
Countywide Bicycle & Pedestrian Advisory Committee MEETING AGENDA

September 23, 2014 1:30 PM

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

ITEM

1. Introductions
2. Public Comment
3. Approval of Meeting Notes: July 22, 2014 – **DISCUSSION / ACTION***
4. Roundtable Updates
 - 4.1. Member Updates
 - 4.2. Other Entities' Updates
5. 2015 Comprehensive Transportation Plan Update – Janet Spilman – DISCUSSION*
 - 5.1. Staff Report - Bicycle and Pedestrian Project Lists for CTP –Dana Turrey - **DISCUSSION / ACTION***
6. Bicycle and Pedestrian Count Program
 - 6.1. Staff Report - Automated Counters – Chris Barney - DISCUSSION*
 - 6.2. Manual Count Locations – Dana Turrey – DISCUSSION
7. TDA3/TFCA Quarterly Report for Q4 FY13/14 - INFORMATION*
8. Articles of Interest – INFORMATION
 - 8.1. Is That All They Want? Millennials and Bike Lanes: Young Adults Are Prize Residents in Cities, and Urban Planners Say They Want to Bike to Work - National Journal <http://www.nationaljournal.com/policy/insiders/transportation/is-that-all-they-want-millennials-and-bike-lanes-20140804>
 - 8.2. California's 3-foot rule for cars passing bikes to take effect – SF Gate <http://www.sfgate.com/default/article/California-s-3-foot-rule-for-cars-passing-bikes-5740392.php>
 - 8.3. When Adding Bike Lanes Actually Reduces Traffic Delays – City Lab <http://www.citylab.com/cityfixer/2014/09/when-adding-bike-lanes-actually-reduces-traffic-delays/379623/>
9. Other Business / Comments / Announcements
10. Adjourn – **ACTION**

*Materials attached.

The next **SCTA** meeting will be held October 13, 2014
The next **CBPAC** meeting will be held November 25, 2014

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

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COUNTYWIDE BICYCLE & PEDESTRIAN ADVISORY COMMITTEE MEETING NOTES

Meeting Notes of July 22, 2014

ITEM

1. Introductions

Meeting called to order at 1:31 p.m. by Chair Wendy Atkins. Ms. Atkins introduced Dana Turr y, SCTA's new Transportation Planner and staff representative coordinating this Committee.

Committee Members: Wendy Atkins, City of Sonoma, Chair; Sue Kelly, City of Sebastopol; Geoffrey Skinner, City of Sebastopol; Steve Schmitz, Sonoma County Transit; Elizabeth Tyree, Sonoma County Regional Parks.

Guests: Bernie Album, Sonoma County Bicycle Coalition; Norine Doherty, Department of Health Services; Gary Helfrich, Sonoma County Bicycle Coalition, Steven Herrington, Sonoma County Office of Education.

Staff: Chris Barney, Nina Donofrio, Janet Spilman, Dana Turr y.

2. Public Comment

None.

3. Approval of Meeting Notes: May 27, 2014 – **DISCUSSION / ACTION***

Motion by Elizabeth Tyree, seconded by Sue Kelly, to approve the meeting notes as submitted. Motion passed unanimously.

4. Roundtable Updates

4.1. Member Updates

Sonoma County Regional Parks:

Elizabeth Tyree announced that the Board of Supervisors approved the funding contract for the Sonoma Valley Trail, which would connect Sonoma to Santa Rosa.

Ms. Tyree next reported that staff had submitted a letter of support to rescind Caltrans' Highway 12

Freeway Plan, off of Farmers Lane and crossing Spring Lake Park. Associated with this is the County Regional Park's Memorandum of Intent for partnering in the Southwest Greenway Project.

Work is progressing on the Bodega Bay Trail 1-C section of the coastal Prairie Trail, which will connect the Community Center site to the Bay Dunes Campground entrance. Staff is also applying for MTC Regional ATP funding which will complete this section of the trail.

