policies support, or detract from, the CTP's goals and objectives. A summary of this work and analysis is included in this report.

### **CTP Goals and Performance Targets**

The SCTA has set ambitious goals focused on improving the transportation system in Sonoma County. Performance targets have been identified which can help measure progress made in achieving these goals. A subset of large transportation projects and the complete CTP project list have been analyzed as part of the project performance assessment in order to assess how projects can help SCTA meet performance targets and achieve CTP goals.

The SCTA has approved the following goals and associated performance targets that can help guide decisions about future improvements to the countywide transportation system:

1. **Goal 1: Maintain the System**

- *Performance Target: Roadway Condition* – Improve countywide Pavement Condition Index (PCI) for arterial and collector streets to 80 (very good condition) by 2040. Improve countywide PCI for residential streets to 65 (good condition) by 2040.
- *Performance Target: Transit System Condition* – Reduce the average bus fleet age by 25% below 2010-2012 average fleet age by 2040 (7.5 years for 2010-2012).

2. **Goal 2: Relieve Traffic Congestion.**

- *Performance Target: Congestion Reduction - Reduce Person Hours of Delay (PHD) by 20% below 2005 levels by 2040.* Staff has estimated annual peak period delay per traveler in addition to (PHD) for each transportation scenario. This metric can be used to compare countywide congestion conditions to congestion conditions in other regions.<sup>1</sup>

---

<sup>1</sup> Annual person-hours of traffic delay per traveler is an estimate made for large, medium, and small regions annually by the Texas Transportation Institute and published by the US Bureau of Transportation Statistics.

### 3. Goal 3: Reduce Greenhouse Gas Emissions

- *Performance Target: Reduce GHG emissions to 40% below 1990 levels by 2040.* Climate Action 2020 targets shall be incorporated into the CTP when they are finalized.

### 4. Goal 4: Plan for Safety and Health

- *Performance Target: Active Transportation* – Reduce drive alone mode share for all trips to 33.3% by 2040 (2010 - 45%). Increase active transportation mode share (bike, walk, and transit) to 15% by 2040 (2010 – 8.38%).
- *Performance Target: Safety* – Reduce total daily accident rates by 20% by 2040.

### 5. Goal 5: Promote Economic Vitality

- *Performance Target: Reduce transportation costs for business and residents* - Reduce average peak period travel time per trip by 10% by 2040 (2010 – 11.31 minutes).
- *Performance Target: Provide equitable access* - CTP projects should serve Communities of Concern<sup>2</sup> if possible. Staff has calculated average monthly household transportation costs and percentage of average household income devoted to transportation for each scenario. This metric provides additional information on how different transportation projects and policies may impact the affordability of transportation in Sonoma County.

## CTP Projects

The CTP includes a variety of transportation projects including regional highway and freeway projects, local streets and roads projects, transit maintenance and system improvement projects, and bicycle and pedestrian projects. These projects have been submitted by project sponsors, which include local jurisdictions or transit providers, as future transportation priorities. Projects may address system condition and maintenance, improve roadway or transit system capacity or efficiency, provide additional mobility, or improve safety and operations. Different types of projects may help improve the regional or countywide transportation system or may be intended to improve neighborhood mobility, safety, and the quality of local circulation.

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

### Committed Projects:

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

---

<sup>2</sup> SCTA defines Communities of Concern as census tracts in which 30% or more of families have incomes between 0-200% of the federal poverty level (\$21,660-\$74,020 total household income depending on family size).

- SMART: San Rafael to Airport

### **Performance Assessment Approach**

SCTA staff selected a cross-section of large CTP projects that represent different project types in order to assess how individual projects impact the regional or countywide transportation system. These projects were tested and compared to 2010 conditions and 2040 baseline, or no build, conditions. The 2040 no build scenario included committed projects and 2040 population and employment growth only. A scenario which included all submitted CTP Projects (road, highway, transit, and bike/pedestrian) was also analyzed and compared to 2010 and 2040 no build conditions.

#### **Selected Large CTP Projects Analyzed in CTP Performance Assessment:**

- Hearn Avenue/Highway 101 interchange improvements
- Highway 116 widening and rehabilitation between Sebastopol and Cotati
- Marin Sonoma Narrows: Phase 2
- SMART: Airport to Cloverdale extension
- SMART pathway
- Railroad Avenue/Highway 101 interchange improvements
- Airport Boulevard Widening including Brickway and Laughlin Rd improvements
- Fulton Road/Highway 12 Interchange
- Petaluma Cross-town Connector and Rainier Interchange
- State Route 37 corridor protection and enhancement project
- Santa Rosa CityBus service expansion including rapid bus

#### **Modeling Process:**

1. Projects were coded into the travel demand model using submitted project descriptions with clarifications from project sponsors.
2. Model parameters were set:
  - land use: 2010 base year 2040 based on Sustainable Communities Strategy(SCS) land use scenario developed for Plan Bay Area
  - travel costs stay the same (keep pace with inflation)
  - no technological breakthroughs or significant changes in travel behavior.
3. The travel model was run for scenarios including 2010 base year, 2040 baseline (includes committed projects), All CTP projects, and selected large CTP projects as identified above.
4. Travel model based metrics were extracted and summarized.
5. Post processing tools were used to estimate GHG emissions (EMFAC), accident rates (SmartGAP<sup>3</sup>), and traveler costs (SmartGAP and AAA cost factors<sup>4</sup>).
6. Performance metrics were summarized and compared to performance scoring criteria.

### **Impact of Population and Employment Growth on Future Travel Conditions**

---

<sup>3</sup> SmartGAP is a sketch planning tool developed as part of SHRP2 (Strategic Highway Research Program 2) to provide transportation planning agencies with a means to assess how land development and growth management activities impact transportation.

<sup>4</sup>AAA estimates the cost to own and operate a vehicle in the United States by considering variable (fuel, maintenance, tire) and fixed (insurance, fees, taxes, depreciation, financing) ownership costs.

The Association of Bay Area Governments (ABAG) forecasts future population, housing, and employment growth for Bay Area cities and counties. These forecasts are generally consistent with local general plan build-out assumptions for Sonoma County jurisdictions. Current growth estimates were developed for the Regional Transportation Plan and Sustainable Communities Strategy (SCS) and have been incorporated into the Sonoma County Travel Model and were used in this modeling exercise. Sonoma County population is predicted to grow by 24% by 2040, from 483,878 residents in 2010 to 598,460 in 2040. Employment growth is predicted to grow by 27% by 2040, from 202,173 in 2010 to 256,363 in 2040. Population and employment growth have a significant impact on total travel, measured in Vehicle Miles Traveled, in Sonoma County.

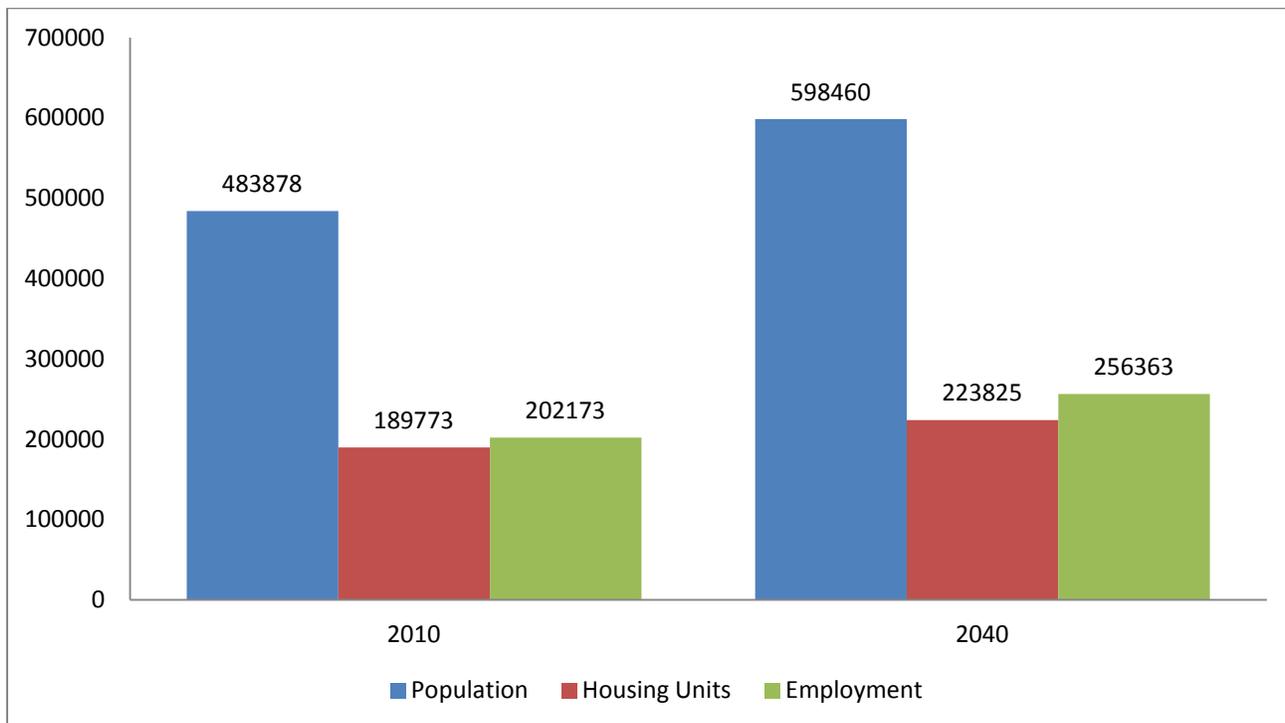


Figure 1. Sonoma County Population, Housing, and Employment Forecasts.

### **Vehicle Miles Traveled**

Vehicle miles traveled (VMT) is a commonly used measure of travel activity which represents miles traveled by vehicles in a specific geographic area for a specified time period. VMT has not been identified as a separate CTP performance measure but has been summarized for each scenario since many of the identified performance measures are VMT based and VMT is a simple indicator of overall travel activity. The Sonoma County Travel Model estimates VMT at the county, jurisdiction, traffic analysis zone, and road segment level for average weekdays and for peak travel periods. VMT is a function of population, vehicle ownership, how often people travel, and where they are going.

The Association of Bay Area Governments has estimated that Sonoma County's population will grow by approximately 24% from 2010 – 2040. Employment is expected to grow by approximately 27% during this 30 year time period. This increase is generally predicted to follow growth distributions outlined in local general plans and area specific plans with an increased focus on Priority Development Areas (PDAs). PDAs were identified as part of the Sustainable Communities Strategy developed for

Plan Bay Area. The Sonoma County Travel Model uses projected housing, population, and employment growth and predicted demographic changes to estimate VMT.

The SCTM estimates a 36% increase in VMT from 2010-2040. This represents an increase from 11 million VMT per day in 2010 to 15 million VMT per day in 2040. VMT is predicted to grow at a greater rate than population and employment. Forecasts indicate that employment growth will outpace population growth. This factor along with the continued aging of the Sonoma County workforce means that labor will need to be imported from outside of the County and that in-commuting from neighboring counties and the region is expected to increase accordingly. These in-commute trips are longer than in county commute trips and contribute to the increased VMT growth rate.

The project level performance assessment suggests that individual projects do not have a significant impact on countywide VMT. Most projects are shown to provide very small VMT reductions when compared to the 2040 No Build scenario, with most providing less than a .1% reduction in daily travel, or a roughly 5,000 VMT per day reduction. A few large highway capacity expansion projects are estimated to increase VMT slightly, but increases are expected to be under 1% or less than 100,000 VMT per day.

## Sonoma County - Vehicle Miles Traveled

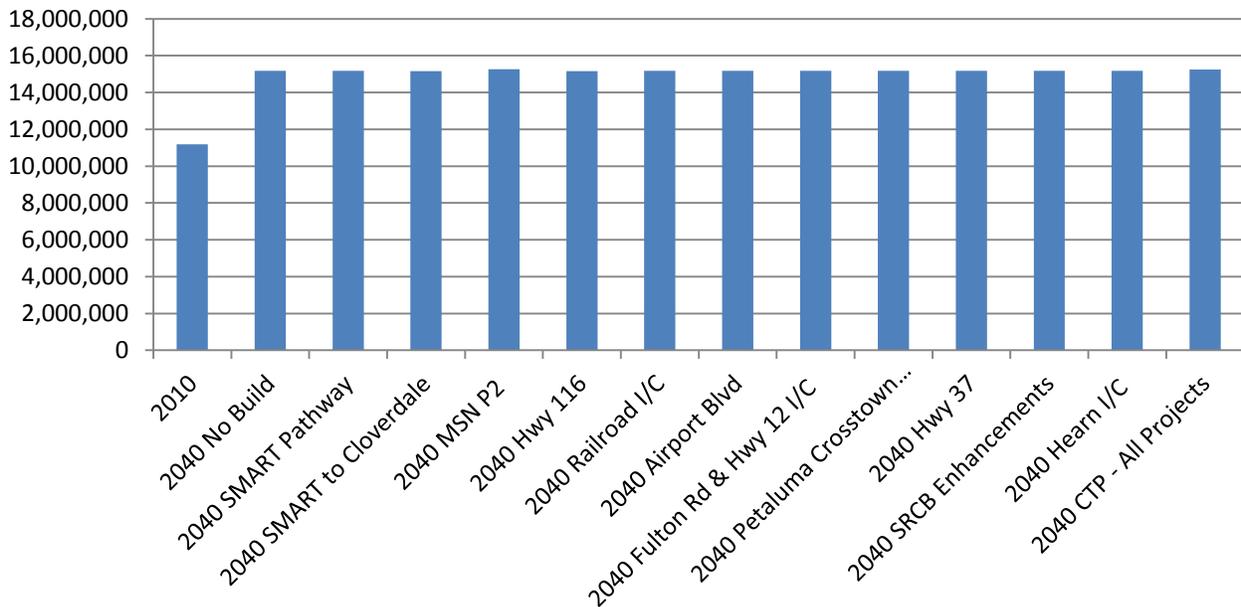


Figure 2. Sonoma County VMT for 2010, 2040, and Project Scenarios.

### **Congestion Reduction – Delay**

Traffic volumes and congestion continue to increase in Sonoma County. Increased traffic congestion can lead to lost productivity due to increased delay, increased fuel consumption and pollution, reduced accessibility, longer emergency response times, higher traffic accident rates, and quality of life impacts.

A commonly used measure of congestion is Person Hours of Delay (PHD). PHD is calculated by determining the difference between estimated travel time under congested conditions and under free-flow or uncongested conditions for a roadway segment or trip. The travel model estimates that in 2010 almost 44,000 hours were lost each day because of traffic congestion in Sonoma County. Sonoma County congestion is predicted to triple by 2040. Most of this increase can be attributed to increased travel because of population and employment growth. The performance assessment indicates that certain projects could provide some congestion relief in 2040. Projects that improve highway capacities, such as MSN Phase 2 and Hwy 37 improvement projects, reduce congestion in heavily traveled corridors and have some congestion reduction impact countywide. Completing all proposed CTP projects would provide an almost 20% congestion reduction benefit in 2040 when compared to no build 2040 conditions.

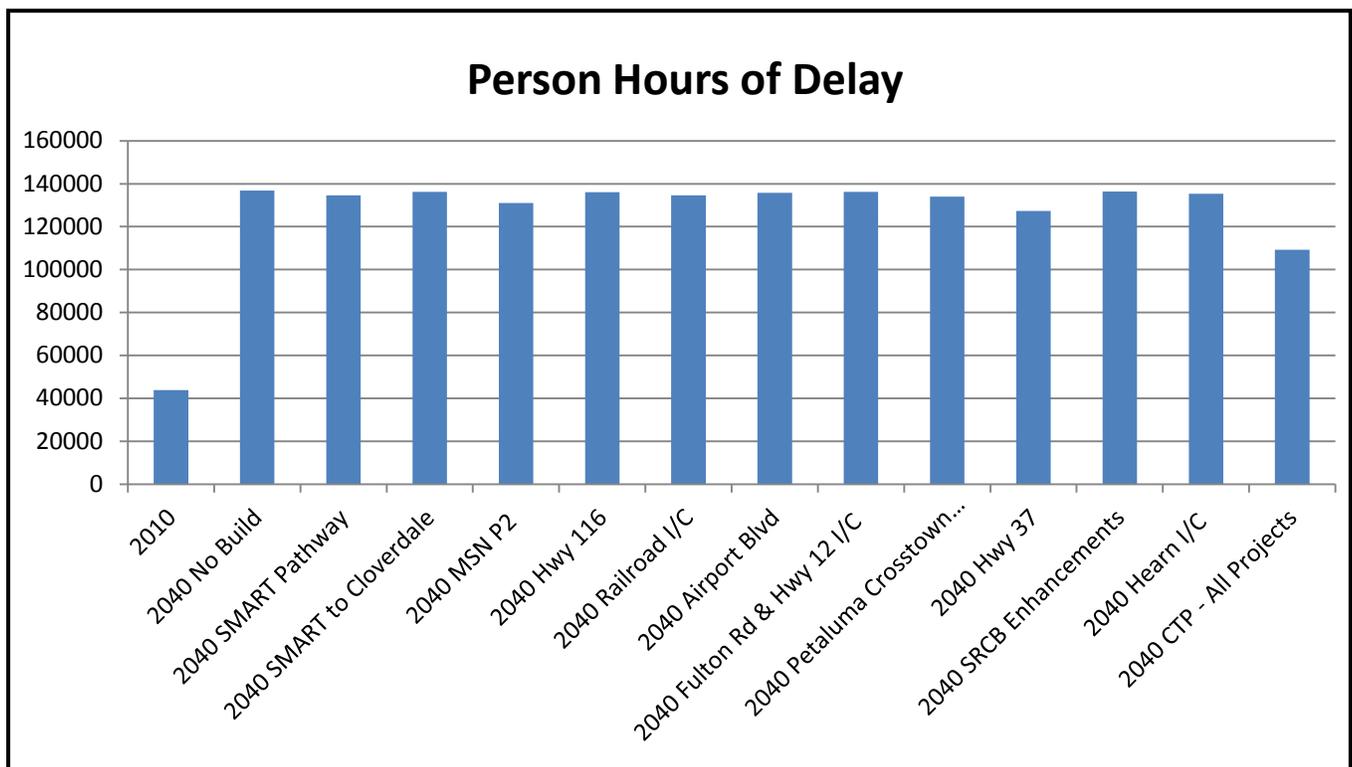


Figure 3. Sonoma County PHD for 2010, 2040, and Project Scenarios.

The Texas Transportation Institute (TTI) summarizes yearly peak period delay per traveler for urbanized areas in the United States. This metric quantifies how long, in hours, an average traveler sits in peak period traffic each year. TTI produces these summaries for different cities and metropolitan areas each year. Staff was able to estimate peak period delay per traveler for Sonoma County. Sonoma County travelers lost about 15 hours per year sitting in peak period traffic in 2010, which is similar to current congestion levels in Bakersfield, CA, Boise, ID, or Eugene, OR. Annual peak traveler delay is estimated to increase to about 39 hours per year in 2040 under no build conditions. This is

comparable to current congestion conditions experienced by travelers in San Diego or San Jose (see Table 1 below).

