

Measure M Cash Flow
FY 13-14 Year to Date - through 12/31/13

Description	Hwy 101 2008				Hwy 101 2011			Hwy 101 2011		Hwy 101 2011		Rail 2011 Bond		Rail 2011		Rail 2011 Bonds		Bike & Ped 793703	Total
	Admin 793109	LSR 793208	LSP 793307	Hwy 101 793406	Bonds Debt Service 793430	Hwy 101 Bond Reserve 793448	Hwy 101 2008 Bonds 793455	Hwy 101 2011 Bond Reserve 793463	Hwy 101 2011 Bonds 793471	Bonds Debt Service 793489	Transit 793505	Rail 793604	Rail 2011 Bond Reserve 793612	Rail 2011 Bonds 793620	Rail 2011 Bonds Debt Service 793638				
BEGINNING CASH BALANCE	181,576.35	640,084.27	24,590,344.37	30,911,968.42	-	4,607,500.00	0.00	1,890,000.00	890,262.34	(0.00)	255,719.95	1,180,693.92	630,000.00	1,944,612.12	(0.00)	1,184,987.30	68,907,749.04		
Revenue:																			
1140 Sales/Use Tax	72,762.84	1,455,256.80	1,455,256.80	849,795.89	1,695,783.32	-	-	-	364,934.40	727,628.40	242,169.41	-	-	121,644.80	291,051.36	7,276,284.02			
1700 Interest on Pooled Cash	294.93	919.71	42,725.36	58,849.94	-	-	-	4,212.53	-	406.90	2,128.82	-	4,428.97	-	2,166.61	116,133.77			
1701 Interest Earned	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
2500 State - Caltrans Reimbursement	-	-	-	42,113.30	-	-	-	-	-	-	-	-	-	-	-	42,113.30			
4109 Outdated/Cancel Warrants	-	-	-	2,504.67	-	-	-	-	-	-	-	-	-	-	-	2,504.67			
4680 Bond Proceeds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
4682 Bond-Premium	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
4683 Bond-Cost of Issuance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
TOTAL REVENUE	73,057.77	1,456,176.51	1,497,982.16	953,263.80	1,695,783.32	-	-	-	4,212.53	364,934.40	728,035.30	244,298.23	-	4,428.97	121,644.80	293,217.97	7,437,035.76		
Expenses:																			
Caltrans Reimbursable Expenses:																			
6500 Professional/Special Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
6570 Consultant Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
6610 Legal Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
6629 Fiscal Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
7302 Travel Expense	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Total Cal-Trans Expenses	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
6280 Memberships	2,526.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,526.00			
6300 Misc. Expense	0.85	16.93	16.93	33.87	-	-	-	-	-	8.47	4.23	-	-	-	3.39	84.67			
6400 Office Expense	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
6430 Printing Services	125.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	125.00			
6500 Professional/Special Services	15,308.62	-	-	2,894.14	-	-	-	-	-	-	-	-	-	-	-	18,202.76			
6521 County Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
6570 Consultant Services	5,677.50	-	-	807,617.13	-	-	-	(46,460.99)	-	-	-	-	-	-	-	766,833.64			
6573 Administration Costs	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
6610 Legal Services	565.00	-	-	26,705.00	-	-	-	-	-	-	-	-	-	-	-	27,270.00			
6629 Fiscal Accounting	13,722.96	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13,722.96			
6630 Audit Services	17,325.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17,325.00			
6635 Fiscal Agent Fees	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
6640 Debt Issuance Costs	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
6800 Public/Legal Notices	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
6840 Lease/Rent Buildings	36,685.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36,685.00			
7302 Travel Expense	5,293.98	-	-	7.00	-	-	-	-	-	-	-	-	-	-	-	5,300.98			
7303 Private Car Expense	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
7910 Long-Term Debt-Principal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
7930 Interest - Long-Term Debt	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
8010 Contributions to Other Govt's:	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Cloverdale	-	16,324.87	-	-	-	-	-	-	-	-	-	-	-	-	-	16,324.87			
Cotati	-	12,637.71	-	-	-	-	-	-	-	-	-	-	-	-	-	12,637.71			
Chevron	-	-	-	35,000.00	-	-	-	-	-	-	-	-	-	-	-	35,000.00			
Healdsburg	-	21,828.77	-	-	-	-	-	-	-	-	-	-	-	-	-	21,828.77			
Petaluma	-	99,953.25	-	-	-	-	-	-	-	-	-	-	-	-	-	99,953.25			
Rohnert Park	-	63,502.68	-	-	-	-	-	-	-	-	-	-	-	-	-	63,502.68			
Santa Rosa	-	288,996.42	-	-	-	-	-	-	-	-	-	-	-	-	-	288,996.42			
Sebastopol	-	13,159.93	-	-	-	-	-	-	-	-	-	-	-	-	-	13,159.93			
Sonoma	-	18,695.42	-	-	-	-	-	-	-	-	-	-	-	-	-	18,695.42			
Windsor	-	47,521.67	-	-	-	-	-	-	-	-	-	-	-	-	-	47,521.67			
Sonoma County Public Works	-	461,849.20	650,000.00	-	-	-	-	-	-	-	-	-	-	-	-	1,111,849.20			
Sonoma County Regional Parks	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Caltrans	-	-	6,716,762.50	13,346,831.74	-	-	-	533,840.00	-	-	-	-	-	-	-	20,597,434.24			
MTC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Sonoma County Transit	-	-	-	-	-	-	-	-	-	266,538.55	-	-	-	-	-	266,538.55			
Santa Rosa Citybus	-	-	-	-	-	-	-	-	-	181,052.09	-	-	-	-	-	181,052.09			
Petaluma Transit	-	-	-	-	-	-	-	-	-	62,352.96	-	-	-	-	-	62,352.96			
Healdsburg Transit (Sonoma Co.)	-	-	-	-	-	-	-	-	-	12,272.20	-	-	-	-	-	12,272.20			
SMART	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Sonoma County Bicycle Coalition	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11,480.18	11,480.18			
TOTAL EXPENSES	97,229.91	1,044,486.85	7,366,779.43	14,219,088.88	-	-	-	-	487,379.01	-	522,224.27	4.23	-	-	-	11,483.57	23,748,676.15		
ADJUSTMENTS																			
103 Cash with Trustee	-	-	-	-	(2,543,674.98)	-	-	-	(547,401.60)	-	-	-	-	(182,467)	125,232.00	(3,148,311.78)			

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					Bonds Debt Service 793430	Hwy 101 Bond Resrve 793448				Bonds Debt Service 793489	Bonds Debt Service 793499							
109 Other Receivables	31,407.26	628,145.20	628,145.20	225,931.54	847,891.66	-	-	-	-	182,467.20	314,072.60	96,213.90	-	-	60,822.40	397.04	3,015,494.00	
132 Due from Other Governments	416.00	-	-	399,575.95	-	-	-	-	-	-	-	-	-	-	-	-	399,991.95	
201 Vouchers Payable	(2,493.34)	(590,026.36)	(145,791.75)	(1,670,040.99)	-	-	-	-	(402,884.30)	-	(254,413.83)	-	-	-	-	-	(1,156.96)	(3,066,807.53)
203 Accounts Payable	-	-	-	(3,216.18)	-	-	-	-	(27,745.61)	-	-	-	-	-	-	-	-	(30,961.79)
205 Due to Other Governments	-	(47,407.34)	-	-	-	-	-	-	-	-	-	-	-	(1,392,876.00)	-	-	(90,366.82)	(1,530,650.16)
209 Contract Retention Payable	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rounding	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL ADJUSTMENTS	29,329.92	(9,288.50)	482,353.45	(1,047,749.68)	(1,695,783.32)	-	-	-	(430,629.91)	(364,934.40)	59,658.77	96,213.90	-	(1,392,876.00)	(121,644.80)	34,105.26	(4,361,245.31)	
ENDING CASH BALANCE	186,734.13	1,042,485.43	19,203,900.55	16,598,393.66	-	4,607,500.00	0.00	1,890,000.00	(23,534.05)	-	521,189.75	1,521,201.82	630,000.00	556,165.09	-	1,500,826.96	48,234,863.34	

Staff Report

To: Citizens Advisory Committee
From: Chris Barney, Senior Transportation Planner
Item: Transportation data and analysis resources
Date: 1/27/2014

Issue:

SCTA has been investigating new sources of transportation data and analysis tools for use in countywide transportation planning. A summary of these resources and potential local applications is included below.

SmartGAP Smart Growth Analysis Sketch Planning Tool:

Researchers at UC Berkeley and UC Davis have worked with private transportation planning firms to develop a sketch planning tool which evaluates the impacts of smart growth policies. This tool, named SmartGAP, has been designed to provide a high-level evaluation of impacts and benefits that different Smart Growth policies may provide. Currently, SmartGAP can estimate the impacts in the following areas:

- **Built Environment** – changes to the urban form (proportion of population and employment living in mixed use areas, transit oriented developments, or rural/greenfield areas)
- **Travel Demand** – changes in population demographics (age structure), changes in personal income, changes in job types and economic development, relative amounts of development occurring in urban core, close in communities, suburban or rural areas, urban core, auto and light truck proportions by year, and induced demand
- **Transportation Supply** – amounts of regional transit service, changes to freeway and arterial capacity
- **Policies** – pricing (vehicle miles traveled charges or parking pricing programs), intelligent transport system (ITS) strategies for freeways and arterials, demand management programs (vanpool, telecommuting, ridesharing, and transit pass programs)

The SmartGAP tool is intended to provide regional decision-makers and land use and transportation planners with information to help with the development and evaluation of transportation and land use policies. This tool can be used to evaluate smart growth policies and determine their impacts on travel demand, emissions, energy use, accessibility,

transportation costs, and safety. The development team attempted to address limitations identified in the research and to provide a tool that filled a gap in the set of tools available for this kind of analysis. SmartGAP is intended to precede and supplement more sophisticated modeling efforts, which could be used to evaluate specific smart growth projects, and was designed to be accessible to land use and transportation planners with no modeling experience.

SCTA staff has obtained a copy of the SmartGAP tool and is currently adapting it for use in Sonoma County. Staff hopes to have SmartGAP up and running and available for Sonoma County applications by early 2014.

Onboard GPS Roadway Speed and Congestion Data:

The Metropolitan Transportation Commission has licensed digital speed, incident, and congestion data from INRIX. INRIX is a private company which crowd sources real-time data from onboard GPS units, government road sensors, and official accident and incident reports. This data provides information about current and historic travel speeds and road conditions. SCTA has been given access to the INRIX data as part of MTC's contract.

In Sonoma County data is primarily available for freeways and highways with some coverage on local arterials. INRIX traffic speed and congestion data could be used in Sonoma County to:

- Compare travel speeds and congestion before and after the construction of capital projects
- Investigate the impact of special or unusual events on county freeways and highways
- Compare weekday and weekend travel patterns
- Validate travel speed inputs in the Sonoma County Travel Model
- Identify locations of and characteristics of reoccurring delay and bottlenecks

The data is available in a raw tabular format or can be summarized using graphs, maps, or charts using INRIX's online summarization and reporting tools.

Travel Activity and Behavioral Data From Mobile Devices:

AIRSAGE, a private data vendor, aggregates and analyzes signaling data from mobile devices. Each individual device (cell phone, tablet, PDA, etc.) acts as a mobile location sensor, allowing the company to identify how phones (and their users) move over time. The data gathered from mobile devices can be gathered inexpensively and quickly, especially when compared to traditional travel data collection methods including surveying, license plate tracking, and other manual data collection methods.

AirSage validates each location signal and converts it into real-time location data and captures and analyzes anonymous, real-time cellular signal data points to identify travel patterns and transportation trends. AirSage is able to use this data to provide a detailed picture of clusters

of people, showing how and when they move through the day. This information can then be used to provide the information on:

- Analysis of trip origins and destinations - Where do people live and where are they going?
- Detailed trip flows by trip type including work trips, non-work trips, and other trips.
- Temporal travel data - How do people travel during peak hours and off-peak travel periods? What is the difference between workday and weekend travel?
- Visitor/tourism travel – What non-local travel is occurring within the county and where are visitors coming from?
- Special event/large trip generator impacts – How do large special events or trip generators (casinos, universities, hospitals) impact local and regional traffic?

SCTA hosted a webinar on AirSage data products on Tuesday, November 12. SCTA has not currently purchased any AirSage data.

Automated Bicycle/Pedestrian Counters:

Automated bicycle and pedestrian counting technologies are available which provide an efficient means to collect bicycle and pedestrian activity data over long periods of time. This technology allows daily, weekly, and monthly variations in non-motorized travel to be identified. Staff has worked with interested representatives from local jurisdictions and the CBPAC to investigate these technologies. Eco-counter automated counters have been identified by researchers as being durable and accurate field devices and have been deployed in San Francisco and other Bay Area jurisdictions. SCTA approved the purchase of 4 Eco-counter infrared counters, which count all pedestrians and bicyclists, and 4 Eco-counter bicycle tube counters, which count bicyclists only. Hardware will be purchased in 2014 with automated counters being deployed in the field in the summer and fall of next year.

The counters are intended to serve as a shared resource. They will be used to collect counts as part of SCTA's count program, but will also be available for use by local jurisdictions. Staff is working with the CBPAC and local staff to develop a deployment schedule and check-out policy, to draft a field test and equipment calibration methodology, and to identify any permitting or installation issues that will need to be addressed in order to install and use the counting equipment.

SCTA will maintain a centralized database of all collected data and will provide support to local jurisdictions on summarizing and analyzing the collected data.

Policy Impacts: No direct policy impacts.

Fiscal Impacts: The SmartGAP tool is open source, but adaptation to Sonoma County will require staff time. MTC has paid for a data license for the use of INRIX data and SCTA has been included in MTC's license so the data is available at no cost to SCTA. AirSage would need to be purchased by SCTA and the cost would vary depending on the application and extent of the desired data product. SCTA has allocated \$30,000 for the purchase of automated bicycle and pedestrian counting equipment.

Staff Recommendation: Information item. No action required.