



BOARD OF DIRECTORS AGENDA PACKET

**Monday, May 9, 2016
2:30 p.m.**

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

BOARD OF DIRECTORS AGENDA

May 9, 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. **Shift** – amendment to consultant services agreement with Nelson Nygaard for Shift Sonoma County planning efforts (ACTION)*
 - 3.2. **Measure M** – Hwy 101 Marin Sonoma Narrows URS contract SCTA08014-A9 (ACTION)*
 - 3.3. **Measure M** – appropriation request from Department of Health Services for Safe Route to Schools (ACTION)*
 - B. **RCPA Items**
 - 3.4. **CA2020** – amendment to consultant service agreement with Pete Parkinson (ACTION)*
 - C. **SCTA/RCPA Concurrent Items**
 - 3.5. **Admin** – Minutes of the April 11, 2016 meeting (ACTION)*
4. **Regular Calendar**
 - A. **RCPA Items**
 - 4.1. RCPA Projects
 - 4.1.1. **Funding** – carbon reduction fund concept paper (ACTION)*
 - B. **SCTA Items**
 - 4.2. SCTA Projects and Programming
 - 4.2.1. **Bike/Ped** – update from Department of Health Services on Safe Routes to School program (REPORT)*
 - 4.2.2. **Bike/Ped** – FY16/17 Transportation Development Act, Article 3 program of projects (ACTION)*
 - 4.2.3. **Alternative modes** – FY16/17 Transportation Fund for Clean Air program of projects (ACTION)*
 - 4.2.4. **OBAG2** – One Bay Area Grant Cycle 2 (OBAG2) draft application & process (ACTION)*
 - 4.2.5. **Highways** – update on State Highway projects (ACTION)
 - 4.3. SCTA Planning
 - 4.3.1. **Data** – overview of disadvantaged communities data (REPORT)
 - C. **SCTA/RCPA Joint Items**

- 4.4. **Admin** – FY16/17 Preliminary Budgets
 - 4.4.1. Measure M (ACTION)*
 - 4.4.2. Transportation Fund for Clean Air (TFCA) (ACTION)*
 - 4.4.3. RCPA operations (ACTION)*
 - 4.4.4. SCTA operations (ACTION)*

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.

The next **SCTA/RCPA** meetings will be held **June 13, 2016**

Copies of the full Agenda Packet are available at <http://scta.ca.gov/meetings-and-events/board-meetings/>

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

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

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

TO REDUCE GHG EMISSIONS: Please consider carpooling or taking transit to this meeting. For more information check www.511.org, www.srcity.org/citybus, www.sctransit.com or <https://carmacarpool.com/sfbay>

Staff Report

To: SCTA Board of Directors
From: Suzanne Smith, Executive Director
Item: 3.1 – Contract Amendments for Shift Sonoma County Plan
Date: May 9, 2016

Issue:

Shall the Board authorize staff to execute the attached contract Amendment for consulting services in support of the Shift Sonoma County Transportation Action Plan (Shift)?

Background:

The SCTA and RCPA were awarded a grant from the Strategic Growth Council to develop a plan for increased use of low carbon transportation options, under a project called Shift Sonoma County (see Item 4.1.5).

Nelson Nygaard was retained to support the development of recommendations and feasibility studies related to transportation mode shift, including bike share, care share, and transportation demand management programs.

The Amendment would extend the term of the agreement with Nelson Nygaard for consulting services related to the Mode Shift elements of the Shift Sonoma County Plan, which has advanced more slowly than anticipated due primarily to SCTA and RCPA staff focus on completing Climate Action 2020 and the Comprehensive Transportation Plan Update. The term of the agreement between the SCTA and the SGC to complete the Shift project ends on December 31, 2017, however the target for project completion is the end of calendar year 2016 in order to inform implementation and grant applications.

The Amendment would also update billing rates for consulting staff to reflect current rates.

Policy Impacts:

None

Fiscal Impacts:

Budget for consulting services on the Shift project would be carried into Fiscal Year 16-17 but the consultant budget remains unchanged.

Staff Recommendation:

That the Board authorize staff to execute the Amendment to Agreement SCTA 15012.

**FIRST AMENDMENT TO
AGREEMENT FOR TRANSPORTATION MODE SHIFT PLAN
NELSON NYGAARD (CONSULTANT) AND SONOMA COUNTY TRANSPORTATION AUTHORITY (SCTA)**

The Agreement for the Consulting Services in Drafting a Transportation Mode Shift Plan (Agreement) between Nelson Nygaard (Consultant) and Sonoma County Transportation Authority (SCTA) is hereby amended as follows:

- A. Section 3, Term of Agreement, is amended to extend the term to December 31, 2016.
- B. Billing rates for consultant staff time in Exhibit A are replaced by those in the attached billing rate schedule (Attachment I).
- C. The Amendment is effective May 9, 2016.

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

Dated: _____

Suzanne Smith, Executive Director SCTA

Dated: _____

Authorized Representative, Nelson Nygaard

Approved as to form:

Cory O'Donnell, Legal Counsel, SCTA

Attachment I

Billing Rates for Exhibit A:

	Total Billing Rate
Principal 4	\$210.00
Principal 3	\$195.00
Senior Associate 2	\$161.00
Senior Associate 1	\$145.00
Associate 4	\$130.00
Associate 3	\$110.00
Associate 2	\$95.00
Associate 1	\$80.00
GIS Services	\$150.00
Jr. GIS Analyst	\$95.00
Intern	\$60.00
Creative Services	\$130.00

Staff Report

To: Sonoma County Transportation Authority
From: James R. Cameron, Director of Projects & Programming
Item: 3.2 – Highway 101 - Marin Sonoma Narrows URS Contract SCTA08014-A9
Date: May 9, 2016

Issue:

Shall the Board approve proposed URS Contract Amendment SCTA08014-A9 for additional design services during construction (DSDC) needed to complete the Highway 101 Marin Sonoma Narrows (MSN) Contract B2?

Background:

SCTA entered into Contract SCTA08014 with URS Corporation to prepare the Plans, Specifications and Estimates (PS&E) for the MSN Contract B2 (Petaluma Boulevard South Interchange and Petaluma River Bridge). MSN Contract B2 is under construction and URS Corporation remains under contract to SCTA to provide DSDC. URS Corporation's engineers attend the weekly construction meetings, answer questions from construction staff and contractors, assist in preparing contract change orders, and prepare the as-built drawings for the projects. These services are provided on an as-needed basis, are paid based on actual time & material expended, and are considered essential in ensuring the smooth delivery of the contracts.

URS Corporation services are expected to exceed budget due to various factors. The contract includes a new interchange, several new bridges, a bridge widening, utility relocations during construction, new frontage roads, railroad coordination, slide repair, bio-swale revisions including resource agency coordination and complex staging issues with adjoining contracts. URS has been needed to analyze proposed changes to the Petaluma River bridge design, proposed changes to staging, and coordination with utility companies and property owners, which exceed what would have been normally expected. Currently, Contract SCTA08014 provides a budget of \$1,898K (MSN-B2) in Measure M and State funds for DSDC. Based on current expenditures and future projections, it is anticipated that URS Corporation will need approximately \$335K in additional budget to provide these services through contract completion.

Currently there are State funds available of up to \$170K. Although this is \$165K short of the estimated \$335K needed to complete design services during construction for this contract, it will keep the project on schedule and closer to completion. Depending on the future split of work between Caltrans staff and URS Staff a future amendment 10 maybe needed to finalize this project.

Policy Impacts:

None, the proposed programming complies with existing policies.

Fiscal Impacts:

This funding is from State sources therefore there are no new no new financial impacts on Measure M.

Staff Recommendation:

Staff recommends the Board authorize the Chair to execute the attached Amendment No. 9 to Contract SCTA08014 increasing the budget for design services during construction by \$170,000, in substantially similar form as provided for in the attachment, subject to the final review and approval by legal counsel.

**AMENDMENT NUMBER 9 TO
AGREEMENT FOR PS&E CONSULTANT SERVICES**

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

RECITALS

WHEREAS, SCTA and CONSULTANT entered into Contract Number SCTA08014 for CONSULTANT to provide design services for MSN Project B2 in Sonoma County; and

WHEREAS, Contract Number SCTA08014 included a budget by work task (EXHBIT C-1); and

WHEREAS, SCTA and CONSULTANT entered into Amendments 1 through 8 to Contract Number SCTA08014 to adjust compensation for changes in the Project's Scope of Services and to update the Project's Schedule; and,

WHEREAS, in the judgment of SCTA's Board of Directors it is necessary and desirable to add compensation necessary for the continuation of design services during construction.

OPERATIVE PROVISIONS

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

1. Amendment 8 to Exhibit C-1, URS Budget by Work Task, of Agreement SCTA08014 is hereby replaced in its entirety with Amendment 9 to Exhibit C-1, URS Budget by Work Task.

2. Provision 2.1, Payment for Consultant Services, of Agreement SCTA08014-A8 is hereby replaced in its entirety by the following amended Provision 2.1:

PAYMENT FOR CONSULTANT'S SERVICES: For all services required hereunder (including without limitation, all tools, equipment, labor, supplies, subcontracts, subconsultants, supervision, and materials), CONSULTANT shall be paid for salary expenses in accordance with the hourly rates specified in Exhibit C, attached hereto and incorporated herein by this reference, and for non-salary expenses in accordance with paragraph 2.2. Consultant shall be paid on a time and material basis in accordance with Exhibit C and paragraphs 2.2 and 2.3, provided, however, that Consultant agrees to perform all services described in this Agreement for an amount not to exceed Six million four hundred and sixty one thousand dollars

(\$6,461,000.00). The hourly rates specified in Exhibit C shall cover all salary-related costs, including, without limitation, salary, fringe benefits, overhead, and profit. CONSULTANT may request its hourly rates be increased by a percentage amount not to exceed actual percentage raise given to employees annually. Such request must be made at least 30 days prior to requested new rate effective date and not more often than once a year beginning with the second year of service.

3. Provision 3, Term, of Agreement SCTA08014 is hereby replaced in its entirety by the following amended Provision 3:

TERM OF AGREEMENT: The term of this Agreement shall be ninety (102) months from the date of execution of the original contract by SCTA unless terminated earlier in accordance with the provisions of provision 4 of the original agreement.

4. Except to the extent the Agreement is specifically amended or supplemented hereby, together with exhibits and schedules is, and shall continue to be, in full force and effect as originally executed, and nothing contained herein shall be construed to modify, invalidate or otherwise affect any provision of the Agreement or any right of SCTA arising there under.

5. CONSULTANT warrants the person affixing his or her signature hereto is authorized to execute this agreement on behalf of CONSULTANT.

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

IN WITNESS WHEREOF, the parties hereto have executed this Amendment Number 9 to Agreement SCTA08014 as set forth below.

CONSULTANT

DATED: _____ By: _____
Consultant

SONOMA COUNTY TRANSPORTATION AUTHORITY

DATED: _____ By: _____
Chair, SCTA

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

DATED: _____ By: _____
Suzanne Smith, Executive Director, SCTA

APPROVED AS TO FORM:

DATED: _____ By: _____
SCTA Counsel

EXHIBIT C-1, AMENDMENT 9
URS BUDGET BY WORK TASK

	Work Task	URS Budget
3	Individual Project Management Project Administration, Agency/Subconsultant Coordination, Meetings, QA/QC, Project Files/Distribution, Budget and Schedule Control, Invoices/Progress Reports	\$ 390,000
5	Corridor PLT & ESC Facilitator Provide PIO & ESC Facilitator	\$ 8,000
6	Roadway Design (Engineer of Record) Title, Location Map, Typical Cross Section, Construction Staking Survey Control Sheet, R/W Requirements Maps, Key Map and Line Index, Layout, Profile and Superelevation Diagram, Construction Details, Contour Grading, Summary of Quantities, Miscellaneous Plans and Details, Details and Quantities, Cross Sections, Design Report, Design Checklist (DIB 78), Design Fact Sheets, Pavement Life Cycle Cost Analysis, Value Analysis Study, Constructability Review, Bidability Review, Bridge Site Submittals, Construction Cost Estimate (Civil), RE File (Civil), Value Analysis Study, Construction Schedule, Construction Cost Estimate (Independent Check), Roadway Design Services During Construction, Reproduction/Communication, Other Costs (Travel, Photos, etc.)	\$ 2,296,000
7	Survey Field Surveys (topo and conforms), Field Survey (R/W and utilities), Bathometric Survey under Pet River Bridge, Subsurface investigation Piers 4 and 5.	\$ 25,000
8	Drainage Drainage Plans, Drainage Profiles, Edge Drain Plans and Details, Drainage Details, Drainage Quantities, Drainage SSPs, Drainage Report, SWDR	\$ 205,000
10	Utility (Project Specific) Pothole, Utility Coordination, Longitudinal Encroachment Exception, Utility Plan, Utility Details.	\$ 480,000
11	Erosion Control Erosion Control Plans & Details	\$ 30,000
12	Traffic Handling and Staging Construction area signs, Stage Construction/Traffic Handling Plans	\$ 125,000
13	Signs and Pavement Delineation Sign Plan, Details, and Quantities, Pavement Delineation Plans, Pavement Delineation Details, and Quantities	\$ 140,000
14	Retaining Walls District Retaining Wall Plan & Profile, Retaining Wall Details and Quantities	\$ 110,000
16	Landscape Planting Plans, Irrigation Plans and Details, Hard Scape Details	\$ 30,000
17	Electrical Lighting Plans and Details (Electroliers & Signs), Signal Plans & Details, TOS Plans and Details, Miscellaneous Electrical Plans and Details	\$ 135,000
20	Geotechnical Bridge Foundation Reports, Geotechnical Design Report, Retaining Wall LOTBs, Bridge Log of Test Boring, Drilling and Sampling, Laboratory Testing, Deep boring sampling at proposed piers 3 and 4, and subsurface investigation, existing piers 4 and 5.	\$ 75,000
22	Traffic Management (Project Specific) TMP, Prepare Lane Closure Report, Additional Traffic Studies	\$ 42,000
23	Hazardous Waste (ADL, ACM, Gasoline/Diesel) Soil Investigation Report - Haz Waste	\$ 88,000
24	R/W R/W Appraisal Four Properties	\$ 50,000
27	Environmental Permits (Individual Projects) Environmental Permits	\$ 74,000
30A	Prepare Specifications, bid documents	\$ 40,000
32	Prepare Mitigation and Monitoring Plan (MMP) for Tolay Lake Ranch	\$ 50,000
33	Design Services During construction Bid support, RFI & Submittal review, Meetings & administration, As-Builts	\$ 2,068,000
	TOTAL URS CONTRACT B2 BUDGET:	\$ 6,461,000

Staff Report

To: SCTA Board of Directors

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

Item: 3.3 – Measure M Appropriation to Sonoma County Dept. of Health Services for Safe Routes to School

Date: May 9, 2016

Issue:

Shall the Board approve an appropriation to the Safe Routes to Schools phase of the Bicycle Safety and Education Project under the Bicycle and Pedestrian Program of Measure M in the amount of \$26,000?

Background:

The SCTA adopted the *2014 Measure M Strategic Plan*, which sets forth the SCTA’s program and project implementation policies with regard to the use of funds provided under Measure M. Pursuant to the Strategic Plan and the associated cooperative funding agreements, each project sponsor must submit an appropriation request (attached) to initiate spending of Measure M funding for the fiscal year in which the funds are programmed. SCTA has received a request dated March 30, 2016 from the Sonoma County Department of Health Services requesting an appropriation for Bicycle Safety and Education. The appropriation request is for \$26,000.

Coop Funding Agreement #	Jurisdiction	Category	Description	Phase	Appropriation Amount
M71516-A1	SC-DHS	Bike/Ped	Bicycle Safety and Education	Safe Routes to School	\$26,000
TOTAL					\$26,000

Policy Impacts:

None. The appropriation is within the established policies outlined in the Measure m Strategic Plan Chapter 4, Policy 7.

Fiscal Impacts:

None. Consistent with the Strategic Plan, Measure M funds in the amount of \$26,000 will be made available to the Sonoma County Department of Health Services to implement Bicycle Safety and Education programs (AKA Safe Routes to Schools). Appropriation of these funds is consistent with the funding availability defined in the Measure M Cash Flow Model.

Staff Recommendation:

Staff recommends that the Board adopt Resolution 2016-004, thus approving the appropriation request.

Resolution No. 2016-004

Cooperative Agreement Number: M71516-A1

Project Sponsor: Sonoma County Department of Health Services

Amount: \$26,000

May 9, 2016

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA COUNTY TRANSPORTATION AUTHORITY, COUNTY OF SONOMA, STATE OF CALIFORNIA, APPROPRIATING MEASURE M FUNDS TO THE SONOMA COUNTY DEPARTMENT OF HEALTH SERVICES IN ACCORDANCE WITH COOPERATIVE FUNDING AGREEMENT NO. M71516-A1

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

WHEREAS, the Sonoma County Transportation Authority (hereinafter "Authority") and the Sonoma County Department of Health Services (hereinafter "DHS") have entered into Cooperative Funding Agreement No. 71516-A1 (hereinafter "Cooperative Agreement") regarding the Safe Routes to Schools Phase of the Bicycle Safety and Education Project (hereinafter "Project") within the Bicycle and Pedestrian Projects Program; and

WHEREAS, DHS has submitted a Request for Appropriation of Funds dated March 30, 2016 in connection with the Project pursuant to the above referenced Cooperative Agreement; and

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

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

BE IT FURTHER RESOLVED, that the Authority appropriates \$26,000 to DHS pursuant to the Cooperative Agreement to be used for the purposes set forth in Attachment A attached hereto; and

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

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

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

Resolution No. 2016-004

Cooperative Agreement Number: M71516-A1

Project Sponsor: Sonoma County Department of Health Services

Amount: \$26,000

May 9, 2016

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

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

Ayes: Noes: Absent: Abstain:

SO ORDERED

David Rabbitt, Chair

This RESOLUTION was entered into at a meeting of the Sonoma County Transportation Authority held May 9, 2016 in Santa Rosa, California

Attest: _____
Suzanne Smith, Executive Director

Attachment: "A" Use of Appropriated Funds
"B" Chronological Listing of Fund Appropriation Resolutions

**ATTACHMENT A
Use of Appropriated Funds**

**SONOMA COUNTY TRANSPORTATION AUTHORITY
RESOLUTION NO. 2016-004**

Date: May 9, 2016

Amount of Funds: \$26,000

Appropriated to: Sonoma County Department of Health Services

Program Category: Bicycle/Pedestrian Program

Specific Project: Bicycle Safety and Education

Appropriated For: Safe Routes to Schools Phase (\$26,000)

Scope of Work: Support implementation of the bicycle safety and education portion of the SRTS Program and focus on educating the public and in particular, elementary, middle and/or high school youth throughout Sonoma County. The aim of the program is to serve a geographically diverse group of schools throughout Sonoma County with a range of services based on need and available resources.

Other Conditions: None

Staff Comments: This is the third appropriation; for implementing Bicycle Safety and Education through the Safe Routes To Schools Phase.

ATTACHMENT B

Chronological Listing of Fund Appropriation Resolutions

COOPERATIVE FUNDING AGREEMENT NO. M71516-A1

Between the Sonoma County Transportation Authority

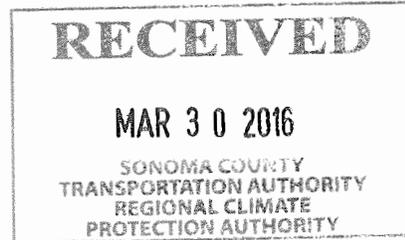
and the Sonoma County Department of Health Services

Project Number	Resolution Number	Date	Funds Appropriated	Cumulative Total
M71516	2013-025	October 14, 2013	\$36,000	\$36,000
M71516-A1	2014-026	December 8, 2014	\$42,000	\$78,000
M71516-A1	2016-004	May 9, 2016	\$26,000	\$104,000
TOTAL FUNDS APPROPRIATED				\$104,000



March 20, 2016

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



FUNDING APPROPRIATION REQUEST

PROJECT NAME: Sonoma County Safe Routes to School Program

AGREEMENT NO. M71516-A1

Dear SCTA Chair:

The County of Sonoma (the County) hereby requests that the Sonoma County Transportation Authority (SCTA) take action to appropriate funds at its next Board meeting for the Sonoma County Safe Routes to School Program.

The County has entered into a cooperative funding agreement with the SCTA (Cooperative Agreement No. M71516-A1) and is ready to begin work on the Construction Phase (non-infrastructure) of the project. Below is the specific appropriation request information.

Project Name & Description:	Sonoma County Safe Routes to School Program (SRTS Program). Measure M funds will be used to support implementation of the bicycle safety and education portion of the SRTS Program and will focus on educating the public and, in particular, elementary, middle and/or high school youth throughout Sonoma County. The goal of the program is to increase the number of children safely walking and bicycling to school; reduce traffic congestion and improve air quality around schools; and create safer, calmer streets and neighborhoods in Sonoma County.
Project Category:	Bicycle/Pedestrian Project
Phase Development Phase of this Appropriation:	Construction
Amount of Measure M Appropriate Request:	\$26,000 (for FY 2015-2016)
Amount of Local Funding Match:	\$626,169 (for FY 2015-2016)
Sources of Local Funding Match:	<ul style="list-style-type: none"> • \$548,381 (Metropolitan Transportation Commission's Surface Transportation Program) • \$37,364 (Measure M FY 2014-15 Rollover) • \$20,000 (Kaiser Permanente Northern California Region – Marin Sonoma Service Area Grant) • \$20,424 (County Realignment)
Total Project Cost:	\$652,169 (for FY 2015-2016)

The current schedule for the Sonoma County Safe Routes to School Program is as follows:

Project Development Phase	Begin	Complete
Scoping	NA	NA
Environmental	NA	NA
Right of Way	NA	NA
PS&E	NA	NA
Construction	March 12, 2015	September 30, 2017

Thank you for your consideration.

Sincerely,



Stephan Betz, Director
Department of Health Services

cc:

Staff Report

To: RCPA Board of Directors

From: Lauren Casey, Director of Climate Programs

Item: 3.4 – Contract Amendment for on-call Planning Support for Climate Action 2020

Date: May 9, 2016

Issue:

Shall the Board authorize staff to execute an Amendment to the agreement for on-call planning services with Pete Parkinson related to the development of the final Climate Action 2020 Plan and model policy toolkit?

Background:

The RCPA is working with planning staff from all ten local jurisdictions to develop a communitywide Climate Action Plan via the Climate Action 2020 project. The project is funded by a \$1,000,000 Strategic Growth Council Grant and includes budget for RCPA and member staff time, as well as for technical consultants.

