

Technical Advisory Committee

MEETING AGENDA

April 23, 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, March 26, 2015* – **DISCUSSION / ACTION**
4. Comprehensive Transportation Plan Update – **DISCUSSION / ACTION**
5. TFCA/TDA3 Quarterly Report* – **DISCUSSION / ACTION**
6. TFCA Program of Projects* – **DISCUSSION / ACTION**
7. Measure M **DISCUSSION / ACTION**
 - 7.1 Measure M Invoicing / Appropriation Status*
8. Regional Information Update – **DISCUSSION / ACTION**
 - 8.1 Federal Programs Delivery*
 - 8.2 FHWA Published NPRM on NHS Pavement and Bridge Performance Measures: Response letter template
*(FHWA released long awaited NPRM [Notice of Proposed Rule Making] on NHS Pavement and Bridge Performance Measures as required by MAP21. <https://www.federalregister.gov/articles/2015/01/05/2014-30085/national-performance-management-measures-assessing-pavement-condition-for-the-national-highway> MTC has drafted a response letter. Should the Sonoma County response be regional or jurisdictional?)**
9. Sales Tax Update – **DISCUSSION**
 - 9.1 June 2, 2015 Special election*
10. Rail Update – **DISCUSSION**
11. Draft SCTA Board Meeting Agenda for May 11, 2015 **DISCUSSION**
12. Other Business / Comments / Announcements - **DISCUSSION**
13. Adjourn - **ACTION**

*Materials attached.

**Handout at meeting

Page 1 of 2

The next **SCTA** meeting will be held May 11, 2015
The next **TAC** meeting will be held on May 28, 2015

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



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

SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS: Materials related to an item on this agenda submitted to the **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.

TAC Voting member attendance – (6 Month rolling 2014/15)

Jurisdiction	Sep	Oct	Dec	Jan	Feb	Mar	Apr
Cloverdale Public Works					√		
Cotati Public Works		√					
County of Sonoma DHS	√	√	√			√	
County of Sonoma PRMD							
County of Sonoma Reg. Parks	√	√	√	√	√	√	
County of Sonoma TPW	√			√	√	√	
Healdsburg Public Works		√		√			
Petaluma Public Works & Transit	√	√	√	√	√	√	
Rohnert Park Public Works	√	√	√	√	√	√	
Santa Rosa Public Works	√	√	√	√	√		
Santa Rosa Transit							
Sebastopol Public Works	√	√	√	√	√	√	
SMART					√		
Sonoma County Transit	√						
Sonoma Public Works	√	√	√	√	√	√	
Windsor Public Works	√	√	√	√	√	√	

SCTA TECHNICAL ADVISORY COMMITTEE

Meeting Minutes of March 26, 2015

1. Call to Order/Introductions

The meeting was called to order by Vice-Chair Zimmer.

Members: Art Da Rosa, Rohnert Park, Norine Doherty, Sonoma County Department of Health Services, Jim O'Brien, Windsor, Dan Takasugi, Sonoma, Elizabeth Tyree, Sonoma County Regional Parks, Steve Urbanek, Sonoma County Transportation and Public Works, Larry Zimmer, Petaluma.

Guests: Maurice Palumbo, Golden Gate Transit Planning, Ray Santiago, Golden Gate Transit Planning.

Staff: Chris Barney, James Cameron, Marge Fernandez, Seana Gause.

2. Public Comment

None.

3. Approval of Minutes, February 26, 2015

The minutes were approved as submitted.

4. Bus Stop Facility Coordination Presentation, Golden Gate Transit

Ray Santiago and Maurice Palumbo of Golden Gate Bridge Highway and Transportation District provided a presentation on Bus Stop Facility Coordination to encourage cooperative relationships with the jurisdictions and agencies within the Golden Gate Transit Service Area.

SCTA staff will email the link to the Golden Gate Transit presentation to the TAC.

5. Comprehensive Transportation Plan Update

SCTA staff is working through the performance measure assessment. Staff has received all the project descriptions from the jurisdictions and is presently coding them into the model. Staff will contact project sponsors over the next couple of weeks with questions.

6. Measure M

6.1. Measure M Invoicing / Appropriation Status

The status of invoicing and appropriation is included in the agenda packet. If a project is highlighted in pink immediate action is required, and if highlighted in yellow imminent action is required.

7. Regional Information Update

The MTC Users week is going on next week and they offer a lot of workshops and training.

7.1. Parking Pricing Analysis Project Workshop – April 3, 2015

This workshop is offered next week, and one of the jurisdictions used in the pilot study was Santa Rosa.

7.2. FHWA Published NPRM on NHS Pavement and Bridge Performance Measures

MTC has reviewed those performance measures and have developed a comment letter that they intend to provide to FHWA. They wanted comments back on their letter which is included in the agenda packet, by tomorrow, March 27, 2015.



Also MTC is encouraging all jurisdictions to go through these performance measures and make your own comments and they do intend to provide a template letter. Contact MTC staff listed in the letter in this agenda packet for the template. The comment period for the performance measure has been extended to May 8, 2015.

8. Sales Tax Update

The Sales Tax Measure has been approved by the Sonoma County Board of Supervisors and is expected to be on the June Ballot.

9. Rail Update

SMART sent out Invitations for the unveiling of the new train cars at the Cotati depot at 11:30 AM on April 7, 2015. Everyone is invited. SMART expects to have the rail cars here in June and in August. The entire fleet will be here in the fall. Testing is anticipated to be completed. They will begin simulated service throughout the corridor during the fall. The Goal is to having service up and running by the end of 2016.

10. Draft SCTA Board Meeting Agenda for April 13, 2015

The draft SCTA Board meeting agenda for the April 13, 2015 meeting is included in the agenda packet.

11. Other Business / Comments / Announcements

Art Da Rosa will be attending the MTC Users group on Wednesday, and suggested that those who are also going to the Street Saver workshop coordinate with him to carpool.

All are invited to attend a meeting on the Transit Study along the Highway 37 Corridor. The meeting will be held in an abandoned farm building on Hwy 37 on Lakeville road and the racetrack.

Staff will forward the invitation to the TAC.

12. Adjourn

The meeting adjourned at 2:13 PM.

Staff Report

To: SCTA Technical Advisory Committee
From: Dana Turrey, Transportation Planner
Item: Quarterly Status Report of TDA3 and TFCA Projects
Date: April 23, 2015

This report provides the status of TDA3 and TFCA projects not yet fully expended as of March 31, 2015.

Transportation Development Act, Article 3 (TDA3) Projects						
Jurisdiction	Project	ID	Programmed Amount	Funds Expended	Funds Remaining	Funds Expire
County of Sonoma	Bodega Bay Bike & Ped Trail - Coastal Prairie Trail	15-0010-01	\$260,000.00	\$0.00	\$260,000.00	6/30/2017
Petaluma	E. Washington Park Multi-Use Pathway Connection	15-0010-02	\$306,623.00	\$0.00	\$306,623.00	6/30/2017
Santa Rosa	North Dutton Avenue Sidewalk Gap Closure	14-001-079	\$35,000.00	\$18,570.66	\$16,429.34	6/30/2015
Santa Rosa	Class III Bike Signage Program	14-0010-04	\$20,000.00	\$0.00	\$20,000.00	6/30/2016
Santa Rosa	Ped Enhancements Citywide	14-0010-05	\$100,000.00	\$0.00	\$100,000.00	6/30/2016
Santa Rosa	3rd Street Traffic Signal	14-0010-07	\$93,000.00	\$0.00	\$93,000.00	6/30/2016
Sebastopol	Class II Bike Lanes on 116	14-0010-01	\$59,439.00	\$41,652.28	\$17,786.72	6/30/2016
Sonoma	Napa Rd Class II Bike Lanes	14-0010-02	\$23,533.81*	\$0.00	\$23,533.81	6/30/2016
Windsor	Old Redwood Hwy - Lakewood Dr Bike/Ped	13-0010-02	\$169,992.00	\$0.00	\$169,992.00	6/30/2015

*Original programmed amount was \$5,000; 14-0010-03 was completed under budget of which the remaining funds (\$18,533.18) were moved to this project.

Project costs must be incurred prior to the TDA3 expiration date (typically June 30). Sponsors must submit invoices no later than August 31 for any funds expiring June 30.

