

# **BOARD OF DIRECTORS AGENDA PACKET**

**Monday, March 14, 2016  
2:30 p.m.**

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



## BOARD OF DIRECTORS AGENDA

*March 14, 2016 – 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 Items**
    - 3.1. Measure M – 2016 Bond Disclosure Reports for Series 2011 and 2015 (ACTION)\*
  - B. **SCTA/RCPA Concurrent Items**
    - 3.2. Admin – Minutes of the February 8, 2016 meeting (ACTION)\*
    - 3.3. Admin – Form 700 requirement for SCTA and RCPA (REPORT)\*
4. **Regular Calendar**
  - A. **RCPA Items**
    - 4.1. RCPA Planning
      - 4.1.1. CA2020 – presentation on Climate Action 2020 Draft Plan (ACTION)\*
    - 4.2. RCPA Projects
      - 4.2.1. Activities Report (REPORT)\*
  - B. **SCTA Items**
    - 4.3. SCTA Projects & Programming
      - 4.3.1. Bike/Ped – Transportation Development Act, Article 3 (TDA3) call for projects (REPORT)\*
      - 4.3.2. Measure M – Ten-Year Report on Measure M (REPORT)\*
      - 4.3.3. Highways – interagency agreement with Solano Transportation Authority for consultant services related to assessing financing tools for improvements in the Route 37 corridor (ACTION)\*
      - 4.3.4. Highways - update on State Highway projects (REPORT)
  - C. **SCTA / RCPA Joint Items**
    - 4.4. Administration
      - 4.4.1. Admin – consider a letter of support for Measure AA, a regional parcel tax related to Bay restoration (ACTION)\*
      - 4.4.2. Admin – new SCTA and RCPA web sites, brand identities (REPORT)\*
5. **Reports and Announcements**
  - 5.1. Executive Committee report
  - 5.2. Regional agency reports\*
  - 5.3. Advisory Committee agendas\*



- 5.4. SCTA/RCPA staff report
- 5.5. Announcements

## 6. Adjourn

\*Materials attached.

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The next **SCTA/RCPA** meetings will be held **April 11, 2016**

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://carmacarpool.com/sfbay>

## Staff Report

**To:** Sonoma County Transportation Authority  
**From:** James R. Cameron, Deputy Director of Projects and Programming  
**Item:** 3.1 – Measure M - 2016 Bond Disclosure Reports - Series 2011 and 2015  
**Date:** March 15, 2016

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**Issue:**

What is the status of the Continuing Disclosure Annual Report for the Measure M Sales Tax Revenue Bonds Series 2011 and Bonds Series 2015?

**Background:**

The attached Continuing Disclosure Annual Reports are provided by the Office of the County Auditor-Controller-Treasurer-Tax Collector. The report contains reference to the audited financial report of the SCTA, a debt service schedule and Measure M sales tax revenues for fiscal years ended June 30, 2006 through June 30, 2015.

Series 2008 Bonds defeasance was completed in June of 2015 with the refunding issuance of Series 2015 Bonds, therefore the 2008 Series Bonds no longer have a reporting requirement.

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

**Policy Impacts:**

None

**Fiscal Impacts:**

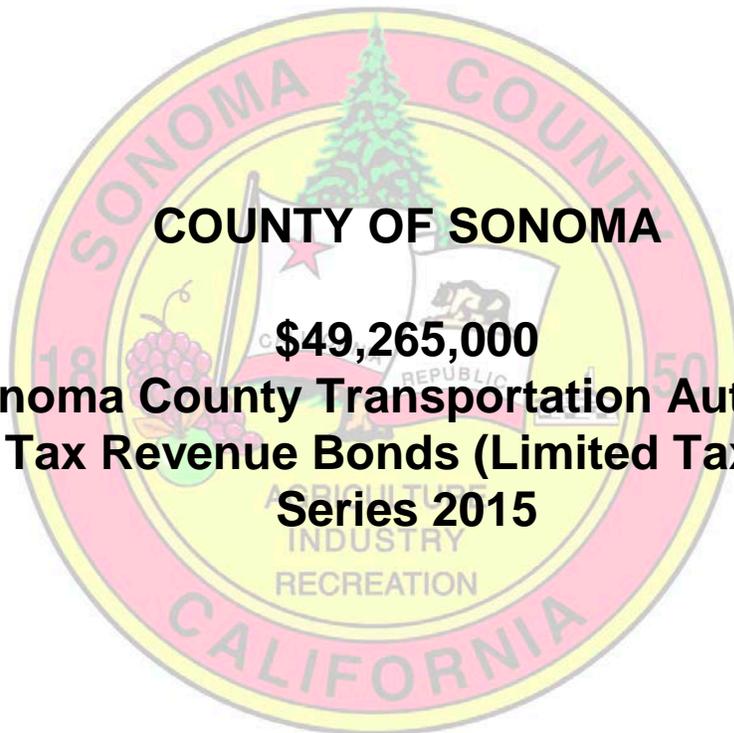
The sales tax revenues for FY14/15 were up 2.13% per State Board of Equalization Revenue over FY13/14; this reflects as a 1.62% increase based on our accounting system (EFS) tracking of revenue year over year with estimated accruals. Allocations to Measure M Hwy 101, LSP, Bike/Ped, LSR, LBT, SMART, and Administration programs reflect current sales tax revenue trends.

Although sales tax revenue is currently at approximately 91% of the 2004 Expenditure Plan Estimates, the Hwy 101 program has been the beneficiary of substantial construction bid savings and an average 5:1 leveraging of other fund sources which has allowed for project programming to be maintained at originally anticipated levels.

SCTA staff prepared the FY15/16 Measure M budgets with anticipated sales tax revenue increasing 3% over actual FY14/15 EFS revenues.

**Staff Recommendation:**

None, this is an informational item only.



**COUNTY OF SONOMA**

**\$49,265,000**

**Sonoma County Transportation Authority  
Sales Tax Revenue Bonds (Limited Tax Bonds),  
Series 2015**

**CONTINUING DISCLOSURE  
ANNUAL REPORT**

**January 31, 2016**

## CONTENTS OF REPORT

- (1) The comprehensive audited financial report of the Sonoma County Transportation Authority for the period July 01, 2014 through June 30, 2015 is posted as a separate document on the DAC Website.
- (2) Table “Debt Service Schedule” contained in the Official Statement, dated June 11, 2015. (See page 3.)
- (3) Measure C & Measure M Actual Sales Tax (See page 4)

## DEBT SERVICE SCHEDULE

Upon the issuance of the Series 2015 Bonds, there will be two Series of Bonds Outstanding under the Indenture, the Series 2011 Bonds and the Series 2015 Bonds (hereinafter sometimes collectively referred to as the “Outstanding Bonds”). The following table sets forth the annual debt service requirements for the Series 2011 Bonds and the Series 2015 Bonds and annual debt service for all Outstanding Bonds. (1)

Fiscal Year Ending June 30	Series 2011 Bonds		Series 2015 Bonds		Combined Annual Debt Service(1)
	Principal Amount	Interest Payment	Principal Amount	Interest Payment	
2015	\$ 380,000 <sup>(2)</sup>	\$ 1,076,188	\$ -0-	\$ -0-	\$ 1,456,188
2016	\$ 1,915,000	\$ 1,020,713	\$ 4,190,000	\$ 2,018,364	\$ 9,144,076
2017	\$ 2,015,000	\$ 922,463	\$ 4,120,000	\$ 2,088,950	\$ 9,146,413
2018	\$ 2,110,000	\$ 829,888	\$ 4,265,000	\$ 1,941,125	\$ 9,146,013
2019	\$ 2,190,000	\$ 743,888	\$ 4,495,000	\$ 1,722,125	\$ 9,151,013
2020	\$ 2,290,000	\$ 642,838	\$ 4,725,000	\$ 1,491,625	\$ 9,149,463
2021	\$ 2,410,000	\$ 525,338	\$ 4,955,000	\$ 1,249,625	\$ 9,139,963
2022	\$ 2,530,000	\$ 401,838	\$ 5,215,000	\$ 995,375	\$ 9,142,213
2023	\$ 2,650,000	\$ 285,588	\$ 5,480,000	\$ 728,000	\$ 9,143,588
2024	\$ 2,760,000	\$ 177,388	\$ 5,760,000	\$ 477,000	\$ 9,144,388
2025	\$ 2,875,000	\$ 61,094	\$ 6,060,000	\$ 151,500	\$ 9,147,594
<b>Total</b>	<b>\$ 24,125,000</b>	<b>\$ 6,687,219</b>	<b>\$ 49,265,000</b>	<b>\$ 12,833,689</b>	<b>\$ 92,910,907</b>

<sup>(1)</sup> Totals may not add due to rounding.

<sup>(2)</sup> Paid at maturity on December 1, 2014.

- *There have not been any unscheduled redemptions, retirements or defeasances of the 2011 Bonds.*
- *On June 23, 2015, the Authority defeased the 2008 Bonds maturing annually through 2025 with proceeds from the issuance of \$49,265,000 Sonoma County Transportation Authority Sales Tax Revenue Bonds (Limited Tax Bonds), Series 2015.*
- *On June 23, 2015 the Authority closed the Series 2015 Sales Tax Revenue Bonds which were issued on parity with the 2011 Bonds.*
- *On January 26, 2011, the Authority closed the Series 2011 Sales Tax Revenue Bonds which were issued on parity with the 2008 Bonds. On June 23, 2015, the 2008 Bonds were defeased.*
- *Disclosure documents for the Series 2008 & 2011 Bonds are also available on the DAC website.*

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

<u>Fiscal Year</u>	<u>Measure C Sales Tax Revenues</u>	(1)	<u>Measure M Sales Tax Revenues</u>	<u>% Increase/ Decrease</u>
1996-97	\$ 11,316,594		n/a	
1997-98	\$ 12,304,491	(2)	n/a	
1998-99	\$ 13,659,318		n/a	
1999-00	\$ 14,901,427	(3)	n/a	
2000-01	\$ 17,838,335		n/a	
2001-02	\$ 16,707,842		n/a	
2002-03	\$ 16,399,538		n/a	
2003-04	\$ 16,589,626		n/a	
2004-05	\$ 17,482,449		n/a	
2005-06		\$	18,915,434	(4)(5)
2006-07		\$	19,858,661	4.99%
2007-08		\$	18,864,061	-5.01%
2008-09		\$	16,923,047	-10.29%
2009-10		\$	15,268,289	(6) -9.78%
2010-11		\$	16,535,252	8.30%
2011-12		\$	17,444,645	5.50%
2012-13		\$	20,079,659	15.11%
2013-14		\$	21,044,133	4.80%
2014-15		\$	21,387,660	1.63%

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

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

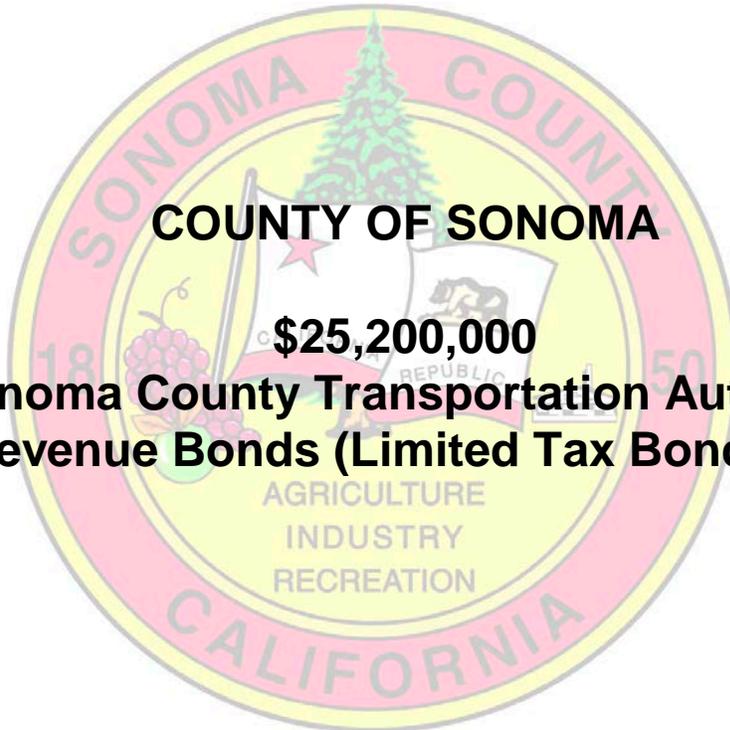
(3) Excludes \$528,270 which was misallocated during Fiscal year 1999-00. The misallocation was corrected in Fiscal year 2000-01

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

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

(6) Restated in June 30, 2011 Audit

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



**COUNTY OF SONOMA**

**\$25,200,000**

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

**CONTINUING DISCLOSURE  
ANNUAL REPORT**

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## DEBT SERVICE SCHEDULE

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

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

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- **There have not been any unscheduled redemptions, retirements or defeasances of the 2011 Bonds.**
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Source: Office of the County Auditor-Controller-Treasurer-Tax Collector

## BOARD OF DIRECTORS MEETING

### Meeting Minutes of February 8, 2016

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

Meeting called to order at 2:20 p.m. by Chair David Rabbitt.

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

Directors absent: None.

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

N/A

#### 3. Consent Calendar

##### A. SCTA Items

- 3.1. Measure M – amendment to construction and right of way cooperative agreements related to Old Redwood Highway Interchange (ACTION)\*
- 3.2. Caltrans – update to the Project Initiation Document list for Caltrans for FY16/17 (ACTION)\*

##### B. RCPA Items

- 3.3. BAYREN – contract amendments with ABAG and BKi to recognize 2016 CPUC revenues (ACTION)\*
- 3.4. CA2020 – contract amendment with Strategic Growth Council to extend grant period (ACTION)\*

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

- 3.5. Admin – Minutes of the January 11, 2016 meeting (ACTION)\*

- 3.6. Admin – Form 700 requirement for SCTA and RCPA (REPORT)\*

Motion by Director Mackenzie, seconded by Director Coursey, to approve the Consent Calendar as presented. Motion passed unanimously.

#### 4. Regular Calendar

##### A. SCTA Items

##### 4.1. SCTA Projects and Programming

- 4.1.1. Alternative Modes – Call for projects for Transportation Fund for Clean Air (TFCA) funds (REPORT)\*

Dana Turré reported on a call for projects for TFCA County Program Manager Fund, which can be used for a variety of alternative transportation projects. She noted that \$584,390 is available for local cities and counties. A program of projects that was approved by the TAC will be presented to the Board for its consideration in May.

- 4.1.2. Alternative Modes – Cap and Trade, Low Carbon Transit Operations Program (LCTOP) fund distribution (ACTION)\*

Ms. Turré explained that this program provides funds for projects that reduce GHG emissions. MTC has distributed revenue-based funds directly to transit operators and population-based funds to the SCTA to distribute among the operators. She referred to the funding allocation for Fiscal Year 2015/16 distribution and summarized this in further detail.

Director Coursey commented on the beneficial collaboration of the City of Santa Rosa with the local transit agencies (Santa Rosa CityBus and Sonoma County Transit) in the use of funds. He

asked for further clarification regarding the LCTOP formula as part of cap and trade.

Ms. Turrey and Ms. Smith responded to Board questions regarding cap and trade funds, noting that this had been based on certain assumptions as to Plan Bay Area. Discussion followed regarding the allocation and distribution of cap and trade funds.

Additional Board comments addressed appreciation for the extended transit service and the issue of providing “feeder” service to the SMART station from Sebastopol.

Additional issues included the question of why funding is based on population rather than ridership. Director Gallian noted the lack of a connector in order to have service to SMART and the need for this service.

Additional Board comments included the need for extended additional service in Sebastopol as well as service to the SMART station.

Further Board questions involved funding for the Affordable Housing/Sustainable Communities Grant. Ms. Smith explained that a call for projects has not yet been published; however, she noted that she would follow up on the matrix development outlining funding allocation. She explained further the regional advocacy that has taken place and the competitive process.

Director Mackenzie explained further that an Affordable Housing Workshop is scheduled February 20, 2016 and invited any interested Board members to attend.

Chair Rabbitt acknowledged the need for feeder bus service to SMART and explained that this funding would have to come from existing monies allocated among the three local transit operators.

Other suggestions by the Board were to explore the possibility of funding for a full-time transit coordinator for service between the local transit operators and SMART. Ms. Smith agreed to check into this further. Director Mackenzie also agreed to do so with MTC staff.

Mr. Birdleough of Friends of SMART stressed the urgency of finding funding and the need for regional assistance.

Motion by Director Miller, seconded by Director Gallian, to approve the proposed distribution of

population-based LCTOP funds for Fiscal Year 2015/16. Motion carried unanimously.

4.1.3. MTC – One Bay Area Grant, Cycle 2 (OBAG2) update (REPORT)\*

Seana Gause summarized funding and the grant process, noting the \$22 million in funding is yet to be determined, and that the Displacement Policy is in progress.

4.1.4. Measure M – FY15/16 Annual Report (ACTION)\*

Ms. Gause explained that the report was presented to and approved by the Citizens Advisory Committee. She summarized the format of the report and outlined its contents. She reported that \$76 million was distributed last year.

Discussion followed regarding unspent funds by the City of Santa Rosa and the City of Rohnert Park. Ms. Gause explained that the City of Santa Rosa had a project for Stony Point Road improvements.

Director Coursey explained that the Stony Point Road project has not progressed as anticipated; therefore, the rollover will now be utilized for alternate projects.

Director Mackenzie explained that the City of Rohnert Park typically banks funds for large capital projects; these plans include road rehabilitation projects, specifically, Rohnert Park Expressway between Snyder Lane and Commerce Boulevard.

Motion by Director Landman, seconded by Director Gallian, to approve the Measure M Annual Report. The motion passed unanimously.

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

James Cameron thanked the Board for approving previous cooperative agreements that will allow for progress on the Central C (Old Redwood Highway Interchange) project.

Caltrans does plan demolition of four residential properties in the MSN C-2 right-of-way this spring and summer, at the East Washington Interchange.

The Petaluma River Bridge project is awaiting right-of-way trial for settlement on the final parcel.

The MSN B-3 project (San Antonio Creek Bridge at Sonoma/Marin County Line) was opened for bidding in November, and the contract was awarded to Ghilotti Brothers and R.M. Harris Joint Venture January 22, 2016. This project is expected to move forward this spring.

Mr. Cameron reported that MSN B-2 Phase 2 (the Sonoma Median Widening) could potentially be delayed until Fiscal Year 2020/21, and summarized a recent updated fund estimate by the California Transportation Commission (CTC) in STIP funding; therefore, funding is currently uncertain for this project. The CTC will hold STIP hearings in March, with adoption in May. Staff will be following progress on this issue.

Ms. Smith summarized three current legislative proposals, outlining the funding component of each, and the Governor's proposal. Each examines sources for raising funds for transportation, as well as proposals for expending the funds, which are mainly focused on rehabilitation projects.

Ms. Smith explained the STIP funding situation in further detail, noting that only one of the legislative proposals she referred to would be of any benefit to the STIP situation and local Highway 101 construction.

Additional discussion took place regarding legislative actions. Ms. Smith explained the dynamics of various regions' stance on legislation, and the impact on local Highway 101 projects.

Director Mackenzie reported that this will be addressed at the February 24 MTC meeting.

Mr. Cameron explained the basis for estimates and the discussion that has taken place to date.

Steve Birdlebough of the Sonoma County Transportation and Land Use Coalition reported that according to Federal criteria, gas taxes would need to increase 70¢ per gallon in order to fund road rehabilitation. He encouraged electeds to inform and convince voters of this need.

## **B. RCPA Items**

### **4.2. RCPA Programs**

#### **4.2.1. Water Bill Savings Act Legislation – (ACTION)\***

- General Pay As You Save water conservation program update
- Update on program in Town of Windsor
- Letter of support for SB— (McGuire) The Water Bill Savings Act

Lauren Casey reported that staff has been successful in implementing the PAY model for consumers to determine the most cost effective program for their needs. She referred to a summary of savings for the Town of Windsor, noting that commercial operations have also begun to be included.

Ms. Casey summarized various agencies that staff has been partnering with (e.g., Bay Area MUDD) and explained challenges that have been presented. She noted that the City of Hayward has been unable to fund the program themselves.

Staff is proposing development of a regional model, very similar to PAY, called PACE. Ms. Casey summarized how this program would work.

Staff is working with Senator McGuire on this legislation. Ms. Casey summarized highlights, explaining that staff is seeking a letter of support.

Board comments included the need for savings information to show the benefits of these programs to the consumer. Additional Board questions addressed the issue of getting these services for those who rent, or do not own a home.

Ms. Casey explained a proposed model to address this; noting that renters would be allowed to participate with the approval of their landlord. This would be included in the lease agreement.

In addressing the question of the transfer of ownership, Ms. Casey noted that the purchase agreement could be extended.

The burden on staff was addressed by Ms. Casey, noting the implementation of a "hot" line.

Additional Board comments included equitable implementation of the program for renters as well as homeowners.

Ms. Casey noted that staff will be working with retailers in Sonoma County and with ABAG.

Motion by Director Landman, seconded by Director Gallian, to approve a letter of support for the (McGuire) Water Bill Savings Act. The motion passed unanimously.

4.2.2. BAAQMD Refinery Strategy – Update on rule making (ACTION)\*

Ms. Casey reported that staff has been actively participating in the region's efforts on this issue. She noted that regional staff had expressed their appreciation for the RCPA's work in this strategy.

Director Zane reported on BAAQMD activities in developing refinery policy and expressed her thanks for staff participation.

Motion by Director Gallian, seconded by Director Chambers, to approve a letter of support. Motion carried unanimously.

4.2.3. Activities Report (REPORT)

Ms. Casey noted that staff has been working with Senator Mike McGuire on the repeal of the RCPA sunset provision in order to allow the RCPA to continue its work beyond 2020.

Ms. Casey reported that staff expects to present the Draft Plan to the Climate Action 2020 report following final edits by the Staff Working Group and consultants to the Board of Supervisors and respective City Councils. Comments received following these presentations will inform revisions to the Plan in the spring. The Plan will then follow an adoption process for each respective community.

Staff is continuing work in outreach through The Bay Area Regional Energy Network, supporting the implementation of energy efficiency programs.

The updated website is due to be implemented in the near future.

Ms. Casey next announced the receipt of, and presented, a letter from the White House

designating Sonoma County as a Climate Champion.

**5. Reports and Announcements**

5.1. Executive Committee report

The Executive Committee did not meet.

5.2. Regional agency reports\*

*SMART:*

Director Russell announced the establishment of the Department of Public Safety and reported on Press Democrat coverage of these activities.

Director Russell next addressed the issue of homelessness and the significant outreach relating to rail safety taking place among this population.

Director Zane addressed the need for increased public education and awareness regarding rail safety, using various media and providing presentations.

*NCRA:*

N/A

*MTC:*

Director Mackenzie reported on the public hearing on the Jennings Avenue crossing, noting that he testified at this hearing, which included the Public Utilities Commission.

Director Coursey thanked Director Mackenzie for his participation and Director Zane for her letter of support on this issue.

Director Mackenzie reminded the Board of the February 20 MTC Workshop mentioned earlier, noting that the Directors would be receiving information on this meeting shortly. The fourth Friday meetings of ABAG's Administrative Committee and MTC's Planning Committee are under way, with consultants and management partners, to address the MTC/ABAG merger.

*Self Help Counties Coalition:*

N/A

*ABAG:*

Chair Rabbitt announced that a meeting of ABAG is scheduled for Wednesday, February 10, 2016 at 2:00 p.m.

*BAAQMD:*

N/A

CALCOG:

N/A

GGBHTD:

Director Gorin addressed the issue of Bay level rise, reporting that workshops have been scheduled and noting that this is taking place much faster than anticipated. Staff is focusing on adaptation strategies to cope with this. The Bay Area Conservation and Development Commission is looking at where the bay meets the shoreline and buildings within proximity of possible sea level rise. She reported on a meeting addressing Highway 37.

Director Mackenzie added that the second annual California Adaptation Forum is scheduled for September 7, 2016 at the Renaissance Long Beach Hotel and Long Beach Convention Center.

Chair Rabbitt reported that Golden Gate Bridge revenues are up and that work on extending the suicide prevention net will begin soon.

Chair Rabbitt next announced his participation in a conference on cap and trade at UCLA on February 11, 2016, and that a White House Water Summit is scheduled March 22, 2016. He noted that the North Bay Water Use Authority has submitted documentation on local water use efforts and activity.

*Sonoma Clean Power:*

Director Landman reported on a meeting with Supervisor Dan Hamburg and a possible future partnership with the County of Mendocino.

He next reported on the increasing adoption of EVs and their benefits and energy savings.

5.3. Advisory Committee agendas\*

Included in agenda.

5.4. SCTA/RCPA staff report

N/A

5.5. Announcements

Director Gurney announced that Sebastopol will be hosting the Mayors and Council Members Association meeting February 12, 2016.

Director Zane noted that staff has been working with NOAA and the Washington, D.C. water agency on securing a \$19 million for early

detection of atmospheric rivers and continuing work on water conservation.

**6. Adjourn**

4:30 p.m.

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## Staff Report

**To:** SCTA/RCPA Board of Directors  
**From:** Suzanne Smith, Executive Director  
**Item:** 3.3 – Form 700 submittal  
**Date:** March 14, 2016

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**Issue:**

Board Member FPPC Form 700s are due March 31, 2016.

**Background:**

Board Members and alternates are required to submit a Form 700 as members of the SCTA/RCPA. Please see the following web site for the form or contact Marge Fernandez at [mfernan2@sctainfo.org](mailto:mfernan2@sctainfo.org) for further assistance. The form may be filled out online; however, it cannot be electronically filed, as it requires an original signature. A detailed notification letter with instructions will be sent to your mailing address that we have on file on March 1, 2016.