Staff Working Group members were not able to devote as much time to editing and the Administrative Draft as anticipated and reallocated some SWG funding for additional support from RCPA staff and to allow for the hiring of Pete Parkinson to provide professional services in the drafting of the Public Review Draft Plan.

The project management team, including staff from the RCPA and the County's Permit and Resource Management Department (PRMD), have since identified the need to allocate some of the yet to be assigned contingency budget to the RCPA for additional support from Pete Parkinson to edit the Final Draft Plan and complete the associated model codes and policies toolkit.

The attached Amendment would increase the cap on the agreement with Mr. Parkinson by \$20,000 to an amount not to exceed \$95,000.

Policy Impacts:

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

Fiscal Impacts:

This project is funded by a Sustainable Communities Planning Grant from the Strategic Growth Council, which includes budget of \$300,000 for RCPA staff time and consultants, as reallocated by the SWG.

Staff Recommendation:

That the Board authorize staff to execute the Amendment to Agreement No. RCPA16001 for professional services related to climate action planning.

**SECOND AMENDMENT TO
PROFESSIONAL SERVICES AGREEMENT FOR ASSISTANCE WITH CLIMATE ACTION
PLANNING
- RCPA16001 -
REGIONAL CLIMATE PROTECTION AUTHORITY (RCPA) AND PETE PARKINSON (CONSULTANT)**

The professional services agreement for assistance with climate action planning (Agreement) for the purposes of supporting the development of the Climate Action 2020 Plan between the Regional Climate Protection Authority (RCPA) and Pete Parkinson (Consultant) is hereby amended as follows:

- A. Section 4.1 is amended to read: Total costs under this Agreement shall not exceed \$95,000.
- B. This Amendment is effective May 9, 2016.
- C. All other terms and conditions of the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, Consultant has duly executed this Amendment, or caused it to be duly executed, and RCPA has duly executed this Amendment, or caused it to be duly executed.

Dated: _____

Suzanne Smith, Executive Director – RCPA

Dated: _____

Pete Parkinson, Consultant

Approved as to form:

Cory O'Donnell, Legal Counsel

BOARD OF DIRECTORS MEETING

Meeting Minutes of April 11, 2016

ITEM

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

Meeting called to order at 2:31 p.m. by Chair David Rabbitt.

Directors Present: Director Rabbitt, Supervisor, Second District, Chair; Director Russell, City of Cloverdale, Vice Chair; Director Chambers, City of Healdsburg; Director Combs, City of Santa Rosa; Director Gorin, Supervisor, First District; Director Gurney, City of Sebastopol; 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: Director Gallian, City of Sonoma.

2. Public comment on items not on the regular agenda

N/A

3. Consent Calendar

A. SCTA Items

- 3.1. Admin – Personnel Policies update on health and retirement benefits (ACTION)***
- 3.2. Measure M – appropriations request from Sonoma County Bicycle Coalition for Bike Month and Safe routes to School programs (ACTION)***
- 3.3. Measure M – appropriations request from Sonoma County Regional Parks for construction of Segment 1B of the Bodega Bay Trail (ACTION)***

3.4. Measure M – contract extension for BKF for design services on Marin/Sonoma Narrows project C2 in Petaluma (ACTION)*

3.5. Measure M – cooperative agreement with Cotati for Hwy 101 landscaping (ACTION)*

3.6. Measure M – Maintenance of Effort status for FY14/15 (ACTION)*

B. SCTA/RCPA Concurrent Items

3.7. Admin – Minutes of the March 14, 2016 meeting (ACTION)*

Motion by Director Zane, seconded by Director Russell, to approve the consent calendar as presented. Motion passed unanimously (9-0-3-0, Directors Gallian, Mackenzie and Salmon absent).

4. Regular Calendar

C. SCTA Items

4.1. SCTA Projects & Programming

4.1.1. Transit – FY16/17 Coordinated Claim for transit funding (ACTION)*

Dana Turré reported that estimated funds for transit from TDA, STA, and Measure M funding sources combined are expected to be \$25.9 million.

The Coordinated Claim has been reviewed and approved by both the Technical Advisory Committee and the Transit-Paratransit Coordinating Committee and is being presented to the Board for final approval.

Motion by Director Miller, seconded by Director Coursey, to approve the Coordinated Claim as presented. Motion carried unanimously (10-0-3-0).

4.1.2. Highways – report on ramp metering

implementation
(REPORT)*

James Cameron introduced Adrian Levy, Senior Transportation Engineer with Caltrans and Kevin Chen, Senior Transportation Engineer with MTC, as well as Jon Sloat, California Highway Patrol Public Information Officer.

Mr. Cameron provided a brief history of the ramp metering project, as well as a review of recent activity and next steps, including public access to report issues and infrastructure improvements. Ramp metering was first implemented in October 2014.

Mr. Cameron referred to the After Study in the staff report, showing a time savings of approximately 16% for the mixed flow lanes.

Mr. Cameron next explained ongoing issues with Highway 12 metering and congestion, and occasions where the ramp exceeds capacity.

Mr. Cameron explained further that when ramps exceed capacity it may be attributed to the metering, but can also be caused by highway incidents (e.g., accidents).

Ongoing repair/maintenance is taking place by Caltrans. Some of this is minor, but some involves major infrastructure improvement.

The next phase of ramp metering will be from Petaluma to Novato. This is not anticipated to be implemented for at least another two years.

Board comments included queuing issues with Highway 12 and merging on to Highway 101. Suggestions included the need to work closely with Caltrans in determining the level of congestion and peak hours.

In response to Board questions regarding metering audits, Mr. Levy added that Caltrans staff checks metering on an average of once a week, morning and evening.

Mr. Levy responded to Board questions regarding the cycling rate and timing of metering, and controlling congestion, as well as impact to city streets. He explained that metering is most effective when it is in effect early, prior to congestion.

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

Mr. Cameron reported that K-Rail placement for the first phase of MSN B-3 (the San Antonio Creek Bridge at the Sonoma/Marin County Line) is nearly complete. Work on the north abutment has been delayed due to a wet and unstable grade.

On the Petaluma River Bridge and Petaluma Boulevard South interchange a tentative settlement was reached in March on pending eminent domain litigation for right-of-way for a final parcel.

The next major traffic switch of southbound traffic onto the new southbound bridge will take place on this date (April 11). Direct access to Kastania Road gas station is expected to be closed this week, tentatively April 14.

Mr. Cameron next reported on a new funding program, FASTLANE (Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies) and referred to a fact sheet itemizing MSN C-2 and B-2 Phase 2 construction and potential funding under this program. This would complete the entire Sonoma County HOV network. He explained that this would combine both the MSN C-2 and MSN B-2 projects, and pointed out where staff had identified matching funds.

The Board commended the efforts of staff in identifying and pursuing this opportunity and expressed their support.

D. RCPA Items

4.2. RCPA Projects

4.2.1. CA2020 – release of Draft Environmental Impact Report (REPORT)*

Lauren Casey reported that this document is in the 45-day comment stage. Staff is requesting the Board to have respective staff review both the Climate Action Plan and the associated EIR.

Ms. Casey pointed out that CEQA guidelines allow communities with a qualified Climate Action Plan to use consistency with that Plan as a means of streamlining review of new development.

This would only apply to projects that are implemented with the projects found in the Climate Action Plan.

The EIR is now available and has been noticed to the State Clearing House, as well as each jurisdiction, and is also available for review at the SCTA/RCPA office and online.

A public meeting is scheduled for April 20 to present the EIR.

Board comments included the need to coordinate with City Managers, and for outreach, including the Building Industry Association.

Ms. Casey reported that a booklet summarizing the Climate Action Plan will be available in draft form by the end of April.

It was also noted by the Board that it would be helpful to know what entities have been contacted by staff.

Ms. Casey briefly summarized upcoming meetings with various local agencies.

4.2.2. Outreach & Education – managing Applied Solutions at the RCPA (ACTION)*

Suzanne Smith reviewed past discussion regarding the potential transition of administrative activities from the Sonoma County Water Agency and the RCPA and introduced Grant Davis and Cordel Stillman of the Sonoma County Water Agency (SCWA).

Mr. Davis expressed his support of this transition.

Mr. Stillman presented slides reviewing the history of Applied Solutions, including past conferences, as well as current membership, which includes international membership.

Carolyn Glanton showed additional slides and cited the resources available for affiliates, which include webinars, a website, and newsletters.

Ms. Glanton reported that an average of over 100 registrants participated in the webinars. Additional slides showed the newsletter format and the website.

Ms. Glanton noted the overlap of some activities by both Applied Solutions and the RCPA and the integration of activities by both agencies, and reviewed the sample process for supported implementation of CA2020 local measures.

Ms. Glanton also summarized management of Applied Solutions at the RCPA.

Board comments included how the information from the webinars could be used; the major programs that have been launched by the RCPA; and using Applied Solutions as a means of leveraging opportunities.

Ms. Smith confirmed that this would be an opportunity to revitalize Applied Solutions.

Some concerns expressed by the Board involved funding and how duties would be prioritized between Applied Solutions and the RCPA.

Ms. Smith confirmed that the implementation of CA2020 is a priority of RCPA.

Bob Anderson of United Winegrowers commented on recent activities of the Appropriations Subcommittee in Washington, including the \$50 million Net Zero program, and the need to be prepared for opportunities.

Steve Birdlebough of the Transportation and Land Use Commission had questions regarding governance.

In response to Board comments, Ms. Glanton explained how projects would be prioritized.

Ms. Smith added that this is a collaborative and educational effort working with partners to bring funds to local government.

Motion by Director Zane, seconded by Director Gorin, to authorize staff to work on the transition of Applied Solutions to the RCPA. Motion carried unanimously.

4.2.3. Activities Report (REPORT)*

Ms. Casey reported that SB 1030 was heard and approved by the Senate Committee on Housing and Transportation on March 29 and was referred to the Senate Committee on Environmental Quality for a hearing on April 20.

Staff has been working on the Draft Environmental Impact Report for Climate Action 2020 and public review of the Plan has been released and publicized.

Staff has begun presenting the Draft Climate Action Plan to Councils and Planning Commissions throughout Sonoma County. Facebook events are also being developed to publicize these meetings and allow jurisdictions to post events and news.

An RCPA Stakeholder Advisory Group meeting was held March 30 to introduce the Draft CAP and receive comments and questions from SAG members.

Ms. Casey next reported on the meeting of the Coordination Committee, which featured a visit by Chris Jones of UC Berkeley and author of the report *A Consumption-Based Greenhouse Gas Inventory of San Francisco Bay Area Neighborhoods, Cities and Counties*. He offered to serve as an informational resource for the RCPA or members in work to incorporate consumption-based inventory data into planning and programs. Ms. Casey explained that producing zero carbon energy is one of the critical goals.

Work is continuing on the BayREN , with coordination of regional Codes and Standards trainings and forums and retrofit incentives, as well as a regional standard PACE operator agreement.

Ms. Casey announced the launch of the new website and noted that staff is making continuous improvements, adding resources and information.

Ms. Casey announced the participation of the RCPA in the 2016 Sustainable Energy Conference and presented Climate Action 2020 outreach materials.

Ms. Casey announced that the Compact of Mayors Commitment has reached out to electeds and mayors to show their activities and achievements relating to climate protection during Earth Week.

Staff has been invited to a summit in Washington, DC, sponsored by the Compact of Mayors, on climate change.

5. Reports and Announcements

5.1. Executive Committee report

The Executive Committee did not meet.

5.2. Regional agency reports*

Sonoma Clean Power: Director Landman announced the hiring of Janet McFarland as the new Director of Programs.

SMART: Director Russell reported on a presentation and discussion of a draft time table for SMART service.

Four new rail cars have been delivered.

Staff has applied for a \$38 million grant from the State Transportation Agency.

Golden Gate Bridge Highway and Transportation District: Chair Rabbitt reported that staff is investigating due diligence for a feasibility study for a possible ferry to Tiburon, replacing the Red and White Fleet. Ferry ridership is up and some boats are being refurbished. Labor and personnel issues have impacted bus service.

MTC: Director Mackenzie reported that discussions are continuing between MTC and ABAG. On April 22 the two committees of ABAG and MTC will be meeting regarding recommendations related to the merger. The MTC Legislation Committee voted for approval of the removal of the RCPA sunset provision.

ABAG: Chair Rabbitt reported that the General Assembly is scheduled for next week.

BAAQMD: Director Zane reported on increased activity of oil refinery companies. She also announced the relocation and consolidation of MTC, ABAG and BAAQMD offices.

BCDC: Director Gorin reported on the relocation of BCDC, and the possibility of video conferencing for meetings. She also announced workshops addressing bay level rise.

CALCOG: Ms. Smith announced that their annual conference took place in late March.

5.3. Advisory Committee agendas*

Included in agenda packet.

5.4. SCTA/RCPA staff report

N/A

5.5. Announcements

Director Gurney reported on attending a sustainability walking tour of a dairy farm on the Estero Americano that was led by former RCPA intern Adrianna Stagnaro.

6. Adjourn

4:40 p.m.

Staff Report

To: RCPA Board of Directors

From: Lauren Casey, Director of Climate Programs

Item: 4.1.1 – Sonoma County Carbon Reduction Fund Concept Paper

Date: May 9, 2016

Issue:

Should the Board direct staff to explore the feasibility of a local carbon reduction fund?

Background:

The Public Review Draft *Climate Action 2020 and Beyond Plan* includes goals and strategies to support the reduction of greenhouse gases (GHGs) from practices that are not, in all cases, cost effective based on current technology costs or standard investment thresholds. Even in cost effective cases, access to capital for up front costs and non-financial barriers such as incomplete information prevents residents and businesses from implementing projects.

The successful implementation of CA2020 will require considerable investment from multiple entities, and the RCPA will continue to strive to diversify and increase the amount of funding and financing tools available for GHG reduction projects.

The creation of a local Carbon Reduction Fund is a strategy that has been discussed in several local forums during the development of the draft CA2020 Plan. The intention of the Fund would be to generate revenue for local GHG reduction projects that could be used to help improve the adoption of voluntary GHG reduction strategies or allow for mitigation requirements for GHG emissions from new development to be considered in the future. The RCPA could be well suited to be create and administer such a Fund.

The attached Sonoma County Carbon Reduction Fund Concept Paper provides a draft, high level overview of how such a fund could potentially provide a mechanism for investment in local projects to reduce greenhouse gas emissions.

Policy Impacts:

The RCPA's Mission, Goals, and Objectives includes a Goal to "(7) Establish mechanisms to measure GHG emission reductions from locally administered projects and programs to ensure reductions are creditable for use in a future carbon market program."

Creating a Carbon Reduction Fund would align with regional and state efforts to generate revenue in support of best practices in forestry, agriculture, and other sectors with GHG reduction projects that are not economically viable without additional funding.

Fiscal Impacts:

There would be a cost associated with exploring the feasibility of the Fund concept in the form of limited staff time and potentially legal counsel.

Staff Recommendation:

That the Board provide direction to staff in exploring the feasibility of the attached Sonoma County Carbon Reduction Fund concept.

Sonoma County Carbon Reduction Fund

Draft Concept Paper

May 9, 2016

Purpose

The Carbon Reduction Fund would provide an opportunity for residents, businesses, visitors, and events to mitigate their greenhouse gas emissions (GHGs) by investing in local projects to reduce emissions. Many individuals and organizations may currently be participating in voluntary carbon offset programs; the purpose of the Carbon Reduction Fund would be to keep those investments in Sonoma County to facilitate local projects to reduce GHGs that need an additional financial incentive to be realized. If successful on a pilot basis, the Carbon Reduction Fund could provide a mechanism to ensure that projects that require GHG emissions mitigation can do so locally, and could relieve individual project proponents of the burden of developing ad hoc mitigation strategies.

Overview

The Fund would create a mechanism for investment in local projects to reduce greenhouse gas emissions. Individuals or organizations (buyers) could voluntarily pay into the fund to offset emissions from activities like events, air travel, business operations, or household scale consumption.

There would be no requirement for how much to invest. An estimated price per ton would be provided by the Fund based on the current clearing price of California State Cap and Trade Auctions or another threshold as established by the RCPA Board. Buyers could then opt to buy a certain number of tons at that price (such as the amount equivalent to their household carbon footprint, or the amount generated by a flight of a specified distance), or to invest a specific amount in dollars. The web interface created to receive payments will include calculators for buyers to determine these amounts. If the voluntary offset model is successful, the Fund could be also considered for mitigation required of development projects.

Process

The RCPA would aggregate and administer investments into the Fund. The RCPA Board of Directors would determine a Fund volume after which a request for projects (RFP) would be issued to identify local projects in which to invest. The RCPA Board of Directors would also determine a specified percentage of Fund investments to be used for administration that would be disclosed to buyers.

Project Types

Only projects that can be verified using California Air Resource Board (CARB) Approved protocols or those included for use in the CAPCOA Greenhouse Gas Reduction Exchange (GHG Rx) would be considered for investments by the Fund. CARB offset compliance protocols are those used within the California Cap and

Trade Program. The GHG Rx was created by air pollution control districts to “provide a trusted source of high quality California-based greenhouse gas credits to keep investments, jobs, and benefits in-state, through an Exchange with integrity, transparency, low transaction costs and exceptional customer service.” Using the GHG Rx to certify projects is of interest to the RCPA because it is not for profit, transparent, and administered by local Air Districts. More information about the GHG Rx can be found at: <http://www.ghgrx.org/>.

The GHG Rx certifies offset credits using protocols approved by the CAPCOA Board. As of 2015, the CAPCOA Board had approved protocols for the following project types:

- Biochar
- Biomass to Energy
- Boiler Efficiency
- Compost Additions to Rangelands
- Forestry
- Livestock Manure Methane Management
- Rice Cultivation

At the same time, there may be the opportunity to identify new, local protocols and strategies. Local Air Districts are encouraged to use a case by case project protocol established by the exchange to certify local projects that are not covered by an existing protocol, but which create emissions reductions that are real, quantifiable, additional, verifiable, enforceable and permanent. Thus, the RCPA may have the opportunity to partner with local Air Districts to use and/or establish project protocols to certify Fund investments.

Roles

RCPA Board - would oversee the collection and investment of Sonoma County Carbon Reduction Fund revenue, by approving projects submitted by an RFP process.

RCPA Staff - would administer the Fund, including:

- creating of a web-based offset investment platform
- establishing accounting procedures to ensure revenue is used only for its intended purpose
- marketing the fund to residents, visitors, institutions, and businesses
- issuing an RFP upon collection of sufficient revenue, established by the Board
- purchasing credits once verified by and posted to the GHG Rx

Local Air District Staff (Northern Sonoma County and Bay Area) - may be able to certify projects submitted using GHG Rx approved protocols. The Fund concept has not been discussed with air district staff.

Project Developers - would submit project proposals to the RCPA and once approved, develop and certify offset projects using protocols approved by the RCPA. The Fund concept has not been discussed with potential project developers.

Staff Report

To: Sonoma County Transportation Authority

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

Item: 4.2.1 Presentation on Countywide Safe Routes to Schools Program by the Sonoma County Department of Health Services

Date: May 9, 2016

Issue:

What is the status of the Countywide Safe Routes to Schools Program?

Background:

In 2010, the SCTA delegated responsibility of implementing the Countywide Safe Routes to Schools Program to the Sonoma County Department of Health Services (DHS) at the Department's request. Since then, SCTA has programmed both Federal (Congestion Mitigation/ Air Quality or CMAQ) and local funding (Measure M) to the Department to implement the Program.

The Metropolitan Transportation Commission has requested that the DHS make regular updates to the SCTA Board about the status of the program as part of this delegation.

The DHS has also recently provided a presentation on the status of the program as it relates to the expenditure of Measure M funds, to the Citizens Advisory Committee. The presentation to the Board today is on the program as a whole.

Policy Impacts:

None

Fiscal Impacts:

None

Staff Recommendation:

None, this is an informational item.

Sonoma County Safe Routes to School 2014 Annual Report Summary



Contact: Norine Doherty
Sonoma County Department of Health Services
490 Mendocino Ave., Suite 101
Santa Rosa, CA 95403
(707) 565-6684



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Executive Summary

Introduction

This report evaluates measured outcomes from Sonoma County’s Countywide Safe Routes to School Program (SRTS Program). The report uses data collected from 26 schools (Figure 1) that have been involved in the program to compare pre-program data and transportation mode split (the breakdown of how people get to and from school on average) with program follow-up information. In general, “pre-program” represents the earliest data available for a given school, which is generally 2012 or earlier. “Program follow-up” represents the most recent data available, which may be 2013 or 2014 data.

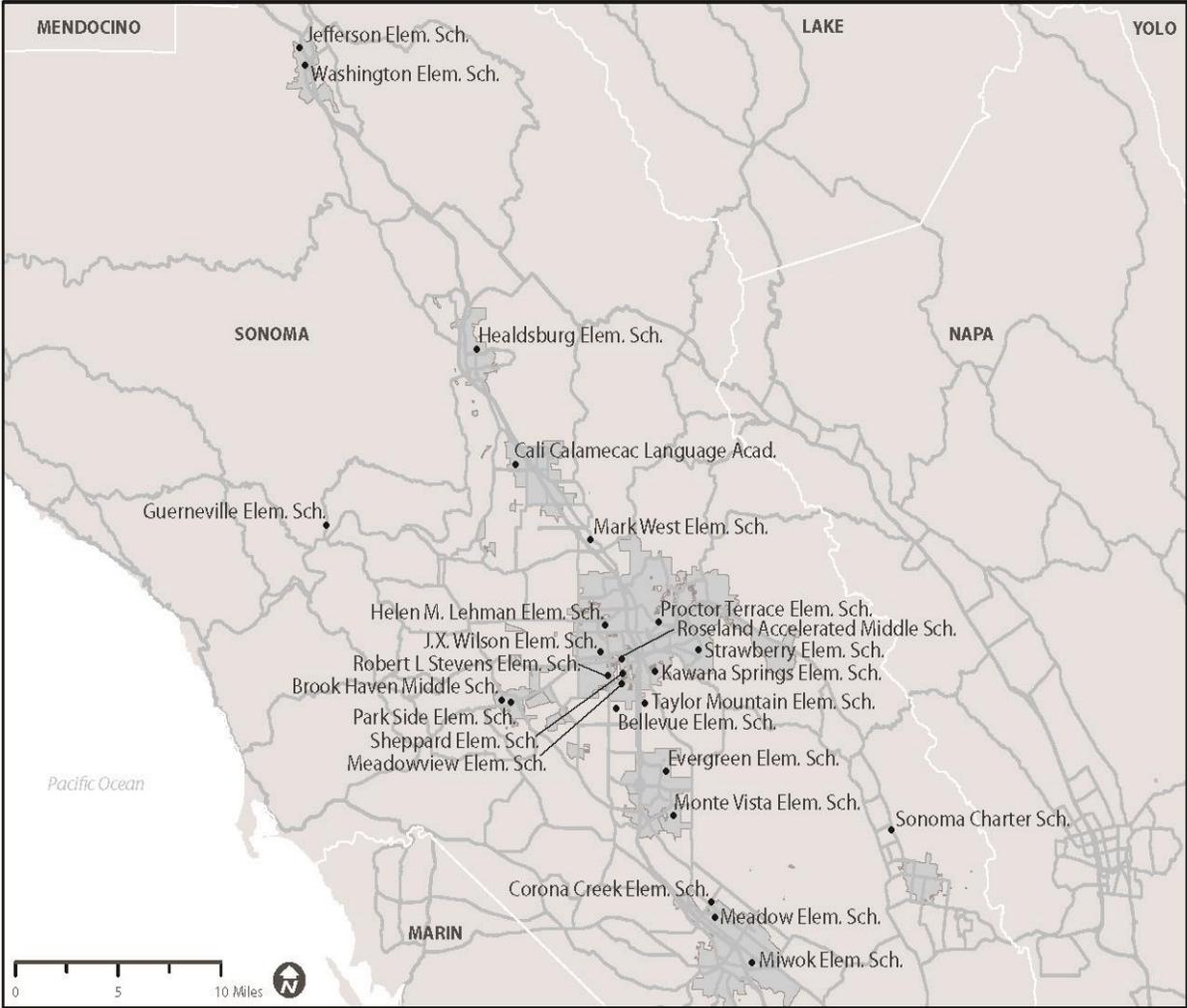


Figure 1. Sonoma County SRTS Schools in Analysis

Project Background

SRTS programs are designed to decrease traffic and air pollution and improve the health of children and the community. SRTS programs promote safe walking and bicycling to/from school through a variety of engineering improvements, education, community engagement, and encouragement efforts. Since 2007, DHS, along with a collaborative of residents, community-based organizations, and local government agencies, has worked to develop a comprehensive SRTS Program. The SRTS Program seeks to implement sustainable safe routes to school education, encouragement, enforcement, engineering, and evaluation activities (Five E's) at a geographically diverse group of elementary, middle, and high schools throughout Sonoma County.

The goals of the SRTS Program include:

- 1) Increase the number of youth bicycling, walking, carpooling, and taking the bus or public transportation to and from school;
- 2) Improve air quality by reducing greenhouse gas emissions such as carbon monoxide (CO), related to emissions from transportation to and from school;
- 3) Improve infrastructure around schools in order to calm traffic and promote alternative (carpooling, busing, etc.) and active (walking, biking, etc.) forms of transportation, and;
- 4) Improve safety around schools by reducing pedestrian, bicycle and vehicle collisions.

Mode Shift

SRTS programs seek to encourage more students and their families to take active transportation (walking, biking, or other) or shared transportation (carpool, school bus, or transit) rather than the family car. The distribution of how students get to and from school is the main measure of the success of SRTS programs. How students get to and from school is measured with student hand tallies. Transportation options include: walking, bicycling, riding the school bus, riding in the family vehicle (children from your family), carpooling (with children from other families), taking public transit (city, bus, subway, etc.), and other means of transportation (skateboard, scooter, etc.).

The proportion of students at schools participating in the SRTS Program who drive to and from school in the family car has decreased during the data collection period, while walking has increased. Mode shift is calculated as the percentage change from the pre-program data to the follow-up data. Key findings from this analysis (valid to 95 percent confidence) indicate the following percent change results across the 26 schools from which data was collected:

- **There was an 11 percent increase in walking to and from school over baseline.**
- **There was a 6 percent increase in students carpooling with other families over baseline.**
- **There was a 26 percent decrease in school bus and transit ridership over baseline.**
- **There was a 23 percent increase in 'other' modes of active transportation, which could include skateboards or scooters.**
- **There was no change in bicycling to and from school over baseline.**

Mode Shift by School

Countywide, there is significant variation in the mode shift between different schools. **Figure 2** shows the change in mode shift from the baseline to the follow-up survey.

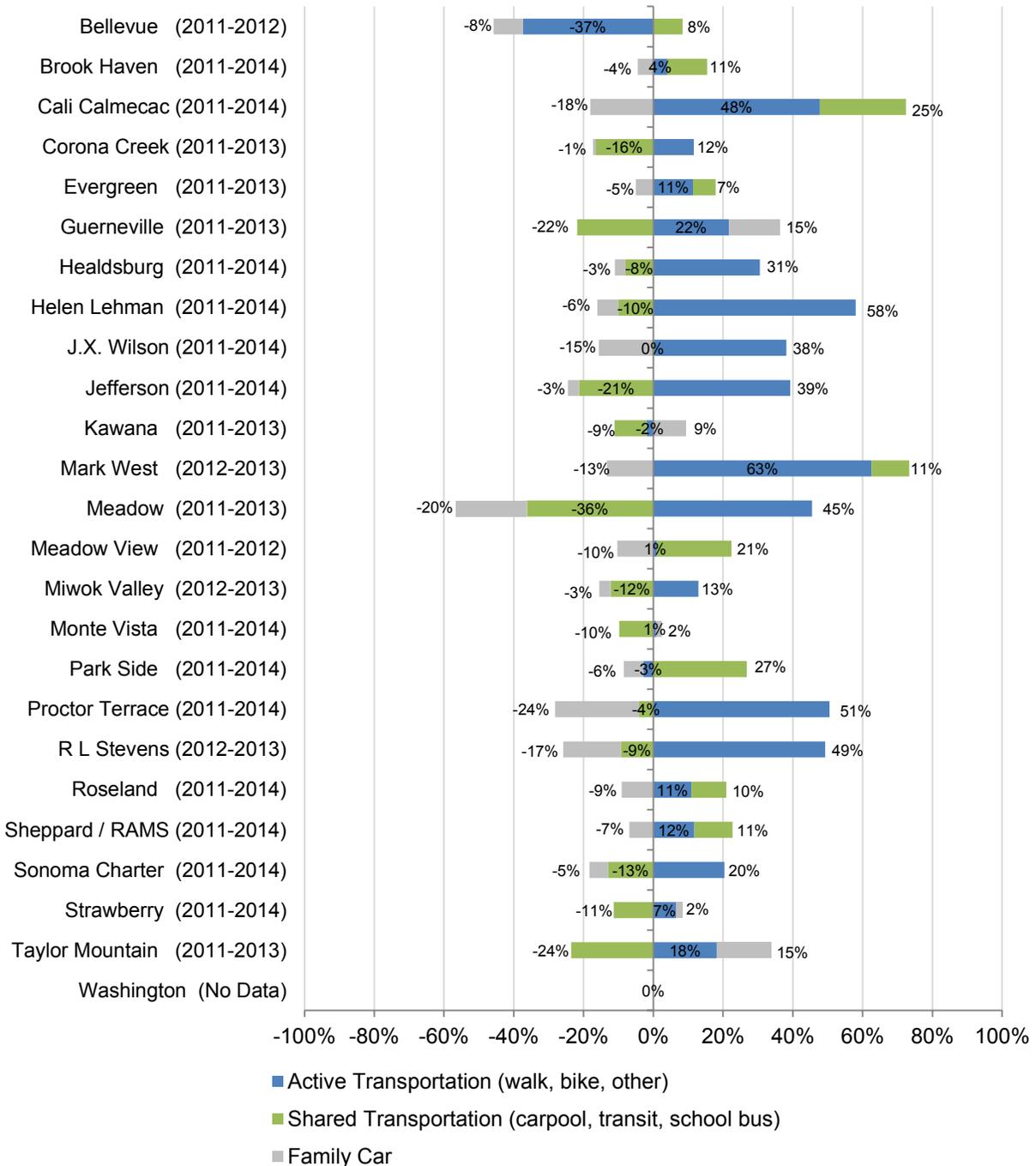


Figure 2. Mode Shift by School and Mode of Transportation Category

Parent Perceptions and Interest

The parent survey measures parents' perceptions, asking whether they find bicycling and walking to and from school appealing option for their children and an important activity. The parent survey is usually sent home with students in hard copy via "backpack mail." Students return the completed surveys to their teachers. Additionally, the parent surveys collects information about the mode of transportation used to get to and from school and how far students live from school, which, when used in conjunction with mode split data, can be used to estimate emissions.

Parents generally have positive attitudes toward walking and bicycling to and from school. The largest shift from the pre-program data to the follow-up is in the perception that walking and bicycling is encouraged by their child (ren)'s school, as well as being something respondents wished they did more often. Parents were slightly less likely to report that walking and bicycling is important for their children's health, which points to an area of opportunity for program improvement. This perception could be a result of multiple factors and indicates that program messaging might need to focus more on the health benefits of walking and bicycling in addition to other benefits, such as safety, environmental sustainability, community-building, and fun.

Key findings from this the parent survey analysis (valid to 95 percent confidence) indicate that in program follow-up:

- **Parents were 8 percent more likely to agree that walking and bicycling to school are fun for their child (ren).**
- **Parents were 5 percent less likely to agree that walking and bicycling to school are important for their child (ren)'s health.**
- **Parents were 55 percent more likely to agree that walking and bicycling to school are encouraged by their child (ren)'s school.**
- **Parents were 30 percent more likely to agree that they wish their child (ren) walked or bicycled to school more often.**

Emissions Calculations

Emissions calculations have been prepared for MTC's evaluation of the Climate Initiatives program¹ and applied to the Sonoma County data set to determine the impact of SRTS activities and events on vehicle miles traveled. This analysis uses the results from the parent surveys, particularly the mode split by the distance the family lives from the school.

Because school trips are predominantly short, shifting school trips away from driving reduces start-up emissions in addition to per-mile trip emissions. Overall, daily miles driven decreased over the analysis period, due in part to a reduction in enrollment during the pre-program and program follow-up periods and to survey respondents living closer to school in the follow-up time period, shown in **Table 1**.

¹ <http://www.mtc.ca.gov/planning/climate/>

Table 1. Change in Mode Share and Daily Miles Traveled, Parent Survey

	<i>Walk</i>	<i>Bike</i>	<i>Family Car</i>	<i>Carpool</i>	<i>Bus (school & transit)</i>	<i>Other</i>
Change in Mode Share	4.1%	-0.7%	-3.7%	1.6%	-0.7%	0.0%
Change in Daily Miles Traveled	-554	-220	-7050	-404	-850	-46
Change in % Daily Miles Traveled	0.16%	-0.35%	-1.96%	0.44%	1.59%	-0.10%

The daily decrease of vehicle miles can be extrapolated to a decrease of over 1.2 million vehicle miles traveled over a year during the analysis period. The analysis also found a decrease of 321,740 drive alone trips annually. These reductions result in decreased emissions, as shown in **Table 2**.

Table 2. Change in Total Annual Emissions, Parent Survey

	<i>Reactive Organic Gases</i>	<i>Carbon Monoxide</i>	<i>Nitrogen Oxides</i>	<i>Particulate Matter 10²</i>	<i>Particulate Matter 2.5²</i>	<i>Carbon Dioxide</i>	<i>Carbon Dioxide Equivalents</i>
Start up emissions (grams)	-71,305	-889,602	-63,267	-799	-731	-18,253,836	-19,168,062
Per mile emissions (grams)	-49,299	-1,735,011	-187,518	-51,357	-21,640	-354,603,471	-357,350,715
Total (pounds)	-266	-5,786	-553	-115	-49	-822,009	-830,081

Infrastrucutre

In addition to funding for SRTS programming in schools, Sonoma County has been fortunate to receive over \$8 million in federal and state transportation funds since 1999 to make SRTS-related infrastructure improvements around schools. The cities of Petaluma, Sebastopol, Santa Rosa, Sonoma, Healdsburg, Windsor, and the County of Sonoma were recipients of these awards.

Conclusion

While the recent SRTS Program cycle saw some positive and promising outcomes related to an increase in walking, reduction in carbon emissions, and improved perception of safe routes to school efforts by parents, the data presented in this report points to a need for program improvements that will be addressed in the next program cycle. Based on the student tally analysis results, the SRTS Program will continue efforts to promote walking to and from school, while increasing efforts to promote bicycling, particularly for students living within a half-mile of

² The numeric portion of the pollutant name indicates the size, in microns, of the particulates.

schools. In addition, the SRTS Program will increase efforts to promote carpooling, particularly for students living more than half-mile from schools. Analysis of the parent survey results indicate that most schools support walking and biking to and from school and parents would like to allow their children to participate more often. The SRTS Program plans to work with schools and parents to address issues that prevent parents from allowing their children to walk and bike to school. Lastly, the SRTS Program will focus program messaging on the health benefits of walking and bicycling in addition to other benefits, such as safety, environmental sustainability, community-building, and fun.

Staff Report

To: SCTA Board of Directors

From: Dana Turréy, Transportation Planner

Item: 4.2.2 – FY16/17 Transportation Development Act, Article 3 Program of Projects

Date: May 9, 2016

Issue:

Shall the SCTA Board of Directors approve the FY16/17 Transportation Development Act, Article 3 (TDA3) program of projects for submittal to the Metropolitan Transportation Commission (MTC)?

Background:

TDA funds are generated from a statewide ¼ cent sales tax. Article 3 of TDA is a set-aside of approximately 2% of those monies. MTC administers TDA3, which is distributed based on population. Each year, an annual fund estimate or “entitlement” is developed for each jurisdiction. Unused entitlement is accumulated as credit. A jurisdiction’s claim in any given year cannot exceed the sum of their accumulated credit plus their projected entitlement for the following two years.

Sonoma County’s cities/towns and the County of Sonoma are eligible to apply. 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. TDA3 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 governing council or board.

A Call for Projects was issued on February 10, 2016, with an application deadline of April 19, 2016. In addition to the application, project sponsors were requested to deliver a governing-body authorizing resolution; documentation of environmental clearance; maps/documents showing project locations; and design parameters prior to submittal of the program of projects to MTC at the end of May.

Program of Projects:

The SCTA received applications for TDA3 funding for six (6) projects. SCTA’s Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) reviewed the Sebastopol, Sonoma County Transportation and Public Works, and Sonoma County Regional Parks projects at their April 26, 2016 meeting and recommended approval to the Board of Directors. The Santa Rosa projects were not submitted on time to be reviewed by the CBPAC, but were approved by Santa Rosa’s Bicycle Advisory Committee in January 2016. Information about the proposed projects is provided below.

Proposed FY 16/17 TDA3 Project List

Jurisdiction/Agency	Project Title	Amount Requested
Sonoma County Transportation and Public Works Department – Transit Division	Sonoma County Bicycle Safety Education Campaign	\$50,000
Sonoma County Regional Parks Department	West County Trail – Forestville (Pajaro Lane to Highway 116)	\$200,000
City of Sebastopol	Class 2 and Class 3 Bike Lanes on Local City Streets, plus Class 2 Bike Lanes on SR 116	\$8,842
City of Santa Rosa	Montecito Boulevard Bike Enhancements	\$40,000
City of Santa Rosa	Citywide Green Bike Lane Transition Enhancements	\$78,000
City of Santa Rosa	Citywide Pedestrian Enhancements	\$47,000
Total		\$423,842

Proposed FY16/17 TDA3 Project Information Summary

Applicant: Sonoma County Transportation and Public Works Department – Transit Division

Contact: Steven Schmitz

Project Title: Sonoma County Bicycle Safety Education Campaign

Project Description: TDA Article 3 funding will be combined with a grant pending from the California Office of Traffic Safety (OTS) to implement an updated bicycle safety education campaign that was originally developed in 2003. OTS funding will be used to update campaign materials using website and social media strategies in addition to traditional advertising and public outreach methods. TDA Article 3 funding will be focused on covering all paid advertising expenses associated with the campaign, such as radio PSA’s and billboard space, which cannot be reimbursed with OTS funding.

Project Elements: Bicycle Safety Education

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$50,000			\$50,000
All other sources:					
1. Office of Traffic Safety		\$56,736			\$56,736
Totals		\$106,736			\$106,736

Applicant: Sonoma County Regional Parks Department

Contact: Elizabeth Tyree

Project Title: West County Trail – Forestville (Pajaro Lane to Highway 116)

Project Description: Develop a 0.12 mile Class 1 bike path from the current West County Trail terminus near Pajaro Lane to the intersection of Highway 116 and Mirabel Road. This project will connect an urbanized area in unincorporated Sonoma County with the regional West County Trail, connecting Forestville to the cities of Sebastopol and Santa Rosa. TDA Article 3 funding will be combined with secured local Park Mitigation Fee funding.

Project Elements: Construction

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$200,000			\$200,000
All other sources:					
1. Park Mitigation Fees		\$25,000			\$25,000
Totals		\$225,000			\$225,000

Applicant: City of Sebastopol

Contact: Henry J. Mikus

Project Title: Class 2 and Class 3 Bike Lanes on Local City Streets, plus Class 2 Bike Lanes on SR 116

Project Description: As part of the Master Bike/Pedestrian Plan (adopted 2008, amended 2011) the City wishes to construct an integrated bike paths system. Because ownership of streets within the City of Sebastopol is divided between the State of California and the City, two projects are being developed. One focuses on local owned streets, and the companion project involves SR 116. Money collected by the City from both a local sales tax and developer impact fees will pay for much of the work, with the money already in hand. Grant monies are being sought to help as appropriate. The local streets work includes Class 2 bikeways, sharrows, and Class 3 lanes, and is the target for this grant application. Remaining cost for the local streets project is approximately \$590,000. The SR116 work is nearly all Class 2 pathway. This integrated network will enable access to downtown Sebastopol, our hospital, four schools, several commercial/retail districts, link to two 'disadvantaged' neighborhoods, and will provide a huge missing link through the City to connect two regional Class 1 trails that end at the City: the east/west Joe Rodota Trail, and the north/south West County Trail. A future Petaluma/Sebastopol Trail, currently in planning, will also benefit by linking to other trails and paths. For the local streets project a designer has been selected under competitive procurement and will begin work within a month. The SR 116 project is 90% designed. The City and CalTrans are currently seriously exploring doing the SR 116 as a joint project with projected efficiencies of effort and financial savings. Sebastopol's part of this work would be approximately \$150,000; these funds are also on-hand. The SR 116 work is not part of the grant application but since the projects together provide the City an integrated cohesive system, their synergy has to be recognized.

Project Elements: Construction

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$8,842			\$8,842
All other sources:					
1. City sales tax and impact fees	\$531,158				\$531,158
2. TFCA grant (pending)		\$50,000			\$50,000
Totals	\$531,158	\$58,842			\$590,000

Applicant: City of Santa Rosa

Contact: Nancy Adams

Project Title: Montecito Boulevard Bike Enhancements

Project Description: Install (Class II bike lanes and sharrow legends) on Montecito Boulevard between Brush Creek Road and Middle Rincon Road. Project will restripe segments of roadway to include bike lanes as possible and install bike sharrow legends. Design will include a review of lane configuration and operations to ensure that any changes made will have minimal reduction to the level of service at the intersections. This project will connect to the existing Class II bike lanes on Fountaingrove Parkway/Brush Creek Road and continue east to Middle Rincon Road.

Project Elements: Engineering, construction and contingency

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$40,000			\$40,000
All other sources:					
1. TFCA grant (pending)					
Totals		\$40,000			\$40,000

Applicant: City of Santa Rosa

Contact: Nancy Adams

Project Title: Citywide Green Bike Lane Transition Enhancements

Project Description: Project includes restriping and treating pavement with a color additive, typically at intersections where there is a strong potential for conflicting movements between cyclists and motorists. Preliminary locations include Guerneville Road, Mendocino Avenue/Santa Rosa Avenue, Sebastopol Road, Sonoma Avenue, Stony Point Road/Marlow Road, Hoen Avenue and Summerfield Road.

Project Elements: Engineering, construction and contingency

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$78,000			\$78,000
All other sources:					
1. TFCA grant (pending)					
Totals		\$78,000			\$78,000

Applicant: City of Santa Rosa

Contact: Nancy Adams

Project Title: Citywide Pedestrian Enhancements

Project Description: This project would construct pedestrian pavement markings, signs, electronic warning devices, and/or medians within existing City right of way at crossing locations on arterial and collector streets Citywide.

Project Elements: Engineering, construction, inspection and contingency

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$47,000			\$47,000
All other sources:					
1. TFCA grant (pending)					
Totals		\$47,000			\$47,000

Fiscal Impacts:

The proposed Program of Projects will provide \$423,842 of benefit to Sonoma County jurisdictions for implementation of bicycle and pedestrian projects and programs.

Staff Recommendation:

The SCTA Board of Directors is requested to review the FY16/17 TDA3 Program of Projects and consider approval of Resolution No. 2016-005. Staff and the Countywide Bicycle and Pedestrian Advisory Committee recommend approval of the FY16/17 TDA3 projects.

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA COUNTY
TRANSPORTATION AUTHORITY, COUNTY OF SONOMA, STATE OF
CALIFORNIA, ADOPTING A PROJECT LIST FOR THE ALLOCATION OF
FISCAL YEAR 2016/2017 TRANSPORTATION DEVELOPMENT ACT (TDA)
ARTICLE 3, PEDESTRIAN AND BICYCLE PROJECT FUNDS TO CLAIMANTS
IN SONOMA COUNTY**

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 4108, which delineates procedures and criteria for submission of requests for the allocation of TDA Article 3 funds; and

WHEREAS, MTC Resolution No. 4108 requires that requests from eligible claimants for the allocation of TDA Article 3 funds be submitted as part of a single, countywide coordinated claim, composed of certain required documents; and

WHEREAS, the Sonoma County Transportation Authority has undertaken a process in compliance with MTC Resolution No. 4108 for consideration of project proposals submitted by eligible claimants of TDA Article 3 funds in County of Sonoma, and a prioritized list of projects, included as Attachment A of this resolution, was developed as a result of this process; and

WHEREAS, each claimant in County of Sonoma whose project or projects have been prioritized for inclusion in the fiscal year 2016-2017 TDA Article 3 countywide coordinated claim, has scheduled a hearing of a resolution for its project or projects with its governing body, a certified copy of which will be forwarded to the Sonoma County Transportation Authority for submittal to MTC requesting an allocation of TDA Article 3 funds; now, therefore, be it

RESOLVED, that the Sonoma County Transportation Authority approves the prioritized list of projects included as Attachment A to this resolution; and furthermore, be it

RESOLVED, that the Sonoma County Transportation Authority approves the submittal to MTC, of the County of Sonoma fiscal year 2016-2017 TDA Article 3 countywide, coordinated claim, composed of the following required documents:

- A. transmittal letter
- B. a certified copy of this resolution, including Attachment A;
- C. one copy of the governing body resolution and required attachments, for each claimant whose project or projects are the subject of the coordinated claim;
- D. a description of the process for public and staff review of all proposed projects submitted by eligible claimants for prioritization and inclusion in the countywide, coordinated claim;

THE FOREGOING RESOLUTION was introduced by Director _____,
who moved its adoption, seconded by Director _____, and adopted by
the following vote:

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

Ayes:

Noes:

Absent:

Abstain:

SO ORDERED

I, the undersigned, certify that the foregoing resolution was duly adopted at a regular meeting of the Board of Directors of the Sonoma County Transportation Authority held on May 9, 2016:

Suzanne Smith, Executive Director
Clerk, Sonoma County Transportation Authority

ATTACHMENT A

TDA Article 3 FY 2016/2017 Project List

Jurisdiction/Agency	Project Title	TDA3 Funds Requested
Sonoma County Transportation and Public Works Department – Transit Division	Sonoma County Bicycle Safety Education Campaign	\$50,000
Sonoma County Regional Parks Department	West County Trail – Forestville (Pajaro Lane to Highway 116)	\$200,000
City of Sebastopol	Class 2 and Class 3 Bike Lanes on Local City Streets, plus Class 2 Bike Lanes on SR 116	\$8,842
City of Santa Rosa	Montecito Boulevard Bike Enhancements	\$40,000
City of Santa Rosa	Citywide Green Bike Lane Transition Enhancements	\$78,000
City of Santa Rosa	Citywide Pedestrian Enhancements	\$47,000
Total		\$423,842

Staff Report

To: SCTA Board of Directors
From: Dana Turréy, Transportation Planner
Item: 4.2.3 – FY16/17 Transportation Fund for Clean Air (TFCA) Program of Projects
Date: May 9, 2016

Issue:

Shall the SCTA Board of Directors approve the FY16/17 Transportation Fund for Clean Air (TFCA), County Program Manager Fund program of projects for submittal to the Bay Area Air Quality Management District?

Background:

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

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

Funding:

The Call for Projects was issued on January 28, 2016, for a total of \$584,390 of available funding to be distributed as follows.

FY 2016-2017 TFCA DISTRIBUTION

Santa Rosa	County	Petaluma	Competitive	Total Allocation
40.16%	24.17%	13.81%	21.86%	100%
\$234,670	\$141,265	\$80,731	\$127,725	\$584,390

Program of Projects:

The SCTA received applications for TFCA funding for the eight (8) projects, all of which comply with BAAQMD TFCA policies and meet the minimum cost-effectiveness thresholds set by BAAQMD. SCTA’s Technical Advisory Committee (TAC) reviewed the projects at their April 28, 2016 meeting and recommended approval to the Board of Directors.

Proposed FY 16/17 TFCA Project List

Project Number	Jurisdiction/Agency	Project Title	Amount Requested
17SON01	Santa Rosa CityBus	Trip Reduction Incentive Programs	\$234,670.00
17SON02	Santa Rosa Public Works	Public Access EV Chargers, Courthouse Square	\$25,000.00
17SON03	Sonoma County Transit	Transit Marketing	\$71,265.00
17SON04	Sonoma County Transit	Airport Business Park Shuttle	\$70,000.00
17SON05	Sebastopol Public Works	Local Streets Bicycle Gap Closures	\$50,000.00
17SON06	Petaluma Transit	Youth Bus Pass Subsidy	\$13,000.00
17SON07	Petaluma Transit	Transit Marketing	\$67,731.00
17SON08	Petaluma Transit	Transit Signal Priority	\$52,724.26
Total			\$584,390.26

Proposed FY16/17 TFCA Project Information Summary

17SON01 - Santa Rosa CityBus, Trip Reduction Incentive Programs - \$234,670.00

Grantee will use TFCA funds for maintenance and expansion of a comprehensive incentive program available to employers within the Santa Rosa city limits to encourage their employees to reduce single-occupancy vehicle trips resulting from commuting to and from work.

Incentives include:

- Guaranteed Ride Home taxi vouchers
- Monthly transit pass subsidies for Santa Rosa CityBus and Sonoma County Transit
- Incentives for carpooling, walking and bicycling to/from work
- Learn to Ride CityBus Travel Training includes a complimentary Santa Rosa CityBus Monthly Pass for anyone who participates in the 2 hour class. Learning to ride transit is the first step in becoming a transit patron
- Program management/administrative and marketing expenses are included.

In addition, grantee will use TFCA funds to provide a subsidy of all Santa Rosa Youth monthly bus passes sold during the duration of this program. Also, the funds will be used to subsidize a single monthly pass for eligible Youth who participate in the in the Learn to Ride CityBus Travel Training Program.

The standard \$10 subsidy will reduce the cost of a monthly pass from \$35 to \$25. This subsidy is increased to \$11 for Youth passes sold directly at local middle and high schools. This subsidy encourages parents/guardians of youth to allow them to take public transit as a means of primary travel to and from

school. Although the passes are valid for unlimited trips during the calendar month, only the trips the youth takes to and from school are used in the Cost-effectiveness Worksheet.

Santa Rosa city streets are very congested during the morning and afternoon hours that correspond with school bell times. Therefore by shifting student/youth travel behavior from the automobile to public transit serves to mitigate traffic congestion on City streets and diminishes wear and tear on roads while helping to improve air quality.

Although, bus passes are intended to be used by students traveling to and from school; they have the added benefit of use after school for other activities, such as jobs, shopping and recreational activities. An additional benefit is omitting the back and forth trips parents/guardians need to make when they take their children to and pick them up from school.

Teaching youth the convenience and advantages of using public transit encourages lifelong behaviors. Providing the monthly bus pass to students/youth who complete the Learn to Ride CityBus travel training program enables the class to embark on additional CityBus trips to, not only improve their bus riding skills, but add to their academic enrichment.

17SON02 - Santa Rosa, Public Access EV Chargers Courthouse Square - \$25,000.00

Grantee will use TFCA funds to purchase and install four (4) level two electric vehicle charging stations in Downtown Santa Rosa as part of the Courthouse Square Re-unification project. The chargers stations will have dual ports to allow eight (8) vehicles to charge in eight (8) parking spaces. The Courthouse Square project design includes proposed diagonal parking spaces, which would accommodate the electric charging stations. The project is located in downtown Santa Rosa within a 1/4 mile of the Sonoma Marin Area Rail Transit Downtown station. The location is a major economic and employment center (approximately 11,000 employees) of our City. The area experiences a high frequency of daily use – residents shop, dine and work throughout the week.

17SON03 - Sonoma County Transit, Transit Marketing - \$71,265.00

Sonoma County Transit seeks \$71,265 in TFCA-40% funds to support its FY 2017 and FY 2018 Transit Marketing Program. As the only 100%* natural gas powered transit system in the San Francisco Bay Area, Sonoma County Transit will continue to market itself as “The Clean Air Alternative,” a promotion that began several years ago to promote transit usage and the benefits of Sonoma County Transit’s alternative fuel fleet.

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

Since January 1, 2015, Sonoma County Transit has offered a subsidized fare program that permits Veterans and Sonoma County College Students to ride Sonoma County Transit free. This has been a very successful program and the requested TFCA funds will be used for its continued promotion.

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

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

*heavy duty bus fleet

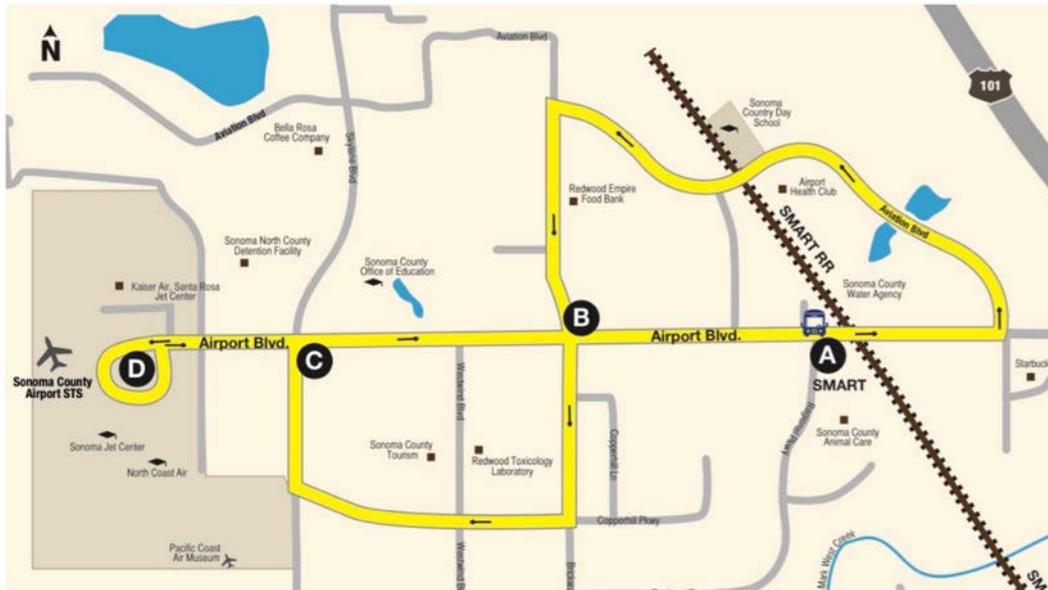
17SON04 - Sonoma County Transit, Airport Business Park Shuttle - \$70,000.00

Sonoma County Transit seeks TFCA funding to assist with the introduction and operation of a new shuttle route that will serve the Airport Business Park and link its various employers with new SMART commuter rail service and the Sonoma County Airport. SMART is anticipated to commence operation in fall 2016.

The proposed shuttle route will operate on weekdays during the morning and afternoon commute periods. The morning service will be designed to coordinate with four northbound SMART trains arriving at SMART’s Airport Blvd. station. In the afternoon, shuttle route trips will coordinate with four southbound SMART train departures. A route map and schedule of the proposed shuttle are provided below.

SMART Coordination -

Proposed Airport Business Park Shuttle:



Weekday AM Commute

SMART - Larkspur Departure:	6:24	6:54	7:24	7:54
SMART - San Rafael Departure:	6:29	6:59	7:29	7:59
SMART - Airport Station Arrival:	7:36	8:06	8:36	9:06

Timepoint	B	1	1	1
SMART Station - Airport Blvd.	7:45	8:15	8:45	9:15
Brickway Blvd. / Airport Blvd.	7:49	8:19	8:49	9:19
Skylane Blvd. / Airport Blvd.	7:53	8:23	8:53	9:23
Sonoma County Airport (Terminal)	7:55	8:25	8:55	9:25
SMART Station - Airport Blvd.	8:00	8:30	9:00	9:30

Weekday PM Commute

Timepoint	B	2	2	2
SMART Station - Airport Blvd.	3:50	4:20	4:50	5:20
Brickway Blvd. / Airport Blvd.	3:54	4:24	4:54	5:24
Skylane Blvd. / Airport Blvd.	3:58	4:28	4:58	5:28
Sonoma County Airport (Terminal)	4:00	4:30	5:00	5:30
SMART Station - Airport Blvd.	4:05	4:35	5:05	5:35
End				
SMART - Airport Station Departure	4:19	4:49	5:19	5:49
SMART - San Rafael Arrival:	5:26	5:56	6:26	6:56
SMART - Larkspur Arrival:	5:31	6:01	6:31	7:01

Currently there are no other comparable transit services operated in the Airport Business Park area that could offer the frequency and coordination with SMART that the new shuttle proposes. It is anticipated that the proposed shuttle will operate 260 days a year, operate approximately 16,700 annual miles and provide approximately 32,500 passenger trips during its first year of operation.

The requested funds will partially support the new shuttle for its first three years of operation. It is anticipated that local Transportation Development Act (TDA) funds will be used to fully support operation of the shuttle in year four and beyond.

17SON05 – Sebastopol, Local Streets Bicycle Gap Closures - \$50,000.00

Grantee will use TFCA funds to design and construct suitable bicycle lanes on local streets owned by the City of Sebastopol. Project budget is approximately \$595,000, with \$545,000 already in-hand from the City’s “Traffic Impact” Fund. This fund is supported from developer traffic impact fees and our local dedicated sales tax. The Competitive Procurement Process for the design work is complete, and that work is to commence May 2016 and be done by fall. Competitive Procurement for the construction contract will occur during winter so that construction can begin March 2017 and be complete by October 2017.

This work is as set forth in the May 2008 “Sebastopol Bicycle & Pedestrian Master Plan”, which in turn is included as part of the “SCTA Countywide Bicycle & Pedestrian Master Plan”. This local streets project has a companion project for bike paths on State right-of-way streets, which is also being worked on. The impetus for the local streets project is two-fold: to provide safer and clearly defined bicycle travel within Sebastopol, and equally important, provide the missing link between several Class 1 bikeways. Currently, the east-west Joe Rodota Trail (between Sebastopol and Santa Rosa, 8.47 miles), and the north-south West Sonoma County Trail (between Sebastopol, Graton, Forestville, and the Russian River recreation area, 5.57 miles) do not have a dedicated or identified bicycle connection, as both terminate within the City limits but some distance apart. In addition, in a shared venture including the County, Petaluma, and Sebastopol, beginning work has begun on a new Class 1 trail between Sebastopol and Petaluma. The local streets bicycle project would ensure the new trail would also connect properly with our downtown and the other Class 1 trails.

The local streets project includes 2.33 lane miles of Class 2 bike way, 3.95 miles of Class 3, and 2.92 miles of Sharrows for a total of 9.2 miles of new bike paths. As information, the companion (but separate) State Route project adds approximately 4 miles of bike paths (also Class 2). The map below shows the local streets project and SR 116 project.

The project would provide connection between City downtown and Class 1 trails, would substantially enhance bicycle safety, and would reduce greenhouse gas emissions.

- Carry out additional Marketing Campaigns and Improvements as needed to support planning and operations during FY17. Potential marketing needs include:
 - Service changes anticipated Fall 2016
 - Bus stop improvements
 - Promotional materials for schools
 - Marketing of AVL Real-time information system

Ridership on Petaluma Transit has increased dramatically since our route restructuring in 2011. A large part of these gains have been due to the development of a comprehensive marketing program. This program has relied almost exclusively on TFCA funds. We continue to rely on these funds to fund our marketing program, which is an essential component of maintaining and increasing ridership.

In the calculations, the majority of existing ridership is attributed to our ongoing marketing program. For FY17, ridership is projected to increase by 5% overall due to growing community awareness of, and familiarity with, Petaluma Transit.

17SON08 - Petaluma Transit, Transit Signal Priority - \$52,724.26

City of Petaluma will use TFCA funds towards the third phase of a Transit Signal Priority (TSP) project. The project will involve continuing the replacement of the City’s aging TSP detection, signal controller and signal cabinet radio communication equipment along intersections in the Lakeville Hwy, Petaluma Blvd, and Sonoma Mountain Parkway corridors. The intersection detection equipment will be state-of-the-art GPS enabled, and will interface with both Petaluma Transit buses and City of Petaluma Fire Department response vehicles. While most intersections have existing signal preemption equipment, much of the existing equipment has reached the end of its useful life, requires replacement, and is not compatible with TSP. Phases I and II deployed emitters on the Petaluma Transit fixed route fleet and upgraded TSP equipment along McDowell Blvd and East Washington Street and in Downtown Petaluma.

Phase III will cover as many of the remaining intersections in town as possible, in the following order of priority:

- Lakeville Corridor (7 intersections)
- Sonoma Mtn. Parkway (7 intersections)
- Petaluma Blvd North and South (9 intersections)

Petaluma has experienced dramatic increases in ridership since 2009, but has not received any increase in operating funding. Without additional funding to elongate route cycle times, without diluting service, Petaluma Transit needs to spend less time sitting at red lights in order to stay within its current 30 minute cycles. Transit Signal Priority has been proven to save the average route about 10% of its cycle time by granting elongated green light cycles and shortened red light cycles for waiting buses. This 10% time savings will allow Petaluma Transit to maintain its current route cycle times in spite of the increase patronage and overall traffic congestion, thus avoiding either 1) service frequency reductions, or 2) significant and unaffordable service addition.

Fiscal Impacts:

Sonoma County jurisdictions will receive a benefit of up to \$584,390.26 to implement air-pollution-reducing projects and SCTA will receive \$29,651.05 to administer the program.

Staff Recommendation:

The SCTA Board of Directors is requested to review and approve the FY16/17 TFCA Program of Projects. Staff and the Technical Advisory Committee recommend approval of the FY16/17 TFCA Program of Projects and Resolution No. 2016-006.

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA COUNTY
TRANSPORTATION AUTHORITY, COUNTY OF SONOMA, STATE OF
CALIFORNIA, ADOPTING A PROGRAM OF PROJECTS FOR THE FY
2016/2017 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) PROGRAM
FOR THE COUNTY OF SONOMA**

WHEREAS, the Sonoma County Transportation Authority is the Program Manager for the Transportation Fund for Clean Air (TFCA) Program Manager Program in Sonoma County; and

WHEREAS, each year the eligible jurisdictions prepare a program of projects for the TFCA funds received by Sonoma County based on a vehicle registration surcharge assessed on those vehicles registered within the Bay Area Air Quality Management District air basin; and

WHEREAS, the Sonoma County Transportation Authority holds funds received through this program in a separate interest-bearing account; and

WHEREAS, the interest generated on these funds must be programmed to clean air projects, and the Sonoma County Transportation Authority is responsible for programming these funds.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Sonoma County Transportation Authority does hereby adopt the list of projects shown as "Attachment A" as the TFCA Program of Projects for FY 2016/2017.

BE IT FURTHER RESOLVED, that the Sonoma County Transportation Authority does hereby direct the Executive Director to submit an application for the attached program of projects to the Bay Area Air Quality Management District for funding with the FY 2015/2016 TFCA funds.

THE FOREGOING RESOLUTION was introduced by Director _____, who moved its adoption, seconded by Director _____, and adopted by the following vote:

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

Ayes:

Noes:

Absent:

Abstain:

SO ORDERED

I, the undersigned, certify that the foregoing resolution was duly adopted at a regular meeting of the Board of Directors of the Sonoma County Transportation Authority held on May 9, 2016

Suzanne Smith, Executive Director
Clerk, Sonoma County Transportation Authority

ATTACHMENT A

SCTA FY16/17 Transportation Fund for Clean Air Program of Projects and Program Manager Funding

Project Number	Jurisdiction/Agency	Project Title	Amount Requested
17SON01	Santa Rosa CityBus	Trip Reduction Incentive Programs	\$234,670.00
17SON02	Santa Rosa Public Works	Public Access EV Chargers, Courthouse Square	\$25,000.00
17SON03	Sonoma County Transit	Transit Marketing	\$71,265.00
17SON04	Sonoma County Transit	Airport Business Park Shuttle	\$70,000.00
17SON05	Sebastopol Public Works	Local Streets Bicycle Gap Closures	\$50,000.00
17SON06	Petaluma Transit	Youth Bus Pass Subsidy	\$13,000.00
17SON07	Petaluma Transit	Transit Marketing	\$67,731.00
17SON08	Petaluma Transit	Transit Signal Priority	\$52,724.26
Project Total			\$584,390.26
17SON00	SCTA Administration		\$29,651.05
Program Total			\$614,041.31

Staff Report

To: Sonoma County Transportation Authority
From: Seana L. S. Gause, Senior – Programming and Projects
Item: 4.2.4 – One Bay Area Grant Cycle 2 (OBAG2) application and process
Date: May 9, 2016

Issue:

Shall the Board approve the proposed application and instructions for the One Bay Area Grant and direct staff to finalize the application and the call for projects pending final guidance from Metropolitan Transportation Commission (MTC)?

Background:

MTC is expected to approve the One Bay Area Grant Cycle 2 (OBAG2) in June of this year. In anticipation, SCTA staff has been developing a call for projects in association with the grant. The attached application and instructions are meant to be used in the call for projects once MTC approves OBAG2. Also attached is a draft schedule which shows the key decision points in the process. The applications will be distributed electronically and are fillable forms. Once received, the applications will be scored on evaluation criteria based on a point system meant to assess how well a given project meets the criteria. Criteria will evaluate how well a project meets the goals established by MTC for both the grant and the Plan Bay Area as well as how the projects fit with SCTA priorities. There are 31 total points available on the application.

Policy Impacts:

This draft application is intended to aid SCTA in setting local funding priorities and to solicit projects that meet the goals of the Regional Transportation Plan.

Fiscal Impacts:

The applications will be used to determine which projects are best suited to receive federal aid funding through the OBAG2.

Staff Recommendation:

Staff recommends that the Board review and approve the attached application, schedule and instruction packet to be used in the call for projects.

One Bay Area Grant Cycle 2 (OBAG2) Application

Required Attachments: FOR INTERNAL SCTA USE ONLY

- General Plan (GP) Circulation Element Amendment or Complete Streets Policy Resolution
- Housing & Community Development (HCD) Certification for General Plan Housing Element
- Complete Streets Checklist
- Project Map (including Priority Development Area (PDA) boundaries)
- Transit District: GP and HCD Exempt
- Project on Tribal Lands: GP and HCD Exempt
- Current Certified Pavement Management Program?
- Complete Streets Act Compliant GP (Post 2010) or Resolution for Complete Streets Policy?

Please complete the requested fields below:

Project Sponsor:

Single Point of Contact:

Email/Phone:

Project Title:

Project Location/Description: (1-5 points)

Project Type: Check all that apply; indicate percentage of each if there is more than one element

- | | | | |
|--------------------------|---|-------|---|
| <input type="checkbox"/> | Transit Improvements | _____ | % |
| <input type="checkbox"/> | Bicycle and Pedestrian Improvements ¹ | _____ | % |
| <input type="checkbox"/> | Local Streets and Roads Preservation ² | _____ | % |
| <input type="checkbox"/> | Safe Routes to Schools or Transit ¹ | _____ | % |
| <input type="checkbox"/> | Transportation for Livable Communities ¹ | _____ | % |
| <input type="checkbox"/> | Priority Conservation Areas (Pilot Program) | _____ | % |

¹ Is project within the Bay Area Air Quality Management District (BAAQMD)? Y N

² Roads must be eligible for federal aid.

See Attachment A of Metropolitan Transportation Commission (MTC) Resolution 4035 Cycle 2 Program Project Selection Criteria and Programming Policy for details on the above.

RTP ID#:

- Transportation for Livable Communities: 21011
- Regional Bicycle Program: 22247
- Local Streets and Roads Maintenance: 230700
- Other:

One Bay Area Grant Cycle 2 (OBAG2) Application

RTP Goals: Please describe the relationship of project to meeting goals of the MTC Regional Transportation Plan (RTP):

Check which goals apply: (0-2 points)

- | | |
|--|---|
| <input type="checkbox"/> Climate Protection | <input type="checkbox"/> Adequate Housing |
| <input type="checkbox"/> Reduce Premature Death from Particulate Matter | <input type="checkbox"/> Reduce # of Injuries and Fatalities from Collisions |
| <input type="checkbox"/> Increase Average Daily Walking and Biking for Transportation by 60% | <input type="checkbox"/> Open Space and Agricultural Preservation |
| <input type="checkbox"/> Equitable Access | <input type="checkbox"/> Economic Vitality |
| <input type="checkbox"/> Decrease Average Per Trip Travel Time | <input type="checkbox"/> Maintain the Transportation System in a State of Good Repair |

Please answer the following questions regarding the proposed project:

- Has the sponsor failed to comply with regional or state delivery milestones in the past 3 years? (0-5 pts) Y N
- Is there a Project Map attached to the current application? Y N
- Is the proposed project inside the boundaries of an approved Priority Development Area (PDA), Rural Investment Area (RIA) or Employment Center? (0-1 pt) Y N
- Does the Project serve a PDA? (0-1 pt) Y N
- If the project serves a PDA, please explain how: (0-2pts)
- Did sponsor do public outreach to develop this project specifically? (0-2 pts) Y N

Please provide documentation of the public outreach process including dates and times of meetings held, number of participants and notification process:

7. Funding Estimates: Round to nearest thousand for programming purposes

Grant Request:

Total Project Cost:

Phase	FFY 18/19		FFY 19/20		FFY 20/21		FFY21/22	
	Federal Fund	Local Match						
Preliminary Engineering	\$	\$	\$	\$	\$	\$	\$	\$
Construction	\$	\$	\$	\$	\$	\$	\$	\$

Indicate source(s) of matching funds here:

Source						
Amount	\$	\$	\$	\$	\$	\$

One Bay Area Grant Cycle 2 (OBAG2) Application

8. Establishing Connections to Land Use:

8a. Is the project located in high impact area? (0-1 point)

8b. Is the project located in Community of Concern as defined by MTC?

www.scta.ca.gov/pdf/transportation/coc-map.pdf (0-1 point)

8c. Is the project in a PDA with affordable housing preservation, creation strategies and community stabilization policies? (0-1 point)

8d. Does the project represent an investment that is consistent with the Air District’s Planning Healthy Places guidelines? (0-1 point)

8e. Is the project located in PDAs that overlap or are co-located with 1) populations exposed to outdoor toxic air contaminants, as identified in the Air District’s Community Air Risk Evaluation (CARE) Program and / or 2) freight transport infrastructure? (0-1 point)

9. Complete Streets Components: *Please indicate all the complete streets elements proposed as part of this project:*

9a. Choose an item.	9b. Choose an item.
9c. Choose an item.	9d. Choose an item.
9e. Choose an item.	9f. Choose an item.
9g. Choose an item.	9h. Choose an item.
9i. Choose an item.	9j.

10. Schedule: Please provide project development schedule: (0-5 points)

Phase	Begin MO/YR	End MO/YR
Scoping		
ENV		
PSE		
R/W		
CON		

Please indicate the dates sponsor anticipates achieving the following milestones. Base schedule on 11/14/2016 SCTA board grant award date and add justification and narrative where appropriate:

10a. Resolution of Local Support for project:

10b. FMS Application:

One Bay Area Grant Cycle 2 (OBAG2) Application

10c. Field Review:

10d. Cultural Resources record search:

10e. Disadvantaged Business Enterprise Local Assistance Procedures Manual Form 9-B:

10f. Request for Authorization: *(Please indicate both PE and CON phases if seeking funding for both):*

10g. Receipt of Authorization (E-76):

11. If a Local Streets and Roads Preservation (LSRP) project, please indicate the federal aid classification of each road proposed: **(0-1 point)**

12. If a LSRP, please indicate the number of lane miles to be improved (include street name, length and Pavement Condition Index [PCI] of each segment): **(0-1 point)**

13. If LSRP project, what type? **(0-1 point)**

- Pavement Rehabilitation (<70 PCI),
- Preventative Maintenance (≥70 PCI),
- Non-Pavement

14. Does sponsor have a current, certified Pavement Management Program? Y N

14a. Please indicate the date of last certification:

15. Is this a bicycle/ pedestrian and/or non-infrastructure project only? **(3 points)** | Y | N

Sonoma County Transportation Authority

One Bay Area Grant Application: Instructions

Required Attachments: *If an agency is submitting multiple applications, an application for each project should be submitted, however, it is not necessary to provide multiple copies of the required elements. Please submit ONE copy of required elements. All sponsors must have adopted a Complete Streets Resolution incorporating MTCs nine required complete streets elements or have adopted a significant revision to the General Plan Circulation element after January 1, 2010 that complies with the Complete Streets Act of 2008.*

Project Sponsor: Please indicate the Agency sponsoring the project. Agency must have a master agreement with Caltrans to be eligible to receive federal transportation funds.

Single Point of Contact: Agencies must choose ONE single point of contact for all Federal Highway Administration (FHWA) funded projects, per MTC project and delivery monitoring requirements. Please update FMS if an agency's single point of contact has changed.

Email/Phone: Please provide the email address and primary phone number for the single point of contact listed above.

Project Title: Please provide the project title. If project is a LSRP project please use "Year Rehabilitation of Various Streets in *Xjurisdiction*" for the title. Use the expanded project location category below to outline street names and segments. When projects are programmed into MTC's Fund Management System (FMS) this will facilitate minor scope changes to project without the need for a full Federal Transportation Improvement Program (FTIP) amendment.

Project Location/Description: Please provide an expanded project description of your proposed project, including if applicable, street names, PDA name, how project focuses growth of PDA and proposed improvements.

Project Type: Please indicate the Project Type by checking the appropriate box listed. Please also indicate the percentage of each project type if you are applying for more than one. The fund sources available are Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Transportation Enhancement Funds (TE). If applying for a project to be funded with CMAQ, please indicate if the project is located within the Bay Area Air Quality Management District (BAAQMD) boundaries. If applying for STP/CMAQ funds for roadway improvements, projects must be Federal Aid eligible roadways. Bicycle and Pedestrian improvements do not need to be located on federal aid eligible roadways, however, they must be included in the Countywide Bike Plan. CMAQ funds may NOT be used for routine maintenance of bicycle and pedestrian facilities. CMAQ funds may be used if substantially upgrading bicycle and pedestrian facilities where improvements will substantially increase use (dirt path to paved pathway, etc). Please see the links for more information on STP and CMAQ eligibility criteria:

STP: http://www.dot.ca.gov/hq/LocalPrograms/lam/prog_g/g04stp.pdf

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One Bay Area Grant Application: Instructions

CMAQ: http://www.dot.ca.gov/hq/LocalPrograms/lam/prog_g/g05cmaq.pdf

RTP ID#: Please identify the RTP identification number. See attached list.

RTP Goals: Please identify the relationship of the proposed project to meeting the goals of the MTC Regional Transportation Plan (Plan Bay Area). See attachment. Also please check all the boxes of the listed RTP goals that apply to the proposed project.

Guidance to questions 1-16

1. **Regional Delivery Deadlines:** Please indicate (Yes or No) if sponsor agency has failed to meet regional delivery deadlines (as defined in MTC Resolution 3606) in the last three years.
2. **Project Map:** Please indicate (Yes or No) if a Project Map is attached to the current OBAG application. Project Map (including Priority Development Area (PDA) boundaries) should show the project location, including street names and boundaries of any PDA, if being served. Applications without a project map will be rejected.
3. **Priority Development Areas:** Please indicate (Yes or No) if the proposed project is located within an approved Priority Development Area (PDA), Rural Investment Area (RIA), or Employment Center boundary. See <http://www.sctainfo.org/pdf/transportation/COC-map.pdf> If yes, skip to #10.
4. If the proposed project is not within an approved PDA boundary, please indicate (Yes or No) if the project serves a PDA.
5. If the project serves a PDA, please explain how it serves the PDA in detail (ex: provides bike path from residential neighborhood to school located in PDA; improves streets leading to shopping or services located in PDA; provides transit stops within reasonable walking distance to goods and services in PDA, etc).
6. **Public Outreach:** Please indicate (Yes or No) per Title VI, if any public outreach was done as part of project development by sponsor agency specifically for the proposed project. Please attach documentation in the form of a MS Word document or Adobe pdf that include dates of any meetings held, the number of participants that attended the meetings, whether alternative language services were included and what the public notification process entailed (local newspaper public notice, web posting, radio spots, bus advertisements etc.). Points will be awarded as follows (no public outreach = 0, general public outreach, as for a CIP or other = 1, project specific outreach = 2).
7. **Funding Estimates:** please provide project total cost (rounded to the nearest thousand dollars). Please indicate the federal fiscal year (FFY) and phase in which sponsor jurisdiction is requesting the funding be programmed (in the appropriate column). Federal fiscal year runs from October 1 through September 30. Please note that no programming will be available for FFY17/18, as only regional programs will receive funding in that year. ONLY Preliminary Engineering funds will be programmed in FFY 18/19 unless a jurisdiction

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can demonstrate federal environmental compliance and 100% completed Design and Right-of-Way phases. See number 14 below for more on phases. FFY 18/19 the deadline for completing a field review with Caltrans Local Assistance is October 30, 2018. Preliminary Engineering consists of scoping, environmental, design (or PS&E) and right-of-way phases. Construction/Construction Engineering are programmed separately. Field reviews should be completed or scheduled with Caltrans in 2018 and 2019 even if funding is not programmed until subsequent fiscal years. This is to allow adequate time for project development and completion of the environmental process. Deadlines for submittals of COMPLETE Requests for Authorization (RFA) and receipt of Authorization to Proceed (E-76) for each federal fiscal year (FFY) are listed below:

- FFY 18/19 RFA package to Caltrans Local Assistance is December 1, 2018. E-76 from FHWA: January 31, 2019.
- FFY 19/20 RFA package to Caltrans Local Assistance is December 1, 2019. E-76 from FHWA: January 31, 2020.
- FFY 20/21 RFA package to Caltrans Local Assistance is December 1, 2020. E-76 from FHWA: January 31, 2021.
- FFY 21/22 RFA package to Caltrans Local Assistance is December 1, 2021. E-76 from FHWA: January 31, 2022.

Please also note that all OBAG projects will require a minimum 11.47% local match. In order to determine the amount of federal funding requested and the amount of match, please estimate the total project cost, and then multiply by 11.47% to determine the minimum match amount. ONLY funds expended AFTER federal authorization to proceed is received are eligible for reimbursement*.

**Unless "Advanced Construction" is secured. See Local Assistance Procedures Manual for details*

Please also indicate the amount of matching funds per source. Be specific about the source of matching funds (EXAMPLE: Flowerfield Apartment Mitigation Funds \$20K, or General Fund allocation \$500K).

8. **Connections to Local Land Use:**

a. High Impact Areas are defined as:

- PDAs taking on significant housing growth (total number of units) in the Sustainable Communities Strategy (SCS) including RHNA allocations, as well as housing production, especially those PDAs that are delivering large numbers of very low, low and moderate income housing units;
- Dense job centers in proximity to transit and housing (both current levels and those included in the SCS) especially those which are supported by reduced parking requirements and Travel Demand Management (TDM) programs;

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- Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
- 8b. Communities of Concern (COC) as defined by MTC: See the following map for Sonoma County COCs <http://sctainfo.org/pdf/transportation/coc-map.pdf>
- 8c. Indicate if the project is within a PDA with affordable housing preservation, creation strategies and community stabilization policies. Provide references.
- 8d. See Association of Bay Area Governments website for Planning Healthy Places Guidelines www.abag.ca.gov.
- 8e. Indicate if the project is located in PDAs that overlap or are co-located with populations exposed to outdoor toxic contaminants or freight transportation infrastructure.
9. **a through j. Complete Streets Components** Please use the pull down menus to indicate all the applicable complete streets elements included as part of your proposed project. Options include sidewalks, ADA ramps, crosswalks, bulb outs, bike lanes, signage, signals, street furniture, bus stops, bus pull outs, bus routes, truck routes. Use box 11i to indicate “other” and 11j to list other elements not listed in the above pull-down menu.
10. **Schedule:** Please indicate the month and year beginning and end of each developmental phase Preliminary Engineering (Scoping, Environmental or ENV, Design or PSE), Right-of-Way or R/W, and Construction or CON (and Construction Engineering) of proposed project. If proposed project does not conform to the standard infrastructure milestones, please use the Construction phase (CON) to indicate your project implementation beginning and end. **Project Delivery Milestones a through f.** Please indicate the dates upon which your agency anticipates achieving the listed milestones: Resolution of Local Support (must be completed by the time the FMS application is submitted to MTC), FMS application (to be submitted after SCTA approval of Program of Projects for OBAG), Field Review (see deadlines listed above in number 10), Request for Authorization (see deadlines listed above in number 10), Receipt of Authorization to Proceed or E-76 (see deadlines listed above in number 10). New to this application is the Cultural Resources record search date. This will help identify any valuable cultural resources early in the development process in order to avoid and protect such resources and avoid costly delays. 0-5 points will be awarded based on the demonstrated understanding of regional deadlines and deliverability of the project.
11. **Local Streets and Roads Preservation Projects** If the proposed project is a Local Streets and Roads Preservation project, please indicate the federal classification of each road proposed. If not LSRP project skip to number 15.
12. If an LSRP project, please indicate the number of lane miles of each road segment to be improved, including street name, length, and Pavement Condition Index of each segment.
13. If an LSRP project, please check the appropriate box to indicate which type of LSRP project is being proposed.

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14. **Certified Pavement Management Program:** Transit Districts and Non-infrastructure projects may skip this question. Please indicate (Yes or No) if sponsor agency has an approved certified Pavement Management Program (PMP). Proposed LSRP projects from agencies without a certified PMP are ineligible for OBAG funding. Please provide the date of the last MTC certification of the PMP.
15. **Bicycle and Pedestrian Only Project or Non infrastructure Project:** this question allows non-road projects to garner the same number of total points as a LSRP projects. LSRP projects will not receive points on this question.

2013 RTP Constrained Project List - Sonoma County

RTPID	Project Title	M Eligible	\$ in Year of Expenditure
Bicycle & Pedestrian Projects			
240561	Countywide Safe Routes to School - non-infrastructure		\$ 20.33
240651	<i>Bicycle/Pedestrian Expansion</i>	✓	\$ 104.00
Bus Transit			
240650	<i>Transit Expansion (including, but not limited to BRT)</i>	✓	\$ 104.00
Local Air Quality & Climate Protection Strategies			
240709	Implement Sonoma County's Climate Initiatives program		\$ 20.50
Local Streets & Roads Improvements			
22490	Convert bridges of Sonoma County from one-lane to two-lane bridges		\$ 18.03
240668	Airport Blvd Phases 1,2,3, & 5	✓	\$ 23.00
230700	<i>Non-Capacity Increasing Local Road Rehabilitation</i>		\$ 104.00
240360	Snyder Lane Widening		\$ 1.20
22207	Extend Farmers Lane as a 3-lane or 4-lane arterial from Bellevue Avenue to Route 12	✓	\$ 28.97
240524	Fulton Rd - Equitable Access/Economic Vitality Improvements	✓	\$ 43.07
22204	Widen Fulton Road from Guerneville Road to Piner Road 2 lanes to 4 lanes	✓	\$ 2.46
22197	Penngrove local road improvements including Railroad Avenue interchange	✓	\$ 20.24
240667	<i>Town of Windsor Central Roundabout</i>		\$ 8.8
Sonoma Marin Area Rail Transit (SMART)			
240676	<i>SMART Phase 2 Rail and Pathway: Windsor Extension, Initial Segment Capacity Completion and Pathway to Cloverdale</i>	✓	\$ 180.00
240677	<i>SMART Phase 3 Rail Windsor to Cloverdale Environmental and Preliminary Engineering</i>	✓	\$ 15.00
State Routes			
22190	Hwy 116/Hwy 121 intersection and Arnold Drive improvements		\$ 10.32
22438	Bodega Highway improvements west of Sebastopol	✓	\$ 1.03
230368	<i>Suburban Center Intersection Improvements at Highway 12 (Farmers Lane) and 4th Street</i>		\$ 7.3
U.S. 101			
98147	Marin Sonoma Narrows Stage 2 (Sonoma County)	✓	\$ 206.39
240529	Hearn Avenue @ Highway 101 Interchange Equitable Access/Economic Vitality Improvements	✓	\$ 41.54
21884	Petaluma cross town connector-- env only		\$ 1.20
240547	<i>Copeland Creek Bike/Pedestrian Crossing of Highway 101</i>		\$ 6.0
			\$ 967.4

(Amounts shown in millions of year-of-expenditure dollars)

**Attachment A
 Recommended Targets**

GOAL/OUTCOME	#	RECOMMENDED TARGET <i>Unless noted, all targets are for year 2035 compared to a year 2005 base</i>	GOAL/OUTCOME IN T-2035 OR PROJECTIONS 2009
CLIMATE PROTECTION	1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15% <i>Statutory - Source: California Air Resources Board, as required by SB 375</i>	✓
ADEQUATE HOUSING	2	House 100% of the region's projected 25-year growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents <i>Statutory - Source: ABAG adopted methodology, as required by SB 375</i>	
HEALTHY & SAFE COMMUNITIES	3	Reduce premature deaths from exposure to particulate emissions: <ul style="list-style-type: none"> • Reduce premature deaths from exposure to fine particulates (PM_{2.5}) by 10% • Reduce coarse particulate emissions (PM₁₀) by 30% <i>Source: Adapted from federal and state air quality standards by BAAQMD</i>	✓
	4	Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian) <i>Source: Adapted from California State Highway Strategic Safety Plan</i>	✓
	5	Increase the average daily time walking or biking per person for transportation by 60% (for an average of 15 minutes per person per day) <i>Source: Adapted from U.S. Surgeon General's guidelines</i>	
OPEN SPACE AND AGRICULTURAL PRESERVATION	6	Direct all non-agricultural development within the current urban footprint (existing urban development and urban growth boundaries) <i>Source: Adapted from SB 375</i>	
EQUITABLE ACCESS	7	Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing <i>Source: Adapted from Center for Housing Policy</i>	✓
ECONOMIC VITALITY	8	Increase gross regional product (GRP) by 90% – an average annual growth rate of approximately 2% (in current dollars) <i>Source: Bay Area Business Community</i>	
TRANSPORTATION SYSTEM EFFECTIVENESS	9	Decrease average per-trip travel time by 10% <i>Source: Adapted from Caltrans Smart Mobility 2010</i>	
	10	Maintain the transportation system in a state of good repair: <ul style="list-style-type: none"> • Increase local road pavement condition index (PCI) to 75 or better • Decrease distressed lane-miles of state highways to less than 10% of total lane-miles • Reduce average transit asset age to 50% of useful life <i>Source: Regional and state plans</i>	✓

ID	Task Name	Duration	Start	2nd Half	1st Half	2nd Half												
1	MTC Approve OBAG Release	0 days	Wed 6/15/16			◆ 6/15												
2	Call for Projects Released by SCTA	0 days	Mon 6/13/16			◆ 6/13												
3	Sponsors Complete Applications	36 days?	Mon 6/13/16			■												
4	Applications Due to SCTA	0 days	Fri 8/19/16			◆ 8/19												
5	SCTA Review Applications	31 days?	Mon 8/22/16			■												
6	Advisory Committee Review/Approval	20 days?	Tue 10/4/16			■												
7	Board Approval	0 days	Mon 11/14/16			◆ 11/14												
8	Sponsors Complete FMS Applications	34 days?	Tue 11/15/16			■												
9	SCTA Complete Submission of FMS Apps	1 day?	Tue 1/3/17			I												
10	FY 17/18	261 days?	Sun 10/1/17					■										
11	FY 18/19	261 days?	Mon 10/1/18					■										
12	Request for Authorization Due	0 days	Mon 12/3/18					◆ 12/3										
13	Authorization (E-76) Receipt Deadline	0 days	Thu 1/31/19					◆ 1/31										
14	FY 19/20	262 days?	Tue 10/1/19					■										
15	Request for Authorization Due	0 days	Mon 12/2/19					◆ 12/2										
16	Authorization (E-76) Receipt Deadline	0 days	Fri 1/31/20					◆ 1/31										
17	FY 20/21	261 days?	Thu 10/1/20					■										
18	Request for Authorization Due	0 days	Tue 12/1/20					◆ 12/1										
19	Authorizaiton (E-76) Receipt Due	0 days	Mon 2/1/21					◆ 2/1										
20	FY 21/22	261 days?	Fri 10/1/21					■										
21	Request for Authorization Due	0 days	Wed 12/1/21					◆ 12/1										
22	Authorization (E-76) Receipt Due	0 days	Mon 1/31/22					◆ 1/31										

Project: OBAG 2 Schedule Date: Fri 4/22/16	Task		Progress		Summary		External Tasks		Deadline	
	Split		Milestone		Project Summary		External Milestone			

Staff Report

To: SCTA Directors
From: Suzanne Smith, Executive Director
Item: 4.4.1 – FY16/17 Measure M Preliminary Budget
Date: May 9, 2016

Issue:

What is the proposed preliminary budget for Measure M for FY16/17?

Background:

By June of each year, the SCTA must adopt three Preliminary Budgets in order for operations to continue. The three budgets cover the SCTA general operations, Measure M and the Transportation Fund for Clean Air (TFCA).

This staff report covers the FY16/17 Measure M Preliminary Budget. Prior year information is included based on projected expenditures for FY15/16. Under the Measure M program, the SCTA must adopt a summary budget that includes the individual budgets for each program category included in the measure as well as individual budgets for the bond revenues, debt service and reserve funds. This independent budget action will enable Measure M funds to be kept separately from other SCTA funds.

A Preliminary Budget for FY16/17 has been prepared that makes some basic assumptions about the amount of sales tax revenue Measure M will receive and assigns it to each program category based on the percent prescribed in Measure M. The Measure M Preliminary Budget also includes anticipated expenses related to projects and administration based on the 2014 Measure M Strategic Plan, programming actions approved by the Board since the adoption of the 2014 Strategic Plan, and the most recent cash flow model which makes assumptions on the draft 2017 Strategic Plan Programming.