Transportation Fund for Clean Air (TFCA) Projects						
Jurisdiction	Project	ID	Programmed Amount	Funds Expended	Funds Remaining	Funds Expire
Petaluma	Transit Marketing Program	15-SON-03	\$58,474.00	\$0.00	\$58,474.00	12/19/2016
Petaluma	Student Bus Pass Subsidy	15-SON-04	\$25,000.05	\$0.00	\$25,000.05	12/19/2016
Rohnert Park	Southwest Blvd Bike Lane Gap Closure & Traffic Calming	13-SON-02*	\$131,121.75	\$115,730.95	\$15,390.80	10/16/2015
Santa Rosa	Trip Reduction Incentive Programs	15-SON-01	\$241,452.15	\$91,183.25	\$150,268.90	12/19/2016
Sonoma County Transit	Sonoma County Transit Passenger Info. System	11-SON-01	\$227,955.40	\$0.00	\$227,955.40	10/28/2015
Sonoma County Transit	Bus Stop Improvement Projects	13-SON-06*	\$82,299.00	\$48,088.63	\$34,210.37	10/16/2015
Sonoma County Transit	Transit Marketing Program	14-SON-03	\$60,000.00	\$51,865.36	\$8,134.64	10/29/2015
Sonoma County Transit	Transit Shelters	14-SON-04	\$77,983.00	\$0.00	\$77,983.00	10/29/2015
Sonoma County Transit (Sebastopol)	Sebastopol Bus Stop Improvements	14-SON-05	\$75,000.00	\$0.00	\$75,000.00	10/29/2015
Sonoma County Transit	Transit Marketing Program	15-SON-02	\$146,278.33	\$0.00	\$146,278.33	12/19/2016
Windsor	Arterial Management	15-SON-05	\$132,941.84	\$0.00	\$132,941.84	12/19/2016

* For FY12/13, SCTA project numbers differ from BAAQMD numbers. BAAQMD files are "12-SON" and SCTA files are "13-SON"; there are no "13SONxx" project numbers at BAAQMD.

Staff Report

To: Technical Advisory Committee
From: Dana Turr y, Transportation Planner
Item: Transportation Fund for Clean Air (TFCA) FY15/16 “Program of Projects”
Date: April 23, 2015

Issue:

What is the status of the FY15/16 Transportation Fund for Clean Air (TFCA) “Program of Projects”?

Background:

As per requirements from the Bay Area Air Quality Management District (BAAQMD), the SCTA adopts local projects that implement BAAQMD criteria for air quality improvement. These funds are generated through a \$4 surcharge on vehicle registrations in the Bay Area, 40% of which are programmed by SCTA. In Sonoma County, only the southern portion of the County is within the Air District. Cloverdale, Healdsburg and the unincorporated areas north of Windsor do not receive TFCA funds administered by SCTA.

Funds are to be distributed according to criteria adopted by the SCTA Board on October 16, 2006, which gives Santa Rosa, Petaluma, and the County guaranteed funds according to their population (i.e., their population percentages within the air district boundaries in the County). The remainder of the funds may be applied for on a competitive basis. No forward balances are allowed from prior programming cycles. Funds are paid to project sponsors on a reimbursement basis.

Funding:

The Call for Projects, issued on January 27, 2015, was based on a total of \$577,664 of available funding. On April 14, 2015, BAAQMD found an accounting error which reduced the total amount available for allocation by \$12,725.28 to \$564,938.72.

FY 15/16 Distribution – Revised April 14, 2015

	Santa Rosa	County	Petaluma	Competitive	Total Allocation
Population Percentages	39.97%	24.27%	13.85%	21.92%	100%
Revised Allocation	\$225,806.01	\$137,110.63	\$78,244.01	\$123,778.07	\$564,938.72

SCTA received applications for TFCA funding for five (5) projects totaling \$551,097, by the final application deadline of April 10, 2015. All of the projects meet the minimum cost-effectiveness thresholds set by BAAQMD. Summaries of the projects listed in the table below are included in Attachment A.

Proposed FY 15/16 TFCA Projects

Project Number	Jurisdiction	Project Title	Amount Requested
16SON01	Santa Rosa	Free Rider Trip Reduction Incentive Programs	\$230,892
16SON02	Sonoma County	Transit Marketing Program	\$140,199
16SON03	Petaluma	Youth Bus Pass Subsidy Program	\$16,000
16SON04	Petaluma	Transit Marketing Program	\$64,006
16SON05	Petaluma	Traffic Signal Coordination Timing Project	\$100,000
Total:			\$551,097

The remaining balance of \$13,841.72 is available for programming. Funds not programmed by SCTA during this cycle will be programmed by BAAQMD. The table below lists potential projects that have been discussed with SCTA.

Potential Projects for Remaining \$13,841.72

Jurisdiction	Project Title/ Type	Project Information
Petaluma	Electric Vehicle Charging Station Installation/ Alternative Fuel	TFCA funds would help fill a funding shortfall from a California Energy Commission (CEC) grant received for equipment and installation of five public electric vehicle (EV) charging stations in Petaluma. TFCA funds would cover installation costs that exceed the amount granted from the CEC. The EV charging station project and CEC grant have been accepted by City Council and are ready for implementation.
Multi-jurisdictional (sponsor TBD)	Marketing for Bus Transit to SMART/ Trip Reduction Transit Marketing	Promotional campaign to encourage riding the bus to SMART during start of SMART service. Could include marketing materials, free rides to SMART, etc. Would entail a coordinated effort between Sonoma County Transit, Santa Rosa CityBus, Petaluma Transit, and SMART.
Santa Rosa	Bike Locker Installation/ Trip Reduction Bicycle	Installation of Bike Lockers at Transit Mall

Fiscal Impact:

Sonoma County jurisdictions will receive a benefit of up to \$564,938.72 to implement air-pollution-reducing projects and SCTA will receive \$29,462.63 to administer the program.

Action Requested:

The Technical Advisory Committee is requested to review the FY15/16 TFCA Proposed Program of Projects, make a recommendation for the programming of the remaining \$13,841.72, and make a recommendation for approval by the SCTA Board of Directors at their May 11, 2015 meeting. Staff recommends approval of the Proposed Projects.

Project sponsors are encouraged to attend the May 11, 2015 Board meeting.

Attachment:

A. FY 15/16 PROJECT INFORMATION SUMMARY

Attachment A

FY 15/16 PROJECT INFORMATION SUMMARY

16SON01 – Santa Rosa Transit Free Rider Trip Reduction Incentive Programs – \$230,892

Grantee will use TFCA funds for maintenance and expansion of two comprehensive incentive programs offered to employers and all Youth (5 through 18 years) within the Santa Rosa city limits. One component of the program is designed to enable employer to encourage their employees to reduce single-occupancy vehicle trips resulting from their commute to and from work.

Incentives include:

- *Guaranteed Ride Home taxi voucher*
- *Subsidized Monthly/ 31-Day transit pass(es) for Sonoma county Transit and Santa Rosa City Bus*
- *The incentive for carpooling, walking and bicycling to and from work is entry into a monthly drawing to win one of twenty \$50 gift cards. Participants are automatically entered into the drawing each time they make one round-trip or two one-way trips to /from work using one of the previously mentioned commute options.*
- *Learn to Ride CityBus Travel Training Program includes a complimentary Santa Rosa CityBus 31-Day pass for all participants in the 2 hour training class. The 31-Day pass encourage class participants to continue practicing their new skills and enjoy the convenience of bus travel.*
- *Program management/administration and marketing expenses are also included.*

The second part of this program is the Santa Rosa Youth Bus Pass subsidy. Grantee will use TFCA funds to provide a subsidy for all Santa Rosa Youth bus passes during the duration of this program. Also, funds will be used to subsidize a single 31-Day pass for eligible Youth who participate in the Learn to Ride CityBus travel Training Program.

The standard \$10 subsidy reduces the cost of a 31-Dasy pass from \$35 to \$25 for Youth ages 5 through 18. The subsidy is increased to \$11 for Youth passes sold directly through local middle and high schools within the Santa Rosa city limits. This reduction encourages parents/guardians of youth to allow their children to take public transit as a means of primary travel to and from school, after school events and part-time jobs.