On July 29 staff will be releasing a request for bids for the Highway 12 project along Pythian Road, which will connect Highway 12 to the existing Bay Area Ridge Trail. Construction is likely to begin after Labor Day.

Ms. Tyree announced the completion of the Hood Mountain trail, which is another part of the Ridge Trail.

City of Sebastopol:

Ms. Kelly announced that the consultant is completing the base maps for the City's bike lane project on Highway 116.

Geoffrey Skinner reported that the Complete Streets Advisory Committee completed a proposal for two Class I bicycle paths, one paralleling Highway 116 and the other paralleling Bodega Avenue. These will be presented to City Council in October.

Mr. Skinner next reported that Cittaslow Sebastopol is piloting three walking groups and conducting a survey within the City in August.

Sonoma County Transit:

Steve Schmitz reported that several pavement preservation projects are scheduled for this summer. Two major projects will be at Petaluma Hill Road and at Stony Point Road.

Striping of Class II bicycle lanes is continuing.



City of Sonoma:

Ms. Atkins reported that a family Bicycle Workshop was held on Sunday July 20 and was well received, and acknowledged the help and participation of the Sonoma County Bicycle Coalition in making this a success.

On June 7, the Sonoma County Bicycle Coalition conducted a highly successful Street Skills Workshop, which was sponsored by the City.

4.2. Other Entities' Updates

Sonoma County Bicycle Coalition:

Gary Helfrich reminded the Committee of the upcoming Sonoma City Party, for which the Coalition will provide free valet bicycle parking.

Mr. Helfrich announced that for the first time the Sonoma County Fair will have full security valet bicycle parking, provided by the Coalition, every day for 13 hrs. per day for the full duration of the Fair. This will be at the main entrance under Highway 12, and will include expedited entry and a 10% discount on admission for those coming on bicycle to the Fair. Thursday is free for seniors.

5. Safe Routes to School Report Update – Sonoma County DHS – Norine Doherty – PRESENTATION

Norine Doherty presented slides showing progress and recent congestion mitigation and air quality funding activities. She reviewed the mission and goals of the Safe Routes to School program.

Ms. Doherty reviewed activities in connection with Cycle 1 and Cycle 2 funding; these included the completion of 10 walking audits. Work is continuing on 18 Recommended Routes maps, to be used as tools in identifying the best walking and biking routes to schools.

A comprehensive annual report and evaluation of the year's activities and progress is anticipated at the end of September. A report will be presented to the SCTA Board at their September 8 meeting, and also to the Board of Supervisors at their September 9 meeting.

Ms. Doherty presented a summary of funding distribution for CMAQ Cycle 1. She then referred to a handout showing Cycle 2 program elements, pointing out how training will sustain the SRS program at individual schools, including having an On-Site School Coordinator on staff.

Staff is applying for Active Transportation Program funding. Ms. Doherty thanked the Committee for their support and reported that 12 letters of support have been received from high schools.

6. Senate Resolution 17 – Bicycle and Pedestrian Safety - Bernie Album – PRESENTATION*
Bernie Album of the Sonoma County Bicycle Coalition addressed the alarming rise in bicycle and pedestrian accidents and fatalities in Sonoma County, explaining that in addition to working with Safe Routes to School, wide ranging education is needed by the public in general in connection with bicycle and pedestrian safety. He noted that only 26 schools of the 177 schools that are in Sonoma County are participating in Safe Routes to School; however, expressed his support for this program and the need to expand it to more schools.

Mr. Album requested the Committee's support for Senate Resolution SR-17, particularly by letter to Senator Evans, and offered to forward contact information that can be referred to other interested parties. He referred to Dr. Steven Harrington's letter to Senator Evans as an example. With the close of legislation for the year in September, he noted that such letters of support are critical to submit beginning August 1.

7. 2015 Comprehensive Transportation Plan Update – Janet Spilman – DISCUSSION

Ms. Spilman reported that Chris Barney has been working on performance analysis; the Board has approved five goals associated with the performance analysis. The poll element of the public outreach plan has been postponed, and possibly cancelled, due to Board concerns regarding telephone polling, and staff will be re-working the public outreach plan.