Sales tax revenues for FY16/17 are projected to increase 3% over actual FY15/16 revenues.

The expenditures associated with Measure M are focused on project costs and administration. The FY16/17 budget includes funding for all of the project categories and the following specific items:

- Contributions to other Governments – Payments to Caltrans for Hwy 101 projects and local agencies for Local Streets Projects (LSP), Rail, and Bike/Ped projects for environmental, design and construction services and capital costs associated with right-of-way acquisitions and construction
- Consultants – AECOM and BKF for design services for Hwy 101, Parsons Transportation for environmental clearance of the 116/121 interchange, KNN for on-call financial advisory services, and Vali Cooper & Associates, Inc. for project management services
- Accounting services and audits

- Office and legal expenses
- Salaries and benefits for SCTA staff time spent on Measure M efforts
- An estimated \$1.0M inter-program loan from the LSP program to the Bike/Ped program
- Payment of principal and interest for a \$2.8 Million 2014 inter-program loan from the passenger rail program to the LSP program

Policy Impacts:

No new policy issues are proposed in the FY16/17 Measure M Preliminary Budget

Fiscal Impacts:

The FY16/17 Measure M Preliminary Budget assumes sales tax revenue will increase 3% over FY15/16 sales tax revenues. This assumption will be revisited as part of the final budget in October when updated sales tax revenue trends are known.

Staff Recommendation:

The SCTA must adopt a Measure M Preliminary Budget for FY16/17 by June 30, 2016. The SCTA should consider the proposed Measure M Preliminary Budgets and, if they meet with the Board's approval, adopt the Preliminary Budget. The final budget will be brought back to the SCTA for approval at a public hearing in October.

Adoption of Resolution No. 2016-007 adopting the FY16/17 Preliminary Budget requires a 2/3-majority vote. Therefore, the budget MUST receive eight (8) affirmative votes to pass.

May 9, 2016

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA
COUNTY TRANSPORTATION AUTHORITY, COUNTY OF SONOMA,
STATE OF CALIFORNIA, ADOPTING THE MEASURE M PRELIMINARY
BUDGET FOR FISCAL YEAR 2016/2017.**

WHEREAS, a Measure M Preliminary Budget for Fiscal Year 2016/2017 has been prepared by the Executive Director, reviewed by the Sonoma County Transportation Authority and attached hereto as Exhibit A.

NOW, THEREFORE, BE IT RESOLVED, that the Measure M Preliminary Budget for Fiscal Year 2016/2017 for the Sonoma County Transportation Authority, attached hereto and marked Exhibit A, is hereby adopted.

BE IT FURTHER RESOLVED, that the Sonoma County Transportation Authority shall adopt the Measure M Final Budget for Fiscal Year 2016/2017 at a duly noticed public hearing at 2:30 PM, October 10, 2016 in accordance with the provisions of Section 180108 of the Public Utilities Code and Ordinance No. 3 of the Sonoma County Transportation Authority.

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

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

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

Ayes:

Noes:

Absent:

Abstain:

SO ORDERED

I, the undersigned, certify that the foregoing resolution was duly adopted at a regular meeting of the Board of Directors of the Sonoma County Transportation Authority held on May 9, 2016.

Suzanne Smith, Executive Director
Clerk, Sonoma County Transportation Authority

**Sonoma County Transportation Authority
Measure M FY 2016-2017 Preliminary Budget
Budget Summary for All Programs**

Exhibit A

Account	Description	Actual FY 14-15	Budgeted FY 14-15	Projected FY 15-16	Final FY 15-16	Preliminary FY 16-17
40301	Sales/Use Tax Receipts	20,891,959	21,175,700	21,518,717	21,518,717	22,164,279
42358	State - Other (Caltrans)	808,599	1,433,000	561,000	561,000	780,000
42601	County	-	569,000	-	369,000	-
42612	City of Petaluma	3,213,778	5,517,000	-	1,610,000	263,000
44002	Interest on Pooled Cash	224,501	170,446	226,528	190,080	114,000
44003	Interest Earned	16,122	40,500	15,000	16,419	17,000
46029	Donations/Reimbursements	-	-	206	500	500
46200	Prior Year Revenue	793,912	-	22,180	-	-
47101	Transfer in within a Fund	6,229,993	6,231,836	788,671	-	32,559
47111	Bond Proceeds	49,265,000	48,000,000	-	-	-
47112	Bond-Premium	7,225,508	6,000,000	-	-	-
49002	Advances	-	1,700,000	500,000	500,000	1,375,000
49003	Advances - Clearing	-	670,000	(500,000)	(500,000)	(1,375,000)
	Total Revenues	88,669,374	91,507,482	23,132,302	24,265,716	23,371,338
	Check balance	88,669,374	91,507,482	23,132,302	24,265,716	23,371,338
	Variance	-	-	-	-	-
51201	Administration Costs	7,025	8,500	10,875	10,800	13,000
51206	Audit Services	17,325	22,000	11,550	22,000	22,000
51207	Fiscal Accounting	32,678	30,500	35,000	40,500	35,000
51211	Legal Services	563,189	670,000	320,000	630,000	220,000
51225	Training-In-Service	-	-	-	-	-
51226	Consultants	2,277,172	3,174,000	1,322,570	2,647,000	4,015,000
51244	Permits	-	-	-	-	-
51241	Outside Printing Services	-	13,000	956	500	13,000
51249	SCTA Staff Time	195,686	200,000	181,983	200,000	250,000
51301	Public/Legal Notices	-	250	-	250	-
51421	Rents/Leases-Buildings	37,000	37,000	37,000	37,000	37,000
51602	Travel Expense	5,574	19,000	6,888	19,000	19,000
51902	Communication	-	-	-	-	-
51916	County Services Contract	16,348	16,000	17,000	17,000	17,000
51919	EFS Charges	-	-	-	-	-
52091	Memberships	4,750	5,500	5,650	5,500	6,000
52101	Misc Expenses	1,692	1,000	774	1,910	1,510
52111	Office Expense	-	2,000	1,000	2,000	2,000
52115	Books/Periodicals	-	500	-	500	-
52116	Printing Services	651	-	-	12,500	-
52117	Postage	-	2,000	-	2,000	2,000
52162	Conservation Credits	-	15,000	-	15,000	15,000
52163	Professional Development	1,262	3,000	1,500	3,000	3,000
53101	LT Debt - Principal Payments	8,012,500	8,982,500	6,105,000	6,105,000	6,135,000
53103	LT Debt - Interest Payments	3,080,034	3,104,413	1,487,582	3,039,076	3,011,413
53104	Debt- Interest Other	-	-	15,000	20,000	17,000
53105	Debt Issuance Costs	347,463	540,000	600	2,000	-
53501	Contributions to Other Govts	22,790,214	43,256,135	18,205,181	31,832,925	19,558,833
57101	Other Financing	-	-	-	-	-
57011	Transfers out within a Fund	45,184,131	48,831,836	788,671	-	32,559
59002	Advances	-	-	500,000	1,500,000	1,375,000
59003	Advances Clearing	-	1,700,000	(500,000)	(1,500,000)	(1,375,000)
	Total Expenses	82,574,694	110,634,134	28,554,781	44,665,461	33,425,315
	Check balance	82,574,694	110,634,134	28,554,781	44,665,461	33,425,315
	Variance	-	-	-	-	-
	Beginning Fund Bal.	44,319,708	44,319,708	50,414,388	50,414,388	44,991,909
	Revenues	88,669,374	91,507,482	23,132,302	24,265,716	23,371,338
	Expenses	(82,574,694)	(110,634,134)	(28,554,781)	(44,665,461)	(33,425,315)
	Adjustments	-	-	-	-	-
	Change in Encumbrances	-	-	-	-	-
	Change in Fund Balance	6,094,680	(19,126,652)	(5,422,479)	(20,399,745)	(10,053,977)
	Ending Fund Bal.	50,414,388	25,193,056	44,991,909	30,014,643	34,937,932

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**Sonoma County Transportation Authority
Measure M FY 2016-2017 Preliminary Budget
Administration (1%)**

Dept ID: 70030100

Fund 74651

<u>Account</u>	<u>Description</u>	Actual FY 14-15	Budgeted FY 14-15	Projected FY 15-16	Final FY 15-16	Preliminary FY 16-17
40301	Sales/Use Tax	208,920	211,757	215,187	215,187	221,643
44002	Interest on Pooled Cash	1,481	1,282	1,300	1,560	
46029	Donations/Reimbursements	-	-	206	500	500
	Total Revenues	210,400	213,039	216,693	217,247	222,143
51206	Audit Services	17,325	22,000	11,550	22,000	22,000
51207	Fiscal Accounting	32,678	25,000	35,000	35,000	35,000
51211	Legal Services	1,546	20,000	5,000	20,000	20,000
51226	Consultants	7,916	15,000	15,000	15,000	15,000
51241	Outside Printing & Binding		12,500	956		12,500
51249	SCTA Staff Time	30,812	40,000	21,983	40,000	40,000
51421	Rents/Leases-Buildings	37,000	37,000	37,000	37,000	37,000
51602	Travel Expense	4,387	9,000	5,888	9,000	9,000
51916	County Services Contract	16,348	16,000	17,000	17,000	17,000
51919	EFS Charges					
52091	Memberships	4,750	5,500	5,650	5,500	6,000
52101	Misc Expense	17		4	20	20
52111	Office Expense		2,000	1,000	2,000	2,000
52116	Printing Services	651			12,500	-
52163	Professional Development	1,262	3,000	1,500	3,000	3,000
	Total Expenses	154,693	207,000	157,532	218,020	218,520
	Beginning Fund Balance	256,355	256,355	312,062	312,062	371,223
	Revenues	210,400	213,039	216,693	217,247	222,143
	Expenses	(154,693)	(207,000)	(157,532)	(218,020)	(218,520)
	Adjustments	-	-	-	-	-
	Change in Encumbrances	-	-	-	-	-
	Change in Fund Balance	55,707	6,039	59,161	(773)	3,623
	Ending Fund Balance	312,062	262,394	371,223	311,289	374,846

**Sonoma County Transportation Authority
Measure M FY 2016-2017 Preliminary Budget
Local Street Repairs (LSR - 20%)**

Dept ID: 70030200

Fund 74652

<u>Account</u>	<u>Description</u>	Actual FY 14-15	Budgeted FY 14-15	Projected FY 15-16	Final FY 15-16	Preliminary FY 16-17
40301	Sales/Use Tax	4,178,392	4,235,140	4,303,744	4,303,744	4,432,856
44002	Interest on Pooled Cash	4,683	5,000	4,000	5,000	5,000
Total Revenue		4,183,075	4,240,140	4,307,744	4,308,744	4,437,856
52101	Misc Expense	338	-	160	300	300
53501	Contributions to Other Govts.	4,258,696	4,911,978	4,903,463	4,904,323	4,437,556
Total Expenses		4,259,034	4,911,978	4,903,623	4,904,623	4,437,856
Beginning Fund Balance		671,837	671,837	595,879	595,879	(0)
Revenues		4,183,075	4,240,140	4,307,744	4,308,744	4,437,856
Expenses		(4,259,034)	(4,911,978)	(4,903,623)	(4,904,623)	(4,437,856)
Adjustments		-	-	-	-	-
Change in Encumbrances		-	-	-	-	-
Change in Fund Balance		(75,959)	(671,838)	(595,879)	(595,879)	0
Ending Fund Balance		595,879	(1)	(0)	(0)	0

**Sonoma County Transportation Authority
Measure M FY 2016-2017 Preliminary Budget
Local Street Projects (LSP - 20%)**

Dept ID: 70030300

Fund 74653

<u>Account</u>	<u>Description</u>	Actual FY 14-15	Budgeted FY 14-15	Projected FY 15-16	Final FY 15-16	Preliminary FY 16-17
40301	Sales/Use Tax	4,178,392	4,235,140	4,303,744	4,303,744	4,432,856
44002	Interest on Pooled Cash	93,437	68,370	80,000	88,025	
44003	Interest Earned	16,122	40,500	15,000	16,419	17,000
49002	Advances			500,000	(500,000)	375,000
49003	Advances - Clearing		670,000	(500,000)	500,000	(375,000)
Total Revenue		4,287,950	5,014,010	4,398,744	4,408,188	4,449,856
51226	Consultants	711,420	1,200,000	500,000	1,025,000	2,000,000
52101	Misc Expense	338		160	300	300
53501	Contributions to Other Govts.	2,445,139	12,608,755	7,000,000	12,499,000	7,092,000
59002	Advances			-	1,000,000	1,000,000
59003	Advances Clearing		1,700,000	-	(1,000,000)	(1,000,000)
Total Expenses		3,156,897	15,508,755	7,500,160	13,524,300	9,092,300
	Beginning Fund Balance	13,673,970	13,673,970	15,305,023	15,305,023	12,703,607
	Revenues	4,287,950	5,014,010	4,398,744	4,408,188	4,449,856
	Expenses	(3,156,897)	(15,508,755)	(7,500,160)	(13,524,300)	(9,092,300)
	Adjustments	500,000		500,000	-	375,000
	Change in Encumbrances	-	-	-	-	-
	Change in Fund Balance	1,631,054	(10,494,745)	(2,601,416)	(9,116,112)	(4,267,444)
	Ending Fund Balance	15,305,023	3,179,225	12,703,607	6,188,911	8,436,164

**Sonoma County Transportation Authority
Measure M FY 2016-2017 Preliminary Budget
Highway 101 (40%)**

Dept ID: 70030400

Fund 74654

<u>Account</u>	<u>Description</u>	Actual FY 14-15	Budgeted FY 14-15	Projected FY 15-16	Final FY 15-16	Preliminary FY 16-17
40301	Sales/Use Tax	1,943,418	1,783,226	1,603,267	814,596	1,092,515
42358	State - Caltrans	808,599	1,433,000	561,000	561,000	780,000
42601	County		569,000	-	369,000	-
42612	City of Petaluma	3,213,778	5,517,000	-	1,610,000	263,000
44002	Interest on Pooled Cash	104,965	76,941	75,000	55,969	75,000
46200	Prior Year Revenue	793,912		22,180		
	Total Revenue	6,864,673	9,379,167	2,261,447	3,410,565	2,210,515
51201	Administration Costs	6,306	8,000	9,194	10,000	12,000
51207	Fiscal Accounting		5,000	-	5,000	-
51211	Legal Services	47,186	150,000	15,000	100,000	100,000
51226	Consultants *	1,152,953	1,459,000	800,000	800,000	1,000,000
51241	Outside Printing Services		500		500	500
51249	SCTA Staff Time	164,874	160,000	160,000	160,000	210,000
51301	Public/Legal Notices		250		250	-
51602	Travel Expense	1,187	10,000	1,000	10,000	10,000
52101	Misc Expense	677	1,000	300	1,000	600
52111	Office Expense					
52115	Books/Periodicals		500		500	
52117	Postage		2,000		2,000	2,000
52162	Conservation Credits		15,000		15,000	15,000
53501	Contributions to Other Govts	6,849,462	13,023,000	-	2,000,000	500,000
57011	Transfers Out - Within a fund			788,671		
59002	Advances	-	-			
	Total Expenses	8,222,645	14,834,250	1,774,164	3,104,250	1,850,100
	Beginning Fund Balance	16,642,543	16,642,543	15,284,571	15,284,571	15,771,854
	Revenues	6,864,673	9,379,167	2,261,447	3,410,565	2,210,515
	Expenses	(8,222,645)	(14,834,250)	(1,774,164)	(3,104,250)	(1,850,100)
	Adjustments			-	-	-
	Change in Encumbrances	-	-	-	-	-
	Change in Fund Balance	(1,357,972)	(5,455,083)	487,283	306,315	360,415
	Ending Fund Balance	15,284,571	11,187,460	15,771,854	15,590,886	16,132,268

**Sonoma County Transportation Authority
Measure M FY 2016-2017 Preliminary Budget
Highway 101 2011 Series Bonds Reserve**

Dept ID: 70030700

Fund 74657

<u>Account</u>	<u>Description</u>	Actual FY 14-15	Budgeted FY 14-15	Projected FY 15-16	Final FY 15-16	Preliminary FY 16-17
44002	Interest on Pooled Cash	-	-	-	-	-
47111	Bond Proceeds	-	-	-	-	-
Total Revenue		-	-	-	-	-
52101	Misc Expense	-	-	-	-	-
Total Expenses		-	-	-	-	-
	Beginning Fund Balance	1,890,000	1,890,000	1,890,000	1,890,000	1,890,000
	Revenues	-	-	-	-	-
	Expenses	-	-	-	-	-
	Adjustments	-	-	-	-	-
	Change in Encumbrances	-	-	-	-	-
	Change in Fund Balance	-	-	-	-	-
	Ending Fund Balance	1,890,000	1,890,000	1,890,000	1,890,000	1,890,000

**Sonoma County Transportation Authority
Measure M FY 2016-2017 Preliminary Budget
Highway 101 2011 Series Bonds - Debt Service Fund**

Dept ID: 70030900

Fund 74659

<u>Account</u>	<u>Description</u>	Actual FY 14-15	Budgeted FY 14-15	Projected FY 15-16	Final FY 15-16	Preliminary FY 16-17
40301	Sales/Use Tax	1,952,728	1,092,141	2,201,784	2,201,784	2,203,097
44002	Interest on Pooled Cash	21	-			
44003	Other Interest Earnings	0	-			
47101	Transfer in within a Fund	15,427	15,688			
Total Revenue		1,968,176	1,107,829	2,201,784	2,201,784	2,203,097
53101	Bond - Principal Payments	285,000	285,000	1,436,250	1,436,250	1,511,250
53103	Bond - Interest Payments	807,141	807,141	400,720	765,534	691,847
Total Expenses		1,092,141	1,092,141	1,836,970	2,201,784	2,203,097
	Beginning Fund Balance	412,933	412,933	1,288,969	1,288,969	1,653,783
	Revenues	1,968,176	1,107,829	2,201,784	2,201,784	2,203,097
	Expenses	(1,092,141)	(1,092,141)	(1,836,970)	(2,201,784)	(2,203,097)
	Adjustments			-	-	-
	Change in Encumbrances	-	-	-	-	-
	Change in Fund Balance	876,036	15,688	364,814	-	-
	Ending Fund Balance	1,288,969	428,621	1,653,783	1,288,969	1,653,783

**Sonoma County Transportation Authority
Measure M FY 2016-2017 Preliminary Budget
Transit (10%)**

Dept ID: 70031000

Fund 74660

<u>Account</u>	<u>Description</u>	Actual FY 14-15	Budgeted FY 14-15	Projected FY 15-16	Final FY 15-16	Preliminary FY 16-17
40301	Sales/Use Tax	2,089,196	2,117,570	2,151,871	2,151,871	2,216,427
44002	Interest on Pooled Cash	2,340	2,200	2,000	1,490	2,000
Total Revenue		2,091,536	2,119,770	2,153,871	2,153,361	2,218,427
52101	Misc Expense	169	-	80	150	150
53501	Contributions to Other Govts.	2,129,358	2,455,688	2,451,718	2,451,138	2,218,277
Total Expenses		2,129,527	2,455,688	2,451,798	2,451,288	2,218,427
Beginning Fund Balance		335,918	335,918	297,927	297,927	(0)
Revenues		2,091,536	2,119,770	2,153,871	2,153,361	2,218,427
Expenses		(2,129,527)	(2,455,688)	(2,451,798)	(2,451,288)	(2,218,427)
Adjustments				-	-	-
Change in Encumbrances		-	-	-	-	-
Change in Fund Balance		(37,991)	(335,918)	(297,927)	(297,927)	0
Ending Fund Balance		297,927	0	(0)	(0)	(0)

**Sonoma County Transportation Authority
Measure M FY 2016-2017 Preliminary Budget
Passenger Rail (5%)**

Dept ID: 70031100

Fund 74661

<u>Account</u>	<u>Description</u>	Actual FY 14-15	Budgeted FY 14-15	Projected FY 15-16	Final FY 15-16	Preliminary FY 16-17
40301	Sales/Use Tax	393,689	694,738	342,008	342,008	373,848
44002	Interest on Pooled Cash	1,732	1,537	3,028	(10,570)	
	Total Revenue	395,421	696,275	345,036	331,438	373,848
51201	Administration Costs	719	500	1,681	800	1,000
51207	Fiscal Accounting		500		500	
52101	Misc Expense	85		40	80	80
53101	Bond - Principal Payments		970,000			
53103	Bond - Interest Payments	16,122	32,000			
53104	Other Interest Expense			15,000	15,000	11,000
59002	Advances			500,000	500,000	375,000
59003	Advances Clearing			(500,000)	(500,000)	(375,000)
	Total Expenses	16,925	1,003,000	16,721	16,380	12,080
	Beginning Fund Balance	307,417	307,417	185,913	185,913	14,228
	Revenues	395,421	696,275	345,036	331,438	373,848
	Expenses	(16,925)	(1,003,000)	(16,721)	(16,380)	(12,080)
	Adjustments	(500,000)	-	(500,000)	-	(375,000)
	Change in Encumbrances	-	-	-	-	-
	Change in Fund Balance	(121,504)	(306,725)	(171,685)	315,058	(13,232)
	Ending Fund Balance	185,913	692	14,228	500,971	996

**Sonoma County Transportation Authority
Measure M FY 2016-2017 Preliminary Budget
Passenger Rail 2011 Bond Issue Reserve**

Dept ID: 70031200

Fund 74662

<u>Account</u>	<u>Description</u>	Actual FY 14-15	Budgeted FY 14-15	Projected FY 15-16	Final FY 15-16	Preliminary FY 16-17
44002	Interest on Pooled Cash					
47111	Bond Proceeds					
	Total Revenue	-	-	-	-	-
52101	Misc Expense					
	Total Expenses	-	-	-	-	-
	Beginning Fund Balance	630,000	630,000	630,000	630,000	630,000
	Revenues	-	-	-	-	-
	Expenses	-	-	-	-	-
	Adjustments	-	-	-	-	-
	Change in Encumbrances	-	-	-	-	-
	Change in Fund Balance	-	-	-	-	-
	Ending Fund Balance	630,000	630,000	630,000	630,000	630,000

**Sonoma County Transportation Authority
Measure M FY 2016-2017 Preliminary Budget
Passenger Rail 2011 Bond Debt Service**

Dept ID: 70031400

Fund 74664

<u>Account</u>	<u>Description</u>	Actual FY 14-15	Budgeted FY 14-15	Projected FY 15-16	Final FY 15-16	Preliminary FY 16-17
40301	Sales/Use Tax	650,909	364,047	733,928	733,928	734,366
44002	Interest on Pooled Cash	13				
47101	Transfer in within a Fund	9,197	10,778	-	-	-
Total Revenue		660,119	374,825	733,928	733,928	734,366
53101	Bond - Principal Payments	95,000	95,000	478,750	478,750	503,750
53103	Bond - Interest Payments	269,047	269,047	133,573	255,178	230,616
Total Expenses		364,047	364,047	612,323	733,928	734,366
Beginning Fund Balance		137,644	137,644	433,717	433,717	555,321
Revenues		660,119	374,825	733,928	733,928	734,366
Expenses		(364,047)	(364,047)	(612,323)	(733,928)	(734,366)
Adjustments				-	-	-
Change in Encumbrances				-	-	-
Change in Fund Balance		296,073	10,778	121,605	-	-
Ending Fund Balance		433,717	148,422	555,321	433,717	555,321

**Sonoma County Transportation Authority
Measure M FY 2016-2017 Preliminary Budget
Bicycle/Pedestrian (4%)**

Dept ID: 70031500

Fund 74665

<u>Account</u>	<u>Description</u>	Actual FY 14-15	Budgeted FY 14-15	Projected FY 15-16	Final FY 15-16	Preliminary FY 16-17
40301	Sales/Use Tax	835,678	847,028	860,748	860,748	886,570
44002	Interest on Pooled Cash	11,054	9,616	1,200	32	2,000
49002	Advances		1,700,000		1,000,000	1,000,000
49003	Advances (clearing)				(1,000,000)	(1,000,000)
Total Revenue		846,733	2,556,644	861,948	860,780	888,570
52101	Misc Expense	68		30	60	60
53103	Bond - Interest Payments		8,500			
53104	Other Interest Expense			-	5,000	6,000
53501	Contributions to Other Govts.	2,782,986	4,256,714	850,000	1,533,000	711,000
Total Expenses		2,783,054	4,265,214	850,030	1,538,060	717,060
	Beginning Fund Balance	1,942,667	1,942,667	6,346	6,346	18,264
	Revenues	846,733	2,556,644	861,948	860,780	888,570
	Expenses	(2,783,054)	(4,265,214)	(850,030)	(1,538,060)	(717,060)
	Adjustments	-	-	-	-	-
	Change in Encumbrances	-	-	-	-	-
	Change in Fund Balance	(1,936,321)	(1,708,570)	11,918	(677,280)	171,510
	Ending Fund Balance	6,346	234,097	18,264	(670,934)	189,774

**Sonoma County Transportation Authority
Measure M FY 2016-2017 Preliminary Budget
Highway 101 2015A Series Bonds Debt Service Fund
Refunding of 2008 Bond - No New Money**

Dept ID: 70031600

Fund 74666

<u>Account</u>	<u>Description</u>	<u>Actual FY 14-15</u>	<u>Budgeted FY 14-15</u>	<u>Projected FY 15-16</u>	<u>Final FY 15-16</u>	<u>Preliminary FY 16-17</u>
40301	Sales/Use Tax	490,667	1,274,275	3,603,520	4,311,107	4,310,100
47101	Transfer in withing a Fund	1,597,870	1,597,870	707,587		21,559
Total Revenue		2,088,536	2,872,145	4,311,107	4,311,107	4,331,659
53101	Bond - Principal Payments	-	-	2,910,000	2,910,000	2,860,000
53103	Bond - Interest Payments	-	-	661,757	1,401,107	1,450,100
Total Expenses		-	-	3,571,757	4,311,107	4,310,100
	Beginning Fund Balance	-	-	2,088,536	2,088,536	2,827,887
	Revenues	2,088,536	2,872,145	4,311,107	4,311,107	4,331,659
	Expenses	-	-	(3,571,757)	(4,311,107)	(4,310,100)
	Adjustments	-	-	-	-	-
	Change in Encumbrances	-	-	-	-	-
	Change in Fund Balance	2,088,536	2,872,145	739,350	-	21,559
	Ending Fund Balance	2,088,536	2,872,145	2,827,887	2,088,536	2,849,446

**Sonoma County Transportation Authority
Measure M FY 2016-2017 Preliminary Budget
Highway 101 2015A Series Bonds**

Dept ID: 70031700

Escrow Account with Trustee for Payoff of 2008 Bond – Callable December 1, 2017

Fund 74667

<u>Account</u>	<u>Description</u>	Actual FY 14-15	Budgeted FY 14-15	Projected FY 15-16	Final FY 15-16	Preliminary FY 16-17
47101	Transfer in within a Fund	4,607,500	4,607,500			
47111	Bond Proceeds	34,200,000	37,000,000			
47112	Bond-Premium	5,015,846	6,000,000			
	Total Revenue	43,823,346	47,607,500		-	-
53101	Bond - Principle Payments	4,607,500	4,607,500			
53105	Debt Issuance	240,149	400,000		1,000	
57101	Transfers out within a Fund	38,954,138	42,600,000			21,559
	Total Expenses	43,801,786	47,607,500		1,000	21,559
	Beginning Fund Balance	-	-	21,559	21,559	21,559
	Revenues	43,823,346	47,607,500	-	-	-
	Expenses	(43,801,786)	(47,607,500)	-	(1,000)	(21,559)
	Adjustments	-	-	-	-	-
	Change in Encumbrances	-	-	-	-	-
	Change in Fund Balance	21,559	-	-	(1,000)	(21,559)
	Ending Fund Balance	21,559	-	21,559	20,559	0

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**Sonoma County Transportation Authority
Measure M FY 2016-2017 Preliminary Budget
Highway 101 2015B Series Bonds Debt Service Fund**

Dept ID: 70031800

Fund 74668

<u>Account</u>	<u>Description</u>	Actual FY 14-15	Budgeted FY 14-15	Projected FY 15-16	Final FY 15-16	Preliminary FY 16-17
40301	Sales/Use Tax	149,333	500,000	1,198,917	1,280,000	1,260,000
47101	Transfers In- Within a Fund			81,083	-	11,000
47112	Premiums	2,209,663				
Total Revenue		2,358,996	500,000	1,280,000	1,280,000	1,271,000
53101	Bond - Principal Payments			1,280,000	1,280,000	1,260,000
53103	Bond - Interest Payments			291,532	617,257	638,850
Total Expenses		-	-	1,571,532	1,897,257	1,898,850
Beginning Fund Balance		-	-	2,358,996	2,358,996	2,067,464
Revenues		2,358,996	500,000	1,280,000	1,280,000	1,271,000
Expenses		-	-	(1,571,532)	(1,897,257)	(1,898,850)
Adjustments		-	-	-	-	-
Change in Encumbrances		-	-	-	-	-
Change in Fund Balance		2,358,996	500,000	(291,532)	(617,257)	(627,850)
Ending Fund Balance		2,358,996	500,000	2,067,464	1,741,739	1,439,614

**Sonoma County Transportation Authority
Measure M FY 2016-2017 Preliminary Budget
Highway 101 2015B Series Bonds**

Dept ID: 70031900

Fund 74669

<u>Account</u>	<u>Description</u>	Actual FY 14-15	Budgeted FY 14-15	Projected FY 15-16	Final FY 15-16	Preliminary FY 16-17
40301	Sales/Use Tax					-
44002	Interest on Pooled Cash	1,118		60,000	48,574	30,000
47111	Bond Proceeds	15,065,000	11,000,000			
	Total Revenue	15,066,118	11,000,000	60,000	48,574	30,000
51211	Legal Services	514,458	500,000	300,000	510,000	100,000
51226	Consultants*	404,883	500,000	7,570	807,000	1,000,000
53105	Debt Issuance	107,314	140,000	600	1,000	-
53501	Contributions to Other Govts	4,324,574	6,000,000	3,000,000	8,445,464	4,600,000
57011	Transfers out within a Fund					11,000
	Total Expenses	5,351,228	7,140,000	3,308,170	9,763,464	5,711,000
	Beginning Fund Balance	-	-	9,714,890	9,714,890	6,466,720
	Revenues	15,066,118	11,000,000	60,000	48,574	30,000
	Expenses	(5,351,228)	(7,140,000)	(3,308,170)	(9,763,464)	(5,711,000)
	Adjustments	-	-	-	-	-
	Change in Encumbrances	-	-	-	-	-
	Change in Fund Balance	9,714,890	3,860,000	(3,248,170)	(9,714,890)	(5,681,000)
	Ending Fund Balance	9,714,890	3,860,000	6,466,720	(0)	785,720

Staff Report

To: SCTA/RCPA Board of Directors

From: Suzanne Smith, Executive Director

Item: 4.4.2 – FY16/17 Preliminary Budget – Transportation Funds for Clean Air

Date: May 9, 2016

Issue:

What is the proposed Preliminary Budget for the Transportation Fund for Clean Air (TFCA) for FY16/17?

Background:

By June of each year, the SCTA must adopt three Preliminary Budgets in order for operations to continue. The three budgets cover the SCTA general operations, Measure M and the Transportation Fund for Clean Air (TFCA).

This staff report covers the FY16/17 TFCA Preliminary Budget. As is customary, the budget includes revenue from the Bay Area Air Quality Management District and funds available to each jurisdiction. The projects included in the FY16/17 budget are the same projects approved by the SCTA under item 4.3.2 of this May 9, 2016 agenda. The funds allocated for each project are then assigned to each jurisdiction in which the project is proposed.

Fiscal Impacts:

A total of \$614,040 in new funding is to be made available for projects in Sonoma County via the FY16/17 budget. An additional \$29,535 will come to SCTA for program administration.

Staff Recommendation:

The SCTA must adopt a TFCA Preliminary Budget for FY16/17 by June 30, 2016. The SCTA should consider the proposed budget and if it meets with the Board's approval, adopt the FY16/17 TFCA Preliminary Budget and associated resolution. The final budget will be brought back to the SCTA for approval at a public hearing in October 2016.

Adoption of Resolution No. 2016-008 requires a 2/3rds majority vote; therefore, the budget MUST receive eight (8) affirmative votes to pass.

May 9, 2016

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA COUNTY TRANSPORTATION AUTHORITY, COUNTY OF SONOMA, STATE OF CALIFORNIA, ADOPTING THE TRANSPORTATION FUND FOR CLEAN AIR PRELIMINARY BUDGET FOR FISCAL YEAR 2016/2017.

WHEREAS, a Transportation Fund for Clean Air Preliminary Budget for Fiscal Year 2016/2017 has been prepared by the Executive Director, reviewed by the Sonoma County Transportation Authority and attached hereto as Exhibit A.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Fund for Clean Air Preliminary Budget for Fiscal Year 2016/2017 for the Sonoma County Transportation Authority, attached hereto and marked Exhibit A, is hereby adopted.

BE IT FURTHER RESOLVED, that the Sonoma County Transportation Authority shall adopt the Transportation Fund for Clean Air Final Budget for Fiscal Year 2016/2017 at a duly noticed public hearing at 2:30 PM, October 10, 2016 in accordance with the provisions of Section 180108 of the Public Utilities Code and Ordinance No. 3 of the Sonoma County Transportation Authority.

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

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

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

Ayes: Noes: Absent: Abstain:

SO ORDERED

I, the undersigned, certify that the foregoing resolution was duly adopted at a regular meeting of the Board of Directors of the Sonoma County Transportation Authority held on May 9, 2016.

Suzanne Smith, Executive Director
Clerk, Sonoma County Transportation Authority

Exhibit A

**Sonoma County Transportation Authority - TFCA Program
FY 2016-17 Preliminary Budget
Fund 74551**

Account	Budgeted 2014-15	Actual 2014-15	Budgeted 2015-16	Actuals & Projected 2015-16	Preliminary 2016-17	Amount of Change	Percent Change
Revenues							
44002	5,741	5,444	5,700	5,700	5,630	70	1.24%
42610	593,508	572,578	594,401	594,401	608,412	(14,011)	-2.36%
46200	-	-	-	-	-	-	N/A
Total	599,249	578,022	600,101	600,101	614,041	(13,940)	-2.32%
Expenditures							
51201	29,675	29,675	29,348	29,346	29,535	(187)	-0.64%
51211	-	-	115	115	115	-	0.00%
53501	457,868	226,183	424,739	77,273	443,125	(18,386)	-23.79%
53501	146,278	68,895	140,199	-	141,265	(1,066)	N/A
Total	633,821	324,753	594,401	106,734	614,040	(19,639)	-18.40%
Prior Year Expenditures							
53501	943,902	586,922	680,621	744,557	393,766	286,855	38.53%
Total	943,902	586,922	680,621	744,557	393,766	286,855	38.53%
Starting Fund Balance	874,749	874,749	730,471	730,471	479,281	251,190	
Total Revenue	599,249	578,022	600,101	600,101	614,041	(13,940)	-2.32%
Total Expenditures	(1,577,724)	(911,675)	(1,275,022)	(851,291)	(1,007,806)	(267,216)	31.39%
Less Change in Encumbrances	-	-	-	-	-	-	
Audit Adjustment	-	189,375	-	-	-	-	-
Change in Unreserved Fund Balance	(978,475)	(144,278)	(674,921)	(251,190)	(393,765)	(281,156)	
UNRESERVED FUND BALANCE	(103,726)	730,471	55,549	479,281	85,516	(29,967)	

Staff Report

To: RCPA Board of Directors
From: Lauren Casey, Director of Climate Programs
Item: 4.4.3 RCPA FY16/17 Preliminary Budget
Date: May 9, 2016

Issue:

Shall the Board adopt a preliminary budget for RCPA for the fiscal year beginning July 1, 2016?

Background:

The RCPA must adopt a preliminary budget by June in order for operations to continue; the attached Preliminary Budget (Exhibit A) contains staff's recommendation. As is customary, the budget includes all revenues from local, regional, state, and federal sources.

REVENUE IN THE RCPA FY15-16 PRELIMINARY BUDGET INCLUDES:

- Other Governments: Bay Area Regional Energy Network

The RCPA, in conjunction with the Association of Bay Area Governments and other local governments in the Bay Area, secured over \$14 million dollars to implement energy efficiency programs in 2016. Of this, \$415,000 was allocated to the RCPA for the administration of the BayREN PAYS® pilot expansion (including technical consultants), coordination with BayREN members, and the local implementation of regional programs including Energy Upgrade California, Bay Area Multifamily Buildings Enhancement program, codes and standards work, and commercial PACE marketing. RCPA staff have projected that slightly more than half of this allocation will be spent in FY16/17. Staff have also projected that BayREN counties are funded at a similar level in 2017 bringing the total proposed for FY16/17 to \$419,000.

- City and County Contributions

The balance of funding is provided by the public agency partners for purposes of supporting the non-grant funded activities which relate to new program development such as the implementation of Climate Action 2020, data collection and reporting, pre-grant application expenses, countywide coordination, legislative advocacy, management/administration, etc. In order to develop new initiatives, the local discretionary funds are essential to make progress on our goals, and these funds serve as a local match, which is often required for state and federal grants.

Besides supporting new program and project development, the local funding provides the discretionary flexibility for the Board to provide policy direction and request staff actions on non-reimbursable activities.

The FY16/17 preliminary budget proposes a 3% increase in the general local contribution for RCPA. The current requested contribution from local agencies is \$217,534 (Exhibit B).

The City and County revenue amount also includes \$10,000 to be provided by the Sonoma County Water Agency to provide staff support for the coordination of Applied Solutions.

- Interest on Pooled Cash

Interest budgeted for FY15/16 is \$1400.

- State Grants

The RCPA was a co-recipient of a Strategic Growth Council grant to develop the Shift Sonoma County plan awarded to the SCTA as the lead grant recipient. No revenue associated with the Shift project appears in the RCPA budget, nor do personnel expenses associated with the Shift project. These costs and revenues are incurred in the SCTA budget.

EXPENDITURES IN THE RCPA FY14/15 PRELIMINARY BUDGET INCLUDE:

- **Staff Salaries/Benefits**

RCPA will fund a full-time Director of Climate Programs and full-time Climate Action Coordinator. In addition, the RCPA will fund half of a full-time Community Affairs Specialist. These employees manage programs, coordinate with partners (staff and directors), write grants, administer contracts, and engage with members of the community on climate action programs and issues. RCPA staff costs include a share of the Executive Director’s salary and benefits, as well as monthly administrative support costs provided by SCTA Administrative staff.

Health and retirement benefits are provided through the County of Sonoma and paid for by the RCPA, and the FY16/17 Preliminary Budget reflects the costs for health care as approved at the April Board meeting.

The 8.9% increase in staff costs from the FY15/16 budget is due to increases in staff salary and benefit costs, and an increase in budget for staff on RCPA funded programs relative to time spent on the Shift Sonoma County project, for which staff costs (and revenue) appear in the SCTA budget.

- **Outside Contracts/Services**

This category totals \$631,150 and includes staff costs as well as: annual audit services; financial management, claims processing, budget preparation and general accounting; consultant services for PAYS and related BayREN activities; and legal counsel for contract reviews, procedural/operational questions, and support through the adoption of the Climate Action 2020 plan and the associated Environmental Impact Report (EIR). Staff anticipates a significant need for legal services due to the RCPA role as Lead Agency on this EIR.

Reductions in the cost of audit and financial services, and consultant services are based on updated agreements with the RCPA.

- **Operational Expenses**

Items considered operational expenses total \$61,500 and include computer hardware and software, office supplies, office lease, printing, postage, travel, and other relates categories. The public outreach category includes budget for market, festival, and other event sponsorship and registration to support public outreach on energy efficiency programs and Climate Action 2020, and is projected to be lower in FY16-17 due to outreach efforts connected to CA2020 winding down mid-year.

Policy Impacts:

Adoption of the RCPA preliminary budget for FY16/17 will establish the program activity level and be dependent upon the agency receiving the shared funding identified in the budget from the agency’s partners.

Fiscal Impacts:

Local partners are being asked to continue their support of RCPA at \$217,534. Without local support non-grant eligible activities would need to be suspended by RCPA. Also, expected expenses will exceed revenue by \$45,716 resulting in a net decrease in ending fund balance, forecast to be \$168,488 by the end of FY16/17.

Staff Recommendation:

In order to continue operation, the RCPA must adopt a Preliminary Budget for FY16/17 by June 30, 2016. The Board should consider the proposed Preliminary RCPA Budget and, if it meets with the Board's approval, adopt the FY16/17 RCPA Preliminary Budget. The final budget will be brought back to the RCPA for approval at a public hearing in October.

Adoption of Resolution No. 2016-001 adopting the FY16/17 Preliminary Budget requires a 2/3-majority vote. Therefore, the budget MUST receive eight (8) affirmative votes to pass.

Resolution Number 2016-001
Sonoma County Regional Climate Protection
Authority
Santa Rosa, California

May 9, 2016

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA COUNTY REGIONAL CLIMATE PROTECTION AUTHORITY, COUNTY OF SONOMA, STATE OF CALIFORNIA, ADOPTING A PRELIMINARY BUDGET FOR FISCAL YEAR 2016/2017.

WHEREAS, a Preliminary Budget for Fiscal Year 2016/2017 has been prepared by the Executive Director, reviewed by the Sonoma County Regional Climate Protection Authority and attached as Exhibit A; and

WHEREAS, the Preliminary Budget for Fiscal Year 2016/2017 includes a contribution from the Cities and County partnering agencies for work associated with the Regional Climate Protection Coordination Plan effort, attached hereto as Exhibit B; and

NOW, THEREFORE, BE IT RESOLVED, that the Fiscal Year 2016/2017 Preliminary Budget for the Sonoma County Regional Climate Protection Authority, attached hereto and marked Exhibit A, is hereby adopted.

BE IT FURTHER RESOLVED, that the Sonoma County Regional Climate Protection Authority shall adopt a final budget at a duly noticed public hearing at 2:30 PM, October 10, 2016 in accordance with the provisions of Section 180108 of the Public Utilities Code and Ordinance No. 3 of the Regional Climate Protection Authority.

BE IT FURTHER RESOLVED, that the Cities and County of Sonoma partnering agencies will contribute revenue as described in Exhibit B payable by the first day in July of the Fiscal Year 2016/2017 to the Regional Climate Protection Authority.

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

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

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

Ayes:

Noes:

Absent:

Abstain:

**Resolution Number 2016-001
Sonoma County Regional Climate Protection
Authority
Santa Rosa, California**

May 9, 2016

SO ORDERED

I, the undersigned, certify that the foregoing resolution was duly adopted at a regular meeting of the Board of Directors of the Regional Climate Protection Authority held on May 9, 2016.

Suzanne Smith, Executive Director
Clerk, Regional Climate Protection Authority

Sonoma County Regional Climate Protection Authority
FY 2016-17 Preliminary Budget
Budget Fund #74601

	Actual 2014-15	Final 2014-2015	Projected 15/16	Final 2015-16	Preliminary 2016-17	Amount of Change	Percent Change
Revenues							
Federal	-	-	-	-	-	-	N/A
County	94,784	94,784	130,827	130,827	141,803	10,976.00	7.74%
Other Governments	392,798	471,530	350,400	477,000	419,000	(58,000.00)	-13.84%
Cities	80,716	80,716	83,139	83,138	85,731	2,593.00	3.02%
Interest	1,072	900	1,375	1,000	1,400	400.00	28.57%
State Grants	133,133	132,000	249,323	79,000	-	(79,000.00)	N/A
Donations/ Reimbursements	47	-	31	-	-	-	N/A
Miscellaneous	-	-	-	-	-	-	N/A
Outdate / Cancel Warrant	-	-	-	-	-	-	N/A
Revenue Applic to PY	(386)	-	659	-	-	-	N/A
Treasury Note	-	-	-	-	-	-	N/A
TOTAL REVENUES	702,164	779,930	815,754	770,965	647,934	(123,031.00)	-19%
Expenditures							
Outside Contracts/Services							
Annual Audit	7,700	7,700	6,600	8,000	7,000	(1,000.00)	-14.29%
Fiscal Accounting Services	6,014	4,500	5,962	6,000	5,150	(850.00)	-16.50%
Legal Services	17,443	15,000	26,188	100,000	75,000	(25,000.00)	-33.33%
RCPA Staff Time	268,449	282,700	352,910	243,300	266,000	22,700.00	8.53%
Mail Services County	523	-	-	500	500	-	0.00%
ISD Reprographics Svc	1,773	-	-	-	-	-	N/A
County Services	8,446	13,000	8,500	8,500	8,500	-	0.00%
EFS Charges	-	-	8,000	8,000	8,000	-	0.00%
Contract/Consultant Services	289,785	473,900	365,960	315,000	261,000	(54,000.00)	-20.69%
SUBTOTAL	600,133	796,800	774,120	689,300	631,150	(58,150.00)	-9%
Operational Expenditures							
Liability Insurance	4,457	4,916	4,293	5,000	5,000	-	0.00%
Printing Services	-	5,000	9,953	10,000	10,500	500.00	4.76%
Rents/Leases-Bldgs/Imp	6,000	6,000	6,000	6,000	6,000	-	0.00%
Travel	8,190	5,000	11,777	20,000	20,000	-	0.00%
ISD Improvement Projects	2,547	-	-	-	-	-	N/A
Memberships	2,560	5,000	2,500	7,500	2,500	(5,000.00)	-200.00%
Office Supplies	171	2,000	1,027	3,000	3,000	-	0.00%
Postage	-	1,000	1,000	1,000	500	(500.00)	-100.00%
Sponsorships/Public Outreach	6,135	15,000	2,395	15,000	10,000	(5,000.00)	-50.00%
Professional Development	-	-	3,402	4,000	4,000	-	0.00%
SUBTOTAL	30,061	53,916	42,347	71,500	61,500	(10,000.00)	-16.26%
TOTAL EXPENDITURES	630,194	850,716	816,467	760,800	692,650	(68,150.00)	-9.84%
Starting Fund Balance	142,947	142,947	214,918	214,204	214,204		
Total Revenue	702,164	779,930	815,754	770,965	647,934		
Total Expenditures	(630,194)	(850,716)	(816,467)	(760,800)	(692,650)		
Audit Adjustments	-	-	-	-	-		
Change in Fund Balance	71,970	(70,786)	(713)	10,165	(44,716)		
ENDING FUND BALANCE	214,918	72,161	214,204	224,369	169,488		

Exhibit B

FY2016-17 Local Contribution to RCPA				
Jurisdiction	Population¹	Percent	FY15/16 Amount	Proposed FY16/17 Amount (3% increase)
Cloverdale	8,708	1.7548%	\$ 2,096	\$ 2,150
Cotati	7,346	1.4803%	\$ 1,768	\$ 1,814
Healdsburg	11,687	2.3550%	\$ 2,799	\$ 2,886
Petaluma	59,540	11.9979%	\$ 14,310	\$ 14,702
Rohnert Park	41,077	8.2774%	\$ 9,877	\$ 10,143
Santa Rosa	173,071	34.8756%	\$ 41,290	\$ 42,734
Sebastopol	7,507	1.5127%	\$ 1,805	\$ 1,854
Sonoma	10,933	2.2031%	\$ 2,620	\$ 2,700
Windsor	27,335	5.5083%	\$ 6,574	\$ 6,750
			\$ -	\$ -
County	149,049	30.0349%	\$ 35,827	\$ 36,803
	496,253	100.0000%	\$ 118,965	\$ 122,534
¹ California Department of Finance - January 1, 2015 - Based on published population by entity.				
Sonoma County Agricultural Preservation & Open Space District			\$ 25,000	\$ 25,000
Sonoma County Water Agency			\$ 35,000	\$ 35,000
Sonoma Clean Power			\$ 35,000	\$ 35,000
		Sub Total	\$ 95,000	\$ 95,000
		Grand Total	\$ 213,965	\$ 217,534

Staff Report

To: SCTA/RCPA Board of Directors
From: Suzanne Smith, Executive Director
Item: 4.4.4 – FY16/17 Preliminary Budget – SCTA Operations
Date: May 9, 2016

Issue:

What is the proposed Preliminary Budget for the SCTA operations for FY16/17?

Background:

By June of each year, the SCTA must adopt three Preliminary Budgets in order for operations to continue. The three budgets cover the SCTA general operations, Measure M and the Transportation Fund for Clean Air (TFCA) program.

This staff report covers the FY16/17 SCTA Preliminary Budget. The budget includes all revenues derived from local, regional, state and federal sources. In addition to revenues, all anticipated expenditures are listed in the preliminary budget. Prior year information is included with FY15/16 projections based on the actual expenditures from the first three quarters of the year.

REVENUE IN THE SCTA FY16/17 PRELIMINARY BUDGET INCLUDES:

State Funding

- State Transportation Improvement Program (STIP) – Planning, Programming & Monitoring (PPM)

These funds pay for staffing, office space/supplies, and consultant costs associated with the planning and project management related to the State Highway System and other eligible STIP projects. For FY16/17 SCTA anticipates using \$325,000 in PPM funds. This revenue comes to the SCTA on a reimbursement basis from Caltrans. This amount is up from last fiscal but it is expected to decrease next fiscal year by approximately \$75,000 due to lack of STIP funding statewide.

- Strategic Growth Council (SGC) Grant for Shift Sonoma County

The SCTA received a planning grant from the SGC to address mode shift and fuel shift to reduce GHG emissions from the transportation sector and to assist with CEQA analysis on Climate Action 2020. It is anticipated that just less than half of the grant, \$430,000, will be spent this fiscal year on staff time, consultant services, legal services and meeting related costs.

- HOV Lane Violation Fines

SCTA began receiving a percentage of the fines collected related to HOV lane violations in FY14/15. This new source of revenue is hard to estimate; for FY16/17 the conservative amount proposed for the budget is \$30,000. The estimated amount for FY 15/16 is \$40,000; the amount collected in FY14/15 was \$66,771 and FY13/14 was \$10,271.

- Transportation Fund for Clean Air (TFCA) Funds

The SCTA is eligible to receive 5% of the TFCA funds to serve as the Program Manager for the TFCA program of projects based on the hours spent managing the program. The SCTA anticipates receiving \$29,650 to administer the program for FY16/17. This item shows up under Reimbursements and is reflected as a negative expenditure due to the budgeting systems' handling of payment transfers within an agency.

Federal Funding

- Surface Transportation Program (STP) funds from MTC planning contract

The SCTA is eligible to receive federal STP funds through MTC based on a contractual arrangement that includes a specific scope of work related to regional activities plus an additional scope of work with tasks related to transportation and land use planning including the maintenance of the travel demand model and Sustainable Communities Strategy work. For FY16/17, the budget anticipates \$720,000. This amount is down from FY15/16. The SCTA remains eligible for the funds as long as it maintains a planning and programming function. This source is critical to fund staff and agency operations; future years of funding will be included as part of the funding in the One Bay Area Grant cycle two process.

Local Funding

- The City and County partner contributions

Local jurisdictions contribute to the SCTA based on a population and centerline road mile formula. Population numbers were updated based on Department of Finance figures for 2015 and revised road mile numbers derived from jurisdictions' Pavement Management System. The total contribution from local jurisdictions as shown in the Preliminary Budget is \$362,032

The proposed local contribution from the cities and county reflects a 3% increase over last year. Staff is proposing the increase for FY16/17 to assist in critical SCTA operations that cannot be funded with grant or Measure M funds – including matching State and federal funding. A breakdown of the proposed costs to each jurisdiction is provided.

- Measure M

The SCTA bills directly to projects for SCTA staff time and materials used specifically on Highway 101 projects. The FY16/17 budget reflects \$250,000 for staff and materials. This item shows up under Reimbursements and is reflected as a negative expenditure due to the budgeting systems' handling of payment transfers within an agency.

- RCPA

The RCPA staff is paid for through the SCTA's budget system and then staff time is reimbursed to SCTA from RCPA. The SCTA budget includes \$266,000 in funds from the RCPA to cover staff costs, including a portion of the Executive Director and support staff time. This item shows up under Reimbursements and is reflected as a negative expenditure due to the budgeting systems' handling of payment transfers within an agency.

- Interest on Pooled Cash

Interest budgeted for FY16/17 is zero.

EXPENDITURES IN THE SCTA FY16/17 PRELIMINARY BUDGET INCLUDE:

- Staff Salaries/Benefits

The FY16/17 budget reflects the salaries and benefits for eleven full time positions. The salary and benefit budget totals \$1,950,092, up 6.9% from FY15/16 due to anticipated merit increases and increases in the cost of benefits. Health and retirement benefits are provided through the County of Sonoma and paid for by the SCTA.

- Outside Contracts/Services

This category totals \$341,479 and includes annual audit services; financial management, claims processing, payroll, budget preparation and general accounting; contracts for consultant services (Shift and related activities); and legal counsel for contract reviews and procedural/operational questions.

- Operational Expenses

Items considered operational expenses include computer hardware and software, office supplies, office lease, printing, travel, professional development and other related categories. The total amount requested for these items in the FY16/17 budget is \$255,842.

Policy Impacts:

No new policy issues are proposed in the FY16/17 SCTA Preliminary Budget.

Fiscal Impacts:

The FY16/17 SCTA Preliminary Budget proposes a 3% increase in local contributions (an increase of \$10,000).

Revenues for the FY16/17 SCTA Preliminary Budget are down nearly 5.5% and expenditures are down 1.5% compared to the FY15/16 adopted budget.

Staff Recommendation:

In order to continue operation, the SCTA must adopt a Preliminary Budget for FY16/17 by June 30, 2016. The SCTA should consider the proposed Preliminary SCTA Budget and, if it meets with the Board's approval, adopt the FY16/17 SCTA Preliminary Budget. The final budget will be brought back to the SCTA for approval at a public hearing in October 2016.

Adoption of Resolution No. 2016-009 adopting the FY16/17 Preliminary Budget requires a 2/3-majority vote. Therefore, the budget MUST receive eight (8) affirmative votes to pass.

May 9, 2016

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA COUNTY TRANSPORTATION AUTHORITY, COUNTY OF SONOMA, STATE OF CALIFORNIA, ADOPTING A PRELIMINARY BUDGET FOR FISCAL YEAR 2016/2017.

WHEREAS, a Preliminary Budget for Fiscal Year 2016/2017 has been prepared by the Executive Director, reviewed by the Sonoma County Transportation Authority and attached as Exhibit A; and

WHEREAS, the Preliminary Budget for Fiscal Year 2016/2017 does not include a Cost of Living Adjustment for SCTA employees; and

WHEREAS, the Preliminary Budget for Fiscal Year 2016/2017 includes a contribution for local jurisdictions based on a population/road-mile formula, attached hereto as Exhibit B.

NOW, THEREFORE, BE It RESOLVED, that the Fiscal Year 2016/2017 Preliminary Budget for the Sonoma County Transportation Authority, attached hereto and marked Exhibit A, is hereby adopted.

BE IT FURTHER RESOLVED, that the Sonoma County Transportation Authority shall adopt a final budget at a duly noticed public hearing at 2:30 PM, October 10, 2016 in accordance with the provisions of Section 180108 of the Public Utilities Code and Ordinance No. 3 of the Sonoma County Transportation Authority.

BE IT FURTHER RESOLVED, that the Cities and County of Sonoma will contribute revenue as described in Exhibit B payable by the 15th day of November of Fiscal Year 2016/2017 to the Sonoma County Transportation Authority.

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

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

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

Ayes:

Noes:

Absent:

Abstain:

May 9, 2016

SO ORDERED

I, the undersigned, certify that the foregoing resolution was duly adopted at a regular meeting of the Board of Directors of the Sonoma County Transportation Authority held on May 9, 2016.

Suzanne Smith, Executive Director
Clerk, Sonoma County Transportation Authority

Sonoma County Transit Authority
FY 2016-17 Preliminary Budget - Budget Fund 74501

	Actual 2014-15	Budgeted 2014-15	Projected 2015-16	Final 2015-16	Preliminary 2016-17	Amount of Change	Percent Change
Revenues							
State - STIP/PPM	132,758	223,000	199,766	150,000	325,000	175,000	116.67%
State - TDA3	70,253	30,000	-	-	-	-	N/A
Federal - Real Time Rideshare CMAQ	265,659	178,400	-	-	-	-	N/A
Local Contributions	341,250	341,250	351,487	351,488	362,032	10,544	3.00%
Federal - Short Range Transit Plan	-	-	20,000	20,000	-	(20,000)	-100.00%
Revenue Appl - PY Intergovernmental	-	-	32,941	-	-	-	-
Federal - MTC Contract STP	930,022	867,000	878,482	900,000	720,000	(180,000)	-20.00%
HOV Lane Violation Fines	66,771	-	40,000	20,000	30,000	10,000	50.00%
Interest	474	1,000	(223)	1,000	-	(1,000)	-100.00%
State - Shift Grant SGC	96,237	422,000	215,384	557,000	438,900	(118,100)	-21.20%
Donations/Reimbursements	1,233	5,000	6,316	-	2,500	2,500	N/A
Revenue Applicable from PY - Misc.	10,710	-	784	-	-	-	N/A
Revenue Appl - PY Intergmtl- State	-	-	(3,266)	-	-	-	-
Operating Transfers - ISD	-	-	-	-	11,800	11,800	N/A
TOTAL REVENUES	1,915,366	2,067,650	1,741,670	1,999,488	1,890,232	(109,256)	-5.28%
Expenditures							
<u>Salaries and Benefits</u>							
Employee Salary (11 FT positions)	1,044,112	1,033,075	1,149,778	1,157,565	1,210,615	53,050	4.58%
Employee Benefits (11 FT positions)	620,237	596,284	649,056	680,042	739,477	59,435	8.74%
SUBTOTAL	1,664,349	1,629,359	1,798,834	1,837,607	1,950,092	112,485	6.90%
<u>Outside Contracts/Services</u>							
County Services (mail, EFS, payroll)	29,069	25,500	20,307	33,000	31,479	(1,521)	-4.61%
Audit Services	26,975	25,000	18,650	20,000	23,800	3,800	19.00%
Fiscal Accounting Services	46,764	37,000	37,000	40,000	41,200	1,200	3.00%
Legal Services	5,439	15,000	14,995	15,000	15,000	-	0.00%
Consultant Services	91,837	450,000	106,554	300,000	230,000	(70,000)	-23.33%
Contract- Security Services	-	-	-	-	-	-	N/A
SUBTOTAL	200,084	552,500	197,506	408,000	341,479	(66,521)	-12.04%
<u>Operational Expenditures</u>							
Liability Insurance	6,637	7,511	5,647	8,000	8,000	-	0.00%
Printing Services/Copier Rental	12,178	13,500	11,274	15,000	16,000	1,000	6.67%
Public/Legal Notices	-	1,000	-	1,000	500	(500)	-50.00%
Rents/Leases-Bldgs	59,762	62,000	62,650	65,000	72,600	7,600	11.69%
Travel/Training	34,586	40,000	30,386	50,000	37,500	(12,500)	-25.00%
Telephones	11,138	11,000	9,258	11,000	11,600	600	5.45%
County ISD Computer Support	49,808	59,000	51,131	60,000	52,350	(7,650)	-12.75%
ISD-Computer Replacement Program	-	10,792	5,538	7,000	17,792	10,792	154.17%
Office Supplies / Equipment	35,143	38,000	7,443	8,000	8,000	-	0.00%
Subscriptions	483	1,000	1,404	1,000	1,500	500	50.00%
Postage	-	5,000	-	-	-	-	N/A
Computer Software & Hardware	2,430	5,000	3,240	5,000	5,000	-	0.00%
Events/Public Outreach	-	5,000	400	10,000	5,000	(5,000)	-50.00%
Professional Development	9,380	6,600	10,000	20,000	20,000	-	0.00%
Contribution - Non County (Carma)	207,881	116,000	-	-	-	-	N/A
SUBTOTAL	429,426	381,403	198,369	261,000	255,842	(5,158)	-1.35%
<u>Reimbursements</u>							
Reimbursements - Measure M	(193,046)	(200,000)	(120,650)	(200,000)	(250,000)	(50,000)	25.00%
Reimbursements - RCPA	(271,089)	(669,000)	(232,910)	(243,300)	(266,000)	(22,700)	9.33%
Reimbursements - TFCA	(29,675)	(30,000)	(10,152)	(30,000)	(29,650)	350	-1.17%
SUBTOTAL	(493,810)	(899,000)	(363,712)	(473,300)	(545,650)	(72,350)	15.29%
TOTAL EXPENDITURES	1,800,049	1,664,262	1,830,997	2,033,307	2,001,764	(31,543)	-1.55%
Starting Fund Balance	365,698	365,698	481,015	481,015	391,688	(89,327)	-18.57%
Total Revenue	1,915,366	2,067,650	1,741,670	1,999,488	1,890,232	(109,256)	-5.46%
Total Expenditures	(1,800,049)	(1,664,262)	(1,830,997)	(2,033,307)	(2,001,764)	31,543	-1.55%
Audit Adjustments	-	-	-	-	-	-	-
Change in Fund Balance	115,317	403,388	(89,327)	(33,819)	(111,532)	-	-
ENDING FUND BALANCE	481,015	769,086	391,688	447,196	280,156	104	-

Exhibit B

FY2016-17 Local Contribution to SCTA			
<u>Jurisdiction</u>	50% Road Miles ¹ 50% Population ²	Local Contribution FY15-16	Proposed FY16-17 (updated by 3%)
Cloverdale	1.5502%	\$ 5,464	\$ 5,612
Cotati	1.2234%	\$ 4,237	\$ 4,429
Healdsburg	2.1264%	\$ 7,445	\$ 7,698
Petaluma	9.5889%	\$ 33,775	\$ 34,715
Rohnert Park	6.0565%	\$ 21,267	\$ 21,926
Santa Rosa	27.7751%	\$ 97,392	\$ 100,555
Sebastopol	1.2560%	\$ 4,424	\$ 4,547
Sonoma	1.8109%	\$ 6,301	\$ 6,556
Windsor	4.5264%	\$ 15,949	\$ 16,387
County	44.0859%	\$ 155,233	\$ 159,605
Total	100.0000%	\$ 351,488	\$ 362,032

¹ Road Mileage (Center Line Miles) as of September 15, 2015.

² California Department of Finance - January 1, 2015 - Based on published population by entity.

Staff Report

To: SCTA Board of Directors

From: Suzanne Smith

Item: 5.2 – Regional Agency Reports

Date: May 9, 2016

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
 - [http://www2.sonomamarintrain.org/userfiles/image/GM_Report - April 2016 Final.pdf](http://www2.sonomamarintrain.org/userfiles/image/GM_Report_-_April_2016_Final.pdf)

Staff Recommendation:

This is an informational item only.

Technical Advisory Committee

MEETING AGENDA

April 28, 2016 – 1:30 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. Approval of Minutes, February 25, 2016
4. TFCA/TDA3 Quarterly Report **DISCUSSION / ACTION**
5. Measure M **DISCUSSION / ACTION**
 - 5.1. Measure M Invoicing Status
 - 5.2. Measure M Strategic Plan Update: Requested Funding
6. Regional Information Update **DISCUSSION**
7. Rail Update **DISCUSSION**
8. Draft SCTA Board Meeting Agenda for May 9, 2016 **DISCUSSION**
9. Other Business / Comments / Announcements **DISCUSSION**
10. Adjourn **ACTION**

*Materials attached.

The next **SCTA** meeting will be held **May 9, 2016**
The next **TAC** meeting will be held **May 26, 2016**

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

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

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

Citizens Advisory Committee

MEETING AGENDA

April 25, 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 March 28, 2016* - ACTION
4. Measure M – DISCUSSION/ACTION
 - a. Report on Measure M projects – Sonoma County Transit, Santa Rosa CityBus, Petaluma Transit presentation
 - b. Measure M Financial Reports*
5. SHIFT update
6. Highway Updates – DISCUSSION
7. Announcements
8. Adjourn

*Materials attached.

The next **SCTA** meeting will be held **May 9, 2016**

The next **CAC** meeting will be held **May 23, 2016**

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

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Planning Advisory Committee

MEETING AGENDA

April 21, 2016 – 9:30 a.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
 - 3.1. Approval of the agenda – changes, additional discussion items- ACTION
 - 3.2. Review Meeting Notes from March 17, 2016* – ACTION
 4. Round table members discussion
 5. Toolbox for Ending Homelessness* –presentation by Jim Leddy, Sonoma County Community Development
 6. Community Separators – presentation by Misti Harris, Sonoma County Permit & Resource Mgt. Dept. see maps here www.sonoma-county.org/communityseparators.
 7. SCTA & MTC Planning
 - 7.1. Moving Forward 2040 – SCTAs Comprehensive Transportation Plan update
 - 7.2. Plan Bay Area-This agenda: <https://mtc.legistar.com/MeetingDetail.aspx?ID=450411&GUID=FDB97AC0-58BA-476C-BF39-429A01DEB061&Options=info&Search=> has a good collection of staff reports on the current status of Plan Bay Area.
 8. Other Business /Next agenda
 9. Adjourn
- *Attachment

The next **SCTA** meeting will be held **May 9, 2016**
The next **PAC** meeting will be held **May 19, 2016**

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Countywide Bicycle & Pedestrian Advisory Committee

SPECIAL MEETING AGENDA

April 26, 2016 – 1:30 p.m.

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: March 22, 2016 - **DISCUSSION / ACTION***
3. Public Comment
4. TFCA/TDA3 Quarterly Report – Dana Turrey –Discussion*
5. TDA3 Program of Projects – Dana Turrey – **DISCUSSION / ACTION****
6. SMART Bicycle Parking Study – Nelson Nygaard – Presentation
7. SCTA Draft Bike Share Feasibility Study – Dana Turrey, SCTA – Presentation*
8. ATP Cycle 3 Disadvantaged Communities Mapping – Chris Barney – Discussion
9. California State Bike/Ped Plan Update – Dana Turrey – Discussion
10. Articles and Events of Interest - Information
 - 10.1. Incorporating On-Road Bicycle Networks, FHWA report providing guidance for integrating bicycle facilities into resurfacing program - <http://www.trb.org/main/blurbs/174162.aspx>
11. Next Meeting – Scheduled for May 24, 2016 – Discussion
12. Other Business / Comments / Announcements
13. Adjourn - **ACTION**

*Materials attached

**Materials to be handed out

The next **SCTA/RCPA** meeting will be held May 9, 2016

The next **CBPAC** meeting will be held May 24, 2016

Copies of the full Agenda Packet are available at www.scta.ca.gov

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Transit – Technical Advisory Committee

MEETING AGENDA

April 13, 2016 – 10:00 a.m.

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: March 9, 2016 – **DISCUSSION/ACTION***
3. Transit Operator Updates
4. TFCA/TDA3 Quarterly Report - Discussion*
5. TFCA Program of Projects - Discussion**
6. Coordinated Claim - Discussion**
7. Other Business / Comments / Announcements
8. Adjourn - **ACTION**

*Materials attached

**Materials to be handed out

The next **SCTA/RCPA** meeting will be held May 9, 2016

The next **T-TAC** meeting will be held May 11, 2016

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