16SON02 – Sonoma County Transit Marketing Program – \$ 140,199

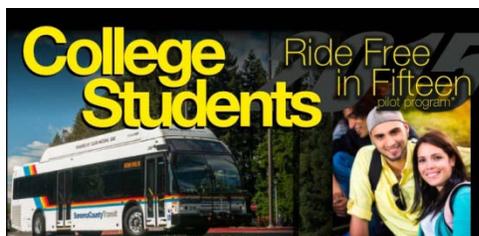
Sonoma County Transit seeks \$140,199 in TFCA-40% funds to support its FY 2016 and FY 2017 Transit Marketing Program. As the only 100% natural gas powered transit system in the San Francisco Bay Area, Sonoma County Transit will continue to market itself as “The Clean Air Alternative,” a promotion that began several years ago to promote transit usage and the benefits of Sonoma County Transit’s alternative fuel fleet.*



Sonoma County Transit’s ongoing “Connecting Communities” campaign promotes transit as an auto alternative. Sonoma County Transit’s marketing

messages for FY 2016 and FY 2017 will promote transit and clean air on venues such as pressdemocrat.com and thebohemian.com, in addition to, advertising in local print media throughout the County.

Sonoma County Transit's enhanced marketing efforts have been aided in recent years with the use of TFCA funds and have resulted in increased public awareness of Sonoma County Transit and its services. One of Sonoma County Transit's primary marketing efforts each year is promotion of its Summer Youth Pass. The Summer Youth Pass provides unlimited rides for students, 18 and under, between June 1 and August 31. The Summer Youth Pass program encourages middle and high-school students who use transit for their school commute to continue using transit during the summer. The program also introduces new students to transit and encourages continued use during the school year.



In September 2014, the Sonoma County Board of Supervisors approved a Free-Fare pilot program for 2015 that permits Veterans and Sonoma County College Students to ride Sonoma County Transit free. County general funds have been set aside to reimburse Sonoma County Transit for the uncollected passenger fares. Sonoma County Transit's current TFCA marketing grant 15SON02, has been used to support this successful program which in March, 2015 resulted in a 28% increase in "Student" ridership. Although overall system ridership has declined, the pilot program and its TFCA funded marketing efforts have helped to offset further declines.

Funding from this request will cover staff, consultant and media costs necessary for continuing Sonoma County Transit's marketing efforts and will focus on cities within BAAQMD's Sonoma County service area which include: Sonoma, Petaluma, Rohnert Park, Cotati, Sebastopol, Santa Rosa and Windsor.



Sonoma County Transit will identify the Bay Area Air Quality Management District as a project partner in its promotions.

**heavy duty bus fleet*

16SON03 – Petaluma Transit Youth Bus Pass Subsidy Program \$16,000

City of Petaluma will use TFCA funds towards the subsidized Youth Bus Pass Program. This program includes monthly and quarterly bus passes, including quarterly deeply discounted bus passes for those students who qualify. Since the introduction of the quarterly pass program in 2013, quarterly pass sales have almost completely supplanted monthly pass sales.

16SON04 – Petaluma Transit Marketing Program – \$64,006

City of Petaluma will use TFCA funds to sustain the Petaluma Transit marketing program. Specifically, Petaluma Transit will:

- Provide On-Street Service Information: Employ industry best practices to increase ridership via improved service information at bus stops and key trip generators (schools, transit transfer centers, public facilities, senior centers, etc).

- *Create and Provide Paper and Online Marketing Materials: Employ industry best practices to design, create, and provide marketing materials for existing and potential riders, including maps, brochures, timetables, etc.*
- *Carry out additional Marketing Campaigns and Improvements as needed to support planning and operations during FY16. Potential marketing needs include:*
 - *Service changes anticipated Fall 2015*
 - *Bus stop improvements*
 - *Promotional materials for schools*
 - *Marketing of AVL Real-time information system.*

16SON05 – City of Petaluma Traffic Signal Coordination Timing Project – \$100,000

Grantee will use TFCA funds to coordinate signal timing at 14 intersections during AM and PM peak commute hours. The project will reduce vehicle congestion and corresponding emissions by coordinating signal timing along the Old Redwood Highway and East Washington/Washington Street corridors.

- *The Old Redwood Highway corridor is located on the north side of Petaluma and includes two signalized interchange ramps controlled by Caltrans as well as three signalized intersections at Stony Point road, North McDowell and Redwood Way, controlled by the City of Petaluma. Total of 5 signals.*
- *The East Washington/Washington Street corridor is located in central Petaluma both east and west of US 101. This corridor includes two signalized interchange ramps controlled by Caltrans as well as 7 signalized intersections at Kentucky Street, Petaluma Boulevard North, Copeland Street, Lakeville Street, Payran Street, Ellis/Johnson Street, and McDowell Boulevard, controlled by the City of Petaluma. Total of 9 signals.*

Sonoma County Transportation Authority
Measure M Appropriation/Invoice Status Report
FY 14/15

Project Sponsor	Project Name	Measure M Program	Prior Apprp Balance	14/15 Amt Prog'd	14/15 Amount Apprp	Appropriation Date	Last Invoice Date	Balance Remaining	Notes
Santa Rosa	Hearn Avenue (Phase 1)	LSP	\$530,640	\$0	\$0	6/14/10	8/6/14	\$135,528	Approp are supposed to exp 3yrs after approval
Santa Rosa	Hearn Avenue (Phase 3)	LSP	\$0	\$1,150,000					Coop apprvd 4/13/15
Santa Rosa	Fulton Road Improvements	LSP	\$0	\$500,000	\$0				Coop going to SR council in May
Santa Rosa	Santa Rosa Creek Trail - Stmsd to Mission	Bike/Ped	\$0	\$0	\$375,000	12/9/13	11/24/14	\$55,852	
Santa Rosa	Access Across 101 Comm Conn	Bike/Ped	\$159,056	\$0	\$0	9/12/11	9/10/14	\$121,741	Inv not processed bc Coop needs amendment
SoCo DHS	SRTS (DHS)	Bike/Ped	\$8,168	\$26,000	\$42,000	12/8/14	1/20/15	\$42,000	timing of prev. approps allowed >2015 prog amount
SCBC	SRTS (SCBC)	Bike/Ped	\$797	\$19,000	\$19,000	2/9/15	4/6/15	\$14,022	
SCBC	BTW (SCBC)	Bike/Ped	\$1,511	\$15,000	\$15,000	2/9/15	3/6/15	\$14,970	
SoCo Regional Pks	Sonoma Schellville	Bike/Ped	\$57,262	\$0	\$0	10/19/09	7/3/14	\$52,183	Approp are supposed to exp 3 yrs after approval
SoCo Regional Pks	Central Sonoma Valley Trail	Bike/Ped	\$0	\$85,000	\$15,000	4/13/15	4/1/15		SCTA 4/13; BOS 4/14; inv subm concurrently
SoCo Regional Pks	Bodega Bay Trail	Bike/Ped	\$0	\$300,000	\$200,000	4/13/15	4/1/15		SCTA 4/13; BOS 4/14; inv subm concurrently
Sebastopol	Street Smart Sebastopol	Bike/Ped	\$0	\$170,000	\$170,000	9/8/14	9/22/14	\$0	PROJECT COMPLETED
Healdsburg	Foss Creek Trail	Bike/Ped	\$474,000	\$0	\$0	9/8/14			Prog'd in FY13/14, approp'd in 14/15
Healdsburg	Foss Creek Trail	Bike/Ped	\$0	\$341,000	\$341,000	2/9/15		\$341,000	
Petaluma	Petaluma River Tr	Bike/Ped	-\$45,956	\$995,000	\$0	5/14/12	3/12/14	-\$847,775	Advanced Funding Apprpd
SMART	NWPRR	Bike/Ped	\$0	\$1,000,000	\$0		4/24/14	-\$281,883	Authorized for Advanced Funding (bal estimate)
SMART	IOS Construction (Bond)	Rail	\$1,185,478	\$0	\$0	10/10/11	4/17/14	\$0	



METROPOLITAN
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Memorandum

TO: Partnership Local Streets and Roads Working Group

DATE: April 9, 2015

FR: Marcella Aranda

RE: Federal Programs Delivery Update (STP/CMAQ, HBP, Local Safety)

ACTION ITEMS and ITEMS OF NOTE:

- **STIP Allocation Requests**

The next meeting date to request a STIP allocation is the June CTC meeting (documentation due to Caltrans and MTC **by April 27, 2015**). **Reminder:** per MTC Resolution 3606, allocation requests to the CTC/Caltrans for federal funds must be accompanied with a complete and accurate E-76 Request for Authorization (RFA) package so that the authorization/ obligation may be processed immediately following CTC action. MTC will not sign off on allocation concurrences for federally funded STIP projects unless the E-76 RFA package is also submitted. A TIP Revision request to reflect the programming year of the extension is also required.