CTP projects could help reduce peak period traveler delay. Projects that focus on non-motorized travel such as the SMART Pathway or the entire CTP project list, which includes the build-out of the entire Class I bike network, or highway congestion reduction projects such as MSN Phase 2 and Highway 37 improvements, provide the greatest reduction in peak traveler delay (up to 9 hours of reduced delay). With these projects constructed, future congestion could be similar to current congestion in Sacramento, Tulsa, Oklahoma, or Charleston, North Carolina.

<b>Scenario</b>	<b>Annual Peak Delay Hrs/Traveler</b>
2010	14.9
2040 No Build – Committed Projects Only	39.3
2040 SMART Pathway	37.8
2040 SMART to Cloverdale	39.2
2040 MSN Phase 2 Construction	38.0
2040 Hwy 116 Improvements	39.2
2040 Railroad I/C and corridor improvements	38.6
2040 Airport Blvd Improvements (Including Brickway/Laughlin)	38.9
2040 Fulton Rd & Hwy 12 I/C	39.2
2040 Petaluma Crosstown Connector and Rainier I/C	38.9
2040 Hwy 37 Corridor Improvements	37.0
2040 Santa Rosa CityBus Service Enhancement - incl. BRT	39.1
2040 Hearn Ave I/C Improvements	39.0
2040 CTP Complete Project List	30.4
<b>2011 Metro Averages</b>	
SF-Oakland Average	61.00
Bakersfield	12.00
Los Angeles	61.00
San Diego	37.00
San Jose	38.00
Sacramento	32.00
Tulsa, OK	32.00
Charleston, NC	32.00

Table 1. Estimated Annual Peak Period Delay per Traveler

## Reducing Greenhouse Gas Emissions

Transportation accounts for around 50% of greenhouse gas emissions in Sonoma County. The SCTA and Sonoma County jurisdictions have committed to reducing GHG emissions to 25% below 1990 levels by 2015, and 40% below 1990 levels by 2035. This commitment was included in the 2009 CTP as a performance target and plan objective. The target is being reevaluated as part of the Climate Action 2020 (CA2020) planning process. Any revised targets that are developed as part of CA2020 will be included in the 2015 CTP.

Transportation greenhouse gas emissions are calculated using estimates of total vehicle travel (VMT), travel speeds, and vehicle fleet characteristics. Greenhouse gas emissions for the CTP performance assessment were calculated using EMFAC, a California Air Resource Board sponsored tool which is used to estimate vehicle emissions.

GHG emissions are expected to increase by about 39% during the period from 2010-2040 under no build conditions. This is largely a factor of increased travel due to population and employment growth, and assumes that the vehicle fleet makeup and vehicle fuel economy stay about the same as they currently are by 2040. GHG emissions are expected to increase at a greater rate than VMT because of increased congestion and because of slower, and less efficient, travel speeds. State mandated fuel economy improvements (Pavley, AB 1493) would provide an 8% GHG reduction from 2010 emissions by 2040 because of improved vehicle fuel economies. Individual projects do not have a large impact on countywide emissions, but projects focused on shifting travel to non-auto transportation modes, or that focus on reducing traffic congestion and making travel more efficient provide the largest GHG reduction benefits.

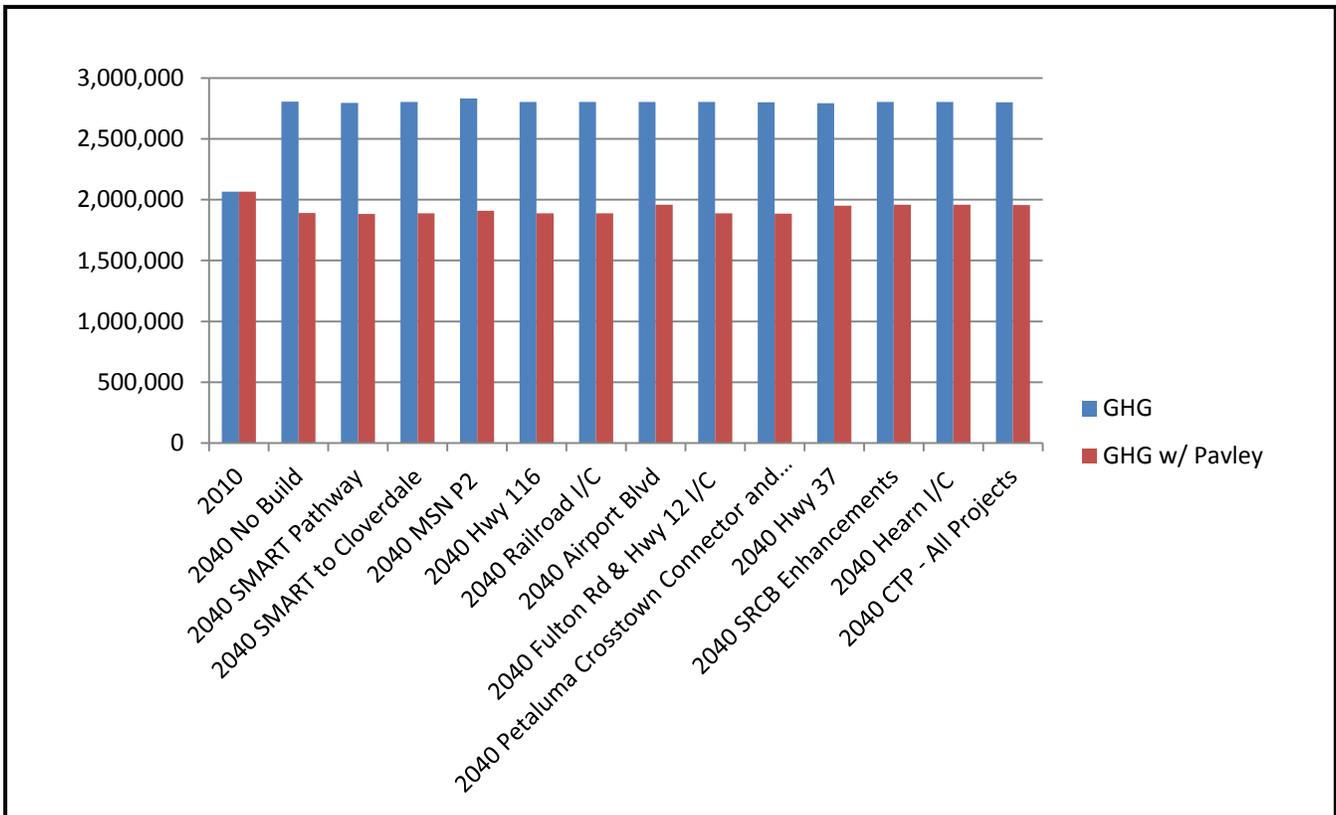


Figure 4. Sonoma County GHG emissions for 2010, 2040, and Project Scenarios.

## **Safety and Health**

Transportation choices can have a big impact on safety and community health. Two performance measures and targets have been identified which can help indicate progress in these areas. One focuses on active transportation modes and another focuses on traffic safety and accident reduction.

### **Active Transportation:**

Land use planning, urban design, and transportation choices can improve public health. Active transportation modes such as walking, bicycling, or taking transit provide health benefits by lowering chronic disease rates, reducing obesity, and improving air quality. In 2010 approximately 8% of trips were made using active transportation modes. The Sonoma County Travel Model estimates that the rate of using active travel modes will stay in the 8% range in 2040, and estimates that projects have a very small impact on shifting travel to active transportation modes at the countywide level. Projects focused on improving pedestrian or bicycle infrastructure or which improve transit service have a larger impact on existing transit ridership, or walking and biking rates at the local or neighborhood level, but increases make up a very small percentage of overall regional travel, and are small when compared to existing auto-oriented travel. Certain projects may encourage much more transit ridership or walking, or biking, but increased travel using these modes is offset by increased auto travel.

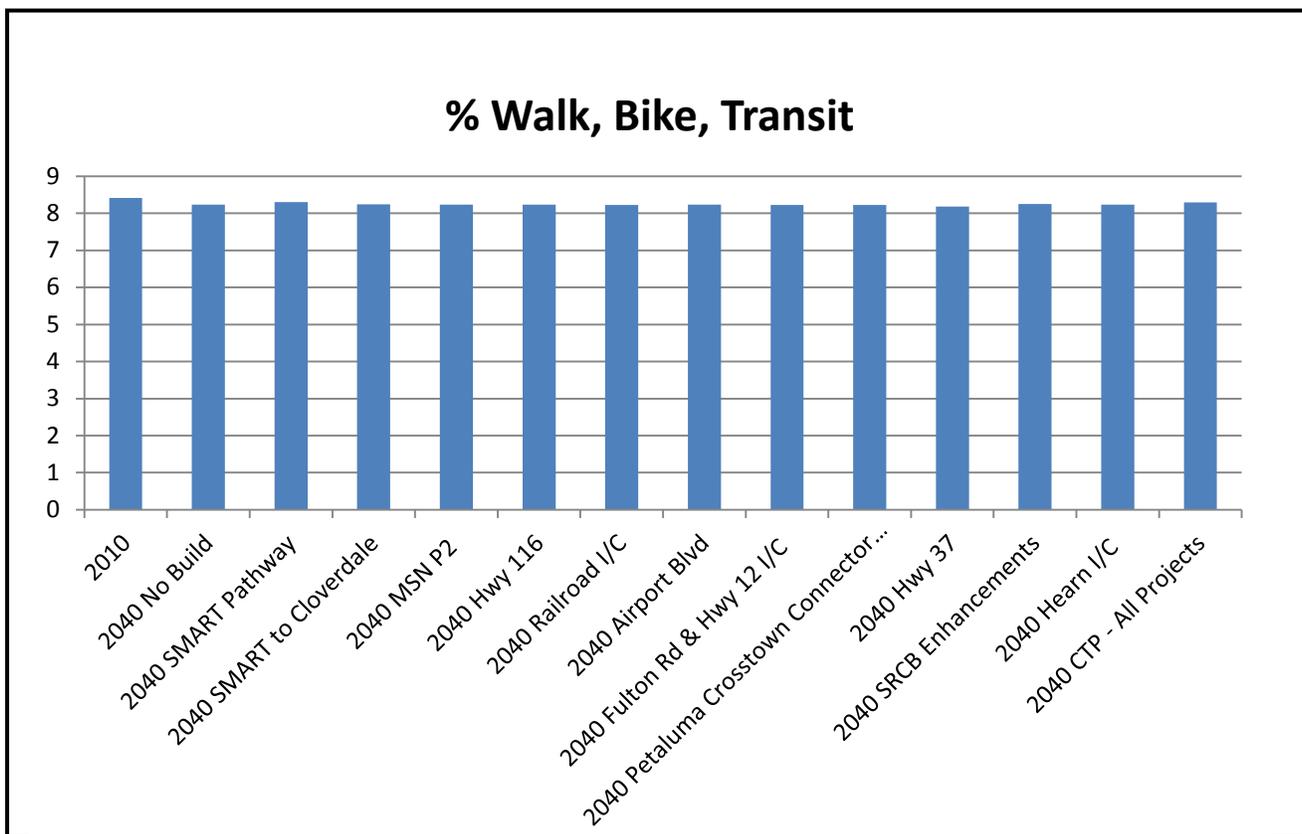


Figure 5. Sonoma County Active Transportation Mode Share for 2010, 2040, and Project Scenarios.

## Accidents

Traffic accidents impose a significant economic and societal burden on Sonoma County residents. Costs include loss of life, medical and rehabilitation fees, productivity losses, property damage, congestion, legal and court fees, emergency service, insurance administration costs, and tremendous emotional and societal burdens. Existing and estimated traffic accident rates will be summarized in the 2015 CTP, and the SCTA approved adding a safety performance target to the plan which sets a goal of reducing countywide daily traffic accidents by 20% below 2010 levels by 2040.

Safety impacts were calculated using the SmartGAP post-processing tool which uses VMT, road lane miles, transit service (transit revenue service hours), and mode shares (auto, transit, walk, bike modes) to estimate accident rates. Fatality, injury, and property damage accident rates are included in the estimates.

Performance assessment results indicate that project level improvements have little impact on countywide accident rates. The Sonoma County Travel Model and post-processing tools provide countywide and regional safety estimates and do not estimate safety improvements that would likely occur at the local roadway, corridor, or neighborhood level. Individual projects could provide significant safety improvements at local intersections or on local road segments which could be missed when considering only regional or countywide safety impacts.

## **Promoting Economic Vitality**

The countywide transportation system plays an important role in the local economy. A new goal has been added to the 2015 CTP which focuses on promoting economic vitality. Two performance measures have been identified which can help assess transportation's role in improving countywide economic conditions. The first performance measure is PM peak period average trip length in minutes. This measure is used by transportation planning agencies to measure transportation system efficiency and provides an estimate on how easy, or difficult it is to conduct business, move goods, and attract employees. Increases in peak period congestion make doing business in the county more difficult and make it difficult for workers to reach work sites.

PM peak period average trip length is predicted to increase from around 11 minutes per trip in 2010 to over 18 minutes per trip in 2040. Population, housing, and employment growth are important factors contributing to increased congestion and travel times in the future. Proposed projects can provide some congestion relief and peak period travel time benefit. Projects which reduce future congestion provide the largest benefit, including projects such as the SMART pathway and improvements in the Highway 101 and Highway 37 corridors. Building all submitted 2015 CTP projects could reduce PM peak trip time by about 3 minutes per trip below 2040 no build conditions.

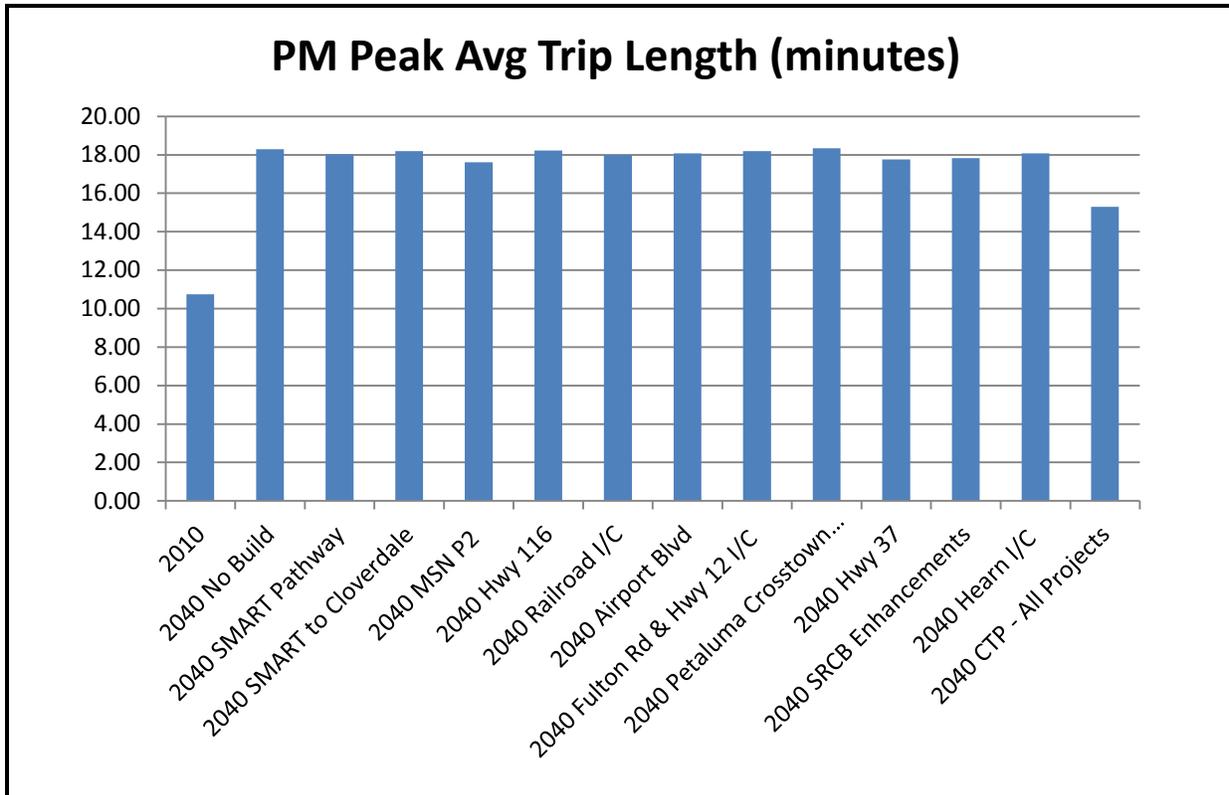


Figure 6. Sonoma County PM Peak Average Trip Length for 2010, 2040, and Project Scenarios.

### **Average Household Travel Costs**

Economic vitality can be promoted by ensuring that transportation is affordable and efficient for all county residents. The transportation system allows people to access employment, goods and services, recreational opportunities, education, and other destinations. As transportation costs rise, accessibility and quality of life suffer as larger and larger portions of household budgets must be spent on transportation. Low and moderate income households are often hit the hardest by rising transportation costs. Future monthly household travel costs are estimated to increase from roughly \$900 per month (2010) to over \$1000<sup>5</sup> per month in 2040 because of increased congestion, increases in in-commuting, and longer average travel times. An average household spent roughly 17% of the household budget on transportation costs in 2010, with this percentage estimated to increase to 20% by 2040 under no build conditions<sup>6</sup>. The performance assessment indicates that projects have little impact on household travel costs with non-auto projects providing the largest benefit.

The SCTA has indicated that countywide transportation projects should provide equitable access to all Sonoma County residents and CTP projects should serve Communities of Concern if possible. The CTP will identify projects that serve Sonoma County Communities of Concern.

<sup>5</sup> Monthly household travel costs include fuel, fees (parking/tolls), insurance, maintenance, and vehicle depreciation. Sources: SmartGAP data post processing (Strategic Highway Research Program), and AAA driving cost estimates.

<sup>6</sup> Monthly household transportation costs were compared to 2010 Sonoma County median household income (\$63,356, US Census) to estimate percentage of household budget that would be spent on transportation.

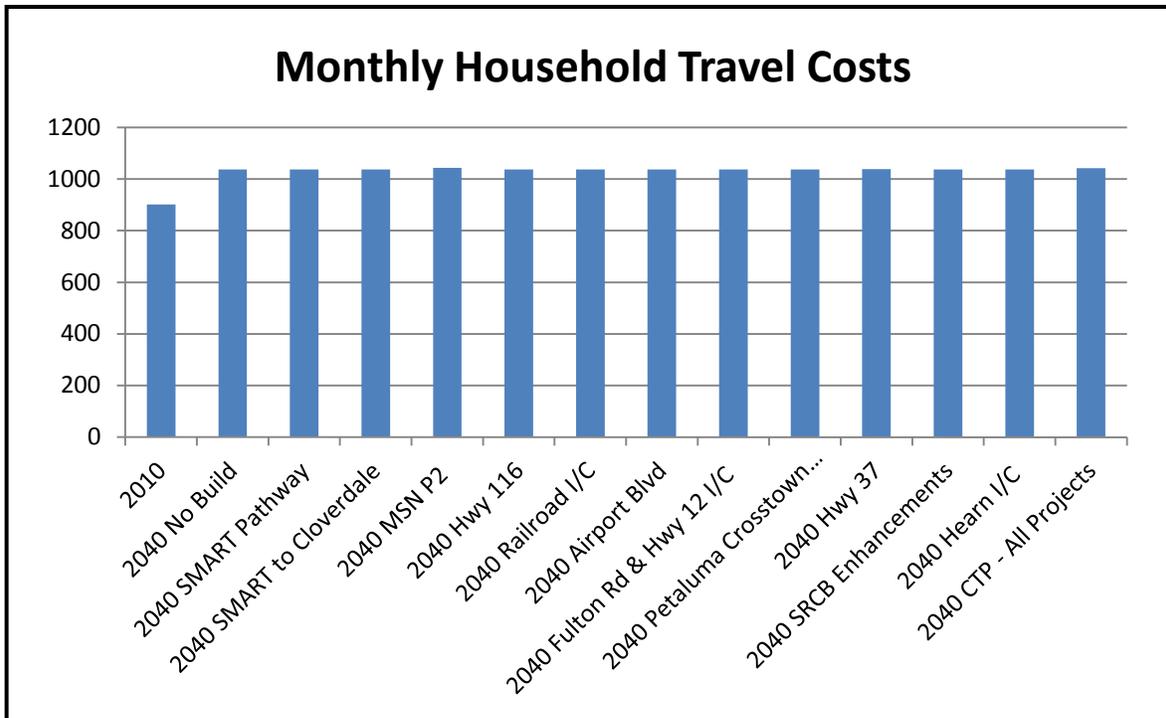


Figure 7. Sonoma County Monthly Household Travel Costs for 2010, 2040, and Project Scenarios.

### **Maintaining the System**

The SCTM and available post-processing tools do not provide a way to estimate future system condition. Project sponsors have identified projects that are expected to improve roadway condition (PCI), transit system condition (average fleet age), or non-motorized facility condition. A list of maintenance projects will be included in the final CTP.

### **Interpreting the Results and Next Steps**

The preliminary project performance assessment suggests that projects will have only a small impact in CTP performance areas associated with CTP Goals: reducing vehicle miles traveled, reducing greenhouse gas emissions, shifting travel onto non-auto modes, improving safety, and improving travel affordability in Sonoma County. Projects do provide congestion reduction benefits, with the highest congestion improvements provided by large highway improvement projects. Constructing all projects that were submitted as part of the 2015 CTP call for projects<sup>7</sup> would provide the highest congestion reduction benefit, while still only providing marginal benefits in other performance areas.

Staff recognizes that projects submitted through the CTP call for projects would provide benefits that have not been highlighted in the CTP performance assessment because of the scale of analysis or the performance measures considered. Additional project benefits could include:

- Local roadway or corridor congestion reduction and operational improvements
- Improved roadway, intersection, or corridor safety
- Increases in transit ridership
- Improved neighborhood mobility

<sup>7</sup> Over 200 projects were submitted during the 2015 CTP call for projects. Most of these projects are currently unfunded.

- Improved travel experience for pedestrians and bicyclists
- Maintain and enhance existing infrastructure

The CTP project level performance assessment has shown that:

- Population and employment growth, which are based on regional forecasts and which are generally consistent with local general plan build-out assumptions, are the driving factors behind increases in VMT, GHG emissions, congestion, and accident rates in Sonoma County.
- Projects can provide some countywide congestion relief and travel time reductions, but have little impact on other performance measures.
- CTP Projects could provide local benefits that were not identified as part of the countywide project assessment. Local benefits at the individual corridor, roadway, or neighborhood travel conditions could be significant, but are typically analyzed at the local planning or environmental review level.
- New transportation technologies or changes to travel behavior may be required for CTP performance targets to be met. Staff should investigate possible policy levers that will help the SCTA meet CTP goals and performance targets. Policies could include pricing strategies, transportation technology improvements, land use change, more aggressive vehicle fuel economy improvements including accelerated electric vehicle deployment, and improved telecommuting and other travel demand management strategies.

The results of the performance assessment will be presented to advisory committees during the months May and June. Feedback from these committees was used to revise this report.

Staff will test policy based scenarios during July and August to assess how pricing, vehicle fleet improvements, increased housing and employment density, travel demand management, increased telecommuting, increased non-motorized mode shares, improvements in transportation technologies, and other changes to travel behavior impact future travel. The results of this analysis will be used to identify a package of projects and policies that could be implemented that would allow CTP performance targets to be met.

### **Policy Impacts**

Performance results indicate that individual CTP projects do not have a large impact on countywide performance measures. Staff will test policy based scenarios in the next phase of the CTP performance assessment and present a future scenario that meets performance targets.

### **Fiscal Impacts:**

No direct impacts at this time.

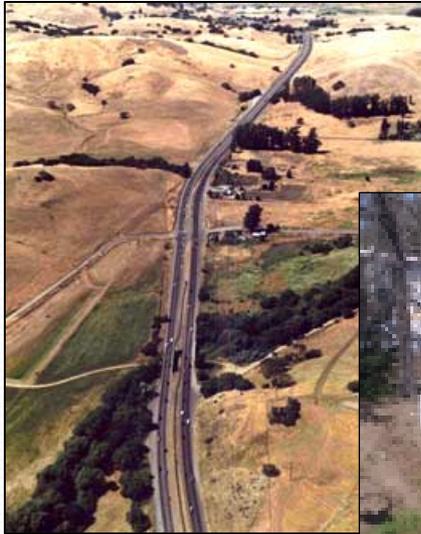
### **Staff Recommendation**

Information item. No action required.

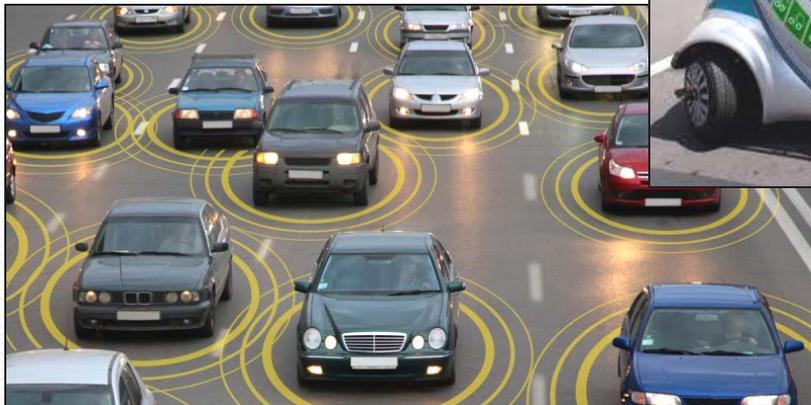
# **2015 Comprehensive Transportation Plan**

2015 Project Performance Assessment – Preliminary  
Results

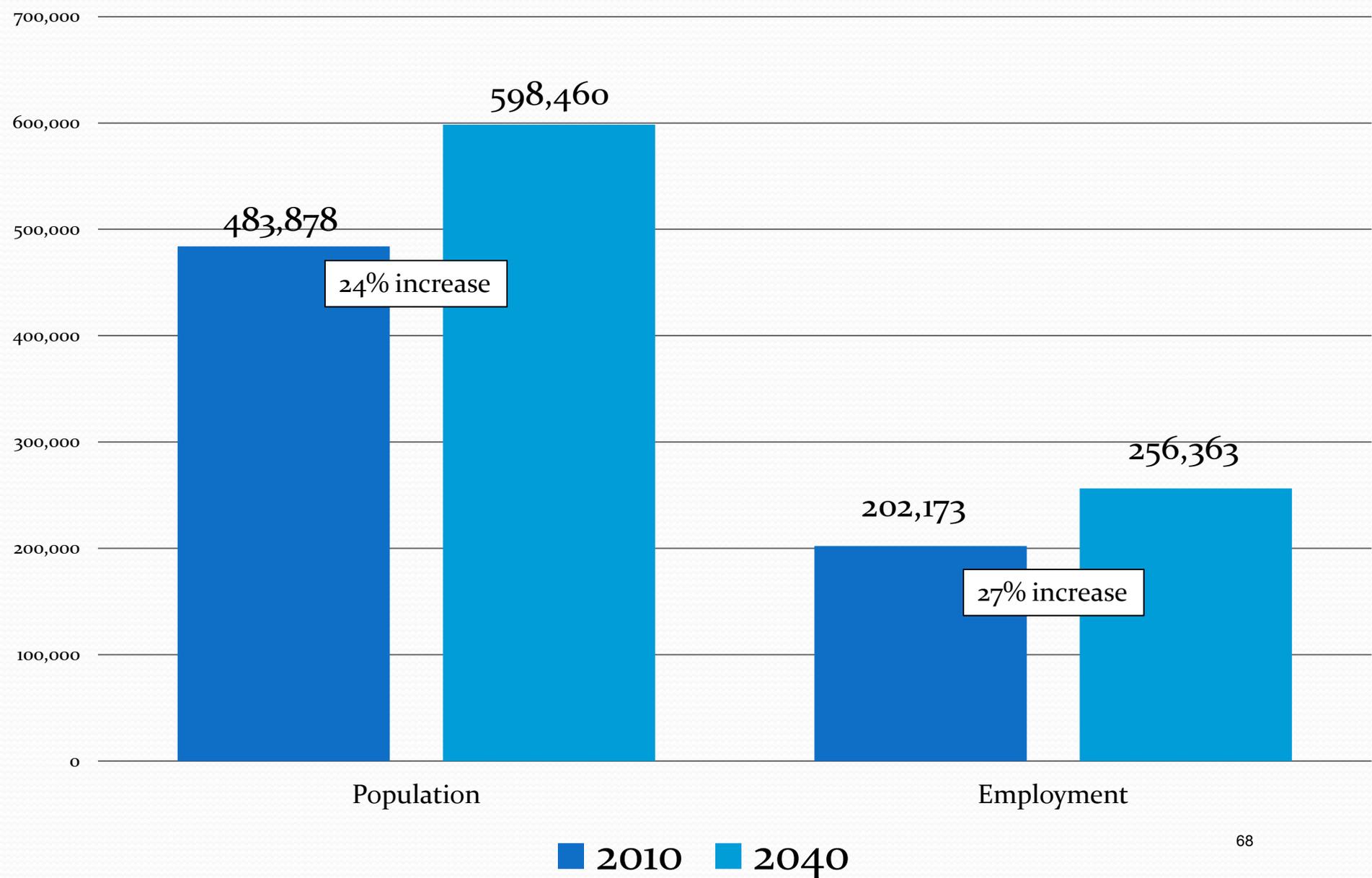
# How do **population** and **employment** growth impact future travel? How do **CTP** projects help SCTA achieve CTP goals?



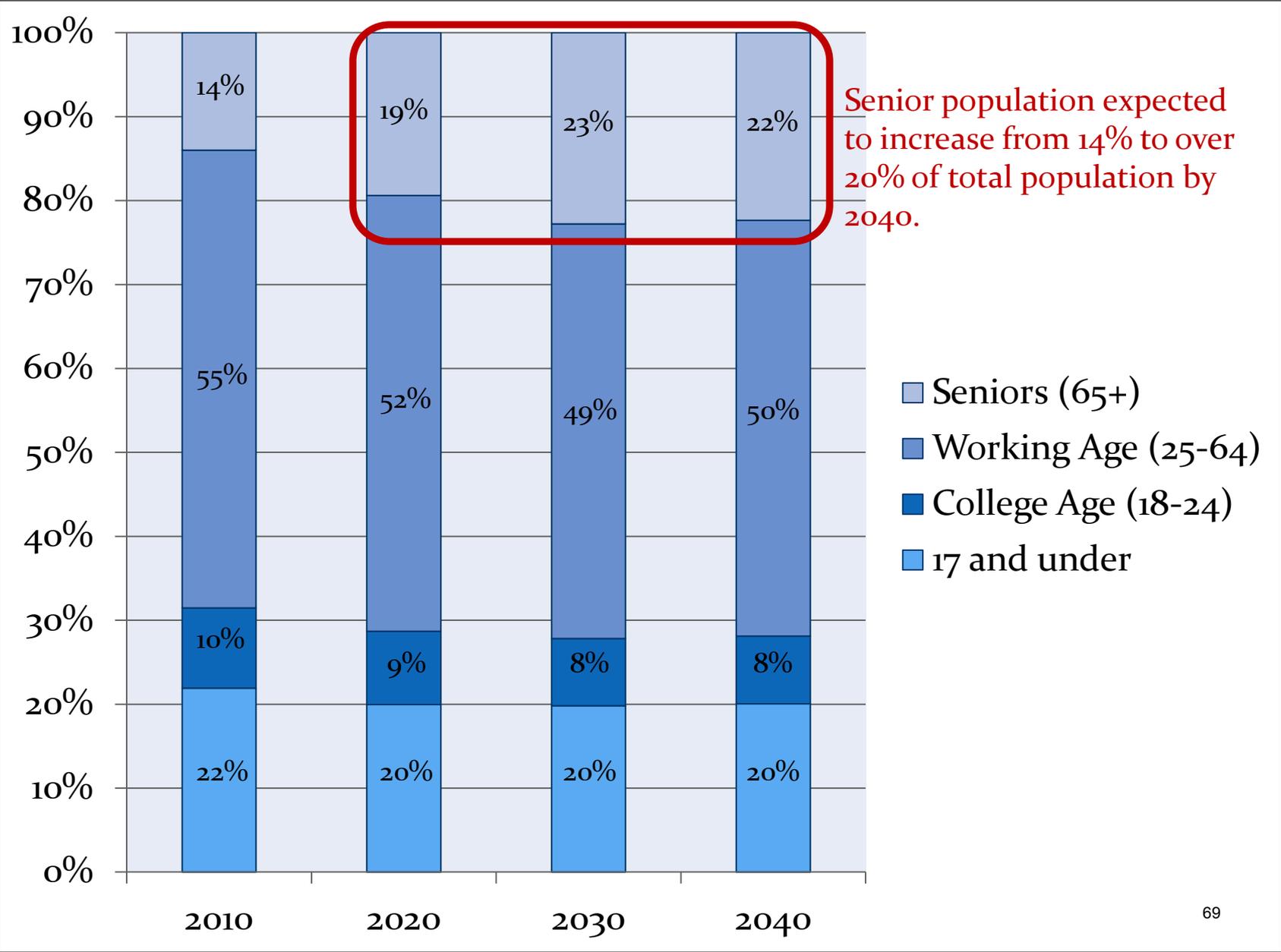
Impact of transportation policy, behavioral change, and improvements in technology will be assessed in next phase of analysis to be completed by September 2015.



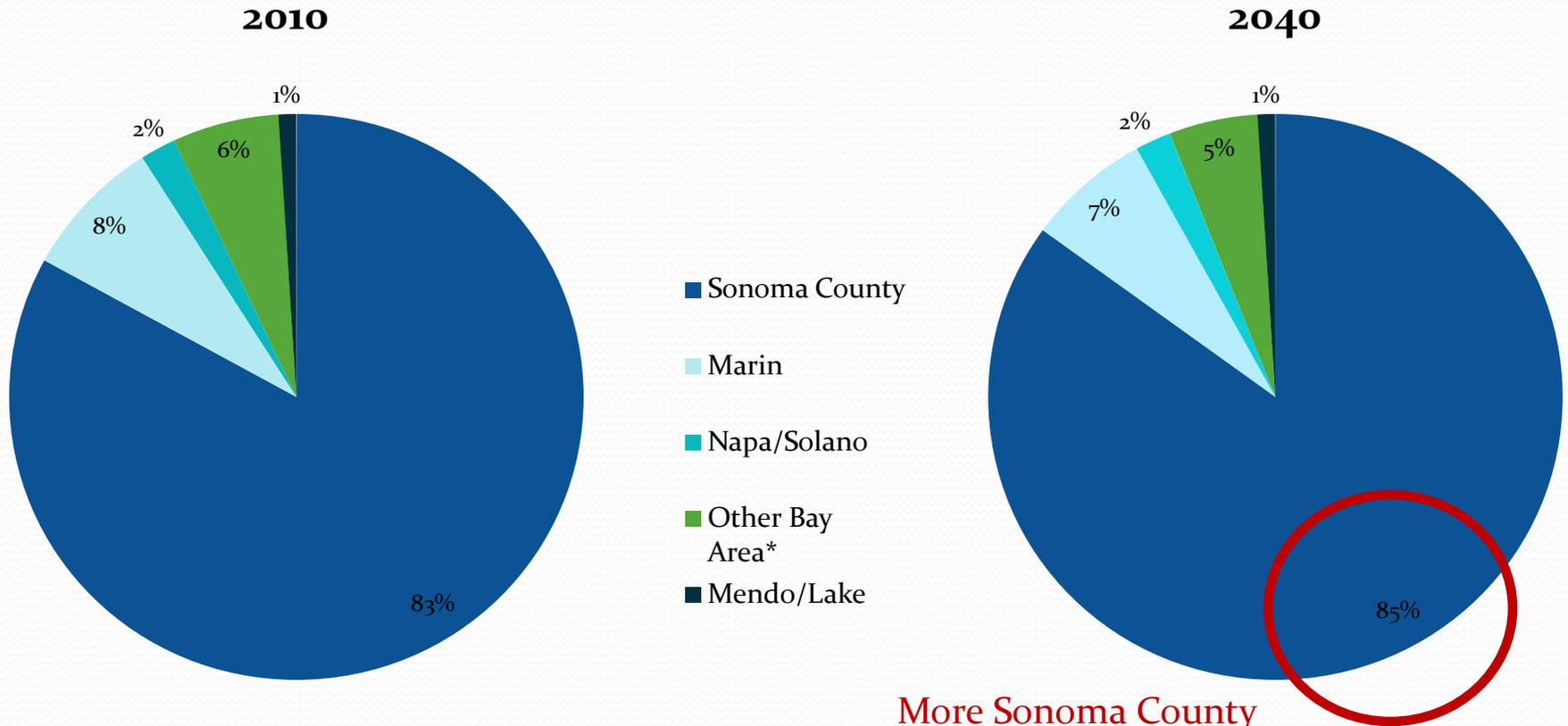
# Population and employment growth and the aging workforce impact future travel conditions.



# Aging population in Sonoma County: 2010 – 2040 % of total population



# Where do Sonoma County Residents Work?

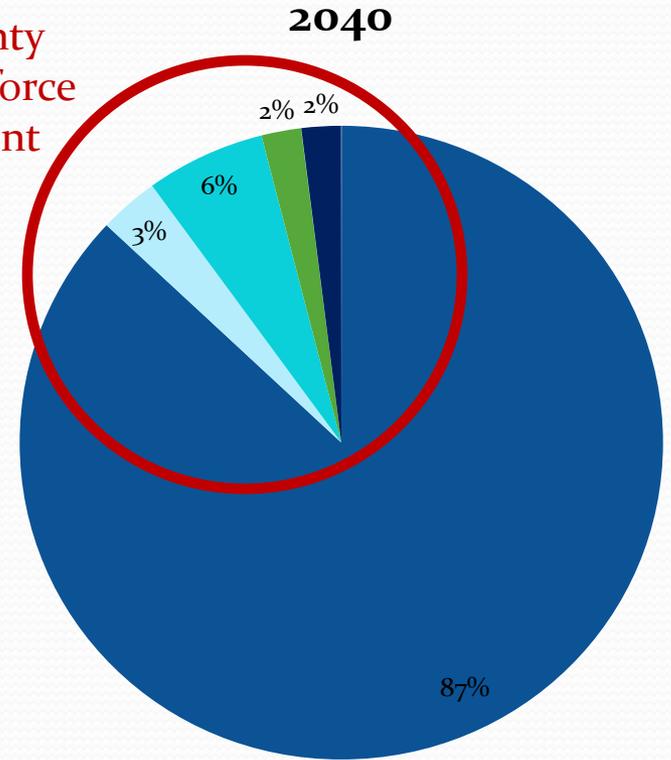
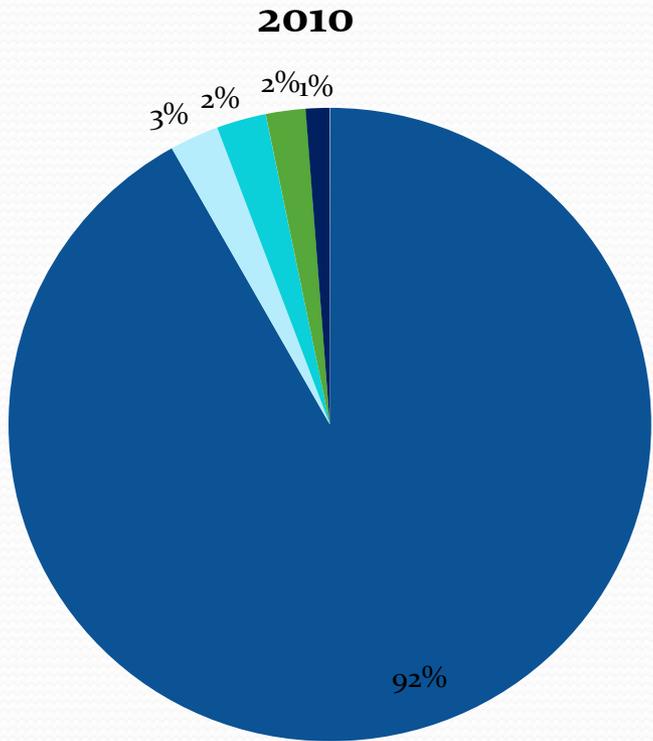


More Sonoma County residents expected to stay in the county for work.

\*Note: Approximately 1/2 of Other Bay Area commuters to San Francisco, and 1/2 to East and South Bay.

# Where do Sonoma County Workers come from?

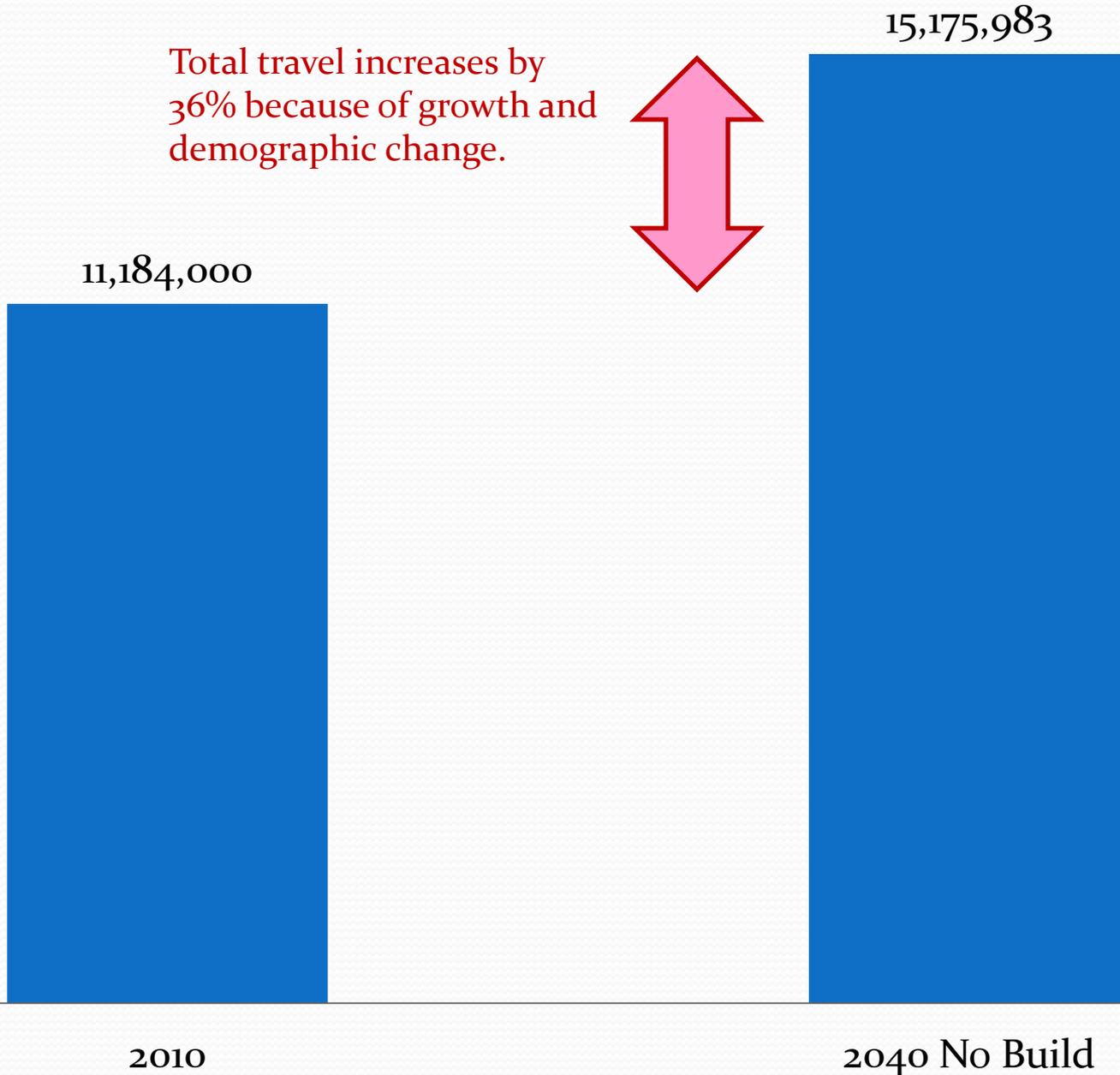
More workers expected to commute into the county because of aging workforce and healthy employment growth.



- Sonoma County
- Marin
- Napa/Solano
- Other Bay Area\*
- Mendo/Lake

\*Note: Approximately 1/2 of Other Bay Area commuters from San Francisco, and 1/2 to East and South Bay.

# Sonoma County Daily VMT: 2010 - 2040



# Do projects help SCTA achieve CTP goals?

- Maintain the System
- Relieve Traffic Congestion
- Reduce GHG Emissions
- Plan for Safety and Health
- Promote Economic Vitality

# How do we measure progress?

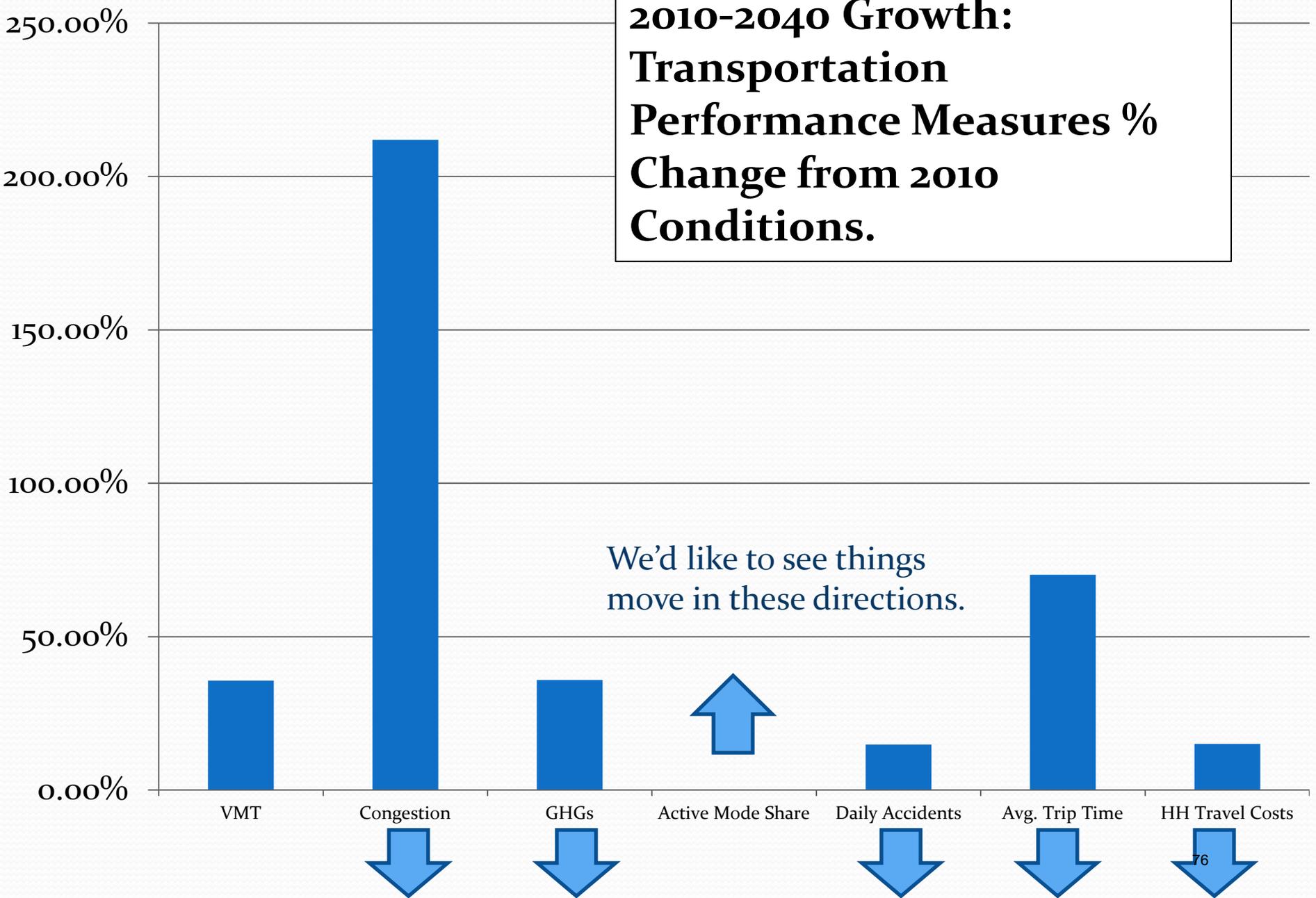
## 2015 CTP Performance Targets

- **System Maintenance: PCI** – Improve countywide PCI for arterial and collector streets to 80 by 2040. Improve countywide PCI for residential streets to 65 by 2040.
- **System Maintenance: Transit System Condition** – Reduce the average bus fleet age by 25% below 2010-2012 average fleet by 2040.
- **Congestion** – Reduce PHD by 20% below 2005 levels by 2040.
- **GHG Emissions** – Reduce transportation GHGs to 40% below 1990 levels by 2040.
- **Safety & Health: Active Modes** – Reduce drive along mode share to 33.3% by 2040. Increase active transportation (walk, bike, transit) mode share to 15% by 2040.
- **Safety & Health: Accident Rates** – Reduce total daily accident rates by 20% by 2040.
- **Economic Vitality** – Reduce average peak period travel time (2010) per trip by 10% by 2040.
- **Economic Vitality** – CTP will identify which projects/programs serve Sonoma County Communities of Concern, and summarize existing and estimated future *Average household travel costs*.

# How were projects tested?

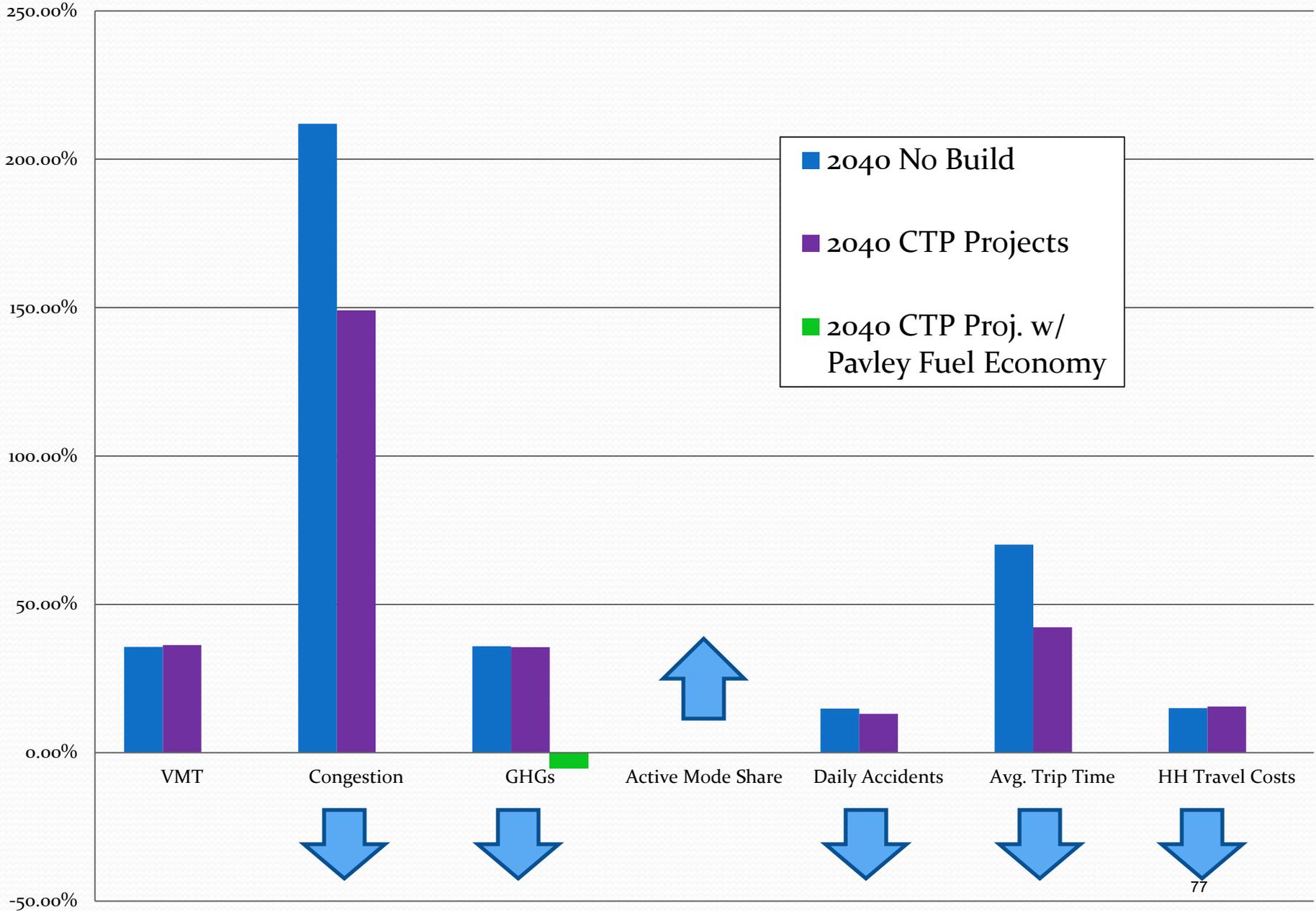
- Projects added to the travel model using project descriptions provided by sponsors.
- Summarized 2010 current conditions.
- Estimated baseline/no build 2040 conditions and impact of housing and employment growth on travel.
- Estimated 2040 travel conditions with CTP Projects constructed (selected large projects and all projects).
- Controlled for non-project factors that may influence travel such as changes in **travel behavior** and **technology improvements**.

**2010-2040 Growth:  
Transportation  
Performance Measures %  
Change from 2010  
Conditions.**

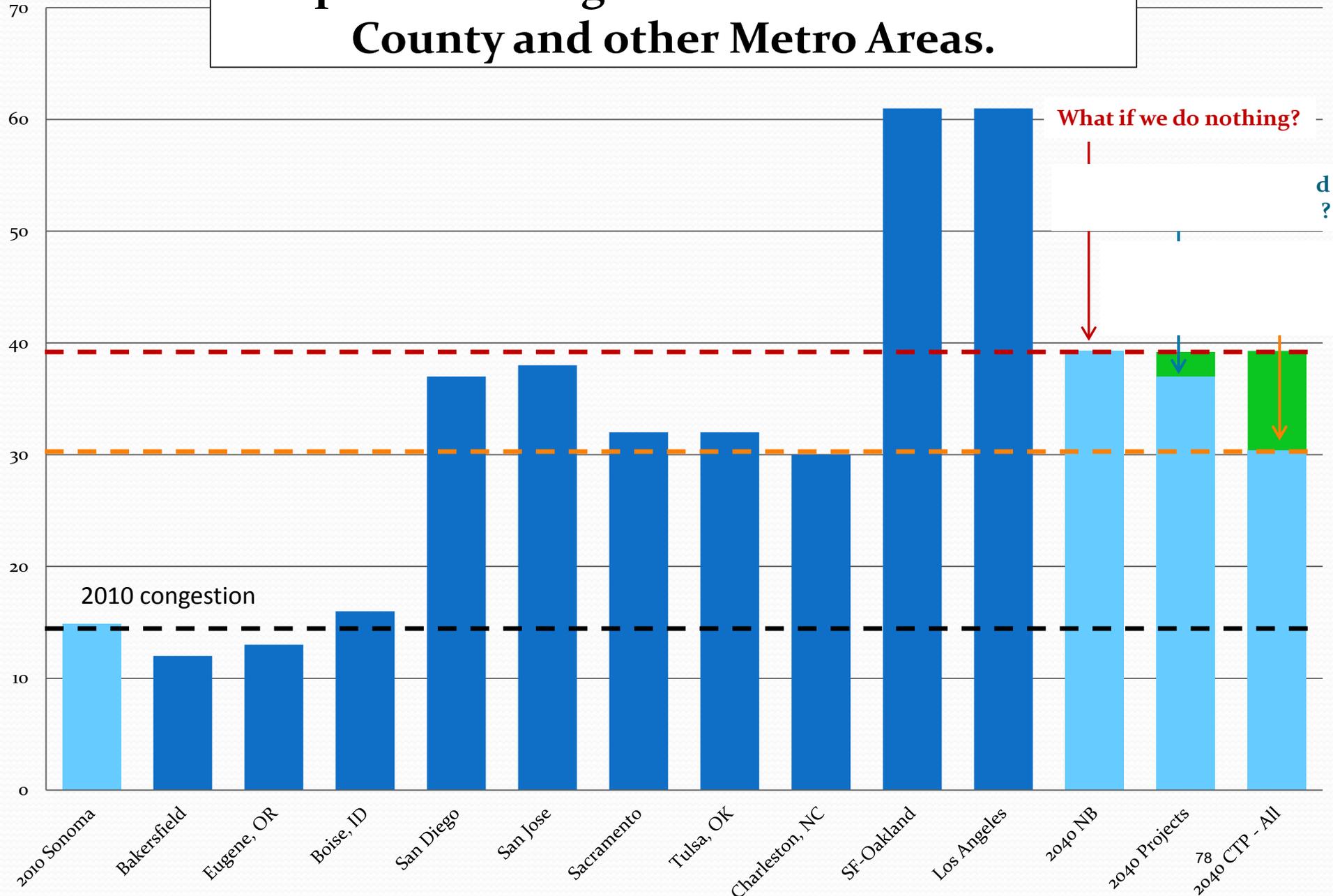


We'd like to see things  
move in these directions.

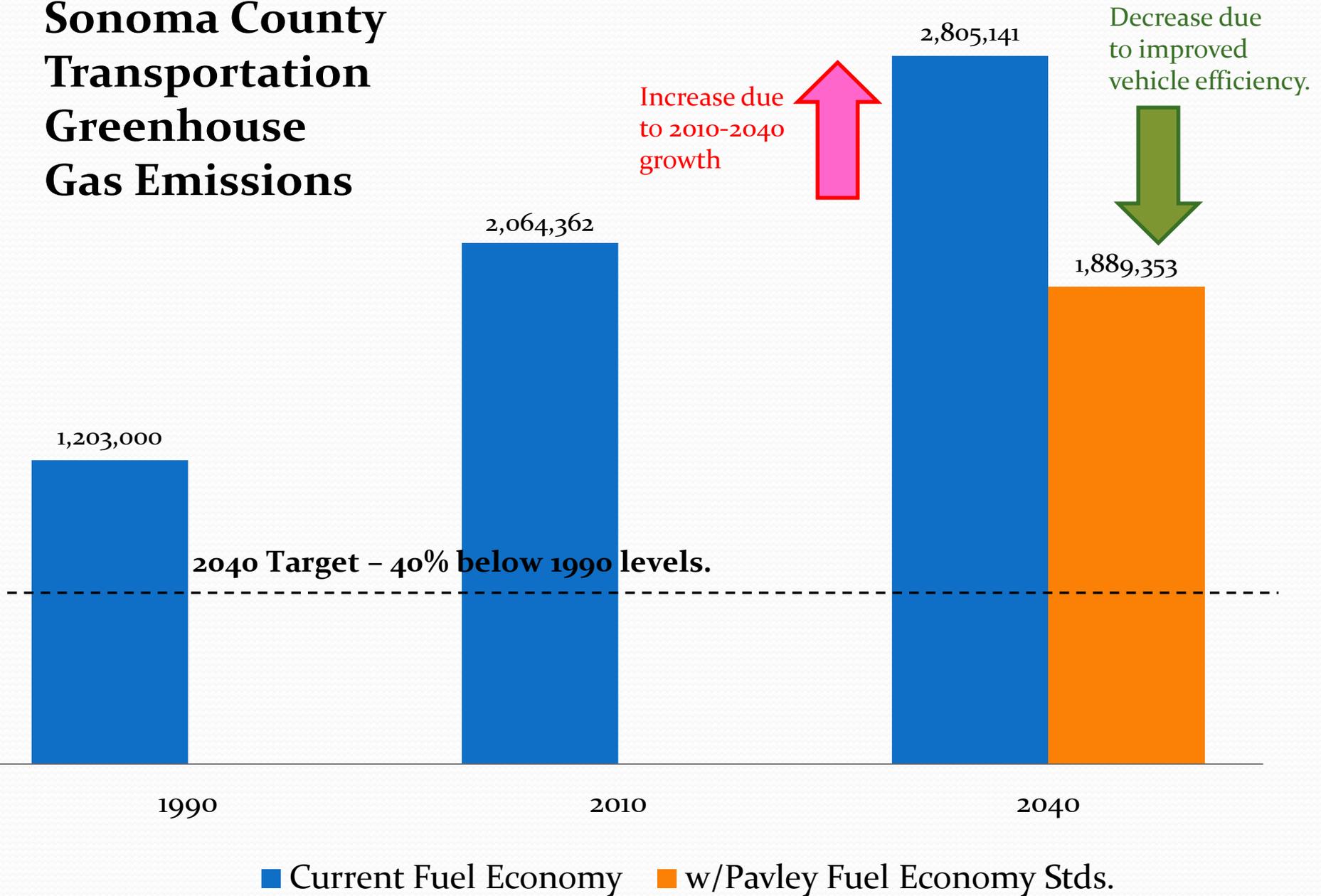
# Project Impact on CTP Performance Measures



# Comparative Congestion Levels for Sonoma County and other Metro Areas.



# Sonoma County Transportation Greenhouse Gas Emissions



# Summary of Results

- Population and employment growth have a large impact on future travel conditions.
- Projects provide countywide congestion relief and travel time reduction.
- Projects have little impact in other performance areas.
- Improved fuel economy standards could provide a large GHG reduction benefit.

# Projects can provide other benefits that were not analyzed as part of the countywide performance assessment:

- Neighborhood/corridor congestion reduction
- Local operational improvements
- Improved local safety
- Improvements to the transit system
- Improved neighborhood mobility
- Improved travel experience for pedestrians and bicyclists
- Existing infrastructure maintained and enhanced
- ADA Improvements

# Next Steps – To be presented at September SCTA meeting:

- Test policy based scenarios: How can certain transportation policies help SCTA meet CTP goals and targets?
  - Pricing
  - Additional fuel economy improvements
  - Increased housing and employment density
  - Travel demand management/telecommuting
  - Increased non-motorized mode share
  - Less growth
  - Improvements in transportation technologies
- Identify a policy package or future vision that meets performance targets.
- Present draft proposed CTP project list for board approval.
- Present list of projects to be forwarded to MTC for inclusion in the regional transportation plan.

## Report to the Board

**To: SCTA Board of Directors**

**From: Hwy 101 Marin Sonoma Narrows (MSN) Ad Hoc Committee**

**Item: 4.2.2 –MSN Hwy 101 Ad Hoc Report to Board**

**Date: July 13, 2015**

---

**Issue:**

Ad Hoc report out to Board on funding status of Highway 101 high occupancy vehicle lanes (HOV).

**Background:**

In January of 2015 the SCTA established the Hwy 101 Marin Sonoma Narrows (MSN) Ad Hoc (Director Mackenzie, Vice Chair Rabbitt and Director Miller) to work on funding and delivering the MSN widening project. After the Ad Hoc's first meeting they returned to the SCTA Board in February 2015 with the recommendation to bond. The SCTA Board approved the Ad Hoc's recommendation to pursue refunding of the Highway 101 2008 Series Bonds and explore adding New Money through additional borrowing.

In April of 2015 the SCTA formally approved issuance of the 2015 Series Bonds to refund the 2008 Series Bonds and add New Money. Bond pricing was secured on June 11<sup>th</sup> and the 2015 Series Bonds officially closed on June 23, 2015. A present value savings of \$1,799,599 was realized from the refunding of the 2008 Series Bonds from an All-In True interest Cost of 3.69% to 2.08%. New Money Proceeds from the 2015 Series Bonds totaled \$14,948,000.

The approximate \$15 million in New Money requires \$20 million in matching funds to deliver the next phase of the Marin Sonoma Narrows known as the B2 – Phase 2 Project. This project is a 1 mile widening south of the new Petaluma Boulevard S. Interchange that will open 3 lanes in each direction for approximately 4.5 miles. The current projects funded and under construction build the pavement and widen the bridges but will not open the lanes until this project fills in the gap to create a usable segment of high occupancy vehicle lanes. As concurred with by the Board at the February 2015 SCTA Board meeting, the Ad Hoc and staff has been engage with regional and State partners on the importance of funding this segment in the 2016 STIP process.

Unless there is a drastic change in the State of funding, it appears the 2016 STIP process is no longer a viable source of funds. As of the last week in June, the 2016 STIP fund estimate statewide was \$32 million down from \$1,260 million in the 2014 STIP.

The Transportation Investment Generating Economic Recovery (TIGER) Grant (SCTA Board Packet May 2015) pre-application submitted by the Transportation Authority of Marin (TAM) was not granted a regional endorsement by Metropolitan Transportation Commission (MTC) and TAM decide to not pursue the grant with a formal application.

Attached:

- Comparison of the 2008, 2011 and 2015 Series Bonds
- Map of unfunded MSN projects
- Unfunded shortfall for each projects, assuming the SCTA will program all \$15 million in New Money to the MSN B2 Phase 2 project.

**Policy Impacts:**

None.

**Fiscal Impacts:**

None.

**Ad Hoc Recommendation:**

Report Only.

**Sonoma County Transportation Authority (SCTA)  
2008 Bonds, 2011 Bonds, and 2015 Bonds**

Column==>

**SCTA Sales Tax Revenue Bonds, Series 2008**

8 Par Amount: \$46,075,000  
 9 Bid Date: 1/24/2008  
 10 Delivery Date: 2/5/2008  
 11 S&P Rating: "AA"  
 12 Final Maturity: 12/1/2024 (Approx. 17 Years)  
 13 Call Provisions: 10-Year at Par

15 True Interest Cost (TIC): 3.74%  
 16 All-In TIC (includes costs of issuance): 3.80%

**Bid Summary:**

		Interest Savings Over Highest
<b>Bidder (Underwriter):</b>	<b>TIC Bid</b>	<b>TIC Bid</b>
Goldman Sachs (Award)	3.736649%	\$807,278
Morgan Stanley	3.746424%	\$753,753
Stone & Youngberg	3.760959%	\$674,164
Wells Fargo	3.773053%	\$607,940
UBS	3.805306%	\$431,332
Hutchinson	3.832848%	\$280,520
Banc of America	3.837925%	\$252,720
Merrill Lynch	3.884078%	\$0

**Market Notes:**

-January 2008 market was just prior to the sub-prime mortgage crisis and subsequent recession.  
 -Prior 2 years represented relatively stable and low risk market environment.

**Interest Rate Scale:**

Year	Year of Maturity	Par Amount	Yield to Maturity	1/24/2008 US AAA GO MMD Index	Spread to MMD
12/1/2008	1	0		2.10%	
12/1/2009	2	0		2.18%	
12/1/2010	3	0		2.30%	
12/1/2011	4	0		2.52%	
12/1/2012	5	0		2.68%	
12/1/2013	6	2,880,000	2.70%	2.80%	-0.10%
12/1/2014	7	3,025,000	2.81%	2.92%	-0.11%
12/1/2015	8	3,185,000	2.94%	3.04%	-0.10%
12/1/2016	9	3,345,000	3.05%	3.16%	-0.11%
12/1/2017	10	3,515,000	3.16%	3.28%	-0.12%
12/1/2018	11	3,700,000	3.40%	3.40%	-0.01%
12/1/2019	12	3,890,000	3.66%	3.51%	0.15%
12/1/2020	13	4,085,000	3.82%	3.62%	0.20%
12/1/2021	14	4,295,000	3.97%	3.72%	0.25%
12/1/2022	15	4,515,000	4.11%	3.80%	0.31%
12/1/2023	16	4,725,000	4.10%	3.88%	0.22%
12/1/2024	17	4,915,000	4.20%	3.95%	0.25%
Total		46,075,000			

**SCTA Sales Tax Revenue Bonds, Series 2011**

8 Par Amount: \$25,200,000  
 9 Bid Date: 1/12/2011  
 10 Delivery Date: 1/26/2011  
 11 S&P Rating: "AA"  
 12 Final Maturity: 12/1/2024 (Approx. 14 Years)  
 13 Call Provisions: 10-Year at Par

15 True Interest Cost (TIC): 3.55%  
 16 All-In TIC (includes costs of issuance): 3.69%

**Bid Summary:**

		Interest Savings Over Highest
<b>Bidder (Underwriter):</b>	<b>TIC Bid</b>	<b>TIC Bid</b>
J.P. Morgan (Award)	3.533225%	\$2,757,746
Hutchinson, Shockey, Erley	3.550181%	\$2,718,025
Citigroup	3.586218%	\$2,633,605
Raymond James	3.633934%	\$2,521,825
Robert W. Baird	3.767187%	\$2,209,667
Stone & Youngberg	3.769703%	\$2,203,773
Piper Jaffray	3.772894%	\$2,196,298
Morgan Stanley	3.858230%	\$1,996,389
UBS	3.891528%	\$1,918,386
Southwest Securities	4.039720%	\$1,571,231
BMO Capital Markets	4.039924%	\$1,570,753
Wells Fargo	4.334829%	\$879,909
BofA Merrill Lynch	4.710441%	\$0

**Market Notes:**

-January 2011 market is after the sub-prime mortgage crisis and during the start of a US recovery after the recession.  
 -Investors are seeking higher rates for Sales Tax Revenue risk as shown below by the wider spread

**In the MMD General Obligation Bond Index**

-Investors are seeking higher rates for longer maturities as shown below by the higher 2011 MMD for 2020 (Year 10) and later.

**Interest Rate Scale:**

Year	Year of Maturity	Par Amount	Yield to Maturity	1/12/2011 US AAA GO MMD Index	Spread to MMD
12/1/2011	1	350,000	0.40%	0.37%	0.03%
12/1/2012	2	360,000	0.75%	0.73%	0.02%
12/1/2013	3	365,000	1.15%	1.09%	0.06%
12/1/2014	4	380,000	1.55%	1.51%	0.04%
12/1/2015	5	1,915,000	1.85%	1.81%	0.04%
12/1/2016	6	2,015,000	2.16%	2.10%	0.06%
12/1/2017	7	2,110,000	2.55%	2.46%	0.09%
12/1/2018	8	2,190,000	2.87%	2.78%	0.09%
12/1/2019	9	2,290,000	3.15%	3.06%	0.09%
12/1/2020	10	2,410,000	3.46%	3.31%	0.15%
12/1/2021	11	2,530,000	3.83%	3.51%	0.32%
12/1/2022	12	2,650,000	4.00%	3.69%	0.31%
12/1/2023	13	2,760,000	4.15%	3.86%	0.29%
12/1/2024	14	2,875,000	4.30%	4.02%	0.28%
Total		25,200,000			

**SCTA Sales Tax Revenue Bonds, Series 2015**

8 Par Amount: \$49,265,000  
 9 Sale Date (Negotiated): 6/11/2015  
 10 Delivery Date: 6/23/2015  
 11 S&P Rating: "AA"  
 12 Final Maturity: 12/1/2024 (Approx. 9.5 Years)  
 13 Call Provisions: Non-callable

15 True Interest Cost (TIC): 1.97%  
 16 All-In TIC (includes costs of issuance): 2.08%

**Savings and New Money Proceeds Summary:**

Date:	Dollar (\$)	Percent (%)
1/22/2015 (Preliminary)		
Present Value Savings:	\$1,595,538	3.97%
New Money Proceeds:	\$10,220,275	na

Date:	Dollar (\$)	Percent (%)
6/11/2015 (Final Pricing)		
Present Value Savings:	\$1,799,599	4.48%
New Money Proceeds:	\$14,948,000	na

**Market and Pricing Notes:**

-Sold via negotiated sale with Citi as underwriter. Citi selected through RFP process that solicited 5 responses.  
 -Strong investor interest with most maturities 3x to 5x subscribed.  
 - Final yields reduced 1 to 5 basis points across yield curve due to strong order flow.  
 - Positive tone in the tax-exempt market following 2 days of relative weakness in the market.

**Interest Rate Scale:**

Year	Year of Maturity	Par Amount	Yield	6/11/2015 US AAA GO MMD Index	Spread to MMD
12/1/2015	0.5	4,190,000	0.29%	-	-
12/1/2016	1.5	4,120,000	0.50%	0.51%	-0.01%
12/1/2017	2.5	4,265,000	0.86%	0.87%	-0.01%
12/1/2018	3.5	4,495,000	1.17%	1.17%	0.00%
12/1/2019	4.5	4,725,000	1.43%	1.40%	0.03%
12/1/2020	5.5	4,955,000	1.69%	1.63%	0.06%
12/1/2021	6.5	5,215,000	1.93%	1.86%	0.07%
12/1/2022	7.5	5,480,000	2.12%	2.01%	0.11%
12/1/2023	8.5	5,760,000	2.28%	2.14%	0.14%
12/1/2024	9.5	6,060,000	2.43%	2.27%	0.16%
Total		\$49,265,000			

# Marin Sonoma Narrows Unfunded HOV Lane Projects

Sonoma  
County

Old Redwood  
Hwy

G2

Petaluma

Hwy 116/Lakeville I/C

Petaluma Blvd  
S. I/C

**B2 Phase 2**

	mixed flow
	HOV built/funded
	HOV unfunded

Marin  
County

**B1 Phase 2**

Landfill I/C

Novato

Atherton Ave.

A4

Hwy 37

**SCTA**  
sonoma county transportation authority



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



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

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

**UNFUNDED TOTAL: \$ 225.0**



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
TEL 510.817.5700  
TDD/TTY 510.817.5769  
FAX 510.817.5848  
E-MAIL [info@mtc.ca.gov](mailto:info@mtc.ca.gov)  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Sonoma County Transportation Authority

DATE: June 25, 2015

FR: Ashley Nguyen & Toshi Shepard-Ohta

W.I.:

RE: Managed Lanes Implementation Plan & Sonoma US 101

In March 2015, MTC, Caltrans and the California Highway Patrol launched the Managed Lanes Implementation Plan (referred to as MLIP for short), which is the successor to the High Occupancy Vehicle (HOV) Master Plan adopted by the Commission in 2002. The key difference between this new implementation plan and past plans is that the focus is on identifying discrete projects that can be implemented within the next five to ten years. Staff will also prepare a high-level evaluation of projects that could be considered for longer-term implementation. The relevant work involves identifying opportunities for the following:

- Convert existing HOV lanes to express lanes;
- Develop new express lanes where no HOV or express lane exists today;
- Provide improved or new express bus services using managed lanes (including associated capital, stops and ramp improvements to support bus operations);
- Improve existing near-or at-capacity park-ride facilities, including parking management/pricing;
- Establish new park-ride facilities to support carpooling and transit use; and
- Conduct research (focus groups, telephone poll) to understand public opinion about managed lanes so that MTC may find ways to better communicate managed lanes to the public

At your upcoming board meeting, MTC staff will provide data and context for the following questions:

- How are the HOV lanes on US 101 in Sonoma County working? Are speeds in the HOV lanes at 45 mph or better? Do the hours of operations for Sonoma US 101 make sense?
- How many carpoolers, shuttles, and buses are using the HOV lanes today?
- How does an express lane work? What are the region's current plans for express lanes?
- Are there interest and opportunities to convert existing HOV lanes into express lanes in Sonoma County?

MTC staff looks forward to discuss these questions with the board and later work with SCTA staff to define potential strategies that may further enhance the performance of the managed lanes in this corridor.

## Staff Report

**To:** SCTA Board of Directors

**From:** Suzanne Smith, Executive Director

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

**Date:** July 13, 2015

---

**Issue:**

Shall the SCTA provide comment on the 2016 State Highways Operations and Protection Program (SHOPP)?

**Background:**

Every two years the California Transportation Commission approves a five year SHOPP program that funds critical projects on the State Highway System in the areas of safety, operations, maintenance, and bridges. Caltrans develops a draft list at the District level and those are then reviewed and refined at the statewide level for presentation to the CTC.

As part of the SHOPP development, Caltrans District 4 has been in contact with SCTA staff to discuss projects that are being considered for the 2016 SHOPP. Many of the proposed projects are strictly related to the Caltrans management of their system – storm damage items, ADA ramps, etc. – but three projects they are working on for possible inclusion were of note:

- Route 121 roadway and shoulder widening for 3 miles starting south of Hwy 12/116/121 intersection (approx. \$40M)
- Route 12 re-paving project through the Springs and downtown Sonoma (approx. \$8.4M)
- Highway 101 re-construction from Geyserville to Cloverdale (approx. \$82M)

In addition, staff has expressed to District 4 that there are a number of other very important potential SHOPP projects they should consider in their deliberations, including:

- Route 116/121 intersection – This operational project is currently in environmental review and has sufficient local funding to complete that phase as well as design. The funding need for right of way and construction is estimated at \$21M.
- Route 116 near Sebastopol, Intersection of Lone Pine/Mt Vernon and 116 – This safety project will signalize a very dangerous intersection that faces high traffic, especially during school hours (Gravenstein Elementary school is less than 0.5 miles from intersection). This improvement was originally to be included in a much larger 116 corridor roadway rehabilitation project but that effort has gone unfunded so the revised approach is to complete specific intersections. The safety index for this intersection makes it eligible as a safety project.
- Route 116 near Sebastopol, Intersection of Hessel/Mt Vernon and 116 – Similar to the intersection mentioned above, this is also a busy and dangerous intersection that impacts

emergency response given the local of a very active fire station on Hessel. This project is less than 0.5 miles from the intersection at Lone Pine/Mt. Vernon and 116.

- Hwy 101 Marin Sonoma Narrows B2 Phase 2 – The SHOPP component of this job would entail the rehabilitation of the existing two lanes in each direction and shoulders for approximately 1 mile. The project will open approximately 4.5 miles when we build the third lane. If SHOPP were considered as part of the funding plan we could reduce the ITIP request by that amount and leave in the Measure M bond refunding dollars.
- Hwy 37 eastbound left turn lane extension at Lakeville – As we have seen congestion increase significantly on Hwy 37 over the past several years we have observed that traffic backs up significantly at the intersection at Lakeville with eastbound traffic turning left being backed up into the main lane of travel.
- Hwy 37 Project Initiation Document – How to address the life and viability of the Hwy 37 corridor in the coming years is critical - from a congestion perspective as well as a resiliency and environmental perspective. To get started on that process SHOPP funds should help pay for a project initiation document and Caltrans staff time as well as partner agencies should be funded for the effort.

**Policy Impacts:**

Caltrans is charged with engaging with local partners during the SHOPP process. Like many aspects of transportation the SHOPP is extremely underfunded given the needs and Caltrans has many responsibilities they need to address related to safety before they are able to free up funds for operations or maintenance projects. Nonetheless, providing input on what the SCTA and local partners view as priorities for the SHOPP is also important. The SCTA could chose to send a letter highlighting priorities and/or direct staff to represent the local perspective in discussion with Caltrans on non-capacity project needs on the State Highway System.

**Fiscal Impacts:**

The SHOPP process could lead to funding of critical projects. In the case of Route 116/121 and The Narrows B2, Phase 2 project the SHOPP could match the local Measure M funds that are being used on the development phases of the projects.

**Staff Recommendation:**

Provide direction to staff related to the 2016 SHOPP.

## Staff Report

**To:** SCTA Board of Directors

**From:** Suzanne Smith, Executive Director

**Item:** 4.2.5. – Request from Del Norte County to support a future project on Hwy 101 at Last Chance Grade south of Crescent City

**Date:** July 13, 2015

---

**Issue:**

Shall the SCTA support the request from Del Norte County to Caltrans for a future project to address Highway 101 at Last Chance Grade?

**Background:**

Del Norte County Supervisor Roger Gitlin has requested support from the SCTA for a Caltrans project to realign Highway 101 south of Crescent City at Last Chance Grade.

Per Supervisor Gitlin: "...the Del Norte County Board of Supervisors... has deep concern over the failing Last Chance Grade on Highway 101, 10.3 miles south of Crescent City. Experts agree it is not IF the road will collapse into the Pacific as it did in 1972 but WHEN that catastrophe will reoccur. In the past year, the Last Chance has sunk another 12 inches and bulged westerly an additional 5-6 inches. The Last Chance Grade Advisory Board has generated 36 separate letters of support to Cal Trans to locate, select and build an alternate route around the precarious road. Ultimately, Mother Nature and gravity will have its way at 101 will be breached. We must all be proactive before this happens.

"This imminent threat is NOT a local issue only. The regional State-wide economic impact will be devastating to all Coastal counties from Del Norte to Marin. Traffic southerly along the 101 from the North-west in route to the Wine Country and San Francisco would be diverted off 101, mostly at 199 connecting to Inter-State 5. Who could support that while sacrificing the magnificence of 101 to the featureless plain of Interstate 5? Sonoma County would be directly economically impacted WHEN Last Chance collapses.

"We ask for your support in writing and sending to Cal Trans a Letter of Support to locate, select and build the alternate route around Last Chance Grade...

"Upon receipt, request is made to please place the Letter of Support on your upcoming Agenda for discussion and possible action."

**Policy Impacts:**

SCTA has worked with Marin and Mendocino Counties in supporting Hwy 101 projects before – specifically the Main/Sonoma Narrows and Willits Bypass. Those two counties have support Hwy 101 project in Sonoma County as well.

**Fiscal Impacts:**

The likely source for a future project to realign Last Chance Grade is the SHOPP which is competitive at a statewide level. SCTA regularly seeks SHOPP funds for various projects such as the 116/121 intersection, the Hwy 101 Big Pave from Windsor to Cloverdale, 116 between Cotati and Sebastopol and other related maintenance, operation and safety jobs as discussed in item 4.2.4 of this agenda.

**Staff Recommendation:**

Consider the request from Supervisor Gitlin and provide direction to staff.



County of Del Norte County  
Board of Supervisors  
981 "H" Street, Ste. 200  
Crescent City, California 95531

Phone  
(707) 464-7204

Fax  
(707) 464-1165

November 26, 2013

Tamera Leighton, Director  
Del Norte Local Transportation Commission  
1301 B Northcrest Dr., Ste. 16  
Crescent City, CA 95531

Dear Ms. Leighton:

The Del Norte County Board of Supervisors are writing to express our continued concerns regarding Last Chance Grade and the lack of options to save this "life line" to the south. As everyone knows, if Last Chance suffers a significant slide, this would essentially cut off our friends and family from jobs and schools. This would also create a significant detriment to the County risking the health and well-being of those that seek medical treatment to the south. This would also have a huge impact in the transportation of food and supplies to our community and last but certainly not least, the reduction in tourism that is brought to Del Norte County via Highway 101.

Over the years, Caltrans has spent millions and millions of dollars trying to prevent Last Chance Grade from another life threatening slide. Although the Board of Supervisors fully comprehends the costs that are and will be involved with keeping Last Chance passable, Caltrans needs to be aware of the economic and human costs of losing the ability to simply drive between northern and southern Del Norte County that would be astounding.

As the future of Last Chance Grade is unfortunately inevitable, we must persist in our efforts to obtain a safe and effective alternative to keep our connection to the south alive which will allow our area to continue to thrive.

Please know that the Board of Supervisors will continue efforts to support the creation of a viable alternative and will assist in order to support the funding efforts necessary to achieve this goal and keep Highway 101 safe for future generations.

Sincerely,

  
Michael Sullivan, Chair  
Del Norte County  
Board of Supervisors



**RESOLUTION OF BOARD OF DIRECTORS OF THE  
DEL NORTE ECONOMIC DEVELOPMENT CORPORATION**

**RESOLUTION # 2014-1  
Alternate Route Highway 101-Last Chance Grade**

**WHEREAS**, A catastrophic landslide on US Highway 101 at Last Chance Grade in southern Del Norte county will peril the economics of our community. Not planning for imminent failure will have consequences for the health and well-being of residents and businesses. A destination gateway to life and leisure on California's North Coast this corridor provides access for residents to receive vital services like healthcare, a North/South route for commercial trucking, and tourist traffic, which is the leading economic and business sector in Del Norte county.

**WHEREAS**, CalTrans District 1 will provide an Economic Impact of US Highway 101 Closure at Last Chance Grade to aid the Engineered Feasibility Study, calculate a cost to benefit ratio, and provide the plausible economic impacts when U.S. Highway 101 fully fails at Last Chance Grade..

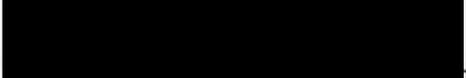
**NOW, THEREFORE, BE IT RESOLVED**, that the *Del Norte Economic Development Corporation Board of Directors* urges the *Del Norte Local Transportation Commission* to confer with all agencies and companies involved with the ease of egress to build a route around Last Chance Grade on Highway 101 south of Crescent City.

**PASSED AND ADOPTED** by the Del Norte Economic Development Corporation Board of Directors at a meeting held this 7<sup>th</sup> day of February, 2014.

**AYES:** 4  
**NOES:** 0  
**ABSENT:** 2

**ATTEST:**

  
Karli Dytewski, President

  
Tom Cochran, Vice President



BOARD OF SUPERVISORS  
**COUNTY OF HUMBOLDT**

825 5<sup>TH</sup> STREET

EUREKA, CALIFORNIA 95501-1153 PHONE (707) 476-2390 FAX (707) 445-7299

December 2, 2014

Charles Fielder, District 1 Director  
P. O. Box 3700  
1656 Union Street  
Eureka, CA 95502-3700

Del Norte County Local Transportation Commission  
1301 B Northcrest Drive Suite #16  
Crescent City, CA 95531

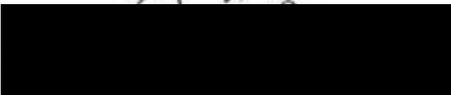
Dear Director Fielder and Transportation Commissioners:

On behalf of the Humboldt County Board of Supervisors, I am writing in full support of CalTrans finding an alternate route around "Last Chance Grade" in Del Norte County. Our Board is all too aware of the dangerous and precarious conditions that exist along this treacherous stretch of highway south of Crescent City, California.

Too often, the ongoing collapse of the roadway and landslides in this area result in long-term road closures, delays in the passage of trucks hauling much needed goods and services, and sadly the loss of life due to unforeseen accidents. It is only a matter of time before the entire mountain, and the roadway with it, collapses into the Pacific Ocean.

It is our understanding that CalTrans is currently conducting an Economic Impact Study related to the "Last Chance Grade" and we would strongly encourage CalTrans to consider any and all feasible recommendations for constructing an alternate route around this very hazardous and perilous stretch of highway in southern Del Norte County.

Sincerely,

  
Rex Bohn, Chair  
Humboldt County Board of Supervisors

RB:kh

CARMEL J. ANGELO  
Chief Executive Officer  
Clerk of the Board



**COUNTY OF MENDOCINO  
BOARD OF SUPERVISORS**

CONTACT INFORMATION  
501 Low Gap Road • Room 1010  
Ukiah, California 95482  
TELEPHONE: (707) 463-4221  
FAX: (707) 463-7237  
Email: bos@co.mendocino.ca.us  
Web: www.co.mendocino.ca.us/bos

March 3, 2015

Mr. Charles Fielder, District I Director  
P.O. Box 3700  
1656 Union Street  
Eureka, CA 95502-3700

Dear Director Fielder and Transportation Commissioners:

On behalf of the Mendocino County Board of Supervisors, I am writing this letter in full support of Caltrans finding an alternate route around "Last Chance Grade" in Del Norte County. This stretch of Highway 101, south of Crescent City, is prone to geographical activity and has the potential to present residents and travelers with dangerous encounters.

If the "Last Chance Grade" suffered a significant slide, not only may there be a loss of lives, but the potential for considerable impact to the residents and economies of northern California counties.

As Caltrans continues to conduct an Economic Impact Study on the "Last Chance Grade" in anticipation of a roadway collapse, the Mendocino County Board of Supervisors urge Caltrans to consider any and all viable options in the selection of an alternative route.

Thank you for your time and attention in this matter.

Sincerely,

  
Carre Brown, Chair  
Mendocino County Board of Supervisors

cc: Del Norte Local Transportation Commission

**THE BOARD OF SUPERVISORS**

CARRE BROWN  
First District

JOHN MCCOWEN  
Second District

TOM WOODHOUSE  
Third District

DAN GJERDE  
Fourth District

DAN HAMBURG  
Fifth District

## Staff Report

**To:** RCPA Board of Directors  
**From:** Lauren Casey, Program Manager  
**Item:** 4.3.1 – RCPA Activities Report  
**Date:** July 13, 2015

---

**Issue:**

Information Only

**Background:**

**CLIMATE POLICY**

**California Legislation**

A number of bills were introduced in the 2015 session related to climate change, most notably the Senate package presented at: <http://focus.senate.ca.gov/climate>

The Senate Climate package includes 12 bills that remain active which are summarized in the attached table. Perhaps the most significant are:

- **SB 32 (Pavley):** which would create new long term GHG emission reductions targets for the State of California of 40% below 1990 levels by 2030 and 80% below 1990 levels by 2050. The passage of SB 32 would extend the framework for climate action created by the Global Warming Solutions Act, and require that the Air Resources Board develop a Scoping Plan to implement these targets.
- **SB 350 (De Leon & Leno):** which would establish new targets for renewable energy (50% Renewable Portfolio Standard), low-carbon fuels (50% reduction in petroleum use), and efficient buildings (a 50% improvement in building energy efficiency), all by 2030.

The RCPA issued comments in support of the full Senate Climate Package when originally announced in February, which can be found at <http://focus.senate.ca.gov/climate/saving>

The Assembly has also introduced a number of climate related bills during the 2015 session, including a few of note related to current RCPA and Sonoma County programs:

- **AB 802 (Williams)** – would require the California Public Utilities Commissions to allow for utility energy efficiency program savings to include all estimate energy use reductions, including those that bring a building up to Title 24 levels (currently not counted in programs or incentives).
- **AB 1236 (Chiu)** – would require Local Ordinances for Electric Vehicle Charging Stations intended to streamline permitting of EV charging stations.
- **AB 1330 (Bloom)** – would enact the Energy Efficiency Resource Standard Act, significantly adjusting the framework for California Public Utilities Commission oversight of energy efficiency resource savings achieved by utilities.

- **AB 450 (McCarty)** – PACE Reserve Program – would authorize GHG funds to be used for the PACE Reserve Program operated by the California Alternative Energy and Advanced Transportation Financing Authority.
- **AB 21 (Perea)** – California Global Warming Solutions Act of 2006: Emissions Limit Scoping Plan – would require Air Resource Board consultation on certain aspects of the AB 32 Scoping Plan.
- **AB 761 (Levine)** – Carbon Farm Planning would establish a grant program for voluntary carbon sequestration and GHG reduction projects on agricultural lands.

These bills are those that stand out in relation to the RCPA Mission, Goals, and Objectives, however there are many other active bills in the Senate and Assembly that have a climate nexus. Staff will continue to monitor the progress of these pieces of legislation and will engage with the appropriate State agencies upon passage.

## ***CLIMATE ACTION PLANNING***

### **Climate Action 2020**

RCPA staff has continued to work with jurisdiction staff through the Staff Working Group on the community wide climate action plan. Since the last Board update, the Staff Working Group has been meeting and reviewing candidate GHG reduction measures, to identify and evaluate possible greenhouse gas (GHG) reduction strategies to help achieve the adopted GHG target and to evaluate new GHG reduction target options for 2020. RCPA staff is currently working on writing the climate action plan document, and anticipate being able to distribute an Admin draft to the Staff Working Group mid-July. The schedule for the public release of the climate action planning document is expected in the fall of 2015. During the release of the public draft, extensive public outreach meetings on the draft plan will take place, as well as public hearings at commissions and Councils and the Board of Supervisors. Once the Admin Draft is reviewed by the Staff Working group, an updated schedule and timeline will be presented to the Board. Local Adoption of the final climate action plan is anticipated to be completed by the spring of next year.

## ***ENERGY PROGRAMS***

### **Bay Area Regional Energy Network (BayREN)**

The RCPA continues to administer and implement Bay Area Regional Energy Network (BayREN) programs on behalf of the jurisdictions of Sonoma County across single family Energy Upgrade California, Multifamily Energy Upgrade California, Pay As You Save (PAYS<sup>®</sup>) on bill repayment, and Codes and Standards. Recent efforts and developments include:

- Single Family - Staff worked in conjunction with the County's Energy Independence Office to promote and deliver homeowner energy workshops in Petaluma, Santa Rosa, and Windsor at which property owners learned about the many resources available to help them do energy projects at home.
- Multifamily - RCPA staff convened a BayREN Multifamily Workshop on Wednesday June 10th in Santa Rosa (La Plaza Building, 2300 County Center Dr.). Staff sent out 1,800 letter to Sonoma County property owners and managers, highlighting rebates and savings opportunities, particularly the Bay Area Multifamily Building Enhancements (BAMBE) program. Other local partners such as SCEIP, Sonoma Clean Power and Santa Rosa Water were also able to share relevant information and rebates for multi-family properties at the workshop. Seven property owners and managers attended, whose properties include hundreds of units in Sonoma County.

The workshop was supported by the regional BayREN program team. Compared to other counties, Sonoma has seen a bump of activity in 2015 related to the BAMBE program.

- Commercial PACE contractor training workshops – Staff worked with the regional BayREN PACE lead to plan and deliver two contractor trainings related to PACE financing. The purpose of the trainings is to build contractor capacity to enlist property owners to complete cost-effective energy retrofits. Specifically, trainings focused on how to make offers to commercial property owners in financial terms they commonly use and understand. The training included case studies and customer communication support tools. 15 contractors attended the local trainings.
- Pay As You Save (PAYS®) – The Town of Windsor has launched PAYS offerings to commercial property owners in the Airport Business Park, specifically focusing on weather based irrigation controllers. The Town is also working with the RCPA and BayREN PAYS technical consultants to refocus on strengthening the single family program by making sure program benefits transfer successfully from one building occupant to the next. The City of Hayward approved a \$1 million allocation from the wastewater enterprise fund to launch phase one of Green Hayward PAYS, a program focusing on multifamily.

### **Sunshot Solar Prize Opportunity**

The San Francisco Department of the Environment (SFE) is leading a submittal to the U.S. Department of Energy's Sunshot Prize: the Race to 7-Day Solar. The Prize aims to motivate local governments, communities, solar companies and electric utilities to collaborate towards improving the "going solar" experience from permit to plug-in for all Americans. This competition offers a total of \$10 million in cash awards to the best teams that bring process certainty and reduce the permit to plug-in time from current durations to a swift seven days for small PV systems ( $\leq 100$  kW) or seven weeks for large systems ( $\leq 1$  MW). SunShot will provide seed funding to help support up to 20 teams during a set 18-month performance period that begins in September 2015.

SFE is recruiting building departments from around the BayREN region to participate in a regional collaboration to collectively install over 15 megawatts (MW) of small solar systems in 18 months, using streamlined permitting processes. Participating jurisdictions must simply commit to expediting solar permit approvals and in exchange may receive grant funding to cover staff time, software improvements, and tablets for in-field data collection. If the regional effort wins, a \$3 million prize will be awarded to BayREN to disperse for solar programs in the region.

Sonoma County jurisdictions are already well equipped for quick turn around on solar permits due to prior collaboration to standardize and streamline permitting processes countywide. Therefore participating in the Sunshot effort presents an opportunity to showcase our early work to support rapid growth in solar, and to secure additional funding for programs.

RCPA staff is communicating the opportunity to Chief Building Officials around the County and facilitating connections with the regional lead in San Francisco.

More details about the opportunity are explained in the attached letter.

### **ADMINISTRATIVE**

#### **Climate Corps Bay Area**

The RCPA has participated in the Climate Corps Bay Area (CCBA) program for the last four years. This program, administered by Strategic Energy Innovations based in Marin, supports fellows housed in government agencies and non-profits around the bay area who are working on various sustainability initiatives.

The CCBA program has allowed the RCPA to benefit from the robust contributions of passionate, young professionals with a desire to apply their skills in support of on the ground projects in their communities. The RCPA fellows have supported myriad projects including: Climate Action 2020, Energy Upgrade California, BayREN, the Bicycle and Pedestrian Count Program, and broad community outreach campaigns. The current year fellow, Jeremey Arroyo, completes his fellowship in July.

The RCPA will not be participating in the CCBA in 2015-2016 because of the recent addition of a full-time Community Affairs Specialist. However, a review of fellow contributions over the duration of RCPA participation reveals the value and importance of workforce investment programs like CCBA.

**Policy Impacts:**

None.

**Fiscal Impacts:**

None.

**Staff Recommendation:**

Information only.

## Summary of Senate Climate Legislation Package

Number	Title	Affect
SB 9 (Beall)	Transit and Intercity Rail Capital Program	Would create clarity regarding the investment of Cap and Trade Funds related to transit.
SB 32 (Pavley)	California Global Warming Solutions Act of 2006: emissions limit	Would extend the State climate pollution reduction target to 80% below 1990 levels by 2050.
SB 64 (Liu)	California Transportation Plan	Would require the California Transportation Commission to include action-oriented recommendations for transportation system improvements in its annual plan .
SB 185 (De Leon)	Investing with Values and Responsibility	Would require CalPERS and CalSTERS to divest their portfolios of coal companies.
SB 189 (Hueso)	Maximizing Jobs and Economic Growth	Would establish an appointed, 7 person committee at the EPA to advise state agencies on the expenditure of GHG-related funds.
SB 246 (Wieckowski)	Climate Adaptation	Would create a multidisciplinary advisory council to support the Office of Planning and Research in improving guidance to plan for climate resilience.
SB 350 (De Leon & Leno)	Golden State Standards	Would increase the Renewable Portfolio Standard to 50% by 2030; would establish a goal of 50% reduction in petroleum use by 2030; and would establish a goal of 50% improvement in building efficiency.
SB 367 (Wolk)	Agriculture Climate Benefits Act	Would promote carbon beneficial practices in the ag sector by directing California Department of Food and Agriculture grant funding and GHG Fund proceeds towards incentives for land management practices that reduce GHGs and sequester carbon.
SB 379 (Jackson)	Climate Adaptation	Would require that the safety element of general plans include goals, policies, and objectives for climate adaptation upon the next revision of housing elements starting in 2017.
SB 398 (Leyva)	Green Assistance Program	Would provide technical assistance to small businesses, non-profits, and governments in disadvantaged communities to support access to GHG Reduction Funds.
SB 758 (Block)	Atmospheric Rivers	Would create a state Atmospheric Rivers Research and Mitigation Program that builds on the work underway by SCWA and the Center for Western Weather and Water Extremes.
SB 788 (McGuire & Jackson)	California Coastal Protection Act of 2015	Would remove authorization for the State Lands Commission to enter into a lease for the extraction of oil or gas from state-owned tide and submerged lands in the California Coastal Sanctuary

## **Glossary of 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

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<sup>®</sup> = 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

SCTA = Sonoma County Transportation Authority

SFLLR = Single Family Loan Loss Reserve

SFPUC = San Francisco Public Utilities Commission



ABAG

*“Bay Area communities working together for a sustainable energy future.”*

---

May 21, 2015

Chief Building Official:

Your department has an opportunity to participate in a national contest for fast permitting and approval of solar projects. We are inviting you to join a team with PG&E, Accela, Solar City, and other Bay Area local governments, including Livermore and San Francisco, which could win the \$3 million prize from US Department of Energy’s “Sunshot: Race to Seven Days”. If you are interested, please email a statement of your interest to [cal.broomhead@sfgov.org](mailto:cal.broomhead@sfgov.org). This is an opportunity to:

- get the tools and help to comply with AB-2188, and streamlining and automating your process
- improve your response time to contractor requests
- help your jurisdiction to achieve its carbon emissions reduction goals

PG&E believes a Bay Area team can win the contest with a typical residential installation of close to one day. The time starts at permit application and runs through the inspection to the issuance of the permission to operate. PG&E has committed to an instantaneous issuance of the permission to operate if they receive the required information on-line. Accela has already amended their software module to make that possible. The rules and strategy to win this point-based contest are:

- collectively install 15 megaWatts (MW) of solar photovoltaics in 18 months
- points are optimized when the team has 20 or more local governments participating
- majority of installations are completed in less than seven days

The competition starts in September, so there is time to streamline your processes; there is also a strong likelihood to be compensated for your costs. “Sunshot” has \$100,000 grants for 20 teams to cover the costs of coordination, software, and tablets for in-field data collection and transmittal. We are turning in an application for those funds May 24, though you need not decide before that date.

To participate, you need not be already there, but commit to striving to achieve the following:

1. Same day or one day permit approval
2. Same day or one-day inspection, or virtual (remote) inspection
3. On-line data transmittal

PG&E believes a Bay Area team can complete the 15 MW requirement based on the current rate of solar installations in a selection of cities around the Bay Area. Currently, there is no formal agreement about how to disburse the prize should this team win; however, PG&E, Accela, and Solar City have stated that they are not interested in the prize money and would cede to the local governments the decision as to disbursement of funds. We have proposed that local governments be compensated based on their staff time and other costs with the remainder to be used for some type solar program, e.g. low-income and affordable housing. Again, if you are interested, even if you are not ready to make a commitment, please contact Cal Broomhead, City and County of San Francisco, [cal.broomhead@sfgov.org](mailto:cal.broomhead@sfgov.org), 415-355-3706.

Thank you for your attention.

Jerry Lahr  
Bay Area Regional Energy Network

## Staff Report

**To:** SCTA/RCPA Board of Directors

**From:** Suzanne Smith, Executive Director

**Item:** 4.4 – Board goal setting and strategic planning discussion; proposal for August 2015 workshop

**Date:** July 13, 2015

---

**Issue:**

Should the SCTA/RCPA Board of Directors conduct a goal setting workshop and strategic planning discussion related to desired outcomes for FY15/16 and beyond?

**Background:**

At the Executive Committee meeting of June 8, Directors Russell and Gallian were tasked with meeting with the Executive Director to discuss the process and structure of the Executive Director's annual evaluation. This led to a broader discussion about how to measure success of the SCTA and RCPA and how the Board might engage in more strategic planning and goal setting to that end.

It is a recommendation from the sub-committee to the Executive Committee and the Board that a goal setting workshop occur in August 2015 for both SCTA and RCPA to establish goals and priorities, discuss short and long term visions for the agencies, and consider growth opportunities and resources. This Board item is meant to serve as the vehicle for a discussion of how, if this concept is desired, such an effort will be structured and what advance input will be requested from Board members.

The general structure and process for an August goal setting workshop could include:

1. Review of current mission, vision, goals, objectives for both SCTA and RCPA as well as any joint endeavors; address gaps or things that have changed since last approved
2. Framework for Board member input on their goals for both SCTA and RCPA; include a deadline so information will be available prior to the August workshop

A draft agenda for the workshop could include:

**SCTA**

1. Review mission, goals and related policy guidance
2. Draft staff work plan for FY15/16
3. Board member goal setting
4. What should SCTA's role be in 5 years? How do we get there?

**RCPA**

1. Review mission, vision, goals and objectives
2. Draft staff work plan for FY15/16

3. Board member goal setting

4. What should the RCPA's role be in 5 years? How do we get there?

The Executive Committee is slated to discuss the workshop, goal setting and Executive Director evaluation in July and report out to full Board.

Possible date for workshop: afternoon of August 31.

**Policy Impacts:**

The goal setting and review of mission and the future for both SCTA and RCPA could have policy impacts in terms of establishing priorities for work effort.

**Fiscal Impacts:**

None, unless the Board desired an outside facilitator to run the meeting.

**Staff Recommendation:**

Provide direction to staff on if or how to proceed with a Board workshop.

---

## Staff Report

**To:** Sonoma County Transportation Authority  
**From:** Brant Arthur, Community Affairs Specialist  
**Item:** 4.5 – Web development contract authorization  
**Date:** July 13, 2015

---

**Issue:**

Shall the Board authorize the Executive Director to negotiate final terms for and execute the attached draft agreement for web development consulting services?

**Background:**

Following the Board's approval to release a RFP for web development services at the June 8, 2015 Board meeting, SCTA/RCPA staff released a RFP on June 15, 2015. Since then, interested parties have submitted a number of questions, with answers posted on June 23, 2015. Final proposals are due on July 2, 2015. Interviews are to be scheduled on July 9, with the intention of selecting a consultant on July 10, 2015.

The evaluation team will include Suzanne Smith, Janet Spilman, Lauren Casey and Brant Arthur. The evaluation will measure a number of different qualifications, including:

1. Demonstrated ability to perform the services described;
2. Experience and expertise;
3. Quality of work as verified by references;
4. Costs relative to the scope of services;
5. A demonstrated history of providing similar services to comparable entities;
6. Willingness to accept the SCTA's contract terms; and
7. Ability to best meet the project goals.

Because there is no scheduled Board meeting in August, selecting a consultant before the July 13, 2015 board meeting will allow for work with the consultant to start quickly. In addition, it will allow the creative work and resulting online tools to contribute to ongoing outreach and engagement efforts.

Staff will provide more detail on the selected firm at the Board meeting but is requesting authorization to negotiate the final terms of the contract, specifically the final work scope and budget by task. These contract elements will be refined after a scope and schedule conference call with SCTA/RCPA staff.

**Policy Impacts:**

There is no policy impact associated with the recommendations.

**Fiscal Impacts:**

The budget for web development for SCTA and RCPA is expected to not exceed \$35,000.

**Staff Recommendation:**

Staff recommends that the Board approve a contract with the winning proposer and authorize the Executive Director to negotiate the final terms of the contract, scope of work, and budget by task.

**Attachments:**

Standard Professional Services Agreement

# Standard Professional Services Agreement (“PSA”)

## AGREEMENT FOR CONSULTING SERVICES

This agreement ("Agreement"), dated as of \_\_\_\_\_, 20\_\_ (“Effective Date”) is by and between the Sonoma County Transportation Authority, (hereinafter referred to as "SCTA"), and \_\_\_\_\_ (hereinafter referred to as "Consultant").

### RECITALS

WHEREAS, Consultant represents that it is a duly qualified professional, experienced in website development; and

WHEREAS, SCTA is seeking proposals from experienced and qualified individuals and/or organizations to provide website design and development services, including a content management system, and potential hosting services and ongoing technical support for its existing website; and

WHEREAS, in the judgment of the SCTA, it is necessary and desirable to employ the services of Consultant to develop a redesigned website for the SCTA and a new website for the RCPA.

NOW, THEREFORE, in consideration of the foregoing recitals and the mutual covenants contained herein, the parties hereto agree as follows:

### AGREEMENT

#### I. Scope of Services.

1.1 Consultant's Specified Services. Consultant shall perform the services described in Exhibit “A,” attached hereto and incorporated herein by this reference (hereinafter "Scope of Work"), and within the times or by the dates provided for in Exhibit “A” and pursuant to Article 7, Prosecution of Work. In the event of a conflict between the body of this Agreement and Exhibit “A”, the provisions in the body of this Agreement shall control.

1.2 Cooperation With SCTA. Consultant shall cooperate with SCTA and RCPA, and SCTA and RCPA staff, in the performance of all work hereunder.

1.3 Performance Standard. Consultant shall perform all work hereunder in a manner consistent with the level of competency and standard of care normally observed by a person practicing in Consultant's profession. SCTA has relied upon the professional ability

and training of Consultant as a material inducement to enter into this Agreement. Consultant hereby agrees to provide all services under this Agreement in accordance with generally accepted professional practices and standards of care, as well as the requirements of applicable federal, state and local laws, it being understood that acceptance of Contractor's work by SCTA shall not operate as a waiver or release. If SCTA determines that any of Consultant's work is not in accordance with such level of competency and standard of care, SCTA, in its sole discretion, shall have the right to do any or all of the following: (a) require Consultant to meet with SCTA to review the quality of the work and resolve matters of concern; (b) require Consultant to repeat the work at no additional charge until it is satisfactory; (c) terminate this Agreement pursuant to the provisions of Article 4; or (d) pursue any and all other remedies at law or in equity.

#### 1.4 Assigned Personnel.

- a. Consultant shall assign only competent personnel to perform work hereunder. In the event that at any time SCTA, in its sole discretion, desires the removal of any person or persons assigned by Consultant to perform work hereunder, Consultant shall remove such person or persons immediately upon receiving written notice from SCTA.
- b. Any and all persons identified in this Agreement or any exhibit hereto as the project manager, project team, or other professional performing work hereunder are deemed by SCTA to be key personnel whose services were a material inducement to SCTA to enter into this Agreement, and without whose services SCTA would not have entered into this Agreement. Consultant shall not remove, replace, substitute, or otherwise change any key personnel without the prior written consent of SCTA. With respect to performance under this Agreement, Consultant shall employ the following key personnel: \_\_\_\_\_.
- c. In the event that any of Consultant's personnel assigned to perform services under this Agreement become unavailable due to resignation, sickness or other factors outside of Consultant's control, Consultant shall be responsible for timely provision of adequately qualified replacements.

## 2. Payment.

2.1 Payment for Consultant's Services. For all services and incidental costs required hereunder, Consultant shall be paid on a time and material/expense basis in accordance with the budget set forth in Exhibit A, provided, however, that total payments to Consultant shall not exceed \$35,000.00, without the prior written approval of SCTA. The hourly rates specified in Exhibit A shall cover all salary-related costs, including, without limitation, salary, fringe benefits, overhead, and profit.

2.2 Payment for Consultant's Non-Salary Expenses. Subject to paragraph 2.1 above, actual cost of non-salary expenses provided by Consultant, incurred directly for the Project, shall be reimbursed in accordance with usual and customary rates. Such expenses are limited to the following:

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

The following costs are ineligible for reimbursement:

- a. Indirect costs, including salaries and benefits of employees not directly assigned to the Project, and organizational functions, such as personnel, business services, information technology, and salaries of supervisors or managers (not directly assigned to the Project).
- b. Overhead, such as rent, and utilities.
- c. Food or beverages (e.g. as part of meetings, workshops, training, or events).

### 2.3 Payment Procedure for Consultant's Services.

Invoices. SCTA shall make payments to Consultant on the basis of Consultant's invoice to SCTA for work performed. Consultant shall submit its bills in arrears on a monthly basis in a form approved by County's Auditor and the Head of the SCTA. The bills shall show or include: (i) the task(s) performed; (ii) the time in quarter hours devoted to the task(s); (iii) the hourly rate or rates of the persons performing the task(s); (iv) copies of receipts for reimbursable materials/expenses, if any (expenses not expressly authorized by the Agreement shall not be reimbursed); (v) the total amount of the previous bill; and (vi) the total-to-date billings.

Records of time spent by Consultant shall identify the individual performing the work, the date on which the work was performed, the specific activities or tasks and deliverables to which the individual's time was devoted, and the amount of time spent. Such records shall reflect actual time spent, rather than that which was planned or budgeted.

Monthly Progress Reports. Consultant shall complete Monthly Progress Reports and provide them to SCTA with each monthly invoice for the term of this Agreement. Progress Reports shall show or include (i) the estimated percentage of work completed on a task-by-task basis; (ii) the percentage of funds invoiced; and (iii) such other information as SCTA deems necessary. Within fifteen (15) business days following receipt of the invoice, SCTA shall determine whether Consultant has satisfactorily performed the work identified in the invoice. If SCTA determines

that Consultant has not satisfactorily performed such work, SCTA shall inform Consultant in writing of such fact and may proceed pursuant to paragraph 1.4. Subject to the provisions of paragraph 4, SCTA shall cause payment to be made to Consultant within thirty (30) business days following SCTA's determination that Consultant has satisfactorily performed the work for which Consultant has invoiced SCTA.

Unless otherwise noted in this agreement, payments shall be made within the normal course of county business after presentation of an invoice in a form approved by the SCTA for services performed. Payments shall be made only upon the satisfactory completion of the services as determined by the SCTA.

Pursuant to California Revenue and Taxation code (R&TC) Section 18662, the SCTA shall withhold seven percent of the income paid to Consultant for services performed within the State of California under this agreement, for payment and reporting to the California Franchise Tax Board, if Consultant does not qualify as: (1) a corporation with its principal place of business in California, (2) an LLC or Partnership with a permanent place of business in California, (3) a corporation/LLC or Partnership qualified to do business in California by the Secretary of State, or (4) an individual with a permanent residence in the State of California.

If Consultant does not qualify, SCTA requires that a completed and signed Form 587 be provided by the Consultant in order for payments to be made. If consultant is qualified, then the SCTA requires a completed Form 590. Forms 587 and 590 remain valid for the duration of the Agreement provided there is no material change in facts. By signing either form, the contractor agrees to promptly notify the SCTA of any changes in the facts. Forms should be sent to the SCTA pursuant to Article 12. To reduce the amount withheld, Consultant has the option to provide SCTA with either a full or partial waiver from the State of California.

3. Term of Agreement. The term of this Agreement shall be from \_\_\_\_\_ to \_\_\_\_\_ unless terminated earlier in accordance with the provisions of Article 4 below.

4. Termination.

4.1 Termination Without Cause. Notwithstanding any other provision of this Agreement, at any time and without cause, SCTA shall have the right, in its sole discretion, to terminate this Agreement by giving 5 days written notice to Consultant.

4.2 Termination for Cause. Notwithstanding any other provision of this Agreement, should Consultant fail to perform any of its obligations hereunder, within the time and in the manner herein provided, or otherwise violate any of the terms of this Agreement, SCTA may immediately terminate this Agreement by giving Consultant written notice of such termination, stating the reason for termination.

4.3 Delivery of Work Product and Final Payment Upon Termination.

In the event of termination, Consultant, within 14 days following the date of termination, shall deliver to SCTA all materials and work product subject to Section 9.11 (Ownership and Disclosure of Work Product) and shall submit to SCTA an invoice showing the services performed, hours worked, and copies of receipts for reimbursable expenses up to the date of termination.

4.4 Payment Upon Termination. Upon termination of this Agreement by SCTA, Consultant shall be entitled to receive as full payment for all services satisfactorily rendered and expenses incurred hereunder, an amount which bears the same ratio to the total payment specified in the Agreement as the services satisfactorily rendered hereunder by Consultant bear to the total services otherwise required to be performed for such total payment; provided, however, that if services which have been satisfactorily rendered are to be paid on a per-hour or per-day basis, Consultant shall be entitled to receive as full payment an amount equal to the number of hours or days actually worked prior to the termination times the applicable hourly or daily rate; and further provided, however, that if SCTA terminates the Agreement for cause pursuant to Section 4.2, SCTA shall deduct from such amount the amount of damage, if any, sustained by SCTA by virtue of the breach of the Agreement by Consultant.

4.5 Authority to Terminate. The Board of Supervisors has the authority to terminate this Agreement on behalf of the SCTA. In addition, the Purchasing Agent or SCTA Department Head, in consultation with County Counsel, shall have the authority to terminate this Agreement on behalf of the SCTA.

5. Indemnification. Consultant agrees to accept all responsibility for loss or damage to any person or entity, including SCTA and RCPA, and to indemnify, hold harmless, and release SCTA and RCPA, its officers, agents, and employees, from and against any actions, claims, damages, liabilities, disabilities, or expenses, that may be asserted by any person or entity, including Consultant, that arise out of, pertain to, or relate to Consultant's or its agents', employees', contractors', subcontractors', or invitees' performance or obligations under this Agreement. Consultant agrees to provide a complete defense for any claim or action brought against SCTA or RCPA based upon a claim relating to such Consultant's or its agents', employees', contractors', subcontractors', or invitees' performance or obligations under this Agreement. Consultant's obligations under this Section apply whether or not there is concurrent negligence on SCTA's or RCPA's part, but to the extent required by law, excluding liability due to SCTA's or RCPA's conduct. SCTA and RCPA shall have the right to select its legal counsel at Consultant's expense, subject to Consultant's approval, which shall not be unreasonably withheld. This indemnification obligation is not limited in any way by any limitation on the amount or type of damages or compensation payable to or for Consultant or its agents under workers' compensation acts, disability benefits acts, or other employee benefit acts.

6. Insurance. With respect to performance of work under this Agreement, Consultant shall maintain and shall require all of its subcontractors, consultants, and other agents to maintain,

insurance as described in Exhibit D, which is attached hereto and incorporated herein by this reference.

7. Prosecution of Work. The execution of this Agreement shall constitute Consultant's authority to proceed immediately with the performance of this Agreement. Performance of the services hereunder shall be completed within the time required herein, provided, however, that if the performance is delayed by earthquake, flood, high water, or other Act of God or by strike, lockout, or similar labor disturbances, the time for Consultant's performance of this Agreement shall be extended by a number of days equal to the number of days Consultant has been delayed.

8. Extra or Changed Work. Extra or changed work or other changes to the Agreement may be authorized only by written amendment to this Agreement, signed by both parties. Minor changes, which do not increase the amount paid under the Agreement, and which do not significantly change the scope of work or significantly lengthen time schedules may be executed by the Department Head in a form approved by County Counsel. The Board of Supervisors/Purchasing Agent must authorize all other extra or changed work. The parties expressly recognize that, pursuant to Sonoma County Code Section 1-11, SCTA personnel are without authorization to order extra or changed work or waive Agreement requirements. Failure of Consultant to secure such written authorization for extra or changed work shall constitute a waiver of any and all right to adjustment in the Agreement price or Agreement time due to such unauthorized work and thereafter Consultant shall be entitled to no compensation whatsoever for the performance of such work. Consultant further expressly waives any and all right or remedy by way of restitution and quantum meruit for any and all extra work performed without such express and prior written authorization of the SCTA.

9. Representations of Consultant.

9.1 Standard of Care. SCTA has relied upon the professional ability and training of Consultant as a material inducement to enter into this Agreement. Consultant hereby agrees that all its work will be performed and that its operations shall be conducted in accordance with generally accepted and applicable professional practices and standards as well as the requirements of applicable federal, state and local laws, it being understood that acceptance of Consultant's work by SCTA shall not operate as a waiver or release.

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

9.3 No Suspension or Debarment. Consultant warrants that it is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in covered transactions by any federal department or agency. Consultant also warrants that it is not suspended or debarred from receiving federal funds as listed in the List of Parties Excluded from Federal Procurement or Non-procurement Programs issued by the General Services Administration. If the Consultant becomes debarred, consultant has the obligation to inform the SCTA.

9.4 Taxes. Consultant agrees to file federal and state tax returns and pay all applicable taxes on amounts paid pursuant to this Agreement and shall be solely liable and responsible to pay such taxes and other obligations, including, but not limited to, state and federal income and FICA taxes. Consultant agrees to indemnify and hold SCTA harmless from any liability which it may incur to the United States or to the State of California as a consequence of Consultant's failure to pay, when due, all such taxes and obligations. In case SCTA is audited for compliance regarding any withholding or other applicable taxes, Consultant agrees to furnish SCTA with proof of payment of taxes on these earnings.

9.5 Records Maintenance. Consultant shall keep and maintain full and complete documentation and accounting records concerning all services performed that are compensable under this Agreement and shall make such documents and records available to SCTA for inspection at any reasonable time. Consultant shall maintain such records for a period of four (4) years following completion of work hereunder.

9.6 Conflict of Interest. Consultant covenants that it presently has no interest and that it will not acquire any interest, direct or indirect, that represents a financial conflict of interest under state law or that would otherwise conflict in any manner or degree with the performance of its services hereunder. Consultant further covenants that in the performance of this Agreement no person having any such interests shall be employed. In addition, if requested to do so by SCTA, Consultant shall complete and file and shall require any other person doing work under this Agreement to complete and file a "Statement of Economic Interest" with SCTA disclosing Consultant's or such other person's financial interests.

9.7 Statutory Compliance. Contractor agrees to comply with all applicable federal, state and local laws, regulations, statutes and policies applicable to the services provided under this Agreement as they exist now and as they are changed, amended or modified during the term of this Agreement.

9.8 Nondiscrimination. Without limiting any other provision hereunder, Consultant shall comply with all applicable federal, state, and local laws, rules, and regulations in regard to nondiscrimination in employment because of race, color, ancestry, national origin, religion, sex, marital status, age, medical condition, pregnancy, disability, sexual orientation or other

prohibited basis, including without limitation, the County of Sonoma's Non-Discrimination Policy. All nondiscrimination rules or regulations required by law to be included in this Agreement are incorporated herein by this reference.

9.9 AIDS Discrimination. Consultant agrees to comply with the provisions of Chapter 19, Article II, of the Sonoma County Code prohibiting discrimination in housing, employment, and services because of AIDS or HIV infection during the term of this Agreement and any extensions of the term.

9.10 Assignment of Rights. Consultant assigns to SCTA all rights throughout the world in perpetuity in the nature of copyright, trademark, patent, right to ideas, in and to all versions of the plans and specifications, if any, now or later prepared by Consultant in connection with this Agreement. Consultant agrees to take such actions as are necessary to protect the rights assigned to SCTA in this Agreement, and to refrain from taking any action which would impair those rights. Consultant's responsibilities under this provision include, but are not limited to, placing proper notice of copyright on all versions of the plans and specifications as SCTA may direct, and refraining from disclosing any versions of the plans and specifications to any third party without first obtaining written permission of SCTA. Consultant shall not use or permit another to use the plans and specifications in connection with this or any other project without first obtaining written permission of SCTA.

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

9.12 Authority. The undersigned hereby represents and warrants that he or she has authority to execute and deliver this Agreement on behalf of Consultant.

10. Demand for Assurance. Each party to this Agreement undertakes the obligation that the other's expectation of receiving due performance will not be impaired. When reasonable grounds for insecurity arise with respect to the performance of either party, the other may in writing demand adequate assurance of due performance and until such assurance is received may, if commercially reasonable, suspend any performance for which the agreed return has not been received. "Commercially reasonable" includes not only the conduct of a party with respect to performance under this Agreement, but also conduct with respect to other

agreements with parties to this Agreement or others. After receipt of a justified demand, failure to provide within a reasonable time, but not exceeding thirty (30) days, such assurance of due performance as is adequate under the circumstances of the particular case is a repudiation of this Agreement. Acceptance of any improper delivery, service, or payment does not prejudice the aggrieved party's right to demand adequate assurance of future performance. Nothing in this Article limits SCTA's right to terminate this Agreement pursuant to Article 4.

11. Assignment and Delegation. Neither party hereto shall assign, delegate, sublet, or transfer any interest in or duty under this Agreement without the prior written consent of the other, and no such transfer shall be of any force or effect whatsoever unless and until the other party shall have so consented.

12. Method and Place of Giving Notice, Submitting Bills and Making Payments. All notices, bills, and payments shall be made in writing and shall be given by personal delivery or by U.S. Mail or courier service. Notices, bills, and payments shall be addressed as follows:

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

TO: CONSULTANT:	_____ _____ _____
-----------------	-------------------------

When a notice, bill or payment is given by a generally recognized overnight courier service, the notice, bill or payment shall be deemed received on the next business day. When a copy of a notice, bill or payment is sent by facsimile or email, the notice, bill or payment shall be deemed received upon transmission as long as (1) the original copy of the notice, bill or payment is promptly deposited in the U.S. mail and postmarked on the date of the facsimile or email (for a payment, on or before the due date), (2) the sender has a written confirmation of the facsimile transmission or email, and (3) the facsimile or email is transmitted before 5 p.m. (recipient's time). In all other instances, notices, bills and payments shall be effective upon receipt by the recipient. Changes may be made in the names and addresses of the person to whom notices are to be given by giving notice pursuant to this paragraph.

13. Miscellaneous Provisions.

13.1 No Waiver of Breach. The waiver by SCTA of any breach of any term or promise contained in this Agreement shall not be deemed to be a waiver of such term or provision

or any subsequent breach of the same or any other term or promise contained in this Agreement.

13.2 Construction. To the fullest extent allowed by law, the provisions of this Agreement shall be construed and given effect in a manner that avoids any violation of statute, ordinance, regulation, or law. The parties covenant and agree that in the event that any provision of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remainder of the provisions hereof shall remain in full force and effect and shall in no way be affected, impaired, or invalidated thereby. Consultant and SCTA acknowledge that they have each contributed to the making of this Agreement and that, in the event of a dispute over the interpretation of this Agreement, the language of the Agreement will not be construed against one party in favor of the other. Consultant and SCTA acknowledge that they have each had an adequate opportunity to consult with counsel in the negotiation and preparation of this Agreement.

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

13.4 No Third Party Beneficiaries. Nothing contained in this Agreement shall be construed to create and the parties do not intend to create any rights in third parties.

13.5 Applicable Law and Forum. This Agreement shall be construed and interpreted according to the substantive law of California, regardless of the law of conflicts to the contrary in any jurisdiction. Any action to enforce the terms of this Agreement or for the breach thereof shall be brought and tried in Santa Rosa or the forum nearest to the city of Santa Rosa, in the County of Sonoma.

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

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

13.8 Survival of Terms. All express representations, waivers, indemnifications, and limitations of liability included in this Agreement will survive its completion or termination for any reason.

13.9 Time of Essence. Time is and shall be of the essence of this Agreement and every provision hereof.

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

CONSULTANT: \_\_\_\_\_

\_\_\_\_\_

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

SCTA: COUNTY OF SONOMA

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

By: \_\_\_\_\_  
Suzanne Smith, Executive Director,  
SCTA

Date: \_\_\_\_\_

APPROVED AS TO FORM FOR COUNTY:

By: \_\_\_\_\_  
SCTA/RCPA Counsel

Date: \_\_\_\_\_

By: \_\_\_\_\_  
Chair, Board of Directors

Date: \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
Clerk of the Board of Director

## Staff Report

**To:** SCTA Board of Directors  
**From:** Suzanne Smith  
**Item:** 5.2 – Regional Agency Reports  
**Date:** July 13, 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](http://www.mtc.ca.gov/news/ed_report.htm)
- SMART
  - [http://www2.sonomamarintrain.org/userfiles/June\\_2015\\_GM\\_Report\\_Final.pdf](http://www2.sonomamarintrain.org/userfiles/June_2015_GM_Report_Final.pdf)

**Staff Recommendation:**

This is an informational item only.

## Technical Advisory Committee

### MEETING AGENDA

**June 25, 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, May 28, 2015\* – **DISCUSSION / ACTION**
4. Comprehensive Transportation Plan Update – **DISCUSSION / ACTION**
5. Measure M **DISCUSSION / ACTION**
  - 5.1 Measure M Invoicing / Appropriation Status\*
  - 5.2 Fiscal Year End Reminder Letter
  - 5.3 M Project Presentation Schedule to CAC
  - 5.4 Maintenance of Effort Report
6. Regional Information Update – **DISCUSSION / ACTION**
  - 6.1 Draft Federal Obligation Plan for FY2015/16\*
  - 6.2 Federal Aid Obligations and Cultural Resources Reports\*
7. Rail Update – **DISCUSSION**
8. Draft SCTA Board Meeting Agenda for July 13, 2015\*\* **DISCUSSION**
9. Other Business / Comments / Announcements - **DISCUSSION**
10. Adjourn - **ACTION**

\*Materials attached.

\*\*Handout at meeting

Page 1 of 2

The next **SCTA** meeting will be held July 13, 2015  
The next **TAC** meeting will be held on July 23, 2015

Copies of the full Agenda Packet are available at [www.sctainfo.org](http://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 **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.



## SCTA Citizens Advisory Committee

### MEETING AGENDA

**June 29, 2015 at 4:00 p.m.**

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

#### ITEM

1. Introductions
2. Public Comment
3. Administrative - Approval of Notes April 27, 2015\* - ACTION
4. Measure M – DISCUSSION/ACTION
  - a. Measure M Project Presentation –schedule for FY 15/16
  - b. Measure M – Maintenance of Effort report\* - ACTION
  - c. Measure M Financial Reports\*
5. Moving Forward 2040 – CTP 2015\* Performance Evaluation- INFORMATION
6. HOV lane memo from MTC – under separate cover
7. California Transportation Plan - [Draft California Transportation Plan 2040](#)-available for review – Caltrans still taking comments
  - a. CALCOG comments on CA2040\*
8. Updates - DISCUSSION
  - a. Highway 101
  - b. SMART
9. Announcements
10. Adjourn

The next **SCTA/RCPA** meeting will be July 13, 2015  
The next **CAC** meeting will be July 27, 2015

Copies of the full Agenda Packet are available at [www.sctainfo.org](http://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, June 18, 2015, 9:30 a.m. *NEW DATE***

**Sonoma County Transportation Authority**

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

#### ITEM

1. Introductions
  2. Public Comment
  3. Administrative
    - 3.1. Approval of the agenda – changes, additional discussion items- ACTION
    - 3.2. Review Meeting Notes from April 16, 2015 – ACTION\*
  4. Round table members discussion
  5. Shift Sonoma County and Santa Rosa Car Share Update – Staff Report – INFORMATION\*
  6. Moving Forward 2040 – CTP 2015\* - INFORMATION
    - 6.1. Project & Performance Review - <http://sctainfo.org/comprehensive-transportation-plan.htm> (scroll down for project lists)
    - 6.2. Performance Review\*- Evaluation of 2009 CTP and Moving Forward
  7. Plan Bay Area Update - INFORMATION
    - 7.1. Regional Advisory Working Group\* - April 7, June 2, 2015 - <https://mtc.legistar.com/Calendar.aspx>
    - 7.2. ABAG Regional Housing & Employment forecast\* - presentation to SCTA June 8
    - 7.3. One Bay Area Grant Cycle 2\* - <https://mtc.legistar.com/Calendar.aspx>
  8. Items of interest - INFORMATION
    - 8.1. MTC Climate Initiatives Parking Management and TDM grant program – call for projects - [http://mtc.ca.gov/funding/cipm\\_tdm.htm](http://mtc.ca.gov/funding/cipm_tdm.htm)
    - 8.2. [Draft California Transportation Plan 2040](#)-available for review – Caltrans still taking comments
      - 8.2.1. CALCOG comments on CA2040
    - 8.3. Caltrans District 4 Bicycle Plan\* - Caltrans kicks off bike plan for state highway system
    - 8.4. Vital Signs phase 2 – See MTC website <http://www.vitalsigns.mtc.ca.gov/> for phase 1
  9. Other Business /Next agenda
  10. Adjourn
- \*Attachment

---

The next **S C T A** meeting will be held **July 13, 2015**



## Transit - Technical Advisory Committee

### MEETING AGENDA

**June 10, 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: April 8, 2015 – **DISCUSSION / ACTION\***
3. SMART/Bus Integration Project update – Kenneth Folan, MTC – Discussion
4. Comprehensive Transportation Plan
  - 4.1. Performance Measures – Chris Barney – Presentation/Discussion\*
  - 4.2. Existing and Future Transit Conditions Information Request – Dana Turr y – Discussion  
(handout)
5. Short Range Transit Plan Coordinated Appendix Scope and Schedule – Dana Turr y – Discussion\*
6. FY 2015-2016 STA Coordinated Claim Revision – Information\*
7. Transit Operator Updates
8. Clipper Update if available – Discussion
9. Other Business / Comments / Announcements
10. Adjourn – **ACTION**

Materials attached.

---

The next **SCTA** meeting will be held July 13, 2015  
The next **T-TAC** meeting will be held July 8, 2015

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

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