Ms. Spilman announced the updating of guidelines by MTC for plans such as the CTP; currently it appears that if the current Plan is not finished by October 1 the new guidelines will be required to be implemented. There will be a point at which the Committee will have to determine what type of project list they wish to have and consider how the Bicycle and Pedestrian Plan is to be included in the CTP.

8. Local Roads – proposal for SCTA to administer a Sonoma County transportation sales tax measure*

Ms. Spilman reported that the Board had addressed this at their previous meeting. The issue related to this is whether the SCTA is the appropriate body to administer revenues from the transportation sales tax measure, which the Board agreed to. This will be addressed at the next Board of Supervisors meeting on Tuesday, July 29. Should this issue make it on the ballot and pass, the Citizens Advisory Committee would be the oversight body of the SCTA for this tax measure.

9. Bicycle and Pedestrian Count Program

9.1. Automated Counters – Chris Barney -
DISCUSSION*

Chris Barney announced that counters have been received and some test counters have been installed. There are four tube counters and infrared sensor counters. He presented slides showing where test counters are located outside of Santa Rosa Junior College on Mendocino Avenue and at the Transit Mall. Staff is currently testing the data collection, and is checking manual counts along with the automated counts. Public Works staff has been assisting in the installation of counters; these are scheduled to be installed the first or second week of August. Locations include the Transit Mall, the Joe Rodota Trail, and Stony Point Road.

9.2. Staff Report – Manual Count Locations –
Dana Turréy – **DISCUSSION / ACTION***

Ms. Turréy reported that the manual bicycle/pedestrian count program will be continuing this fall, in addition to the automated count, September/October, at ten locations. Due to lack of additional funding this will be a reduced program this year. She referred to the list showing manual count locations from 2009 through 2013, and a list showing count locations from last year. She requested feedback from the Committee in prioritizing count locations.

Discussion followed regarding getting assistance in conducting the manual count; Mr. Helfrich offered to solicit volunteers from the Bicycle Coalition, noting the importance of having consistent data. Ms. Atkins also noted that she could pursue the possibility of staff assisting in conducting the manual count in Sonoma. She also requested that a count be taken at Broadway and Napa Street. Mr. Schmitz requested that counts be taken at the intersections of Highway 12 and Boyes Boulevard and at Main Street and Armstrong Woods Road. Should additional help not be available to take the count, these intersections were identified as high priority as they have the most consistent counts. Mr. Helfrich also offered to contact other agencies for possible assistance in taking the manual count.

10. Regional Competitive Active Transportation
Program (ATP) Call for Projects – applications
due July 24, 2014

Ms. Spilman noted that this is due this week

11. Articles of Interest – INFORMATION

Ms. Turréy referred to the following information of interest to the Committee:

11.1. [NCHRP Report: Recommended
Bicycle Lane Widths for Various Roadway
Characteristics](#)

Transportation Research Board

11.2. [Protected Bike Lanes Bill Passes
CA Senate Transportation Committee](#)
StreetsBlog LA

12. Other Business / Comments / Announcements
None.

13. Adjourn – **ACTION**

3:05 p.m.

Staff Report

To: CBPAC
From: Dana Turrey, Transportation Planner
Item: Comprehensive Transportation Plan Bicycle/Pedestrian Project Lists
Date: September 23, 2014

Issue:

Which bicycle and pedestrian projects will be highlighted in the 2015 Comprehensive Transportation Plan (CTP)?

Background:

The 2015 CTP is an update to the 2009 CTP. In the 2009 CTP, a comprehensive list of all bicycle projects by jurisdiction is included as an appendix. The list of bicycle and pedestrian projects was updated during the 2014 update to the SCTA Countywide Bicycle and Pedestrian Master Plan and included as 1,027 projects in Appendix A. The SCTA is reviewing and updating the format and presentation of project lists for all types of projects in the 2015 CTP. The concept for outlining bicycle and pedestrian projects in the 2015 CTP involves three major categories; 1) high priority projects consisting of some combination of near-term and large capital projects, 2) summary of all vision projects from the SCTA Countywide Bicycle and Pedestrian Master Plan by jurisdiction and/or type, and 3) rehabilitation projects categorized by on-street and off-street facilities. To facilitate the update of bicycle and pedestrian information for the 2015 CTP, SCTA requests the following information from each jurisdiction:

- A list of bicycle and pedestrian projects that are planned to be completed within the next 10 years
- A list of large capital projects of countywide significance
- A list of projects classified as rehabilitation projects

The 2015 CTP will also draw upon information in the Bicycle and Pedestrian Master Plan to summarize the visions, goals, objectives, and policies set forth in the plan, as well as summarized information about existing and proposed bicycle and pedestrian programs and projects.

Policy Impacts:

The CTP is the long term planning document for the SCTA. CTP Goals reflect SCTA policy.

Fiscal Impacts:

None.

Staff Recommendation:

Provide bicycle and pedestrian project lists for 2015 CTP.

Staff Report

To: Countywide Bicycle and Pedestrian Advisory Committee

From: Chris Barney, Senior Transportation Planner

Item: SCTA Automated Bicycle and Pedestrian Counter Pilot, Fall 2014 Update

Date: 9/25/2014

Issue:

SCTA has purchased 4 Eco-counter Infrared bicycle and pedestrian counters, and 4 Eco-counter selective bicycle tube counters. This technology has been successfully deployed in other areas of the region, but is new to Sonoma County. SCTA tested the equipment at 6 locations during the months of July, August, and September in order to determine the best way to deploy the equipment (including installation procedures, locations, etc.), and to assess the accuracy of the data collected.

Background:

The use of automated counting technologies will allow SCTA to expand the duration of bicycle and pedestrian counts at select locations. Staff expects that data collected using the automated counters, will help provide a more complete picture of where, when, and how much people are biking and walking in Sonoma County.

Test Locations:

Automated counters were tested at the following locations:

1. Mendocino Ave. @ McConnell – Santa Rosa Junior College Crosswalk. This location was tested using one infrared pedestrian counter on each side of Mendocino Ave. This was a location with a high amount of pedestrian activity near a major pedestrian facility.
2. Mendocino Ave. Class 2 Bike Lanes – Bicycle tube counters were tested in the class 2 bike lanes on Mendocino Ave. just north of McConnell and in front of Santa Rosa Junior College. This location represented a class 2 bike lane on major roadway.
3. Stony Point Rd. @ St Olga – Bicycle tube counters were tested in the class 2 bike lanes on Stony Point Rd. just south of St. Olga. This location represented a more rural location with class 2 bike lanes and relatively high traffic speeds.
4. Santa Rosa Transit Mall – Infrared counters were installed in 2 phases at the east and then west end of the transit mall, with one counter installed at each of the 4 corner entrances to the transit mall. This location experiences very high pedestrian activity and was a good location to test the ability of the counters to distinguish between large groups of pedestrians passing by in rapid succession or very close together or to determine how the sensors would count people moving back and forth or standing in front of the equipment.
5. Joe Rodota Trail – One infrared counter and one bicycle tube counter was installed on Joe Rodota Trail on the west side of the intersection of the trail and Merced Ave. in unincorporated Sonoma County. This location is similar to many other Class 1 pathways or separated multi-use

pathways in the county and is used by both pedestrians and bicyclists. Infrared counters counted all users and the pneumatic tube counter counted bicyclists only allowing bicyclists and pedestrians to be differentiated at this location.

6. Humboldt St. @ Spencer Ave. – Infrared counters and bicycle tube counters were installed on Humboldt Street at Spencer Ave. Infrared counters were installed on the northwestern and southeastern corners of this intersection in order to capture pedestrian travel on the sidewalks and tube counters were installed in the north and southbound travel lanes in order to capture bicyclists traveling in the north/southbound directions on Humboldt Bike Blvd.