<http://www.fppc.ca.gov/Form700.html>

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

**Policy Impacts:**

None

**Fiscal Impacts:**

None

**Staff Recommendation:**

Please submit a signed Form 700 to the SCTA/RCPA office by March 31, 2016.

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## Staff Report

**To:** RCPA Board of Directors  
**From:** Lauren Casey, Deputy Director of Climate Programs  
**Item:** 4.1.1 – Climate Action 2020 Draft Plan  
**Date:** March 14, 2016

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**Issue:**

What feedback does the Board have on the Public Review Draft Climate Action 2020 Plan?

**Background:**

The Regional Climate Protection Authority (RCPA) has been working with a countywide Staff Working Group and under the direction of the RCPA Board of Directors to develop a proposed Public Review Draft *Climate Action 2020 and Beyond: A Regional Program for Sonoma County Communities*.

It is now posted online at: <http://rcpa.ca.gov/projects/climate-action-2020/>

The Draft Plan proposes that each local government contribute measures towards a countywide greenhouse gas reduction target of 25% below 1990 levels by 2020, on a path towards a long term goal of 80% below 1990 levels by 2050. The purpose of the project is for all jurisdictions to commit to a consistent framework for climate action and commit to implementing locally appropriate measures by adopting the plan.

Presentations on the Draft Plan will be made at City Councils around the county and the Board of Supervisors to provide an overview of the draft regional plan, introduce the proposed elements that are specific to each local government, and to seek direction regarding the proposed approach to local opportunities, priorities, or constraints.

Public comment is invited during the public presentations on the draft plan. People are also encouraged to review the plan and provide comments by going to the RCPA's website.

The project has been funded in part by a grant from the Strategic Growth Council that has provided for city and county staff time, RCPA staff time for regional project management, and technical consulting resources.

**Process to Develop the Public Review Draft**

The effort is led by the RCPA and has been advanced by a Staff Working Group comprised of planning staff from each of the ten jurisdictions of Sonoma County. The project has also been built upon the input and recommendations received through a countywide Stakeholder Advisory Group (comprised of citizen representatives from around the county as appointed by the RCPA Board), public workshops in each jurisdiction, numerous community group presentations and events, and an online survey.

The following specific efforts informed the development of the Public Review Draft of the Climate Action 2020 Plan:

- Countywide greenhouse gas inventory data has been collected and analyzed, resulting in historic emissions back-casts, 2010 inventories, and business-as-usual forecasts for each community across the primary local activities that generate GHGs.
- Research into and analysis of existing policies and programs throughout Sonoma County was completed to understand how existing efforts will advance local climate goals.
- Three Stakeholder Advisory Group meetings were convened to review inventories, forecasts, targets, and candidate reduction measures, as well as to discuss local climate impacts.
- Sector specific Ad Hoc committees comprised of Stakeholder Advisory Group members were held to get into the details of sector specific analysis and measure definitions.
- One noticed public meeting was held in each jurisdiction to introduce the project and solicit input on community priorities; an online forum was established to solicit comments and share updates.
- Over 30 additional presentations on the project were given to community groups at their request, including Chambers of Commerce, Rotaries, HOAs, non-profits, etc.
- A draft list of local measures (that will complement existing local measures, State actions, and regional actions) was identified through these staff, stakeholder, and public engagement processes.
- Draft measures were built into a GHG reduction planning tool, customized for each jurisdiction, so planning staff could select an appropriate package of measures with appropriate parameters to evaluate for potential inclusion in the draft plan; the tool yields the potential annual impact of each measure in the year 2020 in metric tons of carbon dioxide equivalent (MTCO<sub>2e</sub>).
- A draft countywide reduction target of 25% below 1990 levels by 2020 was proposed by the Staff Working Group and approved by the RCPA Board; the recommendation was informed by previously adopted local targets, state expectations, the scientific imperative of climate change, forecasts for GHG emissions growth, and analysis of the impact of reduction measures identified for possible implementation in each community.

#### Highlights from the Public Review Draft

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

- Countywide emissions in 1990: ~4 million MTCO<sub>2e</sub>
- Countywide emissions in 2010: ~3.7 million MTCO<sub>2e</sub> (10% below 1990)
- Countywide emissions forecast in 2020 without action: ~4.4 million MTCO<sub>2e</sub> (10% above 1990)
- Countywide emissions target for 2020: ~3 million MTCO<sub>2e</sub> (25% below 1990)

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

- Variable growth rates since 1990, and an emphasis on city centered growth in Sonoma County, make the 25% below 1990 levels target more difficult to achieve in some communities than in others; therefore the RCPA has proposed a target of 25% below 1990 levels countywide; Each jurisdiction will contribute to the regional goal by adopting a suite of local measures.
- State actions already underway will contribute 52% of the reductions needed to keep emissions under 3 million MTCO<sub>2e</sub> in 2020.

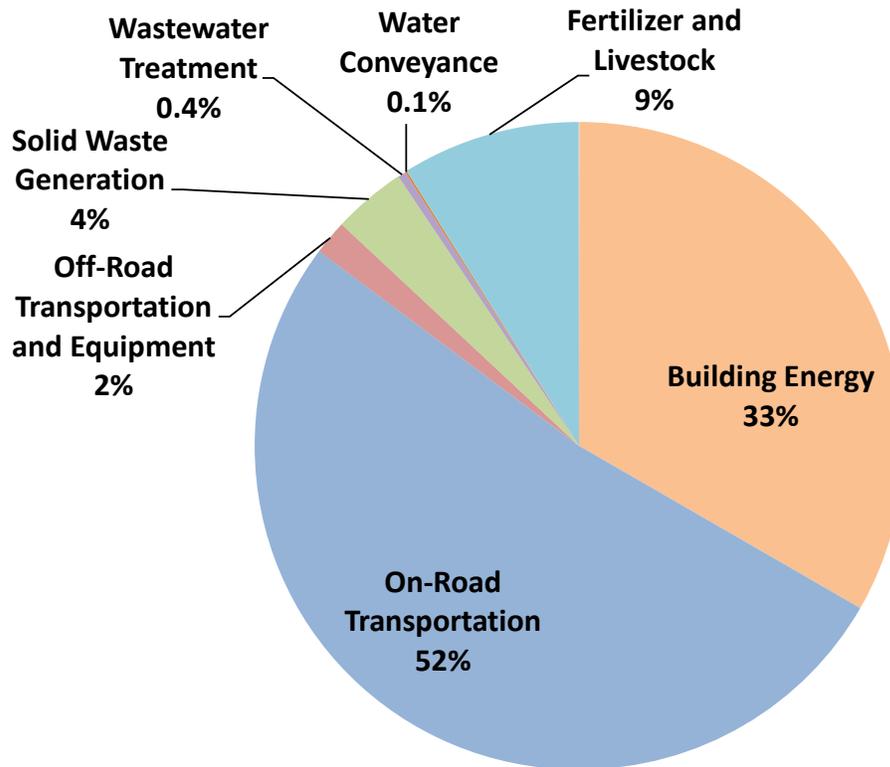
- Actions under local governance will be responsible for the remaining 48% of reductions needed to achieve the local target. These actions include contributions from regional collaborations that are already in place or moving forward outside of Climate Action 2020, including SMART, Sonoma Clean Power, the PACE Financing Marketplace, Sonoma County Transportation Authority’s Shift Plan, and others.
- Local reductions are still needed from local measures that will be implemented by the county and the cities.

**The Draft Plan was developed to advance 20 goals by 2020:**

- Each community will contribute to some or all of these goals through local actions.
- The Plan allows for flexibility at a local level to define the best ways to advance these goals:

Sector	Key	Goals
<b>Building Energy</b>		<ol style="list-style-type: none"> <li>1. Increase building energy efficiency</li> <li>2. Increase renewable energy use</li> <li>3. Switch equipment from fossil fuel to electricity</li> </ol>
<b>Transportation &amp; Land Use</b>		<ol style="list-style-type: none"> <li>4. Reduce travel demand through focused growth</li> <li>5. Encourage a shift toward low-carbon transportation options</li> <li>6. Increase vehicle and equipment fuel efficiency</li> <li>7. Encourage a shift toward low-carbon fuels in vehicles and equipment</li> <li>8. Reduce idling</li> </ol>
<b>Solid Waste Generation</b>		<ol style="list-style-type: none"> <li>9. Increase solid waste diversion</li> <li>10. Increase capture and use of methane from landfills</li> </ol>
<b>Water Conveyance &amp; Wastewater Treatment</b>		<ol style="list-style-type: none"> <li>11. Reduce water consumption</li> <li>12. Increase recycled water and greywater use</li> <li>13. Increase water and wastewater infrastructure efficiency</li> <li>14. Increase use of renewable energy in water and wastewater systems</li> </ol>
<b>Livestock &amp; Fertilizer</b>		<ol style="list-style-type: none"> <li>15. Reduce emissions from livestock operations</li> <li>16. Reduce emissions from fertilizer use</li> </ol>
<b>Advanced Climate Initiatives</b>		<ol style="list-style-type: none"> <li>17. Protect and enhance the value of open and working lands</li> <li>18. Promote sustainable agriculture</li> <li>19. Increase carbon sequestration</li> <li>20. Reduce emissions from consumption of goods and services, including food</li> </ol>

The goals focus on the largest local sources of GHGs:



Each local government will help advance Climate Action 2020 goals by supporting State and Regional actions, and implementing the local measures selected.

- The plan has been structured to allow each local government to adopt measures that are appropriate based on community priorities and unique needs or opportunities. The suite of proposed measures included in the Public Review Draft for each city are based on input received at public outreach meetings, Council guidance, staff expertise, consultant analysis of existing measures and new measure potential, a desire for regional consistency, possibility to generate co-benefits, and best practices for local actions.
- The specific approach to implementing measures selected by each local government is also at the discretion of the Council or Board. Some measures can be implemented through voluntary or mandatory approaches, or through different strategies to incentivize or promote behavior change.
- By pursuing local strategies within a regional planning framework, local governments are able to benefit from implementation support from the RCPA and the process of evaluating emissions, identifying and evaluating strategies, developing strategies for implementation, and monitoring progress can be done much more efficiently than if each city implemented a CAP alone.
- Staff is bringing the Public Review Draft to each City Council and the Board of Supervisors in March-May of 2016 for direction on the appropriateness of the proposed measure contributions for each government.

**The Plan is focused on near term actions, and getting measures in place by 2020 that will put all of Sonoma County on a path towards longer term GHG targets.**

- Demonstrating consistency with the current State Scoping Plan (AB 32) is an important goal for the project; however the plan significantly exceeds expectations for GHG reductions and sets up Sonoma County for success in the next stage of State Climate Action, despite the lack of clarity surrounding what will follow AB 32.
- The Plan proposes new long term GHG reduction goals of 40% below 1990 levels by 2030, 60% below 1990 by 2040, and 80% below 1990 by 2050. These reductions are consistent with most leading policy goals for climate action.
- Putting measures in the Plan in place by 2020 will provide reduction benefits long past 2020.

**By adopting the Climate Action Plan later this year, local governments will be able to streamline the review of GHG impacts from new development.**

- The Plan includes a model consistency checklist that may be used by local jurisdictions to review the significance of new development with respect to GHG emissions. If a project can't demonstrate consistency with the CAP, it will still be required to conduct project specific GHG analysis and mitigation strategies at the discretion of the local government.
- It is important that new development incorporate climate action strategies and reflect lower-carbon growth, however success in achieving targets will be overwhelmingly dependent on reducing emissions from existing sources.

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

- Climate change affects everyone and opportunities to address it do not fall neatly within political boundaries. Working together ensures that resources are efficiently deployed to solve the problem, policies are clear and consistent, and each actor is doing what it can to advance common goals.
- The RCPA and other regional entities will support implementation of the Plan by: pursuing funding, convening stakeholder conversations about measure design, researching best practices, drafting measure templates, collecting, analyzing, and reporting data, and engaging community members in the design of specific strategies.

**The implementation framework proposed includes monitoring and adaptive management to track progress and evaluate priorities for future programs.**

- Monitoring will be led by the RCPA with support from city and county staff who will be asked to provide data and updates on the status of measure implementation, at least once per year.

**Funding and financing tools will continue to be essential in expanding the impact of local climate actions.**

- The RCPA will work with the communities of Sonoma County to secure financial resources to support investments in climate solutions, particularly those that generate positive return for local communities.

**The Draft Plan also provides an updated analysis of local climate risks and 9 goals for climate resilience.**

- A detailed report: *Climate Ready Sonoma County: Climate Hazards and Vulnerabilities* was published as an earlier element of the project.

- Highlights from the report are included in the Draft CAP, along with goals for climate resilience that were developed with input from the SAG and two large public forums on climate adaptation.
- This risk assessment and resilience goals will serve as the foundation for future projects to reduce local vulnerability to climate change in Sonoma County.

**Schedule and Next Steps**

- March – May – Public presentations made at each local governing body; public comment period on Draft CAP open
- April – Draft EIR released for comment and presented to RCPA Board
- April – May – 45 Day public comment period on Draft EIR open
- May – TBD – RCPA and SWG respond to direction and comments
- TBD – RCPA publishes Final CAP and EIR for adoption and certification
- TBD – Cities and County adopt Final CAP and make determination on EIR

**Policy Impacts:**

The adoption of Climate Action 2020 will establish new policy and program priorities for the RCPA in delivering on the Mission to coordinate countywide climate protection efforts.

**Fiscal Impacts:**

This project is funded by a grant from the Strategic Growth Council, which includes a total budget of \$300,000 for the RCPA which must be spent by the end of FY15/16.

**Staff Recommendation:**

Consider providing feedback and direction to staff on the Draft Plan, the role of the RCPA in supporting its members, and the policy and program commitments the RCPA Board would like to champion.

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## Staff Report

**To:** RCPA Board of Directors  
**From:** Lauren Casey, Deputy Director of Climate Programs  
**Item:** 4.2.1 – RCPA Activities Report  
**Date:** March 14, 2016

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**Issue:**

Information only.

**Background:**

**Legislation**

**RCPA Sunset Removal**

The Sonoma County Regional Climate Protection Authority (Authority) was formed through the enactment of AB 881 (Huffman) in 2009 to perform coordination and implementation activities within the boundaries of the County of Sonoma. The RCPA was to assist participating local agencies in meeting their greenhouse gas emissions reduction goals, and to develop, coordinate, and implement programs and policies to comply with the California Global Warming Solutions Act of 2006 (AB 32) and other federal or state mandates and programs designed to respond to greenhouse gas emissions and climate change. This authorization was granted originally until December 2015 and was extended to December 2019 by AB 639 (Huffman).

Senate Bill 1030 (McGuire) was introduced as attached with co-authors Senator Wolk and Assembly Members Dodd, Levine, and Wood to repeal the sunset date. RCPA staff are working to confirm official letters of support from the ten local jurisdictions of Sonoma County, regional agency partners, and non-governmental partners. Hearing dates have not yet been set for this bill.

**Water Bill Savings Act**

The RCPA has been working with the Association of Bay Area Governments (ABAG) and the Bay Area Regional Energy Network (BayREN) to advance a proposal that will allow low interest public bonds to finance customer water efficiency improvements. Senate Bill 1233 (McGuire) was introduced as attached with co-authors Senator Wolk and Assembly Members Levine and Wood. SB 1233 would provide another tool for water utilities to respond to conservation mandates and drought pressures. It will allow for a cost effective and efficient regional JPA model to finance improvements paid for by customers out of their savings. It's core intent is to make water efficiency easier and financially smart for both water retailers and water utility customers.

SB1233 would enable growth in programs like Pay As You Save (PAYS). RCPA and ABAG staff are working to confirm official support from BayREN partner utilities, statewide associations, industry groups, and social and environmental advocates. Hearing dates have not yet been set for this bill.

## **Climate Action Planning**

### Climate Action 2020

See item 4.1.1

### Applied Solutions

In November 2015, staff brought the discussion of Applied Solutions, a network of local governments working on clean and efficiency energy, water, and transportation projects, to the Board to consider a role for the RCPA in the future administration of Applied Solutions. Board feedback indicated the desire for more information. Staff is working with the Water Agency for a joint informational presentation on Applied Solutions for a spring Board Meeting.

### Cap and Trade

Auction proceeds generated by the California Cap and Trade program provide funding to invest in projects that advance climate goals. These funds are referred to as the Greenhouse Gas Reduction Fund (GGRF).

Attached is a summary of cap and trade programs, applicable to Sonoma County, and budgets for FY15/16. Staff has worked to develop the attached matrix of programs, funding availability, who can apply and what deadlines are in place. Up-to-date funding availability information has been challenging to locate consistently for all programs. Staff will continue to refine and clarify program and funding availability details, in order to identify opportunities to advance local climate mitigation programs.

Many of these programs will be implemented on a rolling basis or have not yet been opened for application. It is anticipated that several programs – such as Water Action Plan, Water Energy Efficiency – will be seeking project applications beginning spring 2016.

## **Energy Efficiency**

### Bay Area Regional Energy Network

The RCPA represents the communities of Sonoma County in the Bay Area Regional Energy Network (BayREN). In this role, RCPA staff support the implementation of energy efficiency programs including Energy Upgrade California, Pay As You Save (PAYS), and a Codes and Standards Program.

Highlights of RCPA staff efforts on BayREN in February and early March include ongoing administration and coordination across subprograms and partners, additional scoping for program changes in 2016, and participation in business planning for the post 2016 Rolling Portfolio funding cycle within the processes established by the California Public Utilities Commission (CPUC) and led by ABAG.

RCPA staff recently helped coordinate a unique local BayREN outreach opportunity in the form of an energy code presentation at the American Institute of Architects (AIA) Redwood Empire Chapter on March 9<sup>th</sup>.

## **Low Carbon Transportation**

### Shift Sonoma County

RCPA and SCTA staff continue to work with consultants on the needs assessment and policy gap analysis elements of the Shift Sonoma County transportation plan. Staff will bring a detailed update on the Shift plan and interim project findings in Spring 2016. In the meantime, staff are continually monitoring and participating in the ongoing efforts of partners and funders to support electric vehicle use looking for opportunities to promote awareness and bring funding to the county for implementation.

Highlights of local efforts related to electric vehicles:

- There will be an Experience Electric free test drive event on March 19<sup>th</sup> and 20<sup>th</sup> to coincide with the Spring Home Show at the Sonoma County Fairgrounds. Staff are promoting the event via Facebook.
- The California Energy Commission released a solicitation in January to fund DC Fast Chargers along the 101 corridor north of Santa Rosa (to Leggett). RCPA staff are using the Shift siting framework and conversations with local partners to evaluate possible locations for fast charging in Windsor, Healdsburg, Geyserville and Cloverdale.
- New charging infrastructure is opening for use around the county, with the most recent publicly owned stations added by Petaluma. These stations were installed with the support of funding from the Bay Area Charge Ahead Program and the Transportation Fund for Clean Air administered by the SCTA. Businesses continue to support growing access to charging as well. For instance the Graton Resort and Casino had a ribbon cutting for new EV charging stations on March 9<sup>th</sup>.

**Public Outreach**

RCPA Website

See item 4.4.2.

2016 Business of Local Energy Symposium

RCPA staff participated in the 2016 Business of Local Energy Symposium held in San Jose on March 4<sup>th</sup>, as a facilitator for a panel on the Water Energy Nexus. The panel was an opportunity to highlight the work of the Sonoma County Water Agency and local partners to deliver carbon free water, support customer efficiency programs like Pay As You Save (PAYS®), and to demonstrate innovation with projects like electric vehicle fleets and floating solar.

The daylong event was focused on opportunities for communities and community choice energy providers like Sonoma Clean Power to catalyze all aspects of the transition to a clean energy economy by working together across local governments and businesses.

**Policy Impacts:**

None

**Fiscal Impacts:**

None

**Staff Recommendation:**

Information only.

# Senate Bill 1030

## Sonoma Climate Protection: GHG Reductions

Senator McGuire

### SUMMARY

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The historic passage of the California Global Warming Solutions Act, AB 32 (Pavley, 2006), and the recent passage of the Clean Energy and Pollution Reduction Act, SB 350 (De Leon, 2015), has affirmed California's role as an international leader in climate change mitigation. The state is now seeking to further emission reductions through local programs such as the Sonoma County Regional Climate Protection Authority (RCPA).

The RCPA assists Sonoma County and the Bay Area in reducing greenhouse gases (GHG) by coordinating with climate change organizations to implement best practices and utilizing available resources most effectively. Being the first organization of its kind in the State, the Legislature required a sunset clause to ensure the RCPA achieved the goals set out for it in the original legislation. In accordance with the RCPA's proven track record, this bill eliminates the sunset clause.

### BACKGROUND

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The RCPA is made up of the same board of local elected officials as the Sonoma County Transportation Authority. The RCPA membership includes representatives from the Sonoma County Board of Supervisors, all nine cities in Sonoma County, and works with many other climate change organizations around the Bay Area. In 2014, **the RCPA was recognized by the federal government as a White House Climate Champion.**

The RCPA's core function is to coordinate a unified response to climate change across Sonoma County. Their fundamental strategies include adopting regional goals that positively impact cities and counties, formalizing partnerships, pooling resources, and working across public and private sectors. The RCPA engages in GHG mitigation through reduction of energy consumption, enhancing alternative transportation options, and increasing water use efficiency. Their efforts have exceeded expectations, and it is clear that the core of climate change action will increasingly take place at the local level.

### HOW DOES THIS COMPARE WITH STATE ACTIONS?

The RCPA's climate action plan finds that local climate action strategies will account for over 677,000 metric tons (or 1.6 billion pounds) of CO<sub>2</sub> annually by 2020. This is equivalent to removing 142,500 passenger cars from the road, or the carbon sequestered by 554,900 acres of forest.

In comparison, the State's Global Warming Solutions Act (AB 32) Scoping Plan measures are expected to generate reductions in Sonoma County of over 750,000 metric tons of CO<sub>2</sub>. Through the RCPA, Sonoma County is matching State efforts to nearly a 1 to 1 match.

### PROBLEM

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Climate change is an ongoing and increasingly volatile issue. Most scientific studies agree the problems associated with climate change are set to intensify. While the RCPA continues to adopt strategies to mitigate the effects of climate change, grant making entities want assurances that any funding awarded will contribute to the long-term and widespread response to climate change, while reducing emissions locally.

Furthermore, the ability to retain highly qualified and capable staff at the RCPA is challenged without certainty regarding the continuation of the agency.

### SOLUTION

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The RCPA's success is proof that GHG mitigation will happen at the local level. Removing the sunset clause from statute ensures the RCPA will retain highly qualified staff, reassure grant making entities of its long term status, and increase efforts to the ongoing and long-term challenges we face as a community and as a state. Therefore, for these reasons SB 1030 seeks to remove the sunset clause

### CONTACT

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Buck Ellingson, Senate Fellow  
Buck.Ellingson@sen.ca.gov  
916-651-4343

**Introduced by Senator McGuire  
(Coauthor: Senator Wolk)**

(Coauthors: Assembly Members Dodd, Levine, and Wood)

February 12, 2016

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An act to repeal Section 181016 of the Public Utilities Code, relating to the Sonoma County Regional Climate Protection Authority.

LEGISLATIVE COUNSEL'S DIGEST

SB 1030, as introduced, McGuire. Sonoma County Regional Climate Protection Authority.

Existing law, until December 1, 2019, creates the Sonoma County Regional Climate Protection Authority. Existing law provides for the authority to be governed by the same board as that governing the Sonoma County Transportation Authority and imposes certain duties on the authority. Existing law authorizes the authority to perform coordination and implementation activities within the boundaries of the County of Sonoma, in cooperation with local agencies, as defined, that elect to participate, to assist those agencies in meeting their greenhouse gas emissions reduction goals. Existing law authorizes the authority to develop, coordinate, and implement programs and policies to comply with the California Global Warming Solutions Act of 2006 and other federal or state mandates and programs designed to respond to greenhouse gas emissions and climate change.

This bill would extend these provisions indefinitely. By extending the duties of the Sonoma County Regional Climate Protection Authority, this bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

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

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

1 SECTION 1. Section 181016 of the Public Utilities Code is  
2 repealed.

3 ~~181016. This division shall become inoperative on December~~  
4 ~~1, 2019, and, as of January 1, 2020, is repealed, unless a later~~  
5 ~~enacted statute, that becomes operative on or before January 1,~~  
6 ~~2020, deletes or extends the dates on which it becomes inoperative~~  
7 ~~and is repealed.~~

8 SEC. 2. No reimbursement is required by this act pursuant to  
9 Section 6 of Article XIII B of the California Constitution because  
10 the only costs that may be incurred by a local agency or school  
11 district are the result of a program for which legislative authority  
12 was requested by that local agency or school district, within the  
13 meaning of Section 17556 of the Government Code and Section  
14 6 of Article XIII B of the California Constitution.

15

16 \_\_\_\_\_

17 **CORRECTIONS:**

18 **Heading—Line 3.**

19 \_\_\_\_\_

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# Senate Bill 1233

## Water Bill Savings Act

Senator McGuire

### Summary

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Despite the rainfall and snow we're receiving this winter from the effects of El Niño, California's historic drought will continue to persist. The drought has severely impacted local governments' ability to balance water supplies with customer needs, whether those needs are for residents, businesses or agriculture operations. In addition, two major factors will continue to contribute to our State's ongoing drought conditions: Groundwater supplies and many of the state's largest reservoirs are anticipated to take years to replenish and hit pre-drought levels.

SB 1233 will provide local governments and disadvantaged communities the necessary tools to fund water savings projects for customers who voluntarily participate, thus helping the state achieve its continued goals of reducing water use.

### Background

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On April 1, 2015, the Governor signed executive order B 29-15 mandating historic mandatory water conservation measures statewide. One section in particular calls for regional collaboration to address some of the negative effects produced by California's ongoing drought, i.e.:

“WHEREAS the magnitude of the severe drought conditions continues to present threats beyond the control of the services, personnel, equipment, and facilities of any single local government and require the combined forces of a mutual aid region or regions to combat.”

Water conservation efforts are the core way in which local governments can respond aggressively to the Governor's executive orders urging adaptation to California's ongoing drought.

### Problem

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The upfront costs of installing water efficiency improvements are a barrier that often prevents property owners and low income residents from making the needed improvements. Furthermore, municipal utilities and local governments lack a suitable mechanism to meet the challenge of creating and

funding large scale and rapidly deployable programs to facilitate widespread adoption of customer-side water efficiency projects.

### Solution

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SB 1233 will allow residents to finance drought tolerant landscapes, upgrade hot water systems, gray water systems, high efficiency toilets and high efficiency shower heads on their water utility bills.

This bill will create a broad scale regional response to California's water supply issues by adding Section 6588 of the California Government Code to extend existing Marks Roos Local Bond Pooling Act authority used by JPAs to fund utility projects to voluntary customer water efficiency projects installed on private property and paid for by participants.

The legislation would enable JPAs to fund project installation with pooled revenue bonds, with debt service provided through meter charges aggregated from participating properties rather than all ratepayers. Just like a charge for water service, individual meter charges are tied to the specific efficiency services delivered at the meter location. Meter charges designed to be less than the estimated utility bill savings delivered by the associated project create immediate net cost savings at a participating property.

Pay As You Save (PAYS) pilots established by the Bay Area Regional Energy Network (BayREN) have already demonstrated the potential for this water efficiency model, saving 20-33% of participating customers' water use. Building upon these successes, SB 1233 seeks to allow Local Governments the option to: 1) Pool JPA Member Utilities into a single entity able to raise capital; 2) Deliver centralized administration and operation services to Member Utilities and their customers, and; 3) Allow Member Utilities to aggregate customer on-bill surcharges to repay the program for services received.

### Contact

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Matthew Montgomery, Legislative Director  
Phone: 916-651-4002  
matthew.montgomery@sen.ca.gov

## Support

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Association of Bay Area Governments  
Bay Area Regional Energy Network  
Sonoma County Regional Climate Protection  
Authority



**Introduced by Senator McGuire**  
**(Coauthor: Senator Wolk)**  
(Coauthors: Assembly Members Levine and Wood)

February 18, 2016

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An act to amend Section 6586.7 of, and to add Section 6588.8 to, the Government Code, relating to water.

LEGISLATIVE COUNSEL'S DIGEST

SB 1233, as introduced, McGuire. Joint powers authorities: Water Bill Savings Act.

Existing law, the Marks-Roos Local Bond Pooling Act of 1985, authorizes joint powers authorities, among other powers, to issue bonds and loan the proceeds to local agencies to finance specified types of projects and programs.

This bill would enact the Water Bill Savings Act, which would authorize a joint powers authority to provide funding for a customer of a local agency or its publicly owned utility to acquire, install, or repair a water efficiency improvement on the customer's property served by the local agency or its publicly owned utility. The bill would require the customer to repay the authority through an efficiency charge on the customer's water bill to be imposed and collected by the local agency or its publicly owned utility on behalf of the authority pursuant to a servicing agreement. The bill would authorize the authority to issue bonds to fund the program.

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

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

1 SECTION 1. The Legislature finds and declares all of the  
2 following:

3 (a) Water conservation efforts are indispensable to combating  
4 the current and continuing drought conditions faced by the state  
5 and advancing the state’s greenhouse gas emission reduction goals.

6 (b) The up-front cost of acquiring, installing, and repairing water  
7 efficiency improvements is often prohibitive and may prevent  
8 customers from using them on residential, commercial, industrial,  
9 agricultural, or other real property.

10 (c) Increasing customer water efficiency is a core component  
11 of the provision of water utility service.

12 SEC. 2. (a) It is the intent of the Legislature to make water  
13 efficiency improvements more affordable and promote the  
14 acquisition, installation, and repair of those improvements by  
15 allowing local agencies to establish a mechanism by which they  
16 may help their water customers to acquire, install, and repair water  
17 efficiency improvements on privately owned customer properties.

18 (b) It is the intent of the Legislature that this act authorize the  
19 development of a program to be established by a joint powers  
20 authority that would provide a water customer with an alternative  
21 and voluntary means to acquire, install, or repair water efficiency  
22 improvements. It is further the intent of the Legislature that the  
23 cost of this voluntarily acquired, installed, or repaired water  
24 efficiency improvement be repaid through an efficiency charge  
25 added to the water bill associated with the customer property upon  
26 which the water efficiency improvement is located.

27 SEC. 3. Section 6586.7 of the Government Code, as added by  
28 Section 4 of Chapter 723 of the Statutes of 2000, is amended to  
29 read:

30 6586.7. (a) A copy of the resolution adopted by an authority  
31 authorizing bonds or any issuance of bonds, or accepting the benefit  
32 of any bonds or proceeds of bonds, except bonds issued or  
33 authorized pursuant to Article 1 (commencing with Section 6500),  
34 or bonds issued for the purposes specified in subdivision (c) of  
35 Section 6586.5, shall be sent by certified mail to the Attorney  
36 General and the California Debt and Investment Advisory  
37 Commission not later than five days after adoption by the authority.

38 (b) This section does not apply to bonds:

- 1 (1) Specified in subdivision (c) of Section 6586.5.
- 2 (2) Issued pursuant to the Community Redevelopment Law,
- 3 Part 1 (commencing with Section 33000) of Division 24 of the
- 4 Health and Safety Code.
- 5 (3) To finance transportation facilities and vehicles.
- 6 (4) To finance a facility that is located within the boundaries of
- 7 an authority, provided that the authority that issues those bonds
- 8 consists of any of the following:
- 9 (A) Local agencies with overlapping boundaries.
- 10 (B) A county and a local agency or local agencies located
- 11 entirely within that county.
- 12 (C) A city and a local agency or local agencies located entirely
- 13 within that city.
- 14 (5) To finance a facility for which an authority has received an
- 15 allocation from the California Debt Limit Allocation Committee.
- 16 (6) Of an authority that consists of no less than 250 local
- 17 agencies and the agreement that established that authority requires
- 18 the governing body of the local agency that is a member of the
- 19 authority in whose jurisdiction the facility will be located to
- 20 approve the facility and the issuance of the bonds.
- 21 (7) *Issued pursuant to Section 6588.8.*
- 22 SEC. 4. Section 6588.8 is added to the Government Code, to
- 23 read:
- 24 6588.8. (a) This section shall be known and may be cited as
- 25 the Water Bill Savings Act.
- 26 (b) For purposes of this section, the following terms have the
- 27 following meanings:
- 28 (1) “Customer” means a person or entity that purchases water
- 29 from a local agency or its publicly owned utility and is billed for
- 30 the water by the local agency or its publicly owned utility.
- 31 (2) “Customer property” means residential, commercial,
- 32 industrial, agricultural, or other real property owned by the
- 33 customer.
- 34 (3) “Efficiency charge” means a charge on a customer’s water
- 35 bill that is paid by the customer directly to the local agency or its
- 36 publicly owned utility in order to pay for an efficiency
- 37 improvement pursuant to this section.
- 38 (4) “Efficiency improvement” means a water efficiency
- 39 improvement, as defined by the authority.
- 40 (5) “Financing costs” mean all of the following:

1 (A) An interest and redemption premium payable on a bond.

2 (B) The cost of retiring the principal of a bond, whether at  
3 maturity, including acceleration of maturity upon an event of  
4 default, or upon redemption, including sinking fund redemption.

5 (C) A cost related to issuing or servicing bonds, including, but  
6 not limited to, a servicing fee, trustee fee, legal fee, administrative  
7 fee, bond counsel fee, bond placement or underwriting fee,  
8 remarketing fee, broker dealer fee, independent manager fee,  
9 municipal adviser fee, accounting report fee, engineering report  
10 fee, rating agency fee, and payment made under an interest rate  
11 swap agreement.

12 (D) A payment or expense associated with a bond insurance  
13 policy, financial guaranty, or a contract, agreement, or other credit  
14 enhancement for bonds or a contract, agreement, or other financial  
15 agreement entered into in connection with a bond.

16 (E) The funding of one or more reserve accounts related to a  
17 bond.

18 (6) “Local agency” means a “local government” as defined in  
19 subdivision (b) of Section 1 of Article XIII C of the California  
20 Constitution.

21 (7) “Publicly owned utility” means a utility furnishing water  
22 service to customers that is owned and operated by a local agency  
23 or a department or other subdivision of a local agency and includes  
24 any successor to the powers and functions of the department or  
25 other subdivision.

26 (8) “Servicing agreement” means an agreement between a local  
27 agency or its publicly owned utility and the authority for the  
28 collection of the efficiency charge, pursuant to which the local  
29 agency or its publicly owned utility acts as a servicing agent for  
30 purposes of collecting the efficiency charge for the authority.

31 (c) (1) Notwithstanding any other law, if the requirements of  
32 paragraphs (2) and (3) are met, an authority may provide funding  
33 for a customer of a local agency or its publicly owned utility to  
34 acquire, install, or repair an efficiency improvement on a customer  
35 property served by the local agency or its publicly owned utility.

36 (2) (A) The authority, by resolution, establishes or extends a  
37 program to provide funding for a customer of a local agency or its  
38 publicly owned utility to acquire, install, or repair an efficiency  
39 improvement on a customer property served by the local agency

1 or its publicly owned utility. The resolution shall do all of the  
2 following:

3 (i) Identify the geographic area in the state in which the authority  
4 intends to operate the program.

5 (ii) Approve a standardized servicing agreement.

6 (iii) Authorize one or more designated officials of the authority  
7 to execute and deliver the servicing agreement on behalf of the  
8 authority.

9 (B) The authority acknowledges receipt of the resolution  
10 described in paragraph (3).

11 (C) The authority may determine that all proceedings were valid  
12 and in conformity with the requirements of this paragraph and that  
13 finding shall be final and conclusive.

14 (3) The legislative body of the local agency requests the  
15 authority to provide funding for its customers through a program  
16 established by the authority pursuant to this section by doing all  
17 of the following:

18 (A) The legislative body adopts a resolution declaring its  
19 intention to request the authority to establish or extend a program  
20 to a customer represented by the legislative body, calling for a  
21 public hearing that shall be held at least 30 days later and directing  
22 the clerk or secretary of the legislative body to publish a notice of  
23 the hearing at least five days before the hearing in a newspaper of  
24 general circulation in the boundaries of the local agency. If the  
25 local agency wishes to pledge its water enterprise revenue as  
26 security for the payment of the principal of, and interest and  
27 redemption premium on, bonds issued by the authority in the event  
28 that efficiency charges are insufficient for those purposes pursuant  
29 to paragraph (4) of subdivision (f), the legislative body shall declare  
30 that intention in the resolution.

31 (B) The legislative body conducts the noticed public hearing  
32 and, after considering the testimony of any interested person,  
33 concludes that the program and the proposed pledge of water  
34 enterprise revenue, if applicable, would provide significant public  
35 benefits in accordance with the criteria specified in Section 6586.

36 (C) The legislative body adopts a resolution that does all of the  
37 following:

38 (i) Authorizes the authority to establish or extend a program  
39 pursuant to this section within the boundaries of the local agency.

1 (ii) Declares that the operation of the program by the authority  
2 in the local agency’s geographic boundaries would provide  
3 significant public benefits in accordance with the criteria specified  
4 in Section 6586.

5 (iii) Approves the standardized servicing agreement and  
6 authorizes one or more designated officials of the local agency to  
7 execute and deliver the servicing agreement with the authority.

8 (iv) If applicable, approves the pledge of water enterprise  
9 revenue as security for the payment of the principal of, and interest  
10 and redemption premium on, bonds issued by the authority in the  
11 event that efficiency charges are insufficient for those purposes.

12 (v) If applicable, authorizes execution and delivery of one or  
13 more pledge agreements to evidence a pledge.

14 (vi) In the resolution, the legislative body may determine that  
15 all proceedings were valid and in conformity with the requirements  
16 of this section and that finding shall be final and conclusive.

17 (d) (1) Subject to the requirements of Article XIII C or Article  
18 XIII D of the California Constitution, a customer shall repay the  
19 authority through an efficiency charge on the customer’s water  
20 bill that is imposed and collected by the local agency or its publicly  
21 owned utility. The imposition of the efficiency charge shall be  
22 made and evidenced by a written agreement between the customer,  
23 the authority, and the local agency or its publicly owned utility.  
24 The use of the proceeds of the efficiency charge to repay the costs  
25 of the efficiency improvement constitutes a “water” service, as  
26 defined in subdivision (m) of Section 53750.

27 (2) The written agreement shall include all of the following:

28 (A) An agreement by the customer to pay an efficiency charge  
29 for the period and in the amount specified in the agreement unless  
30 the efficiency charge is prepaid in the manner set forth in the  
31 agreement. The period designated for repayment shall not exceed  
32 the estimated useful life of the funded efficiency improvements.

33 (B) A description of the financial calculation, formula, or other  
34 method that the authority used to determine the efficiency charge.  
35 The efficiency charge may include a component for reasonable  
36 administrative expenses incurred by the local agency or its publicly  
37 owned utility and the authority in connection with the program  
38 and the funding.

39 (C) A description of the efficiency improvement funded with  
40 the efficiency charge. A determination in the agreement that an

1 improvement is an efficiency improvement shall be final and  
2 conclusive.

3 (D) A representation by the customer that the customer intends  
4 to acquire, install, or repair and use the efficiency improvement  
5 on the customer's property for the useful life of the efficiency  
6 improvement. Any failure by the customer to acquire, install, or  
7 repair and use the efficiency improvement on the customer's  
8 property for the useful life of the efficiency improvement shall not  
9 affect the customer's obligation to pay the efficiency charge as set  
10 forth in the agreement.

11 (3) Notwithstanding any other provision of this section, an  
12 efficiency charge shall not exceed the maximum rate permitted  
13 under Article XIII D of the California Constitution.

14 (4) The timely and complete payment of an efficiency charge  
15 by a customer that has agreed to pay an efficiency charge may be  
16 a condition of receiving water service from the local agency or its  
17 publicly owned utility, and a local agency and its publicly owned  
18 utility are authorized to use their established collection policies  
19 and all rights and remedies provided by law to enforce payment  
20 and collection of the efficiency charge. A person liable for an  
21 efficiency charge shall not be entitled or authorized to withhold  
22 payment, in whole or in part, of the efficiency charge for any  
23 reason.

24 (5) A customer's obligation to pay the efficiency charge shall  
25 run with title to the customer property on which the efficiency  
26 improvement is located until repaid in full. A local agency or its  
27 publicly owned utility may record notice of an efficiency charge  
28 in the records of the county recorder of the county in which the  
29 customer's property is located and that notice shall impart notice  
30 of the efficiency charge to all persons. Any failure by the local  
31 agency or its publicly owned utility to record that notice shall not  
32 excuse an owner of the customer property, on which the funded  
33 improvement is located, from the obligation to pay the efficiency  
34 charge.

35 (6) Because the efficiency charge is a voluntary charge that will  
36 be made pursuant to a written agreement between the customer,  
37 the authority, and the local agency or its publicly owned utility,  
38 the Legislature finds and declares that voluntary efficiency charges  
39 under this section are not taxes, assessments, fees, or charges for  
40 the purposes of Articles XIII C and XIII D of the California

1 Constitution and therefore the provisions of Articles XIII C and  
 2 XIII D and Article 4.6 (commencing with Section 53750) of  
 3 Chapter 4 of Part 1 of Division 2 of Title 5 of the Government  
 4 Code are not applicable to voluntary efficiency charges levied  
 5 pursuant to this section. Furthermore, a program established  
 6 pursuant to this section provides a “water” service, as defined in  
 7 subdivision (m) of Section 53750.

8 (e) (1) The authority and a local agency or its publicly owned  
 9 utility shall enter into a servicing agreement for the collection of  
 10 one or more efficiency charges and the local agency or its publicly  
 11 owned utility shall act as a servicing agent for purposes of  
 12 collecting the efficiency charge.

13 (2) Moneys collected as an efficiency charge by the local agency  
 14 or its publicly owned utility, acting as a servicing agent on behalf  
 15 of the authority, shall be held in trust for the exclusive benefit of  
 16 the persons entitled to the financing costs to be paid, directly or  
 17 indirectly, from the efficiency charge and shall not lose their  
 18 character as revenues of the authority because the local agency or  
 19 its publicly owned utility possesses them.

20 (3) In the servicing agreement, the local agency or its publicly  
 21 owned utility shall contract with the authority that the local agency  
 22 or its publicly owned utility will continue to operate its publicly  
 23 owned utility system to provide service to its customers, will, as  
 24 servicer, collect the efficiency charge for the benefit and account  
 25 of the authority and, if applicable, the beneficiaries of the pledge  
 26 of the efficiency charge, and will account for and remit these  
 27 amounts to, or for the account of, the authority.

28 (4) The servicing agreement shall provide that the obligation to  
 29 pay the efficiency charge shall run with title to the customer  
 30 property on which the efficiency improvement is located until the  
 31 authority is fully repaid. When the property is not owner occupied,  
 32 the servicing agreement shall provide that the obligation to pay  
 33 the efficiency charge appear in the terms through which the  
 34 customer leases or licenses the property for occupancy.

35 (5) In the servicing agreement, the local agency or its publicly  
 36 owned utility may agree that the timely and complete payment of  
 37 all efficiency charges by a customer that has agreed to pay an  
 38 efficiency charge shall be a condition of receiving service from  
 39 the publicly owned utility, and the local agency or its publicly  
 40 owned utility shall use their established collection policies and all

1 rights and remedies provided by law to enforce payment and  
2 collection of the efficiency charge.

3 (6) In the servicing agreement, the local agency or its publicly  
4 owned utility shall agree that in the event of default by the local  
5 agency or its publicly owned utility in payment of revenues arising  
6 with respect to the efficiency charge, the authority, upon the  
7 application by the beneficiaries of the authority's pledge described  
8 in this section, and without limiting any other remedies available  
9 to the beneficiaries by reason of the default, shall order the  
10 sequestration and payment to the beneficiaries of revenues arising  
11 with respect to the efficiency charge.

12 (f) (1) The authority may issue one or more bonds for the  
13 purpose of providing funds for the acquisition, installation, and  
14 repair of an efficiency improvement on customer property pursuant  
15 to this section.

16 (2) An authority issuing a bond shall include in its preliminary  
17 notice and final report for the bonds submitted to the California  
18 Debt and Investment Advisory Commission pursuant to Section  
19 8855 a statement that the bond is being issued pursuant to this  
20 section.

21 (3) (A) The authority may, pursuant to Section 5451, pledge  
22 one or more efficiency charges as security for the bonds issued  
23 pursuant to this section. Revenue from an efficiency charge shall  
24 be deemed special revenue of the authority and shall not constitute  
25 revenue of the local agency or its publicly owned utility for any  
26 purpose, including without limitation any dedication, commitment,  
27 or pledge of revenue, receipts, or other income that the local agency  
28 or its publicly owned utility has made or will make for the security  
29 of any of its obligations.

30 (B) The validity and relative priority of a pledge created or  
31 authorized under this section is not defeated or adversely affected  
32 by the commingling of efficiency charge revenue with other  
33 moneys collected by a local agency or its publicly owned utility.

34 (4) Subject to the requirements of Article XIII C or Article XIII  
35 D of the California Constitution, a local agency may pledge water  
36 enterprise revenue as security for the payment of the principal of,  
37 and interest and redemption premium on, bonds issued by the  
38 authority in the event that efficiency charges are insufficient for  
39 those purposes, and may execute one or more pledge agreements,  
40 which shall be made pursuant to Section 5451, for the benefit of

1 the authority or for the exclusive benefit of the persons entitled to  
2 the financing costs to be paid from the efficiency charges.

3 (g) If a local agency for which bonds have been issued and  
4 remain outstanding ceases to operate a water utility, either directly  
5 or through its publicly owned utility, references in this section to  
6 the local agency or to its publicly owned utility shall be deemed  
7 to refer to the entity providing water utility services in lieu of the  
8 local agency and that entity shall assume and perform all  
9 obligations of the local agency or its publicly owned utility required  
10 by this section and the servicing agreement with the authority while  
11 the bonds remains outstanding.

12 (h) If the local agency, its publicly owned utility, and the  
13 authority have complied with the procedures set forth in this  
14 section, they shall not be required to comply with Section 6586.5.

15 (i) The provisions of this section are severable. If any provision  
16 of this section or its application is held invalid, that invalidity shall  
17 not affect other provisions or applications that can be given effect  
18 without the invalid provision or application.

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# Greenhouse Gas Reduction Fund Programs

Revised March 3 2016

Agency/Department	Program	Potential Investment Types	Funding Availability 2015-16 (\$M)	Type of Award Process	Application Date and Website	Eligible Local Agencies
<b>Transportation and Sustainable Communities Funding</b>						
California State Transportation Agency	Transit and Intercity Rail Capital Program	<ul style="list-style-type: none"> <li>•Expansion, enhancement and improvement of existing rail systems, including new rail cars and locomotives, to increase ridership and service levels, and improve reliability</li> <li>•Improved connectivity of existing and future rail systems</li> <li>•Increased integration of rail and transit services, including integrated ticketing</li> <li>•Bus transit investment that increase ridership and reduce GHG emissions</li> </ul>	\$200*	Competitive	April 5, 2016 <a href="http://bit.ly/tircp">http://bit.ly/tircp</a>	Large regional transit properties: Bart, AC Transit, Muni, VTA
Department of Transportation (Caltrans) to local agencies	Low Carbon Transit Operations Program	<ul style="list-style-type: none"> <li>•New/expanded bus, rail services, or expanded intermodal transit facilities</li> <li>•Service or facility improvements, e.g. equipment, fueling, and maintenance</li> </ul>	\$100*	Formula based list of acceptable projects	February 1, 2016 <a href="http://bit.ly/CTLCTOP">http://bit.ly/CTLCTOP</a>	Sonoma County Transit Operators (Petaluma Transit, Santa Rosa CityBus, Sonoma County Transit)
Air Resources Board	Low Carbon Transportation	Clean vehicle rebates	\$95	First-come, first served	Ongoing <a href="http://bit.ly/CTCVRP">http://bit.ly/CTCVRP</a>	Consumers
		Heavy duty hybrid/ZEV trucks and buses		First-come, first served	Ongoing <a href="http://bit.ly/CTHVIP">http://bit.ly/CTHVIP</a>	Consumers
		Light duty pilot projects in disadvantages communities (e.g. car sharing, financing, etc)		Competitive	January 29, 2016 <a href="http://bit.ly/LDVpilot">http://bit.ly/LDVpilot</a>	local air districts, transit agencies, school districts, other public entities, or non-profit organizations

Information from the ARB website <http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/budgetappropriations.htm> and <http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/summaryproceedsappropriations.pdf>

\* Approximate appropriations based on 2015 May Revise budget proposal. Actual dollar amounts will be determined by a percentage of quarterly auction proceeds.

# Greenhouse Gas Reduction Fund Programs

Revised March 3 2016

Agency/Department	Program	Potential Investment Types	Funding Availability 2015-16 (\$M)	Type of Award Process	Application Date and Website	Eligible Local Agencies
Strategic Growth Council	Affordable Housing and Sustainable Communities Program	<ul style="list-style-type: none"> <li>• Transit-oriented development</li> <li>• Intermodal affordable housing</li> <li>• Transit capital projects</li> <li>• Active transportation/complete streets</li> <li>• Local planning and implementation</li> </ul>	\$400*	Competitive	Concept Proposal Application Due Date March 16, 2016 Full Application Due Date June 20, 2016 <a href="http://bit.ly/CTAHSC">http://bit.ly/CTAHSC</a>	All jurisdictions: a locality, public housing authority, redevelopment successor agency, transit agency or transit operator, Regional Transportation Planning Agency (RTPA), local Transportation Commissions, Congestion Management Agencies, Joint Powers Authority (JPA), school district, facilities district, University or Community College District, a Developer or Program Operator.
Strategic Growth Council	Sustainable Agriculture Land Conservation Program	Agricultural land preservation			Competitive	Pre-proposal Summaries Due Date February 16, 2016 Complete Applications Due Date May 2, 2016 <a href="http://bit.ly/CTSALC">http://bit.ly/CTSALC</a>

Information from the ARB website <http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/budgetappropriations.htm> and <http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/summaryproceedsappropriations.pdf>

\* Approximate appropriations based on 2015 May Revise budget proposal. Actual dollar amounts will be determined by a percentage of quarterly auction proceeds.

# Greenhouse Gas Reduction Fund Programs

Revised March 3 2016

Agency/Department	Program	Potential Investment Types	Funding Availability 2015-16 (\$M)	Type of Award Process	Application Date and Website	Eligible Local Agencies
<b>Clean Energy and Energy Efficiency Funding</b>						
Community Services and Development	Low-income Weatherization Program	Single and multi-family low-income energy efficiency and renewable energy projects	\$79	Existing service providers	Ongoing <a href="http://bit.ly/CTLIWP">http://bit.ly/CTLIWP</a>	Existing service providers
Department of Food and Agriculture	State Water Efficiency and Enhancement Program	Water and energy use efficiency	\$40	Competitive	January 8, 2016 <a href="http://bit.ly/CTSWEEP">http://bit.ly/CTSWEEP</a>	Agricultural operations
Department of Water Resources	Water Action Plan - Water-Energy Efficiency	Water conservation and efficiency grants	\$20	Competitive	Release of draft Guidelines is scheduled for April 2016, Applications Due September 2016 <a href="http://bit.ly/CTWEG">http://bit.ly/CTWEG</a>	local agencies, joint powers authorities, or nonprofit organizations
<b>Natural Resources and Waste Diversion Funding</b>						
Department of Fish and Wildlife	Wetlands and Watershed Restoration	Delta coastal wetlands Mountain meadows Water efficiency on Dept. lands	\$2	Competitive	Not yet available <a href="http://bit.ly/CTWetlands">http://bit.ly/CTWetlands</a>	Public Agency, Nonprofit, Tribe
CalRecycle	Waste Diversion	Organics and recycling project loans	\$6		Not yet available <a href="http://bit.ly/CTRecycle">http://bit.ly/CTRecycle</a>	Government entities, regional or local sanitation agencies, waste agencies, and joint power authorities, private entities, nonprofits

Information from the ARB website <http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/budgetappropriations.htm> and <http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/summaryproceedsappropriations.pdf>

\* Approximate appropriations based on 2015 May Revise budget proposal. Actual dollar amounts will be determined by a percentage of quarterly auction proceeds.

## Staff Report

**To:** SCTA Board of Directors  
**From:** Dana Turr y, Transportation Planner  
**Item:** 4.3.1 – FY 2016-2017 Transportation Development Act, Article 3 Call for Projects  
**Date:** March 14, 2016

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### **Issue:**

A Call for Projects for the FY16/17 Transportation Development Act, Article 3 Fund is currently open to eligible applicants.

### **Background:**

Transportation Development Act (TDA) funds are generated from a statewide ¼ cent sales tax. Article 3 of TDA (TDA3) is a set-aside of approximately 2% of those funds for bicycle and pedestrian planning and projects. TDA3 funds may be used for bicycle lanes, bicycle and pedestrian paths, and related planning and marketing efforts. There are no matching requirements with this funding source.

The Metropolitan Transportation Commission (MTC) administers TDA3, which is distributed to each county based on population. SCTA allocates Sonoma County’s portion of TDA3 funds to each jurisdiction based on the most recent population estimate. Entitlements for each jurisdiction include new apportionments based on MTC’s fund estimate, unused entitlements accumulated from previous years and interest.

Early each year, SCTA administers a call for projects for TDA3 for the next fiscal year. On February 10, 2016 the attached FY16/17 Call for Projects was issued to all jurisdictions within Sonoma County. Projects are recommended by existing city, town and county bicycle and pedestrian advisory committees (BPACs). Applications are due on April 19, 2016 and will be considered by the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) in April 2016 and by the SCTA Board of Directors in May 2016.

### **Fiscal Impact:**

Sonoma County jurisdictions have been allocated an estimated \$439,240 of additional TDA3 funds to implement bicycle and pedestrian planning and projects. Detail on the FY 2016-2017 distribution and total funds available are provided in the Scorecard attached to the Call for Projects.

### **Action Requested:**

No action is requested at this time.

### **Attachment:**

Call for Projects for FY 2016/2017 Transportation Development Act, Article 3. The following attachments to the Call for Projects are available online:

- TDA3 Model Resolution and Application Form - <http://mtc.ca.gov/tools-and-resources/digital-library/tda-article-3-bicycle-and-pedestrian-application>
- MTC’s Resolution 4108 (June 26, 2013) - <http://mtc.ca.gov/sites/default/files/RES-4108.pdf>

## Memorandum

**To:** Eligible Applicants  
**From:** Dana Turrey, Transportation Planner  
**Re:** Transportation Development Act, Article 3, Call for Projects FY 2016-2017  
**Date:** February 10, 2016

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### APPLICATIONS DUE BY 5:00 P.M. ON APRIL 19, 2016

#### **Call for Bicycle and Pedestrian Projects**

All eligible jurisdictions are invited to submit projects for the Transportation Development Act, Article 3 Program. Please see the attached “scorecard” showing funds available to each eligible entity.

Transportation Development Act (TDA) funds are generated from a statewide ¼ cent sales tax. Article 3 of TDA (TDA3) is a set-aside of approximately 2% of those funds for bicycle and pedestrian planning and projects. The Metropolitan Transportation Commission (MTC) administers TDA3, which is distributed based on population. The TDA3 program manager at MTC is Cheryl Chi.

Sonoma County’s incorporated cities/town and the County of Sonoma are eligible to apply. Each year an annual fund estimate (“entitlement”) is developed for each jurisdiction based on population, with unused “entitlements” allowed to accumulate from year to year as “credit.” A jurisdiction’s claim for any given year is not allowed to exceed the amount equal to the accumulated credit plus the following two years of projected entitlement. This mechanism allows jurisdictions to gather sufficient amounts, from past and future “entitlements,” to fund projects. Programming in any given year, however, cannot exceed the sum of the total revenues available to Sonoma County as a whole (i.e., what is “in the bank”).

TDA3 funds may be used for bicycle lanes, bicycle and pedestrian paths, and related planning and marketing efforts. There are no matching requirements with this funding source. Projects are required to meet Caltrans safety design criteria and CEQA requirements; be completed within three years; be maintained; be consistent with adopted bicycle plans; and be authorized by a city/town council or county board.

Projects are recommended by existing city, town and county bicycle and pedestrian advisory committees (BPACs).



<b>FY 2016-2017 TDA3 Schedule</b>	
<b>February 10</b>	SCTA issues TDA3 Call for Projects
<b>April 19</b>	Deadline for TDA3 Project Application Forms and any required environmental documentation, project maps, or supplemental materials Please send to Dana Turrey: <a href="mailto:dturrey@sctainfo.org">dturrey@sctainfo.org</a>
<b>April 26</b>	CBPAC holds special meeting to review project proposals and make recommendation to Board. Project sponsors are requested to attend this meeting.
<b>May 9</b>	SCTA Board considers CBPAC recommendations and approves the 2016/2017 TDA3 Program of Projects
<b>May 25</b>	Deadline for project sponsor's council or board adopted resolutions Please send to Dana Turrey: <a href="mailto:dturrey@sctainfo.org">dturrey@sctainfo.org</a> no later than May 27
<b>End of May</b>	Approved TDA3 Program of Projects and required supporting documentation submitted to MTC by SCTA
<b>May / June</b>	MTC reviews SCTA submittal. Projects approved by MTC.
<b>July 1</b>	Funds Available for approved projects

Attachments:

- TDA3 Scorecard
- TDA3 Model Resolution and Project Application Form
- MTC's Resolution 4108 (June 26, 2013)

Please direct questions to Dana Turrey: [dturrey@sctainfo.org](mailto:dturrey@sctainfo.org) or 707-565-5376.

FY 16/17 TDA3 SCORECARD

	Cloverdale	Cotati	Healdsburg	Petaluma	Rohnert Park	Santa Rosa	Sebastopol	Sonoma	Windsor	County	SCTA	Total	Notes
FY 15/16 Balance	\$56,756	\$64,548	\$66,645	(\$35,254)	\$192,621	\$14,621	\$1,703	\$27,343	\$91,001	\$162,016	\$8	\$642,010	
Rescinded Funds											(\$8)	(\$8)	15-0010-03 (SCTA) rescind 12/31/14
Expired Funds												\$0	
Balance (expected after 6/30/15)	\$56,756	\$64,548	\$66,645	(\$35,254)	\$192,621	\$14,621	\$1,703	\$27,343	\$91,001	\$162,016	\$0	\$642,002	
Population	8,708	7,346	11,687	59,540	41,077	173,071	7,507	10,933	27,335	149,049	-	496,253	
Population Percentage	2%	1%	2%	12%	8%	35%	2%	2%	6%	30%	-		
16/17 Apportionment	\$7,708	\$6,502	\$10,344	\$52,700	\$36,358	\$153,187	\$6,645	\$9,677	\$24,195	\$131,925		\$ 439,240	
Last Year Balance	\$56,756	\$64,548	\$66,645	(\$35,254)	\$192,621	\$14,621	\$1,703	\$27,343	\$91,001	\$162,016	\$0	\$642,002	
MTC annual interest	\$147	\$124	\$197	\$1,006	\$694	\$2,924	\$127	\$185	\$462	\$2,518		\$8,385	
MTC adjustment	(\$270)	(\$227)	(\$362)	(\$1,843)	(\$1,271)	(\$5,357)	(\$232)	(\$338)	(\$846)	(\$4,613)		(\$15,360)	
New Total	\$64,342	\$70,947	\$76,825	\$16,609	\$228,402	\$165,376	\$8,242	\$36,866	\$114,812	\$291,846	\$0	\$1,074,267	

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## Staff Report

**To:** Sonoma County Transportation Authority  
**From:** James R. Cameron  
**Item:** 4.3.2 – Measure M Ten Year Summary Report  
**Date:** March 14, 2016

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**Issue:**

A ten year summary report of the Measure M program will be presented by staff.

**Background:**

The voters passed the Traffic Relief Act for Sonoma County (Measure M) in November 2004. Included in the Act is an expenditure plan that addresses the multi-modal priorities of the county. SCTA manages the Measure M program by means of the Measure M Strategic Plan. The first Strategic Plan was adopted in 2005 and updated in 2007, 2009, 2011 and 2014. This *Measure M Ten Year Summary Report* describes the activities of the first ten years of the 20-year Measure M program.

In summary, the Report shows the SCTA has followed the Measure M Expenditure Plan goals and the public is benefiting from the multi-modal improvements outlined in the Traffic Relief Act for Sonoma County. The Hwy 101 program is being delivered at rate beyond original expectations. The Local Street (LSP) and Bike/Ped programs have delivered and will continue to deliver a number of significant projects. SMART has advanced there initial operation segment to open for service later this year. Bus transit and road maintenance continue to receive funding support from Measure M that stretches their ability to run service and fill potholes.

**Policy Impacts:**

None. The CAC has also reviewed this report and concur with its content.

**Fiscal Impacts:**

None

**Staff Recommendation:**

This is an informational item only.

**Sonoma County Transportation Authority (SCTA)**  
**Measure M**  
**Ten Year Summary**  
**Report**  
**(Fiscal Year's 2004-2005 through 2014-2015)**

**I) Introduction:**

The voters passed the Traffic Relief Act for Sonoma County (Measure M) providing a 1/4 cent sales tax for county-wide transportation needs in November 2004. Included in the Act is an expenditure plan that addresses the multi-modal priorities of the county. SCTA manages the Measure M program by means of the Measure M Strategic Plan. The first Strategic Plan was adopted in 2005 and updated in 2007, 2009, 2011 and 2014. Each fiscal year, SCTA produces an annual report, detailing that year's revenues and expenditures. In 2011, SCTA prepared a *Measure M Five Year Summary Report* highlighting the first five years of the measure. This *Measure M Ten Year Summary Report* summarizes the first ten years of the life of the 20-year Measure. The Ten Year Report provides useful information on the financial history and overall health of the measure. It demonstrates how the Measure is helping to meet the needs of the traveling public by following the expenditure plan approved by voters. The Report will also help guide discussion on what remains to be done with Measure M, how well it has served the community to-date and what needs should be addressed in the final ten years and beyond.

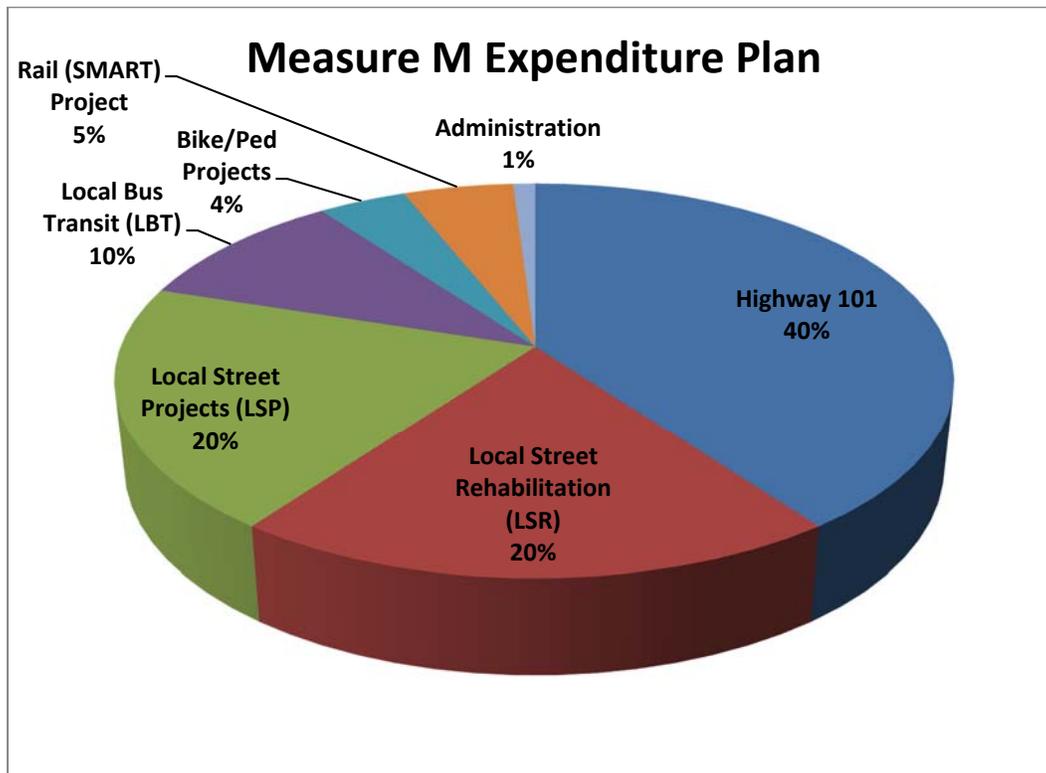
**II) Background:**

On November 9, 2004, the voters of Sonoma County were asked the following question:

*To maintain local streets, fix potholes, accelerate widening Highway 101, improve interchanges, restore and enhance transit, support development of passenger rail, and build bike/pedestrian routes, shall the Sonoma County Transportation Authority be authorized to levy a 1/4 cent retail transactions and use tax for a period not to exceed 20 years, spend money raised by the tax on the projects proposed, and issue bonds to finance the projects?*

The answer was YES for 67.2% of the voters.

The Expenditure Plan (EP) estimated that the Measure would produce a total of \$470 Million in revenue over the life of the program and those funds would be divided by percentage to different programs, including lists of specific projects. A summary of the EP is described in the following chart:



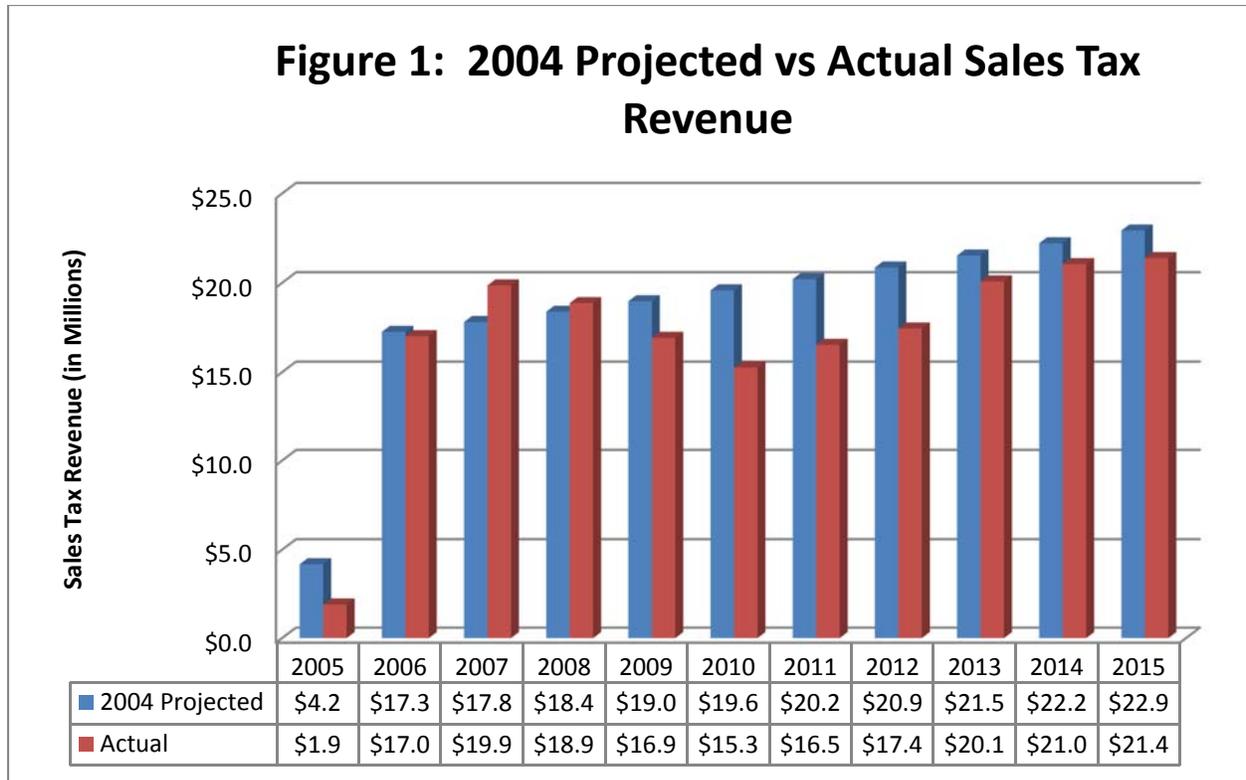
### III) Revenue

The primary source of income in Measure M is the 1/4 cent sales tax itself. The unused cash balance of the proceeds is invested and earns interest income. SCTA has also bonded against future revenue, in 2008, 2011 and 2015. Additionally, there has been miscellaneous revenue, primarily associated with reimbursement by other fund sources such as Caltrans, the County of Sonoma, and various cities. In total, Measure M has received \$356 Million in revenue over the ten-year period covered by this report.

#### A) Sales Tax Revenue

The 2004 projection of \$470 Million in sales tax revenue was based on an initial assumption that approximately \$17.3 Million would be received in Fiscal Year 2005-06 with an assumed real growth rate of 3.21% over the life of the measure. Inflation growth was not included in the \$470 Million projection. This assumption was conservative given the 10-year average total growth rate was 6.21% between 1994 and 2003, according to data provided by the California Board of Equalization.

SCTA now has one partial (FY 2004-05) and ten full years of sales tax revenue. A comparison of the original 2004 Projected Revenue (2004) versus Actual Sales Tax Revenue is shown in the following figure:



Total sales tax collected over the ten year period is approximately \$186.3 Million or 8.6% lower than the \$203.9 Million initially projected. Ironically, the average growth rate during this period is 3%, which is not significantly lower than the initial projected growth rate of 3.21%. The net revenue is 8.6% short of the projection, due to lower than expected early year revenue (2005 + 2006) and the negative growth in other early years of the program (2008, 2009, and 2010). If the growth rate over the final ten years of the measure is 3% per year, as conservatively estimated in the 2014 Strategic Plan, the net revenue will total approximately \$432 Million or 8.15% less than the initial projection. However, if growth were to equal 5.65% per year, which is less than the 6.21% ten year average from 1994 to 2004, then Measure M would hit its initial target of \$470 Million over the full 20-years of the measure.

Sales tax revenue is hard to predict from year to year. Therefore, conservative estimates are best for short term planning, whereas historical averages should only be used for long term projections. Although Measure M may ultimately hit its initial estimated sales tax revenue, it is advisable to continue to conservatively hold growth at 3% for future years.

**B) Interest Revenue**

The unspent cash balance of Measure M funds is invested in the County of Sonoma investment pool, and it earns interest. Over the life of the measure, the fund has yielded a total of \$7.6 Million in interest income. The interest is proportioned to each program fund within Measure M based on

its own cash balance. The Highway 101 program has earned the bulk of the interest (approximately \$5 million) and this revenue is tracked in the cash flow model and applied to Highway 101 projects.

### **C) Bond Revenue**

In 2008, SCTA bonded against future sales tax revenue in order to advance the Highway 101 Program. The bond yielded approximately \$50.6 Million in total revenue to advance the Highway 101 Program. The 2008 Bond had a True Interest Cost (TIC) of 3.8%, all inclusive. The 2008 Bond required that \$4.6 Million of this revenue be held in a debt reserve fund.

In 2011, SCTA bonded for a second time against future sales tax revenue to further advance both the Highway 101 Program (75% of bond) and to jump start the SMART (Rail) Program (25% of bond). The bond yielded \$26.9 Million in total revenue. The 2011 Bond has a TIC of 3.69%, all inclusive. The 2011 Bond requires that \$2.5 Million of this revenue be held in a debt reserve fund.

In 2015, SCTA bonded for a third time to re-fund (similar to refinancing) the 2008 Bonds and advance the Highway 101 Program. The bond yielded almost \$56.5 Million in total revenue. The 2015 Bond has a TIC of 2.08%, all inclusive. The refunding resulted in \$1.8 million of present value savings and made available approximately \$15 million in additional funding for the construction of the next Highway 101 project. The 2015 bonds do not require a debt reserve fund. After the 2008 bond refunding was complete the total debt reserve fund for SCTA was reduced to \$1.7 million for the 2011 Bonds.

### **D) Miscellaneous and Other Revenue**

Measure M received over \$24 Million in revenue from other sources, primarily in the form of reimbursements from the State for various projects, the County of Sonoma for Airport Boulevard Interchange and the City of Petaluma for Old Redwood Highway Interchange expenditures advanced from Measure M Highway 101 Program. These revenue sources are part of project specific funding plans, which are committed by the terms of cooperative funding agreements.

## **IV) Expenditures**

The seven programs from the expenditure plan are divided into two categories, apportionment programs and project programs. Overall, SCTA has expended approximately \$305.3 Million on the seven Measure M programs categories, in accordance with the Expenditure Plan.

### **A) Apportionment Programs**

Measure M funds are distributed to sponsors of the Local Street Rehabilitation and Local Bus Transit Programs according to the formulas set forth in the EP. The amount distributed is based on actual sales tax receipts. The EP does not call for specific projects within these programs. Project Sponsors report on their actual expenditures at the end of each fiscal year, and that information is provided to the public annually via the Measure M Annual Report overseen by the

SCTA's Citizens Advisory Committee. Included in the apportionment section is the Administration Program of the overall Measure, which is managed by SCTA.

### **1) Local Streets Rehabilitation (LSR) - 20%**

SCTA has distributed about \$37.2 Million to the county and the nine cities, as shown in the Appendix Section 1.1 Tables. The jurisdictions have reported expenditures of over \$35.8 Million on eligible expenses, as detailed in each year's Measure M Annual Report. Eligible expenses are primarily related to maintaining existing local roads. Traffic calming, bicycle/pedestrian facilities, and intelligent transportation technology are also eligible expenditures.

At the end of Fiscal Year 2014-15, sponsors reported approximately \$1.4 Million in unexpended funds. Jurisdictions are allowed to bank funds for up to three years before they have to expend the LSR funds distributed by SCTA.

### **2) Local Bus Transit (LBT) - 10%**

In the first ten years of the measure, SCTA has distributed approximately \$ 18.5 Million to the four (4) LBT transit operators, as detailed in the Appendix Section 1.2 Table. Funds are used to maintain and, when possible, expand service. Transit operators report annually on how funding was spent and performance measures met, which is reported by SCTA in the Measure M Annual Reports.

### **3) Administration - 1%**

The Measure M EP provides 1% of proceeds to SCTA for administration of the measure. SCTA has expended approximately \$1.6 Million on the administration of Measure M over its ten year life as shown in Appendix Section 1.3 Table.

## **B) Project Programs**

The remaining four (4) Programs of the expenditure plan are considered project programs in that they specify eligible projects for funding.

### **1) Highway 101 Program - 40%**

SCTA and Caltrans jointly sponsor the projects necessary to widen Highway 101 from 2 to 3 lanes in each direction to provide for dedicated High Occupancy Vehicle (HOV) lanes. SCTA manages a detailed Highway 101 cash flow model and seeks Board approval to enter into the cooperative agreements and contracts necessary to complete the projects. In 2008, 2011 and 2015, SCTA bonded against future revenue to advance funding to the Highway 101 projects (See Section III-C, Bond Revenue). SCTA has spent approximately \$198 Million on eligible Highway 101 expenditures, which includes approximately \$71 Million in the Design, Development, and Finance category, primarily for debt service (The \$71 Million can be broken down into four primary categories which include \$7 million in bond principal payments, \$19.5 million in bond interest

payments, \$43.5 million refunding payoff of 2008 bonds and \$1 million Design & Development). \$22.5 Million of expenditures were offset by reimbursable revenue, by means of cooperative agreements with various jurisdictions (See Section III-D, Miscellaneous and Other Revenue). The Highway 101 Program includes a debt reserve fund for the 2011 Series Bond of \$1.9 Million. Section 2.1 of the Appendix provides details of the Highway 101 Program finances.

Since inception, it was known that the funding provided by Measure M would not be enough to complete the widening of Highway 101 from the Marin County line to Windsor. In fact it was expected to cover significantly less than half of the corridor improvement costs. Therefore, SCTA has used Measure M funds to leverage additional funds from other sources. At first, projects were advanced to design using the pay-go capacity of the Measure. When funds were made available by the State through a competitive process, SCTA developed fully funded plans for several first phase contracts using Measure M bond revenue to fill the gap. Using these plans, SCTA leveraged \$156 Million in State Proposition 1B Corridor Mobility Improvement Account (CMIA) funding to fully fund the Wilfred, North-A, and Central-A HOV projects. When a positive bid climate resulted in Statewide bid savings over engineer's estimates, SCTA competed for and received \$45.2 Million in CMIA bid savings to fully fund the North-B (Airport Blvd Interchange), Central-B HOV, and Central-C (Old Redwood Hwy Interchange) projects. These five projects are now complete, and Sonoma County has continuous HOV lanes from Old Redwood Highway to Windsor River Road (22 miles) and two new major interchanges.

SCTA has been working with its partners at Caltrans and the Transportation Authority of Marin (TAM) to deliver the Marin Sonoma Narrows (MSN) project, from Route 37 in Novato to Old Redwood Highway in Petaluma. The agencies secured \$181.9 Million in CMIA funds, \$109.6 Million in State Interregional Transportation Improvement Program (ITIP) funds, and \$59.3 Million in Federal Funds to complete funding plans on eight projects. One project replaces the Petaluma River Bridge, reconstructs the interchange at Petaluma Boulevard South, and constructs frontage roads and a bike path (MSN B2). The MSN C3 project replaces and widens the Highway 116 Separation bridges. The MSN B1 project constructs a fully standard interchange at the Redwood Landfill in Marin County and constructs frontage roads and a bike path. The MSN B3 project which spans the county line between Marin and Sonoma, will replace the bridge over San Antonio Creek at the border, re-align Highway 101 outside of the flood plain, and construct a frontage road and bike path. For the MSN C1 project SCTA partnered with the City of Petaluma to construct improvements at the East Washington Interchange; and, TAM has extended HOV lanes in Marin County (MSN-A1, A2, and A3). MSN Projects A1, A2, A3, B1, and C1 have been completed. Projects B2 and C3 are under construction, and Project B3 is expected to start construction in 2016.

Additionally, SCTA has advanced two more projects through design. Those two projects would complete HOV lanes through Petaluma including the replacement of the SMART Overhead (MSN C2), and complete the HOV lanes through the Sonoma portion of the Narrows (MSN B2- Phase

2). Once these phases are constructed, there will be continuous HOV lanes from just south of the Marin County line to Windsor.

The remaining projects in Marin County include a southbound HOV lane from 1.0 mile north of Atherton Ave to De Long Ave (MSN A4) and southbound HOV lane from 0.3 mile north of North Novato Overhead to 0.6 mile south of the Marin/Sonoma County line & a northbound HOV lane from 1.6 miles north of North Novato Overhead to 0.6 mile south of the Marin/Sonoma County line (MSN B1 Phase 2).

## **2) Local Street Projects (LSP) - 20%**

Project sponsors of the eleven (11) eligible LSP Program projects manage their projects and are required to request programming of funds during development of each Measure M strategic plan. Programming decisions are made in accordance with Standard Plan Policy 4.5, Programming Methodology for Project Specific Programs. Once programmed, sponsors must request that funds be appropriated and then invoice, before funds are disbursed. Sponsors have requested and SCTA has distributed approximately \$27.3 Million in appropriations. Approximately \$24.6 Million of the appropriated funds have been invoiced. Additionally, the LSP Program provided an inter-program loan of \$2.8 Million to SMART in FY 13-14. A complete detail of LSP finances can be found in the Appendix Section 2.2 tables.

The LSP Program requires a 1:1 match of Measure M funds to local dollars. Since the LSP projects are fairly large and sponsors did not want to bear the cost to issue revenue bonds, the deliverability of the LSP program was initially limited, as the account needed funds to accumulate. The LSP program has accumulated funds and will have programming capacity for the 2017 Strategic Plan. Projects that have completed construction include:

- Airport Boulevard Area Improvements – Phase 1A (Aviation Blvd to US 101)
- Airport Boulevard Area Improvements – Phase 3 (US 101 to ORH & Fulton Interchange)
- Airport Boulevard Area Improvements – Phase 4 (US 101 Interchange)
- Arnold Drive Improvements – Phase 1 (Widen Shoulders from Glen Ellen to Hill Road)
- Arnold Drive Improvements – Phase 2 (Arnold Drive & Agua Caliente Road Roundabout)
- Old Redwood Highway & US 101 Interchange
- Hearn Avenue / 101 Interchange – Phase 1 (Widen Santa Rosa Avenue Approaches)
- Hearn Avenue / 101 Interchange – Phase 2 (Widen from US 101 to Dutton Avenue)

In part due to the match requirement, Measure M - LSP funds have leveraged over \$113.5 Million in other fund sources, which includes \$9 Million in SLPP funding for the Airport Phase IV (North-B) and Old Redwood Highway Interchange (Central-C), as well as \$45.2 Million in CMIA funds mentioned in the Highway 101 section above for the Airport and Old Redwood Highway Interchange projects.

### 3) Bicycle & Pedestrian Projects - 4%

There are fifteen (15) bicycle and pedestrian projects that are eligible for Measure M funding. Like the LSP program, project sponsors manage their projects and are required to request programming of funds during development of the Measure M Strategic Plans, with decisions made in accordance with Policy 4.5. Sponsors have requested, and SCTA has appropriated \$8.6 Million though Fiscal Year 2014-15, leaving a negative un-appropriated balance which will require an inter-program loan from the LSP program, depending on the timing of invoicing. The need for this loan was anticipated and planned as part of the 2014 Strategic Plan. Sponsors have spent approximately \$7.8 Million of their appropriations, and the estimated account balance at the end of FY 14/15 is just over \$0.77 Million.

The Bike Safety and Education project has received annual appropriations, starting in Fiscal Year 2008-09. Additionally, the following projects have completed construction:

- Santa Rosa Creek Trail – Phase 1 (Streamside Drive to Mission Circle)
- Santa Rosa Creek Trail – Phase 2 (Dutton Avenue to Santa Rosa Creek)
- ORH / Mendocino Avenue / Santa Rosa Avenue Bike Lanes – Phase 1 (Fountaingrove Parkway to Steele Lane)
- Central Sonoma Valley Bikeway – Phase 1A (Larson Park Trail Segment)
- Petaluma River Trail – Phase 3 (Lakeville Street to Washington Street)
- Copeland Creek Trail
- Street Smart Sebastopol
- Bodega Bay Trail - Phase 1, Segment 1C (Coastal Prairie Trail)
- Foss Creek Trail – Phase 1 (Mill Street to North Street)
- Foss Creek Trail – Phase 2 (North Street to Norton Slough)
- Foss Creek Trail – Phase 3 (Front Street to Rail Depot)
- Foss Creek Trail – Phase 6 (West Grant Street to Dry Creek Road)

Although no match is required by the measure in the Bicycle & Pedestrian Program, project sponsors have used Measure M to leverage other fund sources. To-date, at least \$6 Million of other funds have been committed to Measure M Bicycle & Pedestrian projects.

Additional projects are under development and the program is expected to use all or most of its programming capacity starting next year. The ten year status of Bicycle & Pedestrian Project finances can be found in the Appendix Section 2.3 tables.

### 4) Rail Projects (SMART) - 5%

The Measure M expenditure plan includes funding for the Sonoma-Marin Area Rail Transit District (SMART) to complete the initial steps to accelerate the development of passenger rail service in Sonoma County. Eligible expenses include obtaining final environmental compliance,

final engineering, grade crossing improvements on local roadways, and station site development in Sonoma County.

The Rail program was included in the 2011 bond issuance, in order to advance delivery. As required by the 2011 Series Bond, the Rail program includes a debt reserve fund of \$0.63 Million. Additionally, SMART's revenue includes a \$2.8 Million inter-program loan in FY13-14, which is expected to be paid back by FY19-20. SMART has requested and SCTA has appropriated \$16.4 Million. SMART has spent approximately \$18.2 Million in eligible expenses, which includes debt service on the bond and the inter-program loan.

With the passage of Measure Q, SMART has the funding to implement an initial operating segment (IOS) of passenger rail service. The IOS will provide service from Airport Boulevard north of Santa Rosa to San Rafael, scheduled to commence in late 2016. SMART is working on a funding plan that will likely exhaust programming capacity within the next few years. A detail of the Rail Project's finances is shown in the Appendix Section 2.4 Table.

## **V) Conclusion**

In the first ten years of the Measure, SCTA has implemented the Measure M Expenditure Plan and the traveling public is seeing the multi-modal improvements envisioned in the Traffic Relief Act for Sonoma County. Funding to Local Street Rehabilitation (LSR) and Local Bus Transit (LBT) programs has allowed for contributions to overall maintenance of our local roadways, as well as ensured quality bus transit. Measure M funding for the LSR and LBT programs leveraged over \$3 Million in Proposition 1B, State and Local Partnership Program (SLPP) funding, which has further augmented roadway maintenance and bus service.

The Highway 101 Program has been a significant success for Measure M. Staff estimates that it has leveraged approximately \$735.3 Million of other funding for Highway 101. (Note: Approximately \$94 Million is for the MSN-B3 project which crosses the county line; \$86.6 Million is for the MSN-B1 project which constructs a new interchange in Marin, but serves San Antonio Road in Sonoma County; \$72 Million is for the HOV lanes in Marin County; and, \$1.3 Million is for a frontage road and bridge that crosses the county line). Bonding was critical to the leveraging of funds and has allowed SCTA to advance projects during a positive construction bidding climate.

Highway 101 now has continuous carpool lanes between Windsor and the north end of Petaluma, the Petaluma Boulevard South and Lakeville Interchanges are being built along with new bridges over the Petaluma River and Route 116, significant improvements have been made to the East Washington Interchange on-ramps, the new Airport Boulevard Interchange is open, there will be a new interchange opening at Petaluma Boulevard South in 2016, and Highway 101 will be re-aligned and out of the flood plain at the county line. SCTA is rigorously pursuing additional funding sources to extend the carpool lanes south, through Petaluma and to the Marin County line.

Measure M has also helped to deliver several Bike & Pedestrian projects and has assisted in the delivery of Local Street Project (LSP) Program projects as well as the SMART train. In the first ten years the programs delivered significant capital improvements including Old Redwood Highway Interchange, Airport Blvd Interchange and several other projects on local streets. Measure M funding for the LSP and Bike-Ped programs leveraged over \$120 Million in other funds.

In ten years Measure M has been a success in delivering transportation improvements to Sonoma County. Bicyclists and pedestrians are using new and improved facilities, drivers are experiencing less congested and better maintained roadways, Highway 101 has been widened through much of the county, transit riders have had bus service maintained, and in 2016, commuter rail service will be available between Sonoma and Marin Counties– all of this is due to the availability of Measure M funds.

Measure M has delivered on its promise to leverage other fund sources and has made significant progress on delivering its expenditure plan. Ten years of sales tax revenue remain estimated at \$245 Million, but \$89 Million of that revenue is committed to debt service. In order to deliver the full expenditure plan, additional leveraging will be needed. As the Measure moves closer to its sunset, priorities may change. It is anticipated that strategic planning will become more difficult. It is likely that SCTA will consider changes to the expenditure plan, an extension of Measure M, and/or a new Measure to best provide the funding needed to meet the transportation needs of a dynamic population.



**Measure M Ten Year Summary Report (FY's 05-15)**

**Appendix Tables**

Section 1 - Apportionment Programs

Section 1.1 - Local Streets Rehabilitation (LSR) - 20%

	FY04-05	FY05-06	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	TOTAL
<b>Starting Balance (1)</b>	\$ -	\$ 174,305	\$ 428,042	639,190	504,668	397,607	404,314	439,375	468,158	640,084	\$ 539,876	
<b>Revenue (2)</b>	\$ 687,062	\$ 3,158,479	\$ 3,995,080	3,851,036	3,412,984	3,072,172	3,383,110	3,494,139	4,100,106	4,116,374	\$ 4,282,215	\$ 37,552,757
<b>Allocation (3)</b>	\$ 54,757	\$ 3,255,179	\$ 3,759,295	3,964,352	3,544,640	3,072,585	3,233,503	3,965,520	3,975,865	4,094,027	\$ 4,259,035	\$ 37,178,757
County	\$ -	\$ 1,684,595	\$ 1,660,750	1,837,741	1,539,226	1,379,665	1,460,373	1,579,544	1,758,075	1,810,321	\$ 1,882,793	\$ 16,593,082
Cloverdale	\$ -	\$ 40,143	\$ 53,625	55,706	52,370	44,154	48,681	66,192	61,913	63,896	\$ 66,435	\$ 553,116
Cotati	\$ -	\$ 34,648	\$ 46,285	47,674	45,283	38,163	39,318	52,771	48,147	49,536	\$ 51,530	\$ 453,356
Healdsburg	\$ -	\$ 61,735	\$ 82,469	82,852	77,676	65,208	68,060	91,701	83,210	85,563	\$ 88,580	\$ 787,054
Petaluma	\$ -	\$ 274,681	\$ 366,933	369,972	347,376	292,725	305,923	411,101	380,996	391,787	\$ 408,830	\$ 3,550,324
Rohnert Park	\$ -	\$ 180,519	\$ 241,146	244,321	230,638	194,205	202,119	271,449	243,567	248,910	\$ 258,075	\$ 2,314,949
Santa Rosa	\$ -	\$ 766,168	\$ 1,024,787	1,036,132	978,545	828,210	867,845	1,167,814	1,098,442	1,132,781	\$ 1,179,221	\$ 10,079,946
Sebastopol	\$ -	\$ 38,139	\$ 52,379	50,943	47,723	39,940	41,468	56,095	50,247	51,583	\$ 53,659	\$ 482,176
Sonoma	\$ -	\$ 49,569	\$ 66,216	67,051	62,966	52,877	55,211	73,968	70,871	73,281	\$ 76,230	\$ 648,240
Windsor	\$ -	\$ 123,296	\$ 164,705	171,960	162,836	137,440	144,504	194,884	180,397	186,272	\$ 193,343	\$ 1,659,636
Election & Other Misc Expenses	\$ 54,757	\$ 1,686	\$ -	-	-	-	-	-	-	98	\$ 339	\$ 56,880
<b>Adjustments (4)</b>	\$ (458,000)	\$ 350,437	\$ (24,637)	(21,206)	24,594	7,120	(114,546)	500,164	47,685	(122,555)	\$ 9,492	\$ 198,547
<b>Fund Cash Balance (1+2-3+4)</b>	\$ 174,305	\$ 428,042	\$ 639,190	504,668	397,607	404,314	439,375	468,158	640,084	539,876	\$ 572,548	

	FY04-05	FY05-06	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	TOTAL
<b>Reported Expenditures (4)</b>	\$ -	\$ 2,445,702	\$ 3,819,042	3,830,189	4,139,218	2,511,313	2,592,533	3,347,938	3,851,740	4,584,879	\$ 4,732,575	\$ 35,855,129
County	\$ -	\$ 1,286,604	\$ 2,058,741	1,837,740	1,539,226	1,379,665	1,460,373	1,579,544	1,758,075	1,810,321	\$ 1,882,793	\$ 16,593,082
Cloverdale	\$ -	\$ -	\$ -	-	203,648	-	-	-	6,200	102,106	\$ 79,209	\$ 391,163
Cotati	\$ -	\$ -	\$ -	-	117,676	38,162	-	-	123,822	-	\$ 179,000	\$ 458,660
Healdsburg	\$ -	\$ -	\$ -	-	235,272	-	-	142,385	85,773	216,941	\$ -	\$ 680,371
Petaluma	\$ -	\$ 274,681	\$ 366,933	369,972	347,376	292,725	305,923	330,615	461,716	391,787	\$ 408,830	\$ 3,550,558
Rohnert Park	\$ -	\$ -	\$ 394,000	265,078	229,342	113,472	62,772	42,114	437,431	98,955	\$ 89,684	\$ 1,732,848
Santa Rosa	\$ -	\$ 711,552	\$ 929,626	874,700	1,256,119	662,289	480,490	1,234,320	408,862	1,926,909	\$ 1,553,564	\$ 10,038,431
Sebastopol	\$ -	\$ -	\$ 3,526	144,260	47,723	-	-	-	188	37,861	\$ 12,133	\$ 245,691
Sonoma	\$ -	\$ 49,569	\$ 66,216	-	-	25,000	-	18,960	193,791	-	\$ 147,748	\$ 501,284
Windsor	\$ -	\$ 123,296	\$ -	338,439	162,836	-	282,975	-	375,880	-	\$ 379,614	\$ 1,663,040

	FY04-05	FY05-06	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15
<b>Reported Unused Allocation Balance (5)*</b>	\$ -	\$ 810,929	\$ 767,605	929,285	373,841	944,939	1,600,119	2,234,111	2,371,758	1,888,007	\$ 1,421,284
County	\$ -	\$ 397,991	\$ -	-	-	-	-	-	-	-	\$ -
Cloverdale	\$ -	\$ 41,193	\$ 95,709	150,492	-	44,154	93,027	159,547	215,677	177,684	\$ 164,909
Cotati	\$ -	\$ 34,648	\$ 82,482	133,277	67,908	70,797	111,969	165,102	90,300	140,152	\$ 12,682
Healdsburg	\$ -	\$ 61,735	\$ 144,204	232,786	77,676	142,928	211,024	160,502	158,786	28,278	\$ 117,012
Petaluma	\$ -	\$ -	\$ -	-	-	-	-	80,487	-	-	\$ -
Rohnert Park	\$ -	\$ 182,068	\$ 39,720	34,470	38,514	119,888	261,004	492,238	300,935	451,349	\$ 619,918
Santa Rosa	\$ -	\$ 54,616	\$ 149,777	311,209	58,050	226,930	619,262	560,373	1,256,443	466,918	\$ 97,319
Sebastopol	\$ -	\$ 38,678	\$ 89,234	-	-	39,940	81,688	138,271	189,602	203,663	\$ 247,007
Sonoma	\$ -	\$ -	\$ -	67,051	131,693	162,862	222,145	282,707	160,015	233,424	\$ 162,435
Windsor	\$ -	\$ -	\$ 166,479	-	-	137,440	-	194,884	-	186,540	\$ 2

\* Includes reported interest on unused allocations.

\* Cotati submitted revised reporting for previous 10 years based on audits.

**Measure M Ten Year Summary Report (FY's 05-15)**

**Appendix Tables**

**Section 1.2 - Local Bus Transit (LBT) - 10%**

	FY04-05	FY05-06	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	TOTAL
<b>Starting Balance (1)</b>	\$ -	\$ 87,152	\$ 190,092	213,726	208,650	166,865	172,240	217,926	193,848	255,720	\$ 225,622	
<b>Revenue (2)</b>	\$ 343,531	\$ 1,482,960	\$ 2,073,674	1,906,499	1,697,953	1,533,336	1,689,683	1,746,544	2,050,035	2,058,106	\$ 2,141,106	\$ 18,723,427
<b>Allocation (3)</b>	\$ 27,379	\$ 1,743,267	\$ 2,060,449	1,897,123	1,711,268	1,537,267	1,592,922	1,759,814	1,990,944	2,046,914	2,129,527	\$ 18,496,874
Sonoma County Transit		\$ 973,180	\$ 1,043,414	1,006,173	906,058	810,106	857,478	925,796	1,015,544	1,044,720	\$ 1,085,547	\$ 9,668,017
Santa Rosa City Bus		\$ 506,665	\$ 736,229	620,671	561,175	507,514	541,764	583,060	690,073	709,648	\$ 738,461	\$ 6,195,259
Petaluma Transit		\$ 217,731	\$ 232,510	224,052	202,454	182,150	193,680	208,346	238,335	244,396	\$ 255,310	\$ 2,198,964
Healdsburg Transit		\$ 44,848	\$ 48,296	46,227	41,581	37,497	-	42,612	46,993	48,101	\$ 50,040	\$ 406,195
Election & Other Misc Expenses	\$ 27,379	\$ 843	\$ -	-	-	-	-	-	-	49	\$ 169	\$ 28,440
<b>Adjustments (4)</b>	\$ (229,000)	\$ 363,245	\$ 10,409	(14,452)	(28,470)	9,306	(51,075)	(10,808)	2,781	(41,289)	\$ 2,359	\$ 13,007
<b>Fund Cash Balance (1+2-3+4)</b>	\$ 87,152	\$ 190,092	\$ 213,726	208,650	166,865	172,240	217,926	193,848	255,720	225,622	\$ 239,560	

**Section 1.3 - Administration - 1%**

	FY04-05	FY05-06	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	TOTAL
<b>Starting Balance (1)</b>	\$ -	\$ (17,515)	\$ 31,055	80,646	70,809	74,890	84,584	85,657	104,990	181,576	\$ 223,048	
<b>Revenue (2)</b>	\$ 34,353	\$ 156,988	\$ 199,818	193,415	170,490	153,858	169,329	176,217	206,372	206,717	\$ 215,357	\$ 1,882,914
<b>Expenditures (3)</b>	\$ 37,399	\$ 118,244	\$ 160,422	190,030	167,639	144,520	168,645	155,393	119,092	162,203	\$ 155,629	\$ 1,579,216
<b>Adjustments (4)</b>	\$ (14,469)	\$ 9,826	\$ 10,194	(13,221)	1,230	356	388	(1,490)	(10,693)	(3,043)	\$ (9,382)	\$ (30,304)
<b>Fund Cash Balance (1+2-3+4)</b>	\$ (17,515)	\$ 31,055	\$ 80,646	70,809	74,890	84,584	85,657	104,990	181,576	223,048	\$ 273,394	

**Section 2 - Project Programs**

**2.1 - Highway 101 Projects - 40%**

	FY04-05	FY05-06	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	TOTAL	2004\$*
<b>Starting Balance (1)</b>		\$ 348,610	\$ 6,872,294	9,883,136	63,089,708	53,035,565	42,614,618	54,284,704	44,183,157	38,299,731	\$ 17,850,932		
<b>Revenue (2)***</b>	\$ 1,374,125	\$ 7,580,044	\$ 9,111,557	58,866,990	8,094,821	6,898,744	28,045,514	9,910,550	11,331,058	19,780,529	\$ 69,970,705	\$ 230,964,636	\$ 188,000,000
<b>Expenditures (3)****</b>	\$ 109,515	\$ 1,881,701	\$ 6,596,590	6,152,134	19,421,081	18,789,949	15,995,325	18,243,935	14,268,583	33,246,096	\$ 62,746,372	\$ 198,034,925	
Wilfred	\$ -	\$ 3,506	\$ 112,933	17,703	1,638,012	3,834,439	2,470,999	2,717,123	1,287,151	1,109,212	\$ (74,228)	\$ 13,116,850	\$ 40,000,000
Central	\$ -	\$ 1,058,973	\$ 3,779,818	2,989,220	8,020,406	2,070,243	1,940,597	1,157,380	5,555,261	7,426,200	\$ 6,047,284	\$ 40,045,383	\$ 50,000,000
North	\$ -	\$ 576,540	\$ 2,668,431	1,879,129	6,014,171	6,665,879	3,054,347	6,573,951	618,258	9,383,126	\$ 1,432,359	\$ 38,866,192	\$ 50,000,000
MSN-Petaluma	\$ -	\$ 430	\$ 9,040	13,851	383,694	2,088,693	3,538,992	3,997,642	2,550,423	2,244,128	\$ 3,617,396	\$ 18,444,290	\$ 25,000,000
MSN-Narrows	\$ -	\$ 1,204	\$ 10,597	29,422	1,130,402	1,909,757	2,164,264	484,724	946,574	6,971,125	\$ 2,270,953	\$ 15,919,021	\$ 10,000,000
Design Development & Finance*****	\$ -	\$ 639	\$ 15,771	1,222,809	2,234,395	2,220,939	2,826,126	3,313,116	3,310,916	6,112,109	\$ 50,035,574	\$ 71,292,393	\$ 13,000,000
Election & Other Misc Expenses	\$ 109,514.78	\$ 3,372	\$ -	-	-	-	-	-	-	196	\$ 677	\$ 113,760	\$ 13,000,000
PPM Reimbursable Expenses**	\$ -	\$ 237,036	\$ -	-	-	-	-	-	-	-	\$ -	\$ 237,036	
<b>Adjustments (4)</b>	\$ (916,000)	\$ 825,343	\$ 495,875	491,716	1,272,117	1,470,258	(380,103)	(1,768,162)	(2,945,901)	(6,983,231)	\$ 1,830,385	\$ (6,607,702)	
<b>Fund Cash Balance (1+2-3+4) (5)</b>	\$ 348,610	\$ 6,872,294	\$ 9,883,136	63,089,708	53,035,565	42,614,618	54,284,704	44,183,157	38,299,731	17,850,932	\$ 26,905,650		
<b>Bond Reserve (6)</b>	\$ -	\$ -	\$ -	4,607,500	4,607,500	4,607,500	6,497,500	6,497,500	6,497,500	6,497,500	\$ 1,890,000		
<b>Available Cash Balance (6-5)</b>	\$ 348,610	\$ 6,872,294	\$ 9,883,136	58,482,208	48,428,065	38,007,118	47,787,204	37,685,657	31,802,231	11,353,432	\$ 25,015,650		

\*Represents 2004 ballot measure projected revenue.

\*\*FY 05-06 Program Project Management (PPM) Expenses reimbursed through non-sales tax revenue sources.

\*\*\*Revenue includes reimbursement and Bonds (2008, 2011 & 2015).

\*\*\*\* FY 14/15 Expenditures include \$583,643.24 in subsequent adjustments

\*\*\*\*\* Total Finance Expenditures include: 2008 & 2011 Bond Principal payments totaling \$6,996,250.00 and interest payments totaling \$19,441,234.70; As well as refunding payoff of 2008 Bonds totaling 43,561,637.52

Measure M Ten Year Summary Report (FY's 05-15)

Appendix Tables

2.2 - Local Streets Projects (LSP) - 20%

	FY04-05	FY05-06	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	TOTAL	2004\$*
<b>Starting Unallocated Balance (1)</b>	\$ -	\$ 632,305	\$ 2,513,397	6,706,902	10,885,775	14,307,721	17,511,173	19,507,741	22,857,797	7,570,337	\$ 8,787,120		
<b>Revenue (2)</b>	\$ 687,062	\$ 3,194,871	\$ 4,193,505	4,178,873	3,673,946	3,203,452	3,496,568	3,680,056	4,424,539	4,235,881	\$ 4,887,091	\$ 39,855,845	\$ 94,000,000
<b>Appropriations (3)</b>	\$ -	\$ 1,312,000	\$ -	-	252,000	-	1,500,000	330,000	19,712,000	3,019,000	\$ 1,150,000	\$ 27,275,000	
Penngrove	\$ -	\$ 200,000	\$ -	-	-	-	-	-	-	-	\$ -	\$ 200,000	\$ 19,000,000
Airport	\$ -	\$ 375,000	\$ -	-	252,000	-	-	-	9,562,000	569,000	\$ -	\$ 10,758,000	\$ 15,000,000
Route 121/116	\$ -	\$ -	\$ -	-	-	-	-	-	150,000	-	\$ -	\$ 150,000	\$ 7,000,000
Arnold Drive	\$ -	\$ -	\$ -	-	-	-	-	330,000	-	2,450,000	\$ -	\$ 2,780,000	
Forestville	\$ -	\$ -	\$ -	-	-	-	-	-	-	-	\$ -	\$ -	\$ 2,000,000
Old Redwood/101 Interchange	\$ -	\$ -	\$ -	-	-	-	-	-	10,000,000	-	\$ -	\$ 10,000,000	\$ 10,000,000
Hearn Avenue	\$ -	\$ 300,000	\$ -	-	-	-	1,500,000	-	-	-	\$ 1,150,000	\$ 2,950,000	\$ 9,000,000
Farmers Extension	\$ -	\$ 437,000	\$ -	-	-	-	-	-	-	-	\$ -	\$ 437,000	\$ 10,000,000
Mark West Springs	\$ -	\$ -	\$ -	-	-	-	-	-	-	-	\$ -	\$ -	\$ 1,000,000
River Road	\$ -	\$ -	\$ -	-	-	-	-	-	-	-	\$ -	\$ -	\$ 1,000,000
Fulton Road	\$ -	\$ -	\$ -	-	-	-	-	-	-	-	\$ -	\$ -	\$ 19,000,000
Bodega Highway	\$ -	\$ -	\$ -	-	-	-	-	-	-	-	\$ -	\$ -	\$ 1,000,000
<b>Miscellaneous Expenditures (4)</b>	\$ 54,757	\$ 1,779	\$ -	-	-	-	-	-	-	98	\$ 338	\$ 56,972	
<b>Unappropriated Fund Balance (1+2-3-4)</b>	\$ 632,305	\$ 2,513,397	\$ 6,706,902	10,885,775	14,307,721	17,511,173	19,507,741	22,857,797	7,570,337	8,787,120	\$ 12,523,873		

\*Represents 2004 ballot measure projected revenue. Current estimate projects \$77.2 Million for LSP Program.

	FY04-05	FY05-06	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	TOTAL	BALANCE*
<b>Starting Cash Balance (1)</b>	\$ -	\$ 174,305	\$ 3,717,834	7,371,758	11,122,085	14,298,332	17,456,788	20,388,810	21,637,448	24,590,344	\$ 14,524,850		
<b>Revenue (2) **</b>	\$ 687,062	\$ 3,194,871	\$ 4,193,505	4,178,873	3,673,946	3,203,452	3,496,568	3,680,056	4,424,539	4,235,881	\$ 4,887,091	\$ 46,359,747	
<b>Expenditures (3)</b>	\$ 54,757	\$ 1,779	\$ 514,944	559,874	369,759	52,116	450,000	2,464,378	1,494,889	14,755,748	\$ 3,890,114	\$ 24,608,359	\$ 2,666,641
Penngrove	\$ -	\$ -	\$ 27,241	152,776	-	-	-	-	-	-	\$ -	\$ 180,017	\$ 19,983
Airport	\$ -	\$ -	\$ 50,703	254,565	269,228	-	-	1,615,018	850,743	5,837,152	\$ 737,817	\$ 9,615,226	\$ 1,142,774
Route 121/116	\$ -	\$ -	\$ -	-	-	-	-	-	157,743	27,952	\$ 711,420	\$ 897,115	\$ (747,115)
Arnold Drive	\$ -	\$ -	\$ -	-	-	-	-	330,000	-	650,000	\$ -	\$ 980,000	
Forestville	\$ -	\$ -	\$ -	-	-	-	-	-	-	-	\$ -	\$ -	\$ -
Old Redwood/101 Interchange	\$ -	\$ -	\$ -	-	-	-	-	-	486,403	5,045,590	\$ 1,964,207	\$ 7,496,200	\$ 2,503,800
Hearn Avenue	\$ -	\$ -	\$ -	152,534	100,531	52,116	450,000	519,360	-	394,957	\$ 476,332	\$ 2,145,830	\$ 804,170
Farmers Extension	\$ -	\$ -	\$ 437,000	-	-	-	-	-	-	-	\$ -	\$ 437,000	\$ -
Mark West Springs	\$ -	\$ -	\$ -	-	-	-	-	-	-	-	\$ -	\$ -	\$ -
River Road	\$ -	\$ -	\$ -	-	-	-	-	-	-	-	\$ -	\$ -	\$ -
Fulton Road	\$ -	\$ -	\$ -	-	-	-	-	-	-	-	\$ -	\$ -	\$ -
Bodega Highway	\$ -	\$ -	\$ -	-	-	-	-	-	-	-	\$ -	\$ -	\$ -
Election & Other Misc Expenses	\$ 54,757	\$ 1,779	\$ -	-	-	-	-	-	-	98	\$ 338	\$ 56,972	
Interprogram Loan										2,800,000		\$ 2,800,000	
<b>Adjustments (4)</b>	\$ (458,000)	\$ 350,437	\$ (24,637)	131,328	(127,940)	7,120	(114,546)	32,960	23,247	454,374	\$ 159,086	\$ 433,428	
<b>Fund Cash Balance (1+2-3+4)</b>	\$ 174,305	\$ 3,717,834	\$ 7,371,758	11,122,085	14,298,332	17,456,788	20,388,810	21,637,448	24,590,344	14,524,850	\$ 15,680,913		

\*Represents unspent allocation balance.

\*\* FY14/15 Revenue Includes \$500K repayment from Rail for interprogram loan

Measure M Ten Year Summary Report (FY's 05-15)

Appendix Tables

2.3 - Bike/Ped Projects - 4%

	FY04-05	FY05-06	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	TOTAL	2004\$*
<b>Starting Unallocated Balance (1)</b>	\$ -	\$ 126,461	\$ 200,098	736,201	916,296	878,584	759,343	253,983	232,014	709,800	\$ 1,308,892		
<b>Revenue (2)</b>	\$ 137,412	\$ 638,974	\$ 829,103	805,095	709,288	625,759	684,640	708,030	826,786	831,111	\$ 866,561	\$ 7,662,761	\$ 19,000,000
<b>Appropriations (3)</b>	\$ -	\$ 565,000	\$ 293,000	625,000	747,000	745,000	1,190,000	730,000	349,000	232,000	\$ 3,123,775	\$ 8,599,775	
Santa Rosa Creek Trail	\$ -	\$ 35,000	\$ -	105,000	-	-	50,000	470,000	-	162,000	\$ -	\$ 822,000	\$ 1,450,000
Old Redwood Hwy/Mendocino Ave	\$ -	\$ -	\$ -	157,000	-	-	-	-	-	-	\$ -	\$ 157,000	\$ 500,000
Central Sonoma Valley Trail	\$ -	\$ -	\$ -	63,000	-	-	50,000	(50,000)	-	-	\$ 15,000	\$ 78,000	\$ 1,900,000
Sonoma/Schellville Trail	\$ -	\$ -	\$ -	-	-	100,000	-	-	-	-	\$ -	\$ 100,000	\$ 650,000
Arnold Drive	\$ -	\$ -	\$ -	-	-	-	-	-	-	-	\$ -	\$ -	\$ 2,000,000
Petaluma River Trail	\$ -	\$ 150,000	\$ 50,000	50,000	165,000	85,000	-	-	315,000	-	\$ -	\$ 815,000	\$ 2,000,000
Copeland Creek Trail	\$ -	\$ -	\$ 28,000	-	322,000	-	-	-	-	-	\$ 847,775	\$ 1,197,775	\$ 350,000
Street Smart Sebastopol	\$ -	\$ -	\$ -	100,000	200,000	500,000	1,030,000	-	-	-	\$ 170,000	\$ 2,000,000	\$ 2,000,000
West County Trail	\$ -	\$ -	\$ -	-	-	-	-	-	-	-	\$ -	\$ -	\$ 500,000
McCray Road	\$ -	\$ -	\$ -	-	-	-	-	-	-	-	\$ -	\$ -	\$ 250,000
Bodega Bay Trail	\$ -	\$ -	\$ -	100,000	-	-	-	50,000	-	-	\$ 200,000	\$ 350,000	\$ 950,000
Foss Creek Trail	\$ -	\$ 380,000	\$ 215,000	-	-	-	-	-	-	-	\$ 815,000	\$ 1,410,000	\$ 3,250,000
NWPRR Various	\$ -	\$ -	\$ -	-	-	-	-	-	-	-	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
Access Across 101	\$ -	\$ -	\$ -	50,000	-	-	-	200,000	-	-	\$ -	\$ 250,000	\$ 1,000,000
Bike Safety & Education	\$ -	\$ -	\$ -	-	60,000	60,000	60,000	60,000	34,000	70,000	\$ 76,000	\$ 420,000	\$ 1,200,000
<b>Miscellaneous Expenditures (4)</b>	\$ 10,951	\$ 337								20	\$ 68	\$ 11,376	
<b>Unappropriated Fund Balance (1+2-3-4)</b>	\$ 126,461	\$ 200,098	\$ 736,201	916,296	878,584	759,343	253,983	232,014	709,800	1,308,892	\$ (948,390)		

\*Represents 2004 projected revenue. Current estimate projects \$15.4 Million for Bike/Ped Program.

	FY04-05	FY05-06	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	TOTAL	BALANCE*
<b>Starting Cash Balance (1)</b>	\$ -	\$ 34,861	\$ 743,585	816,190	1,346,342	1,440,042	1,485,238	1,608,374	840,856	1,184,987	\$ 1,821,916		
<b>Revenue (2)</b>	\$ 137,412	\$ 638,974	\$ 829,103	805,095	709,288	625,759	684,640	708,030	826,786	831,111	\$ 866,561		
<b>Expenditures (3)</b>	\$ 10,951	\$ 337	\$ 798,539	238,173	753,860	670,120	591,346	1,297,942	556,310	103,708	\$ 2,790,622	\$ 7,811,908	\$ 787,867
Santa Rosa Creek Trail	\$ -	\$ -	\$ 16,250	16,813	58,660	31,340	50,429	286,661	97,935	-	\$ 319,167	\$ 877,256	\$ (55,256)
Old Redwood Hwy/Mendocino Ave	\$ -	\$ -	\$ -	-	30,841	126,159	-	-	-	-	\$ -	\$ 157,000	\$ -
Central Sonoma Valley Trail	\$ -	\$ -	\$ -	6,000	13,675	-	43,425	(100)	-	-	\$ 15,000	\$ 78,000	\$ -
Sonoma/Schellville Trail	\$ -	\$ -	\$ -	-	-	7,242	-	30,392	5,104	5,080	\$ 9,761	\$ 57,578	\$ 42,422
Arnold Drive	\$ -	\$ -	\$ -	-	-	-	-	-	-	-	\$ -	\$ -	\$ -
Petaluma River Trail	\$ -	\$ -	\$ 187,289	62,711	135,520	4,583	21,214	23,487	380,196	-	\$ 821,103	\$ 1,636,103	\$ (821,103)
Copeland Creek Trail	\$ -	\$ -	\$ -	28,000	269,228	-	-	52,771	-	-	\$ -	\$ 349,999	\$ 847,776
Street Smart Sebastopol	\$ -	\$ -	\$ -	24,648	216,126	374,811	415,815	798,600	-	-	\$ 170,000	\$ 2,000,000	\$ -
West County Trail	\$ -	\$ -	\$ -	-	-	-	-	-	-	-	\$ -	\$ -	\$ -
McCray Road	\$ -	\$ -	\$ -	-	-	-	-	-	-	-	\$ -	\$ -	\$ -
Bodega Bay Trail	\$ -	\$ -	\$ -	100,000	-	-	-	50,000	-	-	\$ 200,000	\$ 350,000	\$ -
Foss Creek Trail	\$ -	\$ -	\$ 595,000	-	-	-	-	-	-	-	\$ 815,000	\$ 1,410,000	\$ -
NWPRR Various	\$ -	\$ -	\$ -	-	-	-	-	-	-	-	\$ 358,505	\$ 358,505	\$ 641,495
Access Across 101	\$ -	\$ -	\$ -	-	-	50,000	-	-	40,944	29,746	\$ 35,243	\$ 155,934	\$ 94,066
Bike Safety & Education	\$ -	\$ -	\$ -	-	29,811	75,984	60,463	56,131	32,131	68,862	\$ 46,775	\$ 370,157	\$ 49,843
Election & Other Misc Expenses	\$ 10,951	\$ 337	\$ -	-	-	-	-	-	-	20	\$ 68	\$ 11,376	
<b>Adjustments (4)</b>	\$ (91,600)	\$ 70,087	\$ 42,041	(36,771)	138,272	89,557	29,843	(177,606)	73,655	(90,475)	\$ 876,375	\$ 923,378	
<b>Fund Cash Balance (1+2-3+4)</b>	\$ 34,861	\$ 743,585	\$ 816,190	1,346,342	1,440,042	1,485,238	1,608,374	840,856	1,184,987	1,821,916	\$ 774,230		

\*Represents unspent appropriation balance.

FY 14/15 Expenditures for Access across 101 includes \$7,568.37 in Prior Year's unreported expenditures.

**Measure M Ten Year Summary Report (FY's 05-15)**

**Appendix Tables**

**2.4 - SMART Project - 5%**

	FY04-05	FY05-06	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	TOTAL	2004\$*
<b>Starting Unallocated Balance (1)</b>	-	158,076	606,794	779,270	1,799,067	2,705,272	3,502,093	11,156,085	1,285,138	2,350,458	1,855,669		
<b>Revenue (2)**</b>	171,766	798,718	1,022,475	1,019,796	906,205	796,822	7,653,991	971,053	1,065,321	3,845,211	1,072,047	19,323,404	23,500,000
<b>Appropriations (3)</b>		350,000	850,000	-	-	-	-	10,842,000	-	4,340,000	-	16,382,000	
<b>Miscellaneous Expenditures (4)***</b>	13,689											13,689	
<b>Unappropriated Fund Balance (1+2-3-4)</b>	158,076	606,794	779,270	1,799,067	2,705,272	3,502,093	11,156,085	1,285,138	2,350,458	1,855,669	2,927,716		

\*Represents 2004 projected revenue. Current estimate projects \$19.3 Million for Bike/Ped Program.

\*\*Revenue includes 2011 Series Bond and 2014 Loan from LSP.

\*\*\*Miscellaneous Expenditures include election and other miscellaneous expenses, as well as bond and loan principal and interest payments

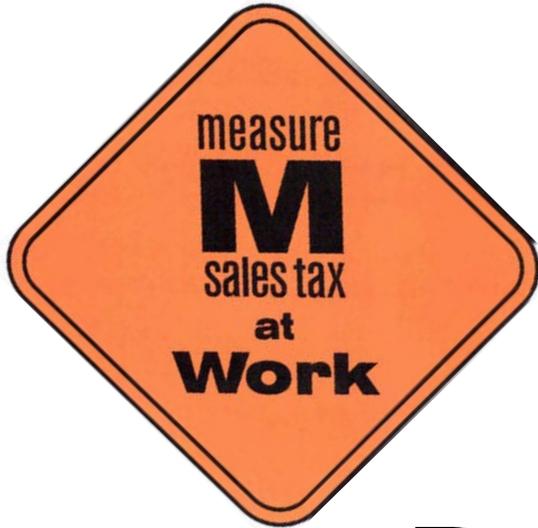
FY 14/15 RAIL expenditures include \$84.59 in shared audit expenditures, \$95,000 in bond principal payments, \$269,046.88 in bond interest, \$500,000 in inter-program LSP Loan Principal, \$16,121.63 inter-program LSP loan interest and \$718.75 in bond reporting expense:

	FY04-05	FY05-06	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	TOTAL
<b>Starting Cash Balance (1)</b>	-	43,576.24	760,860	1,265,722	2,204,246	3,116,599	3,915,201	11,272,514	7,283,828	3,755,306	838,917	
<b>Revenue (2)</b>	171,766	798,717.97	1,022,475	1,019,796	906,205	796,822	7,653,991	971,053	1,065,321	3,845,211	1,072,047	19,323,404
<b>Expenditures (3)</b>	13,689	588,860.53	91,637	75,972	-	-	201,043	4,959,521	5,956,845	5,360,705	880,972	18,129,244
<b>Adjustments (4)</b>	(114,500)	507,426.77	(425,978)	(5,301)	6,149	1,780	(95,635)	(218)	1,363,003	(1,400,895)	(238,491)	(402,660)
<b>Fund Cash Balance (1+2-3+4) (5)</b>	43,576	760,860.45	1,265,722	2,204,246	3,116,599	3,915,201	11,272,514	7,283,828	3,755,306	838,917	791,501	
<b>Bond Reserve (6)</b>	-						630,000	630,000	630,000	630,000	630,000	
<b>Available Cash Balance (6-5)</b>	43,576	760,860.45	1,265,722	2,204,246	3,116,599	3,915,201	10,642,514	6,653,828	3,125,306	208,917	161,501	

**Section 3.0 -Program Summary**

	FY04-05	FY05-06	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	TOTAL	2004\$*
<b>Starting Balance (1)</b>	-	845,294.94	12,743,763	20,270,368	78,546,507	72,529,899	66,132,983	88,297,360	74,712,285	68,907,749	36,025,161		
<b>Revenue (2)</b>	3,435,312	17,011,033.89	21,425,213	70,821,704	18,665,686	16,284,144	45,122,834	20,686,589	24,004,218	35,073,928	83,435,082	355,965,743	470,000,000
<b>Expenditures (3)</b>	308,448	7,589,368	13,981,876	13,077,658	25,968,246	24,266,558	22,232,783	32,846,504	28,362,529	59,769,402	76,852,270	305,255,641	
Local Street Rehabilitation (LSR)	54,757	3,255,179	3,759,295	3,964,352	3,544,640	3,072,585	3,233,503	3,965,520	3,975,865	4,094,027	4,259,035	37,178,757	94,000,000
Local Bus Transit (LBT)	27,379	1,743,267	2,060,449	1,897,123	1,711,268	1,537,267	1,592,922	1,759,814	1,990,944	2,046,914	2,129,527	18,496,874	47,000,000
Administration	37,399	118,244	160,422	190,030	167,639	144,520	168,645	155,393	119,092	162,203	155,629	1,579,216	4,700,000
Highway 101	109,515	1,881,701	6,596,590	6,152,134	19,421,081	18,789,949	15,995,325	18,243,935	14,268,583	33,246,096	62,746,372	197,451,282	188,000,000
Local Street Projects	54,757	1,779	514,944	559,874	369,759	52,116	450,000	2,464,378	1,494,889	14,755,748	3,890,114	24,608,359	94,000,000
Bike/Ped Projects	10,951	337	798,539	238,173	753,860	670,120	591,346	1,297,942	556,310	103,708	2,790,622	7,811,908	18,800,000
Rail (SMART) Project	13,689	588,861	91,637	75,972	-	-	201,043	4,959,521	5,956,845	5,360,705	880,972	18,129,244	23,500,000
<b>Adjustments (4)</b>	(2,281,569)	2,476,802	83,268	532,093	1,285,952	1,585,497	(725,674)	(1,425,160)	(1,446,225)	(8,187,115)	2,629,824	(5,472,306)	
<b>Fund Cash Balance (1+2-3+4)</b>	845,295	12,743,762.88	20,270,367.44	78,546,507	72,529,899	66,132,983	88,297,360	74,712,285	68,907,749	36,025,161	45,237,796		

\*Represents 2004 projected revenue. Current estimate projects \$431.7 Million for Total Measure M Program.



# SCTA

sonoma county transportation authority

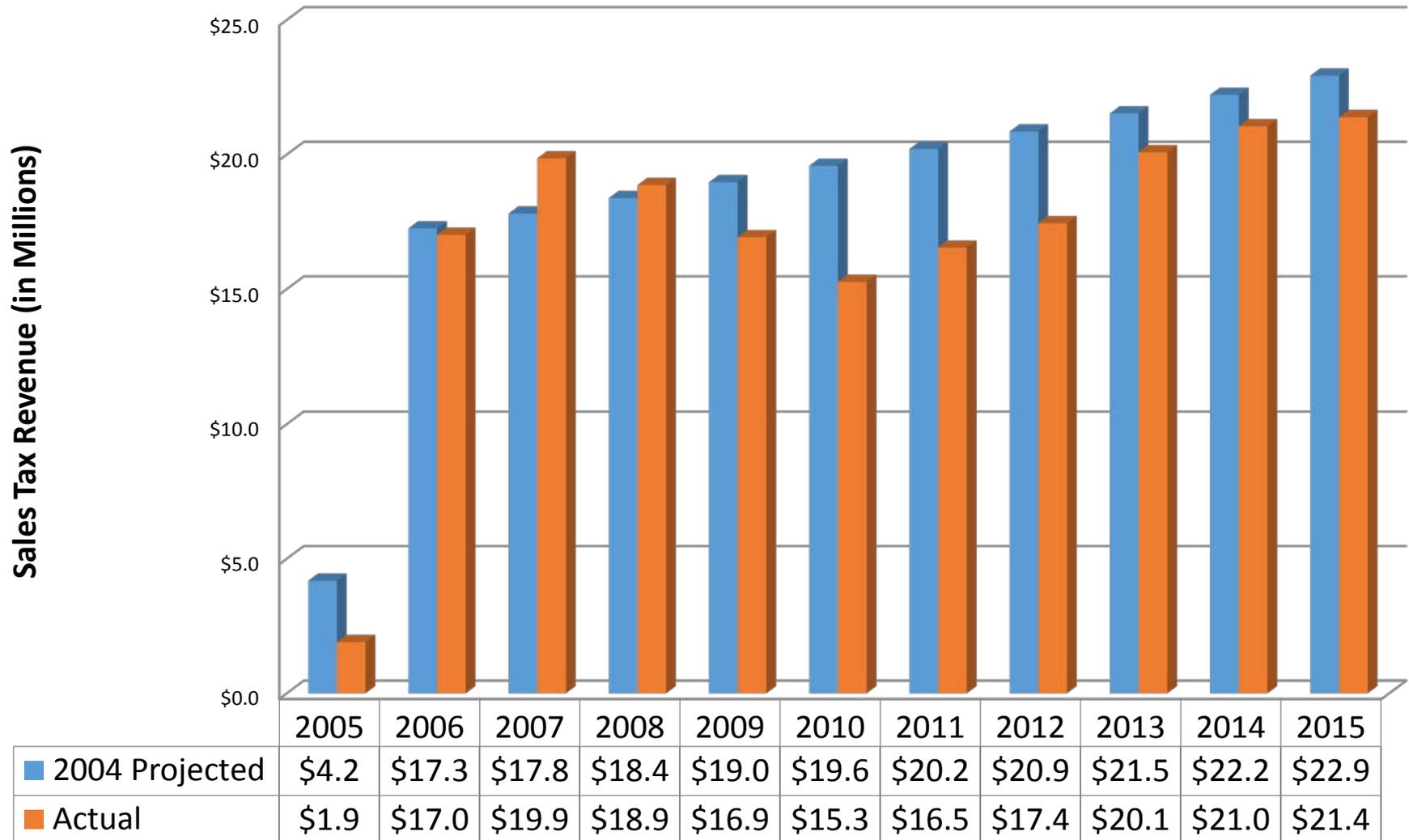


# Delivering on a promise to voters

A Ten Year Report on Measure M  
Traffic Relief Act for Sonoma County  
2005-2015

# Sales tax revenue – 2004

## Projected vs Actual

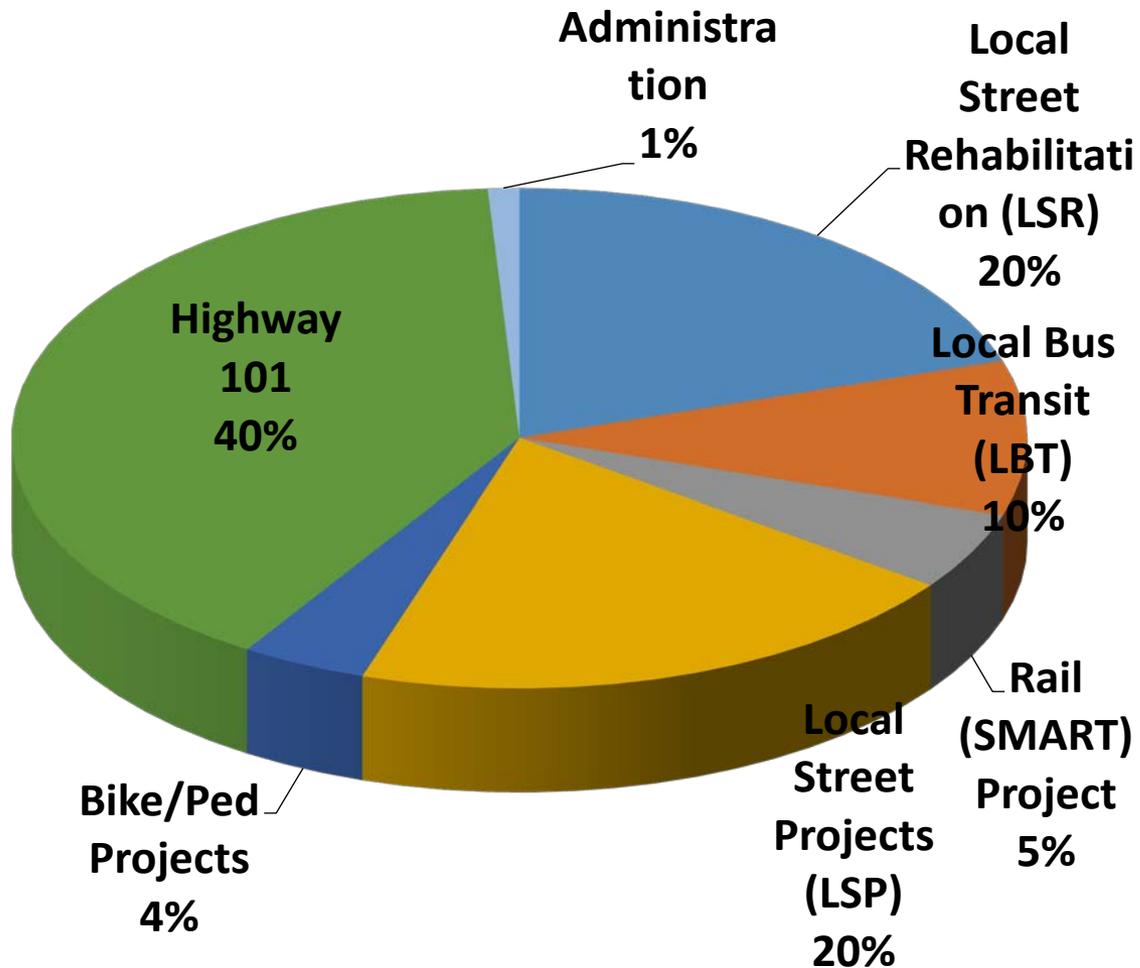


# Sale Tax Revenue Summary

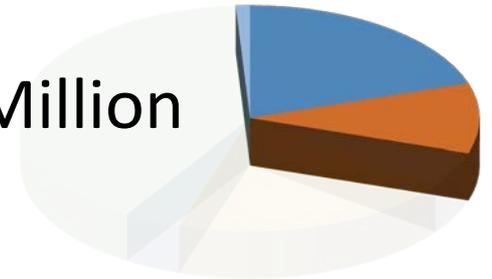
Year	2004 Projected Sales Tax Revenue	Actual Sales Tax Revenue*	Actual Growth
2005	\$ 4,179,606	\$ 1,902,342	n/a
2006	\$ 17,255,087	\$ 17,013,092	n/a
2007	\$ 17,808,975	\$ 19,858,661	16.7%
2008	\$ 18,380,643	\$ 18,864,061	-5.0%
2009	\$ 18,970,662	\$ 16,923,046	-10.3%
2010	\$ 19,575,620	\$ 17,268,289	-9.8%
2011	\$ 20,208,126	\$ 16,535,252	8.3%
2012	\$ 20,856,807	\$ 17,444,645	5.5%
2013	\$ 21,526,311	\$ 20,078,159	5.1%
2014	\$ 22,217,305	\$ 21,044,133	4.8%
2015	\$ 22,530,781	\$ 21,587,090	1.0%
TOTAL	\$ 203,913,623	\$ 186,320,840	

- **2004 Estimate over 20 years Million** **\$470**
- **2004 Estimate as of June 30, 2015 Million** **\$204**
- **Actual Collection as of June 30, 2015** **\$186 Million**
- **Approximately 9% below 2004 Estimates through June 30, 2015**
- **Anticipated revenue through March 31, 2025** **\$432 Million**
- **Estimated 8% below 2004 Estimates through March 31, 2025**

# Expenditure Plan Summary



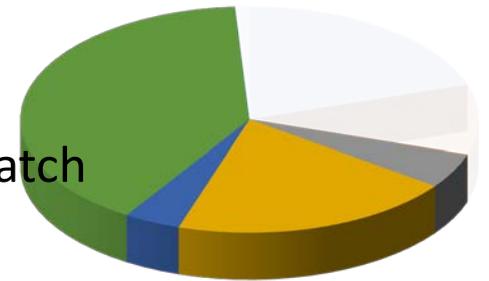
# Apportionment Programs as of June 30, 2015



- Local Streets Rehabilitation 20% - \$37 Million
  - All ten jurisdictions receive funding
  - Use a 50% population / 50% lane miles formula updated annually
- Local Bus Transit 10% – \$18.5 Million
  - County, Santa Rosa, Petaluma and Healdsburg by population formula
- Administration 1% - \$2 Million
  - Used for accounting, audits

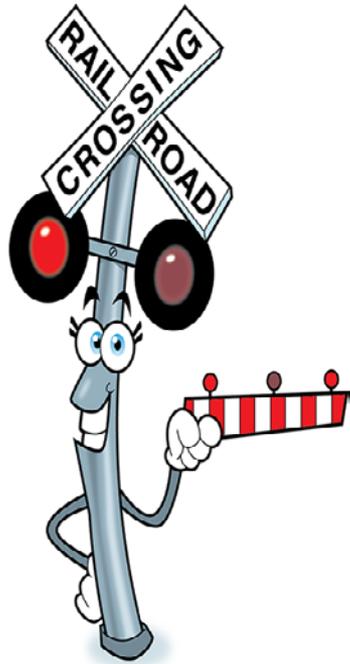
# Project Programs as of June 30, 2015

- Rail Program 5% - \$19 Million
  - SMART – environmental, design, grade crossings and stations
  - Near spent out – issued bonds in 2011 and borrowed from LSP in 2014
- Local Streets Projects (LSP) 20% - \$40 Million
  - 11 specific projects
  - Typically *under* subscribed, requires minimum 1:1 match
- Bicycle and Pedestrian (B&P) 4% - \$7.5 Million
  - 15 specific projects
  - Typically *over* subscribed, requires no match, has borrowed from LSP
- Highway 101 40% – \$231 Million
  - Carpool lane widening from Marin County line to Windsor
  - Issued bonds in 2008, 2011 and 2015.
  - Near spent out with \$15 Million available for next phase of the Marin Sonoma Narrows.



# Leveraging outside funding - Rail

- Rail Program - no match requirement
- Measure M in 2004 preceded \$890 Million Measure Q in 2008



# Leveraging outside funding – Local Street Projects

- Local Street Projects (LSP)- 1:1 match requirement
  - Projects were matched on average nearly 3:1 and up to 5:1

Project Funding in \$1000s	Measure M (LSP)	Other Funds
Hearn Phase 1 & 2	\$1,800	\$8,069
Old Redwood Highway I/C *	\$10,000	\$18,901
Airport Blvd. I/C *	\$8,959	\$29,097
Airport Phase 3	\$650	\$1,465
<b>Totals</b>	<b>\$21,409</b>	<b>\$57,532</b>

\* Other funds exclude Measure M Hwy 101 funding.

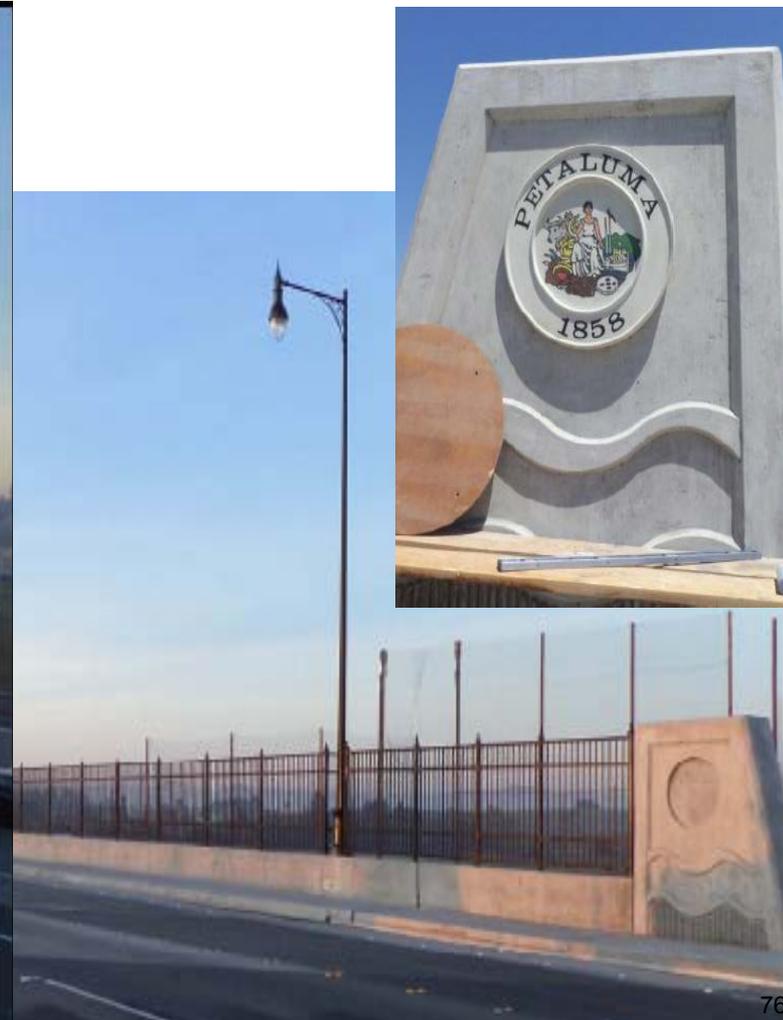
# Local Street Projects Hearn Phase 1 & 2



# Local Street Projects - Airport Blvd



# Local Street Projects – Old Redwood Highway

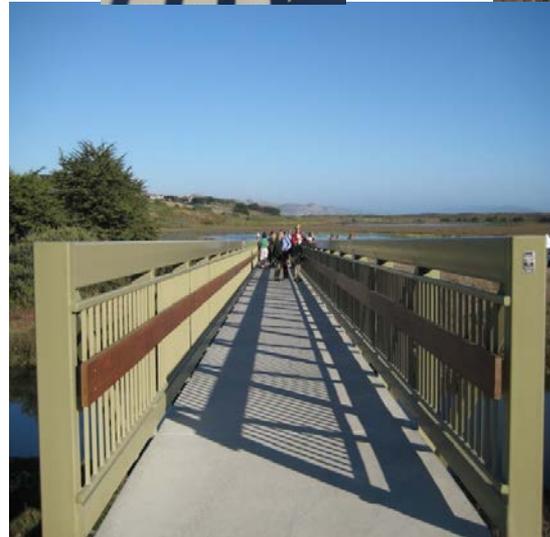


# Leveraging outside funding – Bike & Ped

- Bike & Pedestrian Program - no match requirement
  - In reality projects were matched on average near 1:1 and up to 5:1

Project Funding in \$1000s	Measure M	Other Funds
Petaluma River Trail	\$1,810	\$45
Copeland Creek Trail	\$350	\$910
Street Smart Sebastopol	\$2,000	\$660
Santa Rosa Creek Trail	\$767	\$548
SR/Mendo/ORH bike lane	\$157	\$0
Cen. Sonoma Valley Trail	\$163	\$671
Bodega Bay Trail	\$450	\$1,621
Foss Creek Trail	\$1,410	\$2,686
<b>Totals</b>	<b>\$7,107</b>	<b>\$6,547</b>

# Bicycle and Pedestrian Program



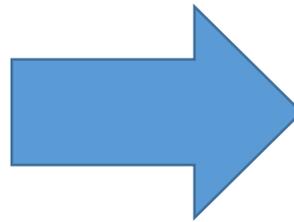
# Leveraging outside funding – Hwy 101

- Matching funds on Highway 101 have exceeded expectations
- Average matching funds are 5:1 and up to 30:1
  - Projects ready to go because measure funds available for project development phases
  - Bond funds available for construction match

Project Funding in \$1000s	Measure M (101)	Other Funds
SR to Windsor	\$32,211	\$157,995
RP Area (Wilfred)	\$13,119	\$59,893
Petaluma to RP	\$31,354	\$114,612
Petaluma Area	\$30,000	\$98,336
South of Petaluma	\$12,490	\$141,370
<b>Totals</b>	<b>\$119,174</b>	<b>\$572,206</b>
* Design, Development and Financing Category excluded		

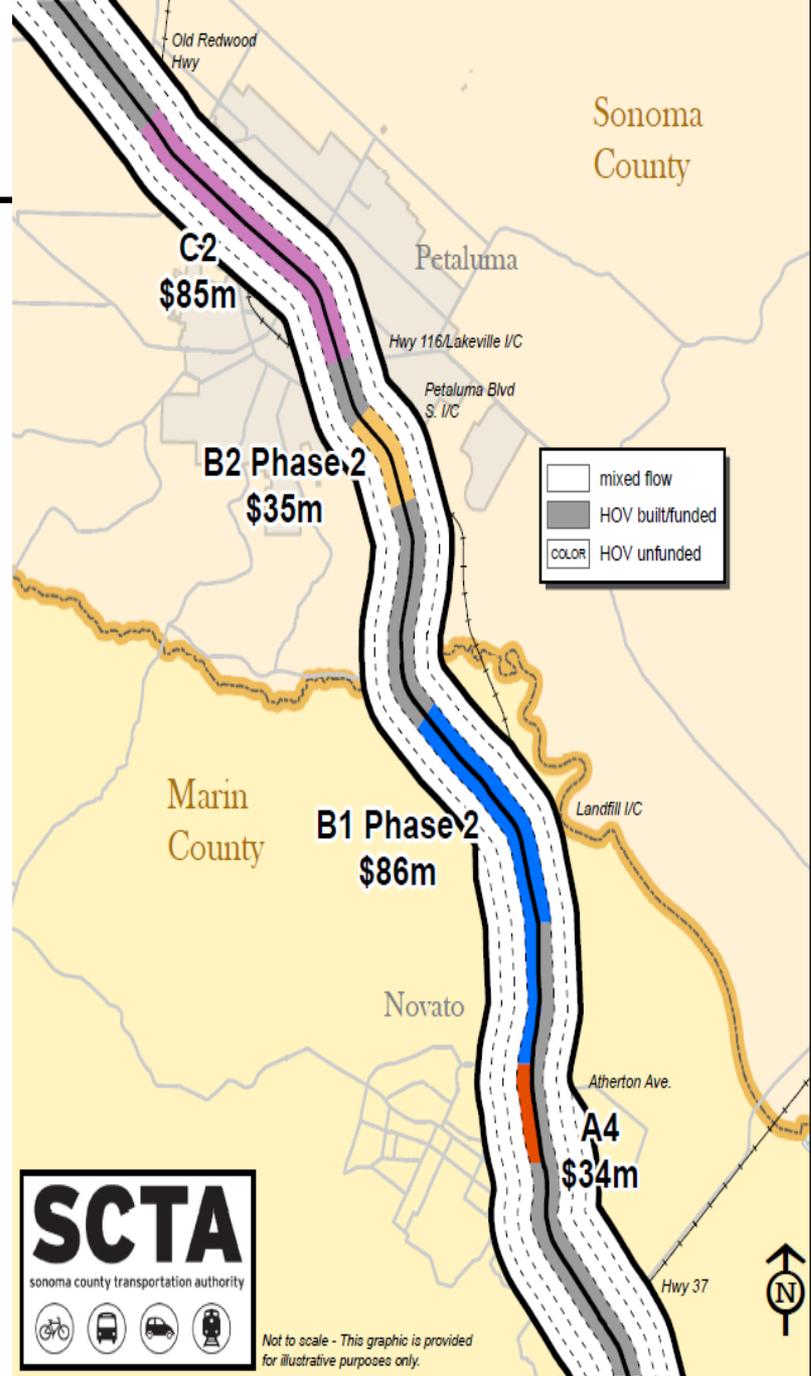
# Highway 101 Program

- 22 Miles of continuous carpool lanes from Windsor to Petaluma



# What is left in M

- Highway 101 – any remaining funds can go to
  - Project C-2
  - Project B2, Phase 2
  - Landscaping projects in the corridor
- Currently have \$15 Million available for next phase of work
- Future Programming Potential of \$15 Million by FY 24/25



# What is left in M – LSP

## Projects in Process

- Hearn Ave Interchange (Phase 3) – \$3.5 M
- Highway 116/121 Intersection – \$3.05 M
- Forestville Bypass: Highway 116/Mirabel Roundabout – \$2M
- Bodega Highway – \$1M

## Projects Not Programmed, No Match

- Penngrove/Railroad I/C – \$18.8M
- Fulton I/C @ Hwy 12 – \$10.3 M
- Farmers Lane Extension – \$9.5M
- River Road – \$1M
- Mark West Springs – \$1M

Future Programming Potential of  
\$33 Million by FY 24/25

# What is left in M – Bike & Ped

- Sonoma / Schellville Trail – \$550k
- Arnold Drive – \$2M
- West County Trail (Mirabel) – \$500k
- McCray Road near Cloverdale – \$250k
- Additional phases on projects already delivered
- No Future Programming Potential

# Measure M Policy 4.19: Amendments to Measure M Projects

The ability to fully fund or complete all programs or projects in Measure M may be impacted by changing circumstances over the duration of the sales tax. ***Tax proceeds originally allocated to a listed project may become available for reallocation due to any of the following reasons:***

- A listed project is completed under budget;
- A listed project is partially or fully funded by funding sources other than Measure M tax proceeds;
- A project sponsor and implementing agency request deletion of a listed project because of unavailability of matching funds;
- A listed project cannot be completed due to an infeasible design, construction limitation or substantial failure to meet specified implementation milestones.

Upon a finding that tax proceeds are available for reallocation due to one of the conditions above, the ***SCTA may reallocate such tax proceeds subject to the following guidelines:***

- Available tax proceeds can be reallocated only to project(s) with-in the same program category as the original listed project.
- Reallocation of tax proceeds within a program category will be based first on project readiness and availability of matching funds. The next tier of criteria will include impact on congestion, cost-effectiveness, ranking in the Comprehensive Transportation Plan, and schedule adherence as determined by the SCTA.
- An existing project within a program category that needs additional funding, not as a result of scope change, has priority over a newly proposed project. However, the project must maintain the match level from other funding sources (50% percent in most cases) required in the original Measure M expenditure plan.

# Needs going forward

- Finish 101
- Local road maintenance
- Prioritize local street projects
- Enhance transit
- Connectivity to SMART
- Safe bike and pedestrian facilities

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## Staff Report

**To:** SCTA Board of Directors  
**From:** Suzanne Smith, Executive Director  
**Item:** 4.3.3 – Interagency agreement for consultant services related to assessing financial tools for improvements in the Route 37 corridor  
**Date:** March 14, 2016

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### **Issue:**

Shall the SCTA enter into agreement number SCTA16011 for State Route 37 Financial Opportunities Analysis Funding Agreement with Napa, Solano and Marin to fund the Consultant Services being procured by Solano?

### **Background:**

Highway 37 is a key transportation corridor linking the four North Bay counties together. Due to its strategic transportation role and environmentally sensitive natural footprint, Highway 37 has been the subject of a long-range planning study being conducted by UC Davis (UCD) and the California Department of Transportation (Caltrans). In addition, staff and elected officials from the four counties have been in discussion over the past year about how local transportation authorities might play a role in advancing improvements in the corridor.

On October 12, 2015, the SCTA board approved a memorandum of understanding between the Napa County Transportation Authority (NCTA), the Solano Transportation Authority (STA), the Sonoma County Transportation Authority (SCTA) and the Transportation Authority of Marin (TAM). The intent of the MOU is to define how the four agencies will work together in cooperation to successfully promote and expedite the delivery of improvements in the SR 37 Corridor to address the threat of sea level rise, traffic congestion, transit options and recreational activities. It constitutes a guide to the intentions and strategies of the parties involved and provides the overall framework, including outlining their respective roles, responsibilities and potential funding strategy for the SR 37 Corridor.

The attached agreement will fund SCTA's share of a financial consultant to help assess likely costs, revenue sources and financial opportunities that will need to be addressed to complete a project in the corridor. STA will issue an RFP to solicit proposals and the four counties will participate in selecting the consultant. The scope of work attached to the agreement will be finalized with the selection of the consultant.

### **Policy Impacts:**

None, this funding commitment and future project effort committing resources is how the MOU intended for each of the 4 counties to participate in State Route 37 activities.

### **Fiscal Impacts:**

Approval of this agreement will have up to a \$20,000 financial impact to SCTA. To date the only costs associated with this effort are staff time and some legal services.

**Staff Recommendation:**

Staff recommends that the Board authorize the Executive Director to execute Agreement Number SCTA16011, in substantially similar form as provided for in the attachment, subject to the final review and approval by legal counsel.

**SR 37 FINANCIAL OPPORTUNITIES ANALYSIS  
FUNDING AGREEMENT**

**THIS AGREEMENT** ("Agreement") is made and entered into as of this day of \_\_\_\_\_, 2016, between the Napa Valley Transportation Authority (NVTA), the Solano Transportation Authority (STA), the Sonoma County Transportation Authority (SCTA) and the Transportation Authority of Marin (TAM), (collectively referred to as the Parties or individually as a Party).

**RECITALS**

- A. The Parties entered into a Memorandum of Understanding ("MOU") on December 1, 2015 to define how the four agencies will work together in cooperation to successfully promote and expedite the delivery of improvements in the SR 37 Corridor to address the threat of sea level rise, traffic congestion, transit options and recreational activities.
- B. In furtherance of the purpose of that MOU, the Parties now wish to retain the services of a consultant with expertise to assist in the preparation of a SR 37 Corridor Financial Opportunities Analysis.
- C. The Parties have requested that STA enter into an agreement with a consultant, on their mutual behalf, to serve as a financial advisory resource and are willing to share in associated costs, and under the terms described below.

**AGREEMENT**

The Parties agree as follows:

**1. SCOPE OF WORK**

The proposed scope of work for the SR 37 Financial Opportunities Analysis is attached as Attachment A and, by this reference, is made an integral part of this Agreement.

**2. STA RESPONSIBILITIES**

- A. STA shall prepare and negotiate an agreement with a consultant to provide financial analysis consulting services for the Parties in an amount not to exceed \$85,000.
- B. STA shall act as liaison with the consultant and provide any necessary project management, direction and coordination.
- C. STA will solicit comments from participant agencies on the scope of the agreement and draft documents.
- C. STA shall provide the Parties with a written accounting of all expenditures upon completion of the work identified in Attachment A. Should the work be completed for less than \$85,000, STA shall return a proportionate share based on each Party's initial contribution, unless otherwise agreed to by the Parties.

- D. STA shall maintain complete and accurate records of all associated transactions in compliance with generally accepted accounting principles as promulgated by the American Institute of Certified Public Accountants and the Governmental Accounting Standards Board. Such records shall be available to each Party upon reasonable notice for inspection and analysis during business hours.

### 3. **PARTICIPANT RESPONSIBILITIES**

- A. Within thirty (30) calendar days of invoicing for work performed under this Agreement, including any progress payments. Each Party shall pay up to their respective share to STA to cover its anticipated pro-rata share of contract costs and expenses as follows:

NVTA	\$15,000
TAM	\$20,000
SCTA	\$20,000
STA	<u>\$30,000</u>
Total:	\$85,000

- B. STA will provide any changes to the scope or draft documents to participant agencies and comments will be provided within 14 days of receipt.

### 4. **ADDITIONAL REQUIREMENTS**

- A. Authority to Amend Agreement: This Agreement may be modified or amended only in writing and with the prior written consent of all parties.
- B. 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 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 shall remain in full force and effect and shall in no way be affected, impaired, or invalidated.
- C. 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.
- D. Applicable Law and Forum: This Agreement shall be construed and interpreted according to the substantive law of the State of California.
- E. Compliance with laws: STA shall observe and comply with all applicable federal, State and local laws, ordinances, and codes, including, without limitation, all laws applicable to municipal corporations.
- F. Time of Essence: Time is and shall be of the essence of this Agreement and every provision.
- G. Entire Agreement: This Agreement is the entire Agreement between the Parties.

H. Notices: Any notice required or authorized by this Agreement shall be in writing and shall be delivered to the Executive Director of each Party.

5. **TERMINATION**

Any Party may terminate its participation in this Agreement by giving sixty (60) days advance written notice to all other parties of its intent to terminate its participation in this Agreement. Termination shall not relieve the Party of its obligation to pay costs and expenses related to the consultant contract or otherwise allocated prior to the effective date of the termination.

The Parties have executed this Funding Agreement as of the last date written below.

Executive Director	Date	Executive Director	Date
Napa Valley Transportation Authority		Solano Transportation Authority	

Executive Director	Date	Executive Director	Date
Sonoma County Transportation Authority		Transportation Authority of Marin	

Approved as to Form:

\_\_\_\_\_  
SCTA Counsel

## Attachment A

## State Route 37 Corridor Financial Opportunities Analysis Basic Scope of Work

(To Be Finalized with Selected Consultant)

### Scope of Work

---

**TASK 1. Background:** Review existing studies and reports associated with the Project and become knowledgeable of the corridor characteristics, relevant traffic data and potential corridor improvements.

**Deliverable:** Report summarizing documents/data reviewed with brief descriptions of the information's relevance/contribution to the overall financial analysis.

**TASK 2. Case Studies:** Evaluate relevant precedent transactions/example projects on tolling, express lanes, and transportation facility privatization in the United States (with at least one or two examples from the State of California) highlighting:

- i. Special Legislation
- ii. Administration/ Governance
- iii. Capital costs and operating costs
- iv. Revenues and tolling
- v. Commercial structure
- vi. Funding and financing structure
- vii. Market lessons associated with the examples
- viii. Common themes with the case study and the SR 37 Corridor

**Deliverable:** 4 case studies with similar characteristics as the SR 37 Corridor.

**TASK 3. Decision Making Finance Toolbox:** Develop finance toolbox for the purposes of informing decision making with regard to the financing decision recommendations. The toolbox should take into consideration that there are 3 corridor segments with differing needs/challenges and possible funding options for each. And as such, the toolbox should include how a hybrid funding approach may be utilized effectively.

A workshop style format will be utilized with the SR 37 Policy Committee to kick off the development of the Toolbox. The Toolbox will include public private partnerships (P3), full privatization, and public financing options. The Toolbox will also include a recommendation of delivery documents needed to make decisions.

Consultant to provide an initial list of financial project delivery options for the purposes of developing a project profile, along with the advantages and disadvantages, for each option that

could be available for the Project based on market precedents, including associated risks for these options. The Task deliverable is a decision path tree, with information that must be acquired and used as the basis of the decisions that is detailed through all steps of constructing and operating improved SR 37 facility.

**Deliverable:** SR 37 Decision Making Finance Toolbox

**TASK 4. Toll Revenue Forecast:** Develop preliminary toll revenue estimate and revenue forecast for the SR 37 Corridor based on similar toll pricing structures in the Bay Area and existing and forecasted corridor traffic conditions. Two scenarios to be analyzed are 1 of 2 lanes tolled or entire facility tolled. The Solano Napa Activity Based Traffic Model screen line traffic data at Mare Island, SR 121 and Lakeville Hwy will be provided for the following years: 2010, 2015, and 2040.

**Deliverable:** Toll Revenue Forecast Report

**TASK 5. Meeting Attendance:** Report on study progress, findings and act in a resource capacity to the SR 37 Policy Committee and attend at least 3 or more meetings (to be negotiated with selected consultant) as the corridor Finance Advisor to the Policy Committee, SR 37 Executive Steering Committee and Project Leadership Team.

**Deliverable:** Summary of committee comments and responses after each meeting with follow up items noted.

**TASK 6. State Route 37 Corridor Financial Opportunities Analysis Final Report:** Develop a draft State Route 37 Corridor Financial Opportunities Analysis for final comments before finalizing the report.

**Deliverable:** State Route 37 Corridor Financial Opportunities Analysis Final Report

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## Staff Report

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

**From:** Suzanne Smith, Executive Director

**Item:** 4.4.1 – consider endorsement of Measure AA, a Bay Area parcel tax related to bay restoration

**Date:** March 14, 2015

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**Issue:**

Shall the SCTA/RCPA consider endorsing Measure AA on the June 2016 ballot in Sonoma County?

**Background:**

San Francisco Bay Restoration Authority (SFBRA) voted to place the San Francisco Bay Clean Water, Pollution Prevention, and Habitat Restoration Program, known as the “Clean and Healthy Bay Ballot Measure,” on the June 2016 ballot in all nine Bay Area counties. The measure would raise \$500 million over 20 years to fund Bay restoration and flood protection projects.

The measure seeks to improve the San Francisco Bay for people and wildlife, while strengthening the economy and preparation for climate change. Through an annual levy of \$12 per parcel for 20 years, Measure AA proposes to restore thousands of acres of tidal marsh in order to:

- Reduce trash, pollution and harmful toxins in the Bay;
- Improve water quality;
- Restore habitat for fish, birds and wildlife;
- Protect communities from floods; and
- Increase shoreline public access.

Projects would be prioritized based on their positive impact on the San Francisco Bay as a whole, with provisions to ensure that projects would be funded in each of the Bay Area’s nine counties. Half of the funds would be allocated geographically among the North Bay, the East Bay, the South Bay, and the West Bay proportional to the size of their populations, and the remainder would be allocated without regard to county. Proceeds would be used solely for supporting the programs and priorities set forth in the measure and would be spent exclusively for projects in the nine counties comprising the authority, with administrative expenditures limited to no more than 5% of the measure’s revenue. An Independent Citizens Oversight Committee shall also be appointed to oversee and report annually on the Authority’s conformance with the Measure.

The measure commits \$45M of parcel tax receipts over 20 years to the North Bay counties of Sonoma, Marin, Napa and Solano. Sonoma County, with almost half of the North Bay’s population and a large number of eligible projects already in progress, could also compete well for the regionally administered funds.

**Policy Impacts:**

SCTA/RCPA can and has endorsed ballot measures. Bay restoration efforts align with RCPA adaptation goals and with SCTA improvement efforts related to the Route 37 corridor.

**Fiscal Impacts:**

No fiscal impact to SCTA/RCPA directly.

**Staff Recommendation:**

Consider endorsing Measure AA as both SCTA and RCPA.



# The San Francisco Bay Restoration Authority

Safe, Clean Water, Pollution Prevention, Habitat Restoration, Flood Protection and Shoreline Access for the San Francisco Bay

## Protecting and Restoring the San Francisco Bay

San Francisco Bay is a part of all our lives – whether we live along the Bay; work there; walk, jog, or visit parks along its shores; or simply appreciate it as we drive over a bridge. Over the last century, we have had a massive impact on the Bay with landfill and toxic pollution. If we want our children and grandchildren to inherit a clean and healthy San Francisco Bay – one that will be part of their lives the way it is part of ours – we need to act now to clean up and restore it.

The San Francisco Bay Restoration Authority was created in 2008 to lead this effort to restore wildlife habitat, reduce pollution, protect shoreline communities from flooding, and increase trails and public access to San Francisco Bay. This work will help protect the Bay's wildlife, provide recreational opportunities, and keep shoreline communities safe.



## Benefits of Bay Restoration

### **Safe, Clean Water and Pollution Prevention**

- Improve water quality by reducing pollution and removing trash
- Restore wetlands that provide natural filters and remove pollution
- Restore creeks where they flow into the Bay

### **Fish, Bird and Wildlife Habitat**

- Enhance shoreline parks, open space preserves and other public lands for expanded habitat
- Protect, restore and maintain wetlands to benefit wildlife including shorebirds, waterfowl and fish

### **Natural Flood Protection**

- Provide nature-based flood protection through wetland and habitat restoration
- Build and improve levees that are a necessary part of wetland restoration activities

### **Shoreline Public Access and Recreation**

- Construct new, repair existing and/or replace deteriorating public access trails and signs
- Provide environmental education about the health of the Bay



## Next Steps

The Restoration Authority has proposed a \$12/parcel/year tax for the June 2016 ballot that will generate \$500 million for projects to restore thousands of acres of tidal marsh, making the Bay and its shoreline healthier for fish, birds, and other wildlife. The measure will appear on the ballot in all nine Bay Area counties.

**BALLOT MEASURE SUMMARY: San Francisco Bay Clean Water, Pollution Prevention and Habitat Restoration Program.**

To protect San Francisco Bay for future generations by reducing trash, pollution and harmful toxins, improving water quality, restoring habitat for fish, birds and wildlife, protecting communities from floods, and increasing shoreline public access, shall the San Francisco Bay Restoration Authority authorize a parcel tax of \$12 per year, raising approximately \$25 million annually for twenty years with independent citizen oversight, audits, and all funds staying local?

**THE SAN FRANCISCO BAY CLEAN WATER, POLLUTION PREVENTION AND HABITAT RESTORATION MEASURE**

The people of the San Francisco Bay Restoration Authority do ordain as follows:

**Section 1. Findings and Purpose.**

Over the last century, landfill and toxic pollution have had a massive impact on San Francisco Bay (sometimes referred to herein as the “Bay”). It is not too late to reverse this impact and restore the Bay for future generations. To meet that objective, in 2008, state law established the San Francisco Bay Restoration Authority (the “Authority”), to raise and allocate resources for the restoration, enhancement, protection, and enjoyment of wetlands and wildlife habitats in the San Francisco Bay and along its shoreline.

The purpose of the San Francisco Bay Clean Water, Pollution Prevention and Habitat Restoration Measure (the “Measure”) is to protect and restore San Francisco Bay to benefit future generations by reducing trash, pollution, and harmful toxins, improving water quality, restoring habitat for fish, birds, and wildlife, protecting communities from flood and increasing shoreline public access and recreational areas.

**Section 2. Funding of San Francisco Bay Clean Water, Pollution Prevention and Habitat Restoration Expenditure Plan.**

Subject to voter approval, the Authority hereby establishes a special parcel tax (the “Special Tax”) the proceeds of which shall be used solely for the purpose of supporting the programs and priorities and other purposes set forth in this Measure. The Special Tax shall be levied at a rate of twelve dollars (\$12) per parcel within the jurisdiction of the Authority, which consists of the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano and Sonoma and the City and County of San Francisco (such nine counties, collectively, the “San Francisco Bay Area”). The Special Tax shall be levied annually for a total of twenty (20) years, commencing July 1, 2017 and ending June 30, 2037.

The Special Tax shall be levied on each parcel of taxable property within the San Francisco Bay Area, and shall be collected by the tax collectors of each county (including the City and County of San Francisco) in the San Francisco Bay Area (the “Tax Collectors”) at the same time as, and along with, and will be subject to the same penalties as general, *ad valorem* taxes collected by

the Tax Collectors. The Special Tax and any penalty shall bear interest at the same rate as the rate for unpaid *ad valorem* property taxes until paid. Any Special Tax levied shall become a lien upon the properties against which taxes are assessed and collectible as herein provided. The Special Tax shall appear as a separate item on the tax bill.

All property that is otherwise exempt from *ad valorem* property taxes in any year shall also be exempt from the Special Tax in such year. The Authority shall adopt procedures that set forth any clarifications and exemptions to address unique circumstances and any procedure for claimants seeking an exemption, refund, reduction or recomputation of the Special Tax.

### **Section 3. San Francisco Bay Clean Water, Pollution Prevention and Habitat Restoration Expenditure Plan.**

The revenues from the Special Tax set forth in Section 2 above shall be used solely for the purpose of supporting programs and priorities and purposes set forth in this Measure, including the following:

#### **A. Program Descriptions**

Under this Measure, the Authority may fund projects along the Bay shorelines within the Authority's jurisdiction, which consists of the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano and Sonoma and the City and County of San Francisco. The shorelines include the shorelines of San Francisco Bay, San Pablo Bay, Carquinez Strait, Suisun Bay, and most of the Northern Contra Costa County Shoreline to the edge of the Delta Primary Zone. These projects shall advance the following programs:

##### **1. Safe, Clean Water and Pollution Prevention Program**

The purpose of this program to be funded under the Measure is to remove pollution, trash and harmful toxins from the Bay in order to provide clean water for fish, birds, wildlife, and people.

- a. Improve water quality by reducing pollution and engaging in restoration activities, protecting public health and making fish and wildlife healthier.
- b. Reduce pollution levels through shoreline cleanup and trash removal from the Bay.
- c. Restore wetlands that provide natural filters and remove pollution from the Bay's water.
- d. Clean and enhance creek outlets where they flow into the Bay.

##### **2. Vital Fish, Bird and Wildlife Habitat Program**

The purpose of this program to be funded under the Measure is to significantly improve wildlife habitat that will support and increase vital populations of fish, birds, and other wildlife in and around the Bay.

- a. Enhance the San Francisco Bay National Wildlife Refuge, shoreline parks and open space preserves, and other protected lands in and around the Bay, providing expanded and improved habitat for fish, birds and mammals.
- b. Protect and restore wetlands and other Bay and shoreline habitats to benefit wildlife, including shorebirds, waterfowl and fish.
- c. Provide for stewardship, maintenance and monitoring of habitat restoration projects in and around the Bay, to ensure their ongoing benefits to wildlife and people.

### **3. Integrated Flood Protection Program**

The purpose of this program to be funded under the Measure is to use natural habitats to protect communities along the Bay's shoreline from the risks of severe coastal flooding caused by storms and high water levels.

- a. Provide nature-based flood protection through wetland and habitat restoration along the Bay's edge and at creek outlets that flow to the Bay.
- b. Build and/or improve flood protection levees that are a necessary part of wetland restoration activities, to protect existing shoreline communities, agriculture, and infrastructure.

### **4. Shoreline Public Access Program**

The purpose of this program to be funded under the Measure is to enhance the quality of life of Bay Area residents, including those with disabilities, through safer and improved public access, as part of and compatible with wildlife habitat restoration projects in and around the Bay.

- a. Construct new, repair existing and/or replace deteriorating public access trails, signs, and related facilities along the shoreline and manage these public access facilities.
- b. Provide interpretive materials and special outreach events about pollution prevention, wildlife habitat, public access, and flood protection, to protect the Bay's health and encourage community engagement.

## **B. Additional Allocation Criteria and Community Benefits**

1. The Authority shall ensure that the Measure's revenue is spent in the most efficient and effective manner, consistent with the public interest and in compliance with existing law. The Authority shall give priority to projects that:
  - a. Have the greatest positive impact on the Bay as a whole, in terms of clean water, wildlife habitat and beneficial use to Bay Area residents.
  - b. Have the greatest long-term impact on the Bay, to benefit future generations.
  - c. Provide for geographic distribution across the region and ensure that there are projects funded in each of the nine counties in the San Francisco Bay Area over the life of the Measure.
  - d. Increase impact value by leveraging state and federal resources and public/private partnerships.
  - e. Benefit economically disadvantaged communities.
  - f. Benefit the region's economy, including local workforce development, employment opportunities for Bay Area residents, and nature-based flood protection for critical infrastructure and existing shoreline communities.
  - g. Work with local organizations and businesses to engage youth and young adults and assist them in gaining skills related to natural resource protection.
  - h. Incorporate monitoring, maintenance and stewardship to develop the most efficient and effective strategies for restoration and achievement of intended benefits.
  - i. Meet the selection criteria of the Coastal Conservancy's San Francisco Bay Area Conservancy Program and are consistent with the San Francisco Bay Conservation and Development Commission's coastal management program and with the San Francisco Bay Joint Venture's implementation strategy.

2. The Authority shall ensure that 50% of the total net revenue generated during the 20-year term of the Special Tax is allocated to the four Bay Area regions, defined as the North Bay (Sonoma, Marin, Napa and Solano Counties), East Bay (Alameda and Contra Costa Counties), West Bay (City and County of San Francisco and San Mateo County) and South Bay (Santa Clara County) in proportion to each region's share of the Bay Area's population, as determined in the 2010 census, and consistent with the priorities set forth in this section. As a result, each region will receive the following minimum percentage of total net revenue generated during the 20-year term of the Special Tax: North Bay: 9%, East Bay: 18%, West Bay: 11%, South Bay: 12%. The remaining revenue shall be allocated consistent with all other provisions of this Measure.
3. The Authority shall conduct one or more public meetings annually to gain public input on selection of projects under this Measure. All actions, including decisions about selecting projects for funding, will be made by the Authority in public meetings with advance notice and with meeting materials made available in advance to the public.
4. The Authority may accumulate revenue over multiple years so that sufficient funding is available for larger and long-term projects. All interest income shall be used solely to support programs and priorities set forth in this Measure.
5. No Special Tax proceeds shall be used for campaign advocacy.
6. No more than 5% of the Special Tax proceeds generated in any given fiscal year may be used by the Authority for general government purposes in such fiscal year, including to administer the projects funded under this Measure. Any unused funds may be carried over for use in subsequent fiscal years.
7. The Authority shall have the right, power and authority to pledge Special Tax proceeds to the payment of bonds of the Authority or another public agency (including, but not limited to, a joint powers authority created pursuant to Article 1 of the Joint Exercise of Powers Act (Government Code Section 6500 et seq.)), and use Special Tax proceeds to pay debt service on such bonds and the costs of issuance related thereto.

**C. Accountability and Oversight**

In order to ensure accountability, transparency and public oversight of funds collected and allocated under this Measure and comply with State law, all of the following shall apply:

1. The specific purpose of the Special Tax shall be to support only programs and priorities and other purposes listed in this Measure. The Special Tax proceeds shall be applied only for specific purposes of this Measure and shall be spent only in accordance with the procedures and limitations set forth in this Measure.
2. A separate account shall be created by the Authority into which all Special Tax proceeds must be deposited. The Authority shall commission an independent annual

audit of all revenues deposited in, and all expenditures made from, the separate account and publish annual financial statements.

3. All Special Tax revenue, except as set forth in Section 3.B.6 above, shall be spent on projects for the benefit of the San Francisco Bay Area, and shall not be taken by the State.
4. The Authority shall prepare annual written reports showing (i) the amount of funds collected and expended from Special Tax proceeds and (ii) the status of any projects or programs required or authorized to be funded from the proceeds of the Special Tax, as identified above. The report shall comply with Government Code section 50075.3, be posted on the Authority's website, and be submitted to the Bay Restoration Advisory Committee, established pursuant to Government Code section 66703.7 (the "Advisory Committee"), for review and comment.
5. The Advisory Committee shall provide advice to the Authority on all aspects of its activities under this Measure to ensure maximum benefit, value, and transparency. Advisory Committee meetings will be announced in advance and will be open to the public. The responsibilities of the Advisory Committee shall include, but shall not be limited to: (a) advising the Authority about implementation of this Measure; and (b) making recommendations regarding expenditure priorities under this Measure.
6. The Authority shall appoint six members of the public to an Independent Citizens Oversight Committee that shall: (a) annually review the Authority's conformance with the Measure; (b) review the Authority's audits and expenditure and financial reports; and (c) publish an annual report of its findings, which shall be posted on the Authority's website. The six members shall include residents of the North Bay, East Bay, West Bay, and South Bay, as defined in Government Code 66703(a), who are experts in water quality, pollution reduction, habitat restoration, flood protection, improvement of public access to the Bay, or financing of these objectives. No person may serve on the Independent Citizens Oversight Committee who (a) is an elected official or government employee, or (b) has had or could have a financial interest in decisions of the Authority as defined by Government Code section 87103 and the Fair Political Practices Commission.

#### **Section 4. Establishment of Appropriation Limit.**

Pursuant to Article XIII-B of the California Constitution and section 66704.05(b)(2) of the Government Code, the appropriation limit of the Authority shall be set by the total revenues actually received by the Authority from the proceeds of the Special Tax levied in fiscal year 2017-18, as adjusted each fiscal year thereafter for the estimated change in the cost of living, population and number of parcels on which the Special Tax is levied (such estimate to be determined by the Governing Body of the Authority and be conclusive for all purposes after made). The appropriation limit may be further adjusted by any other changes that may be permitted or required by Article XIII-B of the California Constitution.

**Section 5. Amendments and Severability.**

- A. The Governing Board of the Authority shall be empowered to amend this Measure by majority vote of its members to further the purposes of this Measure, to conform the provisions of this Measure to applicable State law, to modify the methods of levy and collection of the Special Tax, or to assign the duties of public officials under this Measure.
  
- B. If any part of this Measure is held to be invalid for any reason, such decision shall not affect the remaining portions of this Measure and the voters declare that they would have passed the remainder of this Measure as if such invalid portion were not included.

## Staff Report

**To:** Sonoma County Transportation Authority  
**From:** Brant Arthur, Community Affairs Specialist  
**Item:** 4.4.2 – New web site and SCTA/RCPA brand identities  
**Date:** March 14, 2016

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**Issue:**

New websites have been developed for the SCTA and RCPA, along with new brand identities.

**Background:**

Following the Board's approval to release an RFP for web development services at the June 8, 2015 Board, SCTA/RCPA awarded a contract on July 10, 2015 to Mob Media. Since then, there have been a number of developments to evolve our digital tools and online identity. These include:

1. New logos for SCTA and RCPA
2. New internet domains for SCTA and RCPA
3. New websites for SCTA and RCPA, including updated content
4. Expanded capabilities for the future with more direct management ability

A new visual identity was proposed by Mob Media as part of the web development process in order to better connect with the Sonoma County communities that make up the SCTA and RCPA. Two related logos were developed, along with defined color palettes and fonts for the combined organization.



It's increasingly common for local government agencies to use domain names managed by the State of California, typically ending in 'ca.gov'. SCTA and RCPA are making the move with new domains; including new email addresses for staff that will seamlessly transition from existing addresses (@sctainfo.org) though those will continue to work. They are:

- scta.ca.gov
- rcpa.ca.gov

The new websites are more accessible to Sonoma County residents, while also hosting improved content to better engage the community at large and support the goals of the SCTA and RCPA. In

addition, the new sites are built on a flexible framework that will allow improvements to be rolled out more freely in the future.

The updated websites are now live and the new brand identities will be rolled out over the next month. Current planning projects like Climate Action 2020 and the Comprehensive Transportation Plan will benefit immediately from the improved platform.

**Policy Impacts:**

There is no policy impact associated with the recommendations.

**Fiscal Impacts:**

The completed contract for web development was \$31,725.

**Staff Recommendation:**

This report is informational only.

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## Staff Report

**To:** SCTA Board of Directors  
**From:** Suzanne Smith  
**Item:** 5.2 – Regional Agency Reports  
**Date:** March 14, 2016

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**Issue:**

Recent updates from:

- Sonoma Clean Power (SCP)
- Sonoma/Marin Area Rail Transit (SMART)
- Golden Gate Bridge, Highway and Transportation District (GGBHTD)
- Metropolitan Transportation Commission (MTC)
- Association of Bay Area Governments (ABAG)
- Bay Area Air Quality management District (BAAQMD)
- Bay Conservation and Development Commission (BCDC)
- California Councils of Governments (CALCOG)
- Self Help Counties Coalition

**Background:**

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

- MTC Executive Director's Report
  - <http://www.mtc.ca.gov/whats-happening/news/executive-directors-report>
- SMART General Manager's Report
  - [http://www2.sonomamarintrain.org/userfiles/file/February\\_2016\\_GM\\_Report\\_Final.pdf](http://www2.sonomamarintrain.org/userfiles/file/February_2016_GM_Report_Final.pdf)

**Staff Recommendation:**

This is an informational item only.

**Technical Advisory Committee  
MEETING AGENDA**

**February 25, 2016 1:30 PM**

Sonoma County Transportation Authority

**\*NOTE CHANGE IN VENUE FOR THIS MEETING ONLY\***

*Sonoma County Public Health  
625 Fifth Street  
Santa Rosa, California 95401*

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**ITEM**

1. Introductions
2. Public Comment
3. Approval of Minutes, January 28, 2016\* – **DISCUSSION / ACTION**
4. MTC/ABAG Consolidation Presentation by Management Partners (Dan Marks) – **DISCUSSION**  
"Management Partners (a local government consulting firm) has been engaged by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) to examine the policy, financial and legal issues associated with further integration, up to and including institutional merger between MTC and ABAG. The project is also to set forth specific plans, benchmarks and milestones for implementation. As part of our analysis, we are reaching out to the Congestion Management Agencies (CMAs) in each county to see if we can meet with the technical advisory committee (or other gathering of staff) from the various local cities and transportation agencies in the County and take comments back from the group on their experiences working with MTC and ABAG (especially in reference to the development of Plan Bay Area), how collaboration might be improved, and thoughts from local staff about any possible merger of the two agencies."  
**5. Measure M DISCUSSION / ACTION**
  - 5.1. Measure M Invoicing / Appropriation Status\*
  - 5.2. Measure M Strategic Plan Update Call for Projects\*
  - 5.3. Maintenance of Effort\*\*
6. Regional Information Update – **DISCUSSION**
  - 6.1. MTC Memorandum: Regional Pavement Conditions Summary Report\*
  - 6.2. MTC Memorandum: OBAG 2 Update\*
  - 6.3. MTC Plan Bay Area Needs Assessment Update: *Participation in the needs assessment is mandatory to remain eligible for regional funding. Completion of all the requested data is imperative for accurate results.* ([http://apps.mtc.ca.gov/meeting\\_packet\\_documents/agenda\\_2474/FINAL\\_LSRWG\\_Feb\\_11\\_16\\_Pkt.pdf](http://apps.mtc.ca.gov/meeting_packet_documents/agenda_2474/FINAL_LSRWG_Feb_11_16_Pkt.pdf) , page 60)
7. Rail Update – **DISCUSSION**
8. Draft SCTA Board Meeting Agenda: March 14, 2016\*\*
9. Other Business / Comments / Announcements - **DISCUSSION**
10. Adjourn - **ACTION**

\*Materials attached.

\*\*Materials to be handed out at meeting/distributed separately

Page 1 of 2

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The next **SCTA** meeting will be held March 14 2016  
The next **TAC** meeting will be held on March 24, 2016





## SCTA Citizens Advisory Committee

### MEETING AGENDA

**February 29, 2016 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 January 25, 2015\* - ACTION
4. Measure M – DISCUSSION/ACTION
  - a. Report on Measure M projects – Sonoma County Regional Parks presentation
  - b. Measure M Financial Reports\*
  - c. Measure M 2016 Bond Disclosure Reports\*
5. Update on California road charge pilot\*
6. Highway Updates – DISCUSSION
7. Announcements
8. Adjourn

The next **SCTA/RCPA** meeting will be March 14, 2016  
The next **CAC** meeting will be March 28, 2016

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.



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## Planning Directors/Planning Advisory Committee

### MEETING AGENDA

*Thursday, February 18, 2015, 9:30 a.m.*

*Sonoma County Transportation Authority*

SCTA Large Conference Room

Phone participation: (707) 565-3433

#### ITEM

1. Introductions
2. Public Comment
3. Administrative
  - 3.1. Approval of the agenda – changes, additional discussion items- ACTION
  - 3.2. Review Meeting Notes from Dec 10, 2015\* – ACTION
  - 3.3. Notice of Officer elections – to be held at the first meeting of the year
4. Round table members discussion
5. Senate Bill 743 – CEQA, Alternatives to LOS in Transportation Analysis, Feb. 2016 Update\*
6. Regional Update – MTC/ABAG merger, facilitated discussion on Feb 25 at 1:30 with the TAC
7. Medical Marijuana regulations questionnaire\* -Amy Lyle, Sonoma County Permit & Resource Mgt. Dept.
8. Moving Forward 2040 – SCTAs Comprehensive Transportation Plan update
9. Other Business /Next agenda
10. Adjourn

\*Attachment

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The next **S C T A** meeting will be held **March 8, 2016**  
The next **Planning Directors/PAC** meeting will be held **March 17, 2016**

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## Transit - Technical Advisory Committee

### MEETING AGENDA

**March 9, 2016 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: February 10, 2016 – **DISCUSSION / ACTION\***
3. Measure M expenditure report to the Citizens Advisory Committee (CAC) - Discussion
4. Plan Bay Area, Public Transit State of Good Repair Performance Assessment – Discussion\*
5. Coordinated Claim FY17 – **DISCUSSION / ACTION\*\***
6. FTA Section 5310 Program – Administrative Option – Discussion\*
7. Transit Operator Updates
8. Clipper Update, if available – Discussion
9. Other Business / Comments / Announcements
10. Adjourn – **ACTION**

\*Materials attached

\*\*Materials to be handed out

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The next **SCTA** meeting will be held March 14, 2016  
The next **T-TAC** meeting will be held April 13, 2016

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