- **HSIP/HR3 Local Safety Program - Cycle 7 HSIP Call for Projects**

Caltrans hosted a [webinar](#) on February 26, 2015 to summarize the details about the HSIP Cycle 7 Call for Projects. The call for applications will be in April, 2015 and will close 3 months later. Agencies with red-flags on current HSIP/HRRR projects may submit an application, but must clear the red-flags prior to the Cycle 7 closing date. The expected announcement of projects selected is October, 2015.

Caltrans distributed a letter on March 18, 2015 (attachment (ii)) outlining the project delivery status of the Local Highway Safety Improvement Program (HSIP) and to communicate the new measures Caltrans plans to take to help speed up the delivery of HSIP projects.

These new measures for HSIP delivery include two components:

1. Penalty for prolonged delivery delays – Project Removal from HSIP Program - set strict HSIP project delivery deadlines and remove projects from HSIP Program when deadlines are not met.
2. Incentive for early project delivery – 100% federal funding for a limited time using Toll Credit on Cycle 6 HSIP projects

STANDING/ONGOING REMINDERS:

- **Regional Delivery Policy Guidance – [MTC Resolution 3606](#)**

The Regional Project-Funding Delivery Policy/Guidance – MTC Resolution 3606, is available [online](#). It became effective immediately except for the advanced Obligation Submittal Deadline of November 1 and Obligation deadline of January 31 which take effect in FY 2015-16 for projects currently programmed in the TIP. New projects being added into the TIP must meet the advanced obligation deadline. As a reminder, agencies requesting advanced funding should be in good standing in meeting deadlines for other FHWA federal-aid projects. Restrictions may be placed

on the advancement of funds for agencies that continue to have difficulty delivering projects within required deadlines or have current projects that are not in compliance with funding deadlines and federal-aid requirements. Sponsors are reminded to review Resolution 3606 as new guidance may impact programming.

- **FFY 2014-15 Local Highway Bridge Program**

Status reports and programming for the FFY 2014-15 Local Highway Bridge Program are available online at: <http://dot.ca.gov/hq/LocalPrograms/hbrr99/hbrr99a.htm> (7a). Project sponsors should monitor these projects regularly to ensure delivery by the specified deadlines.

- **Inactive Obligations – Current Deadlines**

Caltrans is requiring project sponsors to submit an invoice every six months. Failure to submit an invoice semi-annually will result in the project being deemed inactive and subject to deobligation. The Inactive project listing (attachment (v)) is posted at the following website and will be updated regularly: <http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>. Invoice payment status is available online at: <http://www.dot.ca.gov/hq/payhist/index.php/search>.

- **Federal-Aid E-76 Status**

Caltrans has developed an on-line report tracking the progress of FHWA federal-aid E-76 requests from the District through final FHWA Authorization. This is a great tool to find out the status of an E-76. Feedback regarding this report can be provided to MTC Programming staff who will forward to Caltrans. <http://www.dot.ca.gov/hq/LocalPrograms/E-76-status.php>

FHWA Funding Delivery Status Information Online:

Caltrans' monthly funding delivery reports are available online under "FY 2014-15 FHWA-Administered Funds"

- [FHWA Obligated Funds - Federal Fiscal Year to Date FADS07](#) (Excel)
- [FHWA Projects Submitted by District 4 to Caltrans HQ - Federal Fiscal Year to Date FADS12](#) (PDF)
- [MTC FFY 2014-15 Annual Obligation Plan – Amended](#)

Obligations for all federally funded programs discussed in this delivery status update are entered into MTC's Fund Management System. The various Obligation Status Reports can be generated at: <http://fms.mtc.ca.gov/fms/pages/reportManager/reportHomeFundingReports.jsp>

Should you have any questions regarding federal STP/CMAQ funded projects, please contact Craig Goldblatt at cgoldblatt@mtc.ca.gov. For STIP, Local Safety (HSIP/HR3) and Highway Bridge Program (HBP) funded projects, please direct questions to Marcella Aranda, Maranda@mtc.ca.gov.

Should you have any questions regarding the federal TIP, please contact Adam Crenshaw at acrenshaw@mtc.ca.gov.

Attachments:

- i. Federal Obligation Status for FFY 2014-15, 04/02/15
- ii. Caltrans Local HSIP Project Delivery Letter, 03/18/15
- iii. FFY 2014-15 STP-CMAQ Delivery Report, 04/02/15
- iv. FFY 2014-15 Local Safety Programs Delivery Report, 04/02/15
- v. FFY 2014-15 Highway Bridge Program Project Status Report, 04/02/15
- vi. Inactive Obligations Project Status, 03/25/15

FY 2014-15 Federal FHWA Funds Obligation Status
Delivery Deadline: April 30, 2015
(NOTE: FY 2015-16 Delivery Deadline is January 31, 2016)
as of March 31, 2015
(in million\$)

County	STP/CMAQ				Local Safety (HSIP, HRRR, SRTS)				State & Regional ATP *				Total			
	Delivered		%	Remaining Balance	Delivered		%	Remaining Balance	Delivered		%	Remaining Balance	Delivered		%	Remaining Balance
	Committed	Obligated			Committed	Obligated			Committed	Delivered			Committed	Obligated		
Alameda	\$27.9	\$5.1	18%	\$22.8	\$1.5	\$0.9	59%	\$0.6	\$4.0	\$4.0	98%	\$0.1	\$33.4	\$9.9	30%	\$23.5
Contra Costa	\$8.7	\$5.8	66%	\$2.9	\$1.8	\$1.8	100%	\$0.0					\$10.5	\$7.6	72%	\$2.9
Marin	\$3.4	\$0.9	27%	\$2.5	\$0.6	\$0.1	11%	\$0.5					\$4.0	\$1.0	25%	\$3.0
Napa	\$0.1			\$0.1	\$0.0			\$0.0	\$3.6			\$3.6	\$3.8			\$3.8
Regional	\$21.6	\$0.4	2%	\$21.2									\$21.6	\$0.4	2%	\$21.2
San Francisco	\$17.2	\$4.1	24%	\$13.1	\$2.5	\$0.9	37%	\$1.5		\$1.0			\$19.6	\$6.0	31%	\$14.6
San Mateo	\$5.4	\$3.2	59%	\$2.2	\$1.0	\$0.5	45%	\$0.6	\$0.8			\$0.8	\$7.2	\$3.7	51%	\$3.6
Santa Clara	\$32.1	\$7.2	22%	\$25.0	\$1.3	\$0.4	33%	\$0.9	\$0.4	\$0.4	100%		\$33.9	\$8.0	24%	\$25.9
Solano	\$5.2	\$0.4	8%	\$4.8	\$0.4	\$0.4	100%		\$0.4			\$0.4	\$6.0	\$0.8	13%	\$5.2
Sonoma	\$5.1	\$3.5	70%	\$1.5									\$5.1	\$3.5	70%	\$1.5
Total	\$127	\$31	24%	\$96	\$9	\$5	55%	\$4	\$9	\$5	58%	\$5	\$145	\$41	28%	\$105

J:\PROJECT\Funding\T4-MAP21\MAP21 - STP-CMAQ\MAP21 STP-CMAQ Obligations and Delivery\FY 2014-15 FHWA Local Project Delivery Status.xlsx\Oblig Status 03-31-2015

- * State & Regional ATP projects require a CTC allocation.
- * For federal ATP funding, a CTC allocation and FHWA obligation are required. The project is considered delivered once both actions occur.
- * For state-only ATP funding, the CTC allocation is all that is required. The project is considered delivered once the CTC allocation has occurred

Marcella Aranda

Attachments:

>>> "Zhang, Rihui@DOT" <rihui.zhang@dot.ca.gov> 3/18/2015 6:08 PM >>>

Please forward to your member agencies. Thank you.

Dear Transportation Partners:

With the attached letter, I hope to bring to your attention the project delivery status of Local Highway Safety Improvement Program (HSIP) and communicate the new measures Caltrans plans to take to help speed up the delivery of HSIP projects.

Currently, the Local HSIP Program carries an OA balance of over \$200 million. Our annual Local HSIP share of OA is about \$60 million. As you can see, we have a delivery problem. In addition, as of February 28, 2015, 117 HSIP projects were considered "delayed" per the Caltrans "Project Delivery Requirements for Local Safety Programs". Some projects have been in the "delayed" status for over 5 years. Currently, for delayed HSIP projects, Caltrans' policy is to exclude the project sponsor from competing for HSIP funding for new HSIP projects.

Caltrans new measure for HSIP delivery including two components:

1. Penalty for prolonged delivery delays – Project Removal from HSIP Program - set strict HSIP project delivery deadlines and remove projects from HSIP Program when deadlines are not met.
2. Incentive for early project delivery – 100% federal funding for a limited time using Toll Credit on Cycle 6 HSIP projects

You can read more details about the measures in the attached letter.

We will post a copy of this letter and a list of the delayed HSIP projects on the Local Assistance website.

Roadway safety improvement should be the top priority for everyone. I look forward to working with you to the timely delivery of all HSIP projects.

Thank you.

Ray Zhang, Chief
Division of Local Assistance
Caltrans
916-653-1776

Caltrans Mission: Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability.

Caltrans Vision: A performance-driven, transparent, and accountable organization that values its people, resources and partners, and meets new challenges through leadership, innovation, and teamwork.

DEPARTMENT OF TRANSPORTATION

DIVISION OF LOCAL ASSISTANCE

P.O. BOX 942873, MS-1
SACRAMENTO, CA 94273-0001
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FAX (916) 654-2409
TTY 711
www.dot.ca.gov



*Serious drought.
Help save water!*

March 18, 2015

To: CITIES AND COUNTIES IN CALIFORNIA
METROPOLITAN PLANNING ORGANIZATIONS
REGIONAL TRANSPORTATION PLANNING AGENCIES

RE: Local Highway Safety Project Delivery

Dear Transportation Partners:

The purpose of this letter is to bring to your attention the project delivery status of Local Highway Safety Improvement Program (HSIP). It also outlines measures that the California Department of Transportation (Caltrans) plans to take to help speed up the delivery of HSIP projects.

HSIP Obligation Authority (OA) Balance and Year to date delivery:

At the beginning of federal fiscal year (FFY) 2014–2015, the Local HSIP Program Obligation Authority (OA) balance was **\$228 million**. This amount is about four times the annual Local HSIP OA share (\$60 million)! As of February 28, 2015, through the first five months of the FFY, only about \$8.5 million HSIP funds have been obligated.

Also, as of February 28, 2015, 117 HSIP projects were considered “delayed” per the Caltrans “Project Delivery Requirements for Local Safety Programs” (52 projects are “delayed PE” and 65 projects are “delayed Construction”). Currently, for delayed HSIP projects, Caltrans’ policy is to exclude the project sponsor from competing for HSIP funding for new HSIP projects.

For those “delayed Construction” projects:

- Cycles 0 & 1 – 9 projects were delayed an average of 60 months, or 5 years
- Cycle 2 – 14 projects were delayed an average of 43 months
- Cycle 3 – 11 projects were delayed an average of 28 months
- Cycle 4 – 31 projects were delayed an average of 16 months

HSIP Project Delivery Encouragement Measures:

To encourage the delivery of HSIP projects, Caltrans Division of Local Assistance will implement the following measures, effective immediately.

1. Penalty for prolonged delivery delays – Project Removal from HSIP Program

The following HSIP project delivery deadlines will be enforced:

- Cycles 0, 1 & 2 projects - September 30, 2015
- Cycle 3 projects - December 31, 2015
- Cycle 4 projects - March 31, 2016
- Other cycles of HSIP projects – 60 months from HSIP cycle release.

Projects that do not meet the above delivery deadlines will be removed from the HSIP Program. A HSIP project that has been removed from the Program may still compete for future HSIP Program cycles.

For a project to be considered delivered, a complete “Request for Authorization to Proceed for Construction” package shall be received and accepted by the District Local Assistance Engineer prior to the above mentioned due date.

Second Chance - To provide the delayed HSIP projects in Cycles 0, 1, 2, & 3 another opportunity for success, Caltrans will work with project sponsors to review and revise the project scope and develop an alternative project that meets the original HSIP project purpose. Such re-scoped HSIP projects will be given a new project delivery deadline which will then be strictly enforced. Such project re-scoping must be completed by **July 31, 2015**.

For those projects that are removed from the HSIP Program, the project sponsors may be responsible for the repayment of HSIP funds expended on the early phases of the project development as required by federal regulations.

2. Incentive for early project delivery – 100% federal funding for a limited time using Toll Credits

Effective immediately and until September 30, 2016, to encourage the early delivery of HSIP projects, Caltrans will increase the federal funding share to 100% of the eligible HSIP project cost through the use of toll credits. However, this project delivery incentive will only be offered to Cycle 6 HSIP projects. The reason for limiting 100% federal share only to Cycle 6 HSIP project is because “undelivered” HSIP projects in all prior cycles are either already-delayed or

Transportation Partners
March 18, 2015
Page 3

soon-to-be-delayed, including Cycle 5 projects. Rewarding those projects with 100% federal share is considered by most to be unfair to those project sponsors that have delivered their HSIP projects.

In the coming days, those HSIP project sponsors with delayed HSIP projects will receive notification of potential project removal from the HSIP Program, along with instructions on updating project status and on project re-scoping.

The on-time delivery of safety projects should be the top priority for any local agencies that have projects in the HSIP program. I am confident that with your and Caltrans' renewed focus on the delivery of HSIP projects, we can make our roads safer for the traveling public.

For your reference the delayed HSIP project list along with a copy of this letter can be found on the Division of Local Assistance web-site <http://www.dot.ca.gov/hq/LocalPrograms/>.

Sincerely,



RIHUI ZHANG
Chief
Division of Local Assistance

c: John Hoole, Acting Chief, Office of Bridge, Bond and Safety Programs
Winton Emmett, Chief, Office of Implementation of North, Division of Local Assistance,
Caltrans
Robert Nguyen, Acting Chief, Office of Implementation South, Division of Local Assistance,
Caltrans
Division of Local Assistance Engineers, Caltrans
Greg Tom, HSIP Program Manager, Office of Bridge, Bond and Safety Program, Caltrans
Robert Peterson, HSIP Program Manager, Office of Bridge, Bond and Safety Program,
Caltrans

Metropolitan Transportation Commission

LSRWG 04.09.15: Item 3B(iii)

STP-CMAQ Obligation Status Report

Fiscal Years: FY 14/15

April 02, 2015

County	Sponsor	Project Name	Phase	TIP ID	Status	Fund Code	Fed Project Data		FY		Fund Programming Information			Obligation Information			Balance
							Prefix	ID	Appn	Prog	STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt	Total Amt
Regional Counties																	
Regional	MTC	Freeway Performance Initiative (FPI)	CON-CE	REG090003	ACTIVE	CMAQ-T4-2-FPI-REG	CML	6204(116)	14/15	14/15		270,000	270,000				270,000
Regional	MTC	Freeway Performance Initiative (FPI)	PE	REG090003	ACTIVE	CMAQ-T4-2-FPI-REG			14/15	14/15		3,100,000	3,100,000				3,100,000
Regional	MTC	Freeway Performance Initiative (FPI)	PE	REG090003	ACTIVE	CMAQ-T4-2-FPI-REG			14/15	14/15		1,000,000	1,000,000				1,000,000
Regional	MTC	Freeway Performance Initiative (FPI)	ROW	REG090003	ACTIVE	CMAQ-T4-2-FPI-REG			14/15	14/15		75,000	75,000				75,000
Regional	MTC	Freeway Performance Initiative (FPI)	ROW	REG090003	ACTIVE	CMAQ-T4-2-FPI-REG			14/15	14/15		170,000	170,000				170,000
Regional	MTC	Regional Arterial Operations & Signal	CON	REG090046	PROPOSED	STP-T4-2-FPI-REG			14/15	14/15	500,000		500,000				500,000
Regional	MTC	Regional Arterial Operations & Signal	PE	REG090046	PROPOSED	STP-T4-2-FPI-REG			14/15	14/15	2,000,000		2,000,000				2,000,000
Regional	MTC	Regional Arterial Operations & Signal	PE	REG090046	PROPOSED	STP-T4-2-FPI-REG			14/15	14/15	500,000		500,000				500,000
Regional	MTC	Climate Initiatives Program Public	CON	REG090065	ACTIVE	CMAQ-T4-1-CCI	CML	6084(164)	14/15	14/15		400,000	400,000	12/01/14		400,000	400,000
Regional	MTC	Climate Initiatives Program Public	CON	REG090065	ACTIVE	CMAQ-T4-1-CCI			14/15	14/15		600,000	600,000				600,000
Regional	MTC	Regional Bicycle Sharing Program	CON	REG110010	ACTIVE	CMAQ-T4-1-CCI			14/15	14/15		1,000,000	1,000,000				1,000,000
Regional	MTC	Regional Bicycle Sharing Program	CON	REG110010	ACTIVE	CMAQ-T4-2-CIP-REG			14/15	14/15		6,000,000	6,000,000				6,000,000
Regional	MTC	Transportation Demand Management	CON	REG130008	ACTIVE	CMAQ-T4-2-CIP-REG			14/15	14/15		6,000,000	6,000,000				6,000,000
Regional Counties Totals											3,000,000	18,615,000	21,615,000	0	400,000	400,000	21,215,000

Metropolitan Transportation Commission

LSRWG 04.09.15: Item 3B(iii)

STP-CMAQ Obligation Status Report

Fiscal Years: FY 14/15

April 02, 2015

County	Sponsor	Project Name	Phase	TIP ID	Status	Fund Code	Fed Project Data		FY		Fund Programming Information			Obligation Information			Balance
							Prefix	ID	Appn	Prog	STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt	Total Amt
Sonoma County																	
Sonoma	Cotati	Cotati - Old Redwood Highway S.	CON	SON130008	ACTIVE	STP-T4-2-OBAG			14/15	14/15	250,000		250,000				250,000
Sonoma	Healdsburg	Healdsburg Pedestrian Safety and Access	CON	SON110054	ACTIVE	CMAQ-T4-1-LIFE			14/15	14/15		202,937	202,937				202,937
Sonoma	Healdsburg	Healdsburg Various Streets & Roads	CON	SON130005	ACTIVE	STP-T4-2-OBAG			14/15	14/15	250,000		250,000				250,000
Sonoma	Rohnert Park	Rohnert Park Various Streets	CON	SON130009	ACTIVE	STP-T4-2-OBAG	STPL	5379(020)	14/15	14/15	1,103,000		1,103,000	03/26/15	1,103,000	1,103,000	
Sonoma	Sebastopol	Sebastopol Various Streets and Roads	CON	SON130004	ACTIVE	STP-T4-2-OBAG	STPL	5123(015)	14/15	14/15	250,000		250,000	03/26/15	249,392	249,392	608
Sonoma	Son Co Reg	Central Sonoma Valley Trail	CON	SON110050	ACTIVE	CMAQ-T4-1-LIFE			14/15	14/15		340,000	340,000				340,000
Sonoma	Son Co TA	Santa Rosa Car Share	CON	SON150010	ACTIVE	CMAQ-T4-2-CIP-REG			14/15	14/15		170,130	170,130				170,130
Sonoma	Sonoma City	Sonoma Various Streets and Roads	CON	SON130011	ACTIVE	STP-T4-2-OBAG			14/15	14/15	250,000		250,000				250,000
Sonoma	Sonoma County	Sonoma County - Safe Routes to School	CON	SON130014	ACTIVE	STP-T4-2-RSRTS-REG	STPLNI	5920(145)	14/15	14/15	1,379,000		1,379,000	03/12/15	1,379,000	1,379,000	
Sonoma	Sonoma County	PDA Planning - Springs Area Plan	PE	SON150001	ACTIVE	STP-T4-2-PDA-CO	STPL	5920(148)	14/15	14/15	450,000		450,000	02/17/15	450,000	450,000	
Sonoma	Sonoma County	PDA Planning - Airport Station/Specific	PE	SON150002	ACTIVE	STP-T4-2-PDA-CO	STPL	5920(147)	14/15	14/15	350,000		350,000	02/17/15	350,000	350,000	
Sonoma	Windsor	Bell Rd/Market St/Windsor River Rd Ped	PE	SON130013	ACTIVE	CMAQ-T4-2-OBAG			14/15	14/15		81,000	81,000				81,000
Sonoma County Totals											4,282,000	794,067	5,076,067	3,531,392	0	3,531,392	1,544,675
Report totals:											66,100,086	63,327,972	129,428,058	25,880,262	7,334,324	33,214,586	96,213,472

Metropolitan Transportation Commission
 Local Safety Program (HSIP, HRRR, SRTS) Obligation Status Report

LSRWG 04.09.15: Item 3B(iv)

Fiscal Years: FY 14/15

April 02, 2015

County	Sponsor	Project Name	Phase	TIP ID	Fund Code	FMS ID	Fed Project Data		Fiscal Year		Fund No.	Fund Programming Information				Obligation Information			Balance	
							Prefix	ID	Appn	Prog		HSIP Amt	HRRR Amt	SRTS Amt	Date	HSIP Amt	HRRR Amt	SRTS Amt	Remaining	
Regional Counties																				
Regional	Caltrans	GL: Safety Imprv - Highway Safety Improvement	CON	VAR110007	HSIP-T4-5	5480.00					14/15		11,955,290					11,955,290		
Regional	Caltrans	GL: Safety Improvements - SRTS	CON	VAR110012	SRTS-T4-3	5485.00					14/15				693,029					693,029
Regional Counties Totals												11,955,290	0	693,029		11,955,290	0	693,029	0	

Division of Local Assistance

Highway Bridge Program (HBP) Status of FFY 14/15 Programmed Projects

District	County	Responsible Agency	Off Federal Aid Highways? (Yes, No, or NHS)	Seismic Bond Funds	Project Description	Federal Aid Project	FFY 14/15 Federal Funds Programmed	Current FFY Funds Obligated	Unobligated Balance	Shaded Means Needs Action	PE Auth Date	R/W Auth Date	CON Auth Date	Date of Last Payment	Comments
04	Santa Clara	Santa Clara County	Yes	No	BRIDGE NO. 37C0574, STEVENS CYN RD, OVER STEVENS CREEK, 2.5 MI SW/O MT EDEN RD. Replace 2 lane bridge with new 2 lane bridge. 4/1/2010: Toll Credits programmed for R/W, & Con.	5937(107)	2,321,600	2,321,600			11/09/2007		03/06/2015	02/19/2015	3/9/2015 Carol Carkins: E76 process complete.
04	Santa Clara	Santa Clara County	Yes	No	BRIDGE NO. 37C0575, STEVENS CYN RD, OVER STEVENS CREEK, 2.7 MI SW/O MT EDEN RD. Replace 2 lane bridge with new 2 lane bridge. 4/1/2010: Toll Credits programmed for R/W, & Con.	5937(109)	2,733,000	2,733,000			10/24/2007		03/06/2015	02/19/2015	3/9/2015 Carol Carkins: E76 process complete.
04	Santa Clara	Saratoga	No	No	BRIDGE NO. 37C0114 & 37C0113, QUITO RD, OVER SAN TOMAS CREEK, NORTH AND SOUTH OF OLD ADOBE RD. Replace 2 lane bridges with new 2 lane bridges.	5332(004)	354,120	354,120			01/22/1996	12/01/2014		10/07/2014	12/8/2014 Carol Carkins: E76 process complete.
04	Santa Clara	Sunnyvale	No	No	BRIDGE NO. 37C0765, FAIROAKS AVE, OVER CALTRAIN,UP RR, HENDY AVE. Bridge rehabilitation. No adding lane capacity.	5213(039)	1,757,321	1,757,321			08/19/2010	03/26/2015		01/08/2015	4/1/2015 Carol Carkins: E76 process complete.
04	Solano	Solano County	No	No	BRIDGE NO. 23C0092, STEVENSON BR RD, OVER PUTAH CREEK, SOL/YOL CO LINE. Bridge rehabilitation. No adding lane capacity.	5923(059)	442,650		442,650		05/03/2001			03/19/2015	
04	Solano	Vallejo	NHS	No	BRIDGE NO. 23C0258, West end of Mare Island Causeway. Replace existing timber bridge. No added lane capacity.	5030(054)	2,209,827	2,209,827			04/05/2011		11/26/2014	01/13/2015	12/2/2014 Carol Carkins: E76 process complete.
04	Sonoma	Sonoma County	No	Yes	BRIDGE NO. 20C0018, BOHEMIAN HWY, OVER RUSSIAN RIVER, AT MONTE RIO. Replace the two lane bridge with a new two lane bridge as LSSRP Seismic Retrofit strategy.	5920(135)	2,458,921		2,458,921		04/10/2012			11/28/2014	
04	Sonoma	Sonoma County	Yes	No	BRIDGE NO. 20C0240, HAUSER BR RD OVER SOUTH FORK GUALALA RIVER, 5 MI. EAST OF SEAVIEW RD. Replace existing one lane bridge with two lane bridge. 9/15/2010: Toll Credits programmed for PE. 10/3/2011: Toll credits used for R/W and CON.	5920(125)	50,000		50,000		04/13/2011			09/11/2014	
04	Sonoma	Sonoma County	No	No	BRIDGE NO. PM00101, Bridge Preventive Maintenance Program (BPMP) for various bridges in the County of Sonoma. See Caltrans Local Assistance HBP website for backup list of projects.		161,693		161,693						
04	Sonoma	Sonoma	No	No	BRIDGE NO. 20C0497, CHASE ST OVER NATHANSON CREEK, 0.1 MI E SR 12 SONOMA. Replace existing two lane bridge with two lane bridge widened to accommodate shoulders and sidewalks.	5114(016)	79,677		79,677		04/14/2011			02/10/2015	
Grand Total							\$ 71,685,330	\$ 26,506,035	\$ 45,179,295						
		39													

Inactive Obligations
Local, State Administered/Locally Funded and Rail Projects

Updated on 3/25/2015

Project No (newly added projects highlighted in GREEN)	State Project No	Prefix	District	County	Agency	Description	Authorization Date	Last Expenditure Date	FHWA Deobligation Deadline (12 mos after last expenditure)	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
5005109	0400020902L,04000	STPL	4	SCL	San Jose	QUIMBY, LOS GATOS ALMADEN, SANTA TERESA, REDMOND, STORY, OCALA, HEDDING, BERRYESSA, ROAD REHABILITATION & RESURFACING	3/18/2011	5/28/2014	5/28/2015	\$9,725,622.00	\$7,987,000.00	\$7,049,691.77	\$937,308.23
6264044	044A7908L	ESPL	4	SCL	Santa Clara Valley Transportation Authority	STATE ROUTE 85, EXPRESS LANES	12/4/2009	5/28/2014	5/28/2015	\$5,800,000.00	\$4,790,000.00	\$4,522,108.03	\$267,891.97
6328064	0414000050L	RPSTPL	4	SF	City & County of San Francisco, MTA/Parking & Traffic	VARIOUS INTERSECTIONS IN SAN FRANCISCO, CONTINENTAL CROSSWALKS AND YIELD LINES (TC)	5/5/2014		5/5/2015	\$250,000.00	\$250,000.00	\$0.00	\$250,000.00
5934159	0400020252L,04000	RPSTPL	4	SF	San Francisco County	POINT LOBOS, FROM 42ND AVE TO GREAT HIGHWAY, ROADWAY&SIDEWALK REHAB; LANDSCAPE	4/25/2011	4/3/2014	4/3/2015	\$495,000.00	\$408,123.00	\$371,333.23	\$36,789.77
5934163	04985768L	CML	4	SF	San Francisco County	MARINA BOULEVARD FROM LAGUNA STREET TO LYON STREET, PEDESTRIAN AND BICYCLE PATH	2/15/2011	4/3/2014	4/3/2015	\$1,253,409.00	\$988,000.00	\$977,017.47	\$10,982.53
5934123	04073804L	RPSTPL	4	SF	San Francisco County	VARIOUS LOCATION IN SF COUNTY, CLASS III BICYCLE-PAVEMENT MAR	1/19/2006	6/24/2014	6/24/2015	\$190,455.14	\$168,479.73	\$157,945.74	\$10,533.99
6014005	04924619L	HPLUL	4	SM	San Mateo County Transit District	EL CAMINO REAL, PE - MEDIAN LANDSCAPING/IRRIGA	4/15/2007	6/3/2014	6/3/2015	\$1,097,325.00	\$877,860.00	\$723,709.94	\$154,150.06
5196038	0414000098L	STPL	4	SM	Daly City	CALLAN BLVD: HICKEY BLVD TO WEMBLEY DR AND KING DR: VERDUCI DR TO GELLERT BLVD, ROAD RESURFACING	6/8/2014		6/8/2015	\$892,702.00	\$562,000.00	\$0.00	\$562,000.00
5267020	0414000255L	CML	4	SM	San Carlos	ON EL CAMINO REAL (SR82) FROM BUSH ST TO ARROYO AVE, PED LIGHT, TREE PLANT, SIDEWALK IMPROVE, MEDIAN	4/27/2014		4/27/2015	\$585,631.00	\$479,677.00	\$0.00	\$479,677.00
5390005	0414000258L	STPL	4	SM	Portola Valley	ALPINE RD, CORTE MADERA RD, AND PORTOLA RD, ASPHALT OVERLAY	4/27/2014		4/27/2015	\$324,635.00	\$224,000.00	\$0.00	\$224,000.00
22X0001	0413000406L	ER	4	SM	Portola Valley	5500 BLOCK OF ALPINE ROAD, STITCH PIER 62' LENGTH AT 30' DEEP	5/15/2014		5/15/2015	\$295,000.00	\$261,164.00	\$0.00	\$261,164.00
6014015	0414000282L	TCSPL	4	SM	San Mateo County Transit District	EL CAMINO REAL GRAND BLVD, STREETScape IMPROVEMENT	5/16/2014		5/16/2015	\$412,552.00	\$365,232.00	\$0.00	\$365,232.00
5029030	0412000272L1	SRTSL	4	SM	Redwood City	CHARTER ST BETWEEN STAMBAUGH AND SPRING, CROSSWALK, BULB OUT, CURB RAMP	4/26/2012	5/19/2014	5/19/2015	\$577,293.00	\$577,293.00	\$11,093.82	\$566,199.18
5350020	0414000311L	STPL	4	SM	Pacifica	LINDA MAR BLVD BETWEEN DE SOLO DR TO ADOBE DR, PAVEMENT REHABILITATION	6/8/2014		6/8/2015	\$508,695.00	\$431,000.00	\$0.00	\$431,000.00
5032027	0414000290L	HSIPL	4	SOL	Suisun City	WALTERS RD. AND PINTAIL DRIVE INTERSECTION, NEW TRAFFIC SIGNAL, ADA RAMPS, PAVEMENT MARKINGS,	4/27/2014		4/27/2015	\$79,900.00	\$71,900.00	\$0.00	\$71,900.00
6204117	0400021131L	STPL	4	SOL	Caltrans	WB I-80 TO SR12 CONNECTOR, INTERCHANGE RECONSTRUCTION (TC)	4/27/2014		4/27/2015	\$52,215,503.00	\$999,962.00	\$0.00	\$999,962.00
5032028	0414000294L	STPL	4	SOL	Suisun City	WALTERS RD: BETWEEN PETERSEN RD AND BELLA VISTA; ROAD REHABILITATION	5/1/2014		5/1/2015	\$408,874.00	\$356,000.00	\$0.00	\$356,000.00
6249037	0414000440L	STPL	4	SOL	Solano Transportation Authority	VARIOUS LOCAL AGENCIES WITHIN SOLANO COUNTY (NON-INFRASTRUCTURE), PRIORITY CONSERVATION AREAS PROGRAM	5/28/2014		5/28/2015	\$84,995.00	\$75,000.00	\$0.00	\$75,000.00
5920134	0412000353L	STPL	4	SON	Sonoma County	VARIOUS COUNTY ROADS WITHIN SONOMA COUNTY, OVERLAY OF VARIOUS COUNTY'S ROADS	6/1/2012	6/19/2014	6/19/2015	\$5,515,174.00	\$3,917,000.00	\$2,865,494.33	\$1,051,505.67
5920114	04925388L	SRTSLNI	4	SON	Sonoma County	8 SCHOOLS WITHIN SONOMA COUNTY , IMPLEMENTATION OF SRTS PROGRAM	6/3/2009	3/28/2014	3/28/2015	\$500,000.00	\$500,000.00	\$476,602.76	\$23,397.24
5027017	0412000548L	BRLS	4	SON	Healdsburg	HEALDSBURG AVE BRIDGE OVER RUSSIAN RIVER, GEOTECHNICAL BORING	6/6/2012	5/19/2014	5/19/2015	\$38,000.00	\$33,641.00	\$27,827.13	\$5,813.87
5920118	0400020427L	BRLO	4	SON	Sonoma County	CHALK HILL RD OVER MAACAMA CREEK, BRIDGE REPLACEMENT (TC)	4/10/2012	5/28/2014	5/28/2015	\$531,180.00	\$531,180.00	\$37,443.36	\$493,736.64
5920130	0400021219L	BHLO	4	SON	Sonoma County	ON O'DONNELL LANE AT CALABAZAS CREEK ABOUT 0.5 MI W OF THE INTXN WITH ARNOL DR, REHAB CODE 2 HISTORICAL BRIDGE ON O'DONNELL LN(TC)	6/14/2011	5/28/2014	5/28/2015	\$75,000.00	\$75,000.00	\$39,674.55	\$35,325.45

TEMPLATE for Jurisdictions – Suggested language, Feel free to modify.

[April XX, 2015]

Acting Administrator Gregory G. Nadeau
c/o Docket Operations
U.S. Department of Transportation
M-30, West Building Ground Floor, Room W12-140
1200 New Jersey Avenue SE.,
Washington, DC 20590

RE: FHWA Docket Number FHWA-2013-0053, National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program

Dear Acting Administrator Nadeau:

The [jurisdiction] appreciates the opportunity to comment on Federal Highway Administration (FHWA)'s proposed rule on National Performance Management Measures for Pavement and Bridge Conditions.

[Optional: Insert a description of your jurisdiction and/or your work in pavement/ bridge management]

Pavement Condition:

The [Jurisdiction] is part of the Metropolitan Transportation Commission (MTC) region in the San Francisco Bay Area. In the MTC region, all the jurisdictions have adopted the same pavement condition metric, the Pavement Condition Index (PCI). The MTC region has been practicing pavement management for over 30 years, and local jurisdictions in the Bay Area must have a certified pavement management program in place in order to be eligible to receive regionally allocated funds for local street and road maintenance and rehabilitation. In California, local jurisdictions own and maintain most of the arterials and collector roadways in addition to the residential streets. The state is generally responsible for the higher speed facilities (namely highways and interstates).

There are important local implications of the federal proposed rule. We respect FHWA's struggles and careful consideration in proposing a single performance measurement for pavement, however the adoption of the International Roughness Index (IRI) is a measure that results in inaccurate performance assessments for local facilities. We are concerned that the benefit of having a single nationwide standard, comes at the expense of local jurisdictions. IRI

is not an appropriate measure for local roadways and the introduction of an additional layer of performance measurement on top of local jurisdictions' existing methods, injects unnecessary expense and creates confusion that can only hinder asset management efforts at the local level. With federal transportation legislation over the years, there has been a devolution of responsibilities where there is an accepted premise that one size doesn't fit all and that decisions are best made at the local level with broad guidance from the Federal government. It is in this context that we submit our comments.

Our comments are broadly centered around 3 main points:

- 1) IRI is appropriate for highway facilities but is not appropriate for arterials, which make a sizable share (approximately 36%) of the NHS in California under MAP-21. We have outlined a number of reasons why using IRI as a key component of MAP-21 pavement condition performance measures raises concerns for local jurisdictions:
 - The selected measure should be applicable to the facility for an accurate measurement of performance; adoption of the IRI appears to be based on data availability and less on appropriateness to facility. IRI measures the functional property of a pavement, whereas the measure we are currently using, PCI, is primarily a structural condition measurement. The measurement of functionality, or ride quality, is important for facilities with high speed travel; however, not very significant for the lower speeds that typically occur on arterial roadways.
 - An outcome of applying IRI to local roads is that it would encourage a shift away from preventive preservation treatments to costlier rehabilitation and reconstruction projects. IRI is a reactive measure when applied to local streets and if used as an asset management tool, may lead to "worst first" maintenance strategies that are not as cost-effective. Pavement condition index (PCI) is a more proactive measure as it identifies pavement distresses before they affect ride quality.
 - The [jurisdiction] currently uses PCI for measuring road condition and does not collect IRI data. In order to meet the federal requirements, we would either need to collect IRI data or convert PCI scores to IRI using questionable methodologies. Furthermore, less than 5% of the roads in California are part the NHS and collection strategies on less than 5% of the roads should not drive the asset management approach for the rest of the system.

To address this issue, we suggest adopting a select list of certified and widely-used alternative pavement condition measures with an accompanying standardized definition of the scoring equivalency to good, fair, and poor that would be accepted, in addition to the IRI. This would enable States to make accurate and comparable assessments of the pavement system.

- 2) The formula for calculating performance is based on IRI, cracking, and rutting/faulting. As with IRI, the performance assessment formulas for highway-type facilities and arterials should also be varied based on appropriateness to the facility. The pattern of

roadway deterioration and wear and tear is different for highway and arterials. On arterials, cracking can be derived from factors such as utility trenches and may be very different from the cracking that occurs on highways.

- 3) Funding for data collection is left to the states and regions. Caltrans has been collecting IRI data for California's NHS. However, without a clear requirement for data collection, this responsibility will likely fall to local agencies in the future. This would create many issues for the local jurisdictions since we have an established process for using PCI for all roads. Collecting IRI data for a subset of the roads in the region would be an added cost, added effort and duplicative of existing data collection for a measurement that is not appropriate or meaningful for local roadways.

Bridge Condition:

[No suggested text]

Sincerely,

Name

Title

June General Tax – Frequently Asked Questions April, 2015

The Sonoma County Board of Supervisors is placing a five-year, quarter-cent sales tax measure on the June ballot. To pass, the tax must have a simple majority vote from Sonoma County voters.

The ballot measure reads:

Shall the people of Sonoma County enact a one-quarter percent sales tax for general governmental purposes such as public safety, local roads and pothole repair, senior, student and veterans transit and other essential services within the nine cities and unincorporated area for 5 years with annual audits made available to the public showing how all revenue was spent the previous year.

To assist voters in learning about the measure, the County has provided answers to the following frequently-asked questions:

- **How much is the tax projected to raise?**
 - The tax is expected to raise about \$20 million per year in total revenue. Per person, this costs about \$41 per year.
- **I've heard the Supervisors say they would like to spend this on roads, but what level of accountability can there be for a general tax?**
 - Maintaining and improving roads is one of the top priorities for the Board of Supervisors, as shown by the recent adoption of the Long Term Roads Plan. However, because this is a general tax, there is no legal requirement for the Board to allocate the funds to roads. Each year, the use of the money will be tracked and audited, and the records will be publicly available for voters to review. This tax must be reapproved by voters in five years.
- **Why is this only a five-year tax?**
 - The Board of Supervisors chose a five year tax to earn the public's trust that the funds will be spent wisely.
- **How will this help our whole road network, in and out of cities?**
 - The Board has expressed an interest in distributing the revenue among the cities and the county pursuant to the Sonoma County Transportation Authority (SCTA) Measure M Local Streets Rehabilitation formula, which takes into consideration both road miles and population. Based on this formula, 56% (\$11.3 million per year) of the funds would be distributed among the cities in Sonoma County, leaving \$8.8 million per year for the county. Because this is a general tax, the purpose and distribution of the revenue will be annually decided by the Board of Supervisors.
- **Will any of the funds from this tax go towards public transit?**
 - The Board has expressed an interest in allocating about 10% of the funds towards public transit. Communities have asked that students and veterans have access to free public transit, and that there be good connectivity between Transit and the SMART Train service. This money could be spent towards those goals.
- **Why did you choose a general tax instead of a special tax?**
 - A special tax limits the use of the funds to specific projects described in the ballot measure, while a general tax allows the funding to be dedicated towards all aspects of the Long Term Roads Plan. The County understands that a general tax has no legal

restriction on the usage of the revenue, which is why the Board has committed to complete transparency through annual audits for the use of these funds.

- **Will this be enough funding to fix the roads?**
 - The Board recently committed an additional \$11.2 million annually from the general fund for roads. The Long Term Road Plan identifies the need to spend \$47.7 million annually for 20 years to increase the pavement condition of the entire County road network from poor to good. While choosing to appropriate the sales tax revenue to roads won't generate all of the additional funds needed, it is a start.
- **Will this raise any city's tax above the tax cap?**
 - This general tax measure does not raise any city's tax over the limit of the tax cap.
- **The ballot measure mentions public safety. What does that have to do with roads?**
 - The Long Term Road Plan takes into account public safety by prioritizing roads that connect communities to public safety facilities, and ensures road improvements meet the County's complete streets policy – enhancing safety for bicycles and pedestrians.
 - Ambulances and fire vehicles require well-maintained roads to quickly reach their destinations, while good lighting and signage are key features of public safety.

Please note:

The County is legally prohibited from promoting or opposing ballot measures. The answers to the questions posted above are factual statements taken from published reports, Measure A, and/or Board statements made during public meetings, and in no way either promote or oppose the ballot measure up for voter consideration in June 2015.

The Long-Term Road Plan is a framework for how the County should address roads. To the extent the Plan and the sales tax conflict with respect to the sales tax, the sales tax controls.