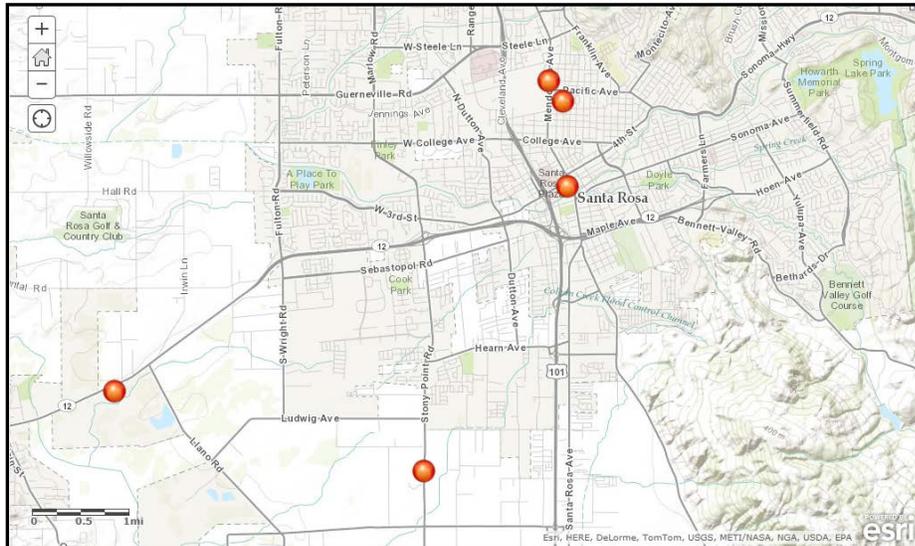


Figure 1. SCTA Automated Counter Test Locations

Location	Install Date	Retrieval Date
Mendocino @ McConnell SRJC xwalk - west side	7/16/2014	8/4/2014
Mendocino @ McConnell SRJC xwalk - east side	7/16/2014	8/4/2014
Mendocino Ave SRJC Class 2 Bike Lanes - west side	7/21/2014	8/4/2014
Mendocino Ave SRJC Class 2 Bike Lanes - east side	7/21/2014	8/4/2014
Stony Point Rd. @ St. Olga - west side	8/5/2014	8/19/2014
Stony Point Rd. @ St. Olga - east side	8/5/2014	8/19/2014
SR Transit Mall - Northeast Corner	8/6/2014	8/20/2014
SR Transit Mall - Southeast Corner	8/6/2014	8/20/2014
SR Transit Mall - Northwest Corner	8/20/2014	9/4/2014
SR Transit Mall - Southwest Corner	8/20/2014	9/4/2014
Joe Rodota Trail @ Merced - Tube Counter	8/7/2014	8/21/2014
Joe Rodota Trail @ Merced - Infrared Counter	8/7/2014	8/21/2014
Humboldt Bike Blvd @ Spencer St - North Leg - Infrared	8/21/2014	9/4/2014
Humboldt Bike Blvd @ Spencer St - North Leg - Tube	8/21/2014	9/4/2014
Humboldt Bike Blvd @ Spencer St - South Leg - Infrared	8/21/2014	9/4/2014
Humboldt Bike Blvd @ Spencer St - South Leg - Tube	8/21/2014	9/4/2014

Figure 2. SCTA 2014 Automated Bicycle/Pedestrian Counter Test Location Installation Dates.

Equipment Field Test Procedure:

The automated bicyclist and pedestrian counters were evaluated using two different types of accuracy assessments:

- **Controlled evaluations** were conducted by setting up a number of prescribed test situations and evaluating equipment performance in each of these different counting scenarios. Manual counts were made for each of these test scenarios and are compared to the automated counter output.

The following variables were tested as part of the controlled evaluation:

- **Group Spacing:** two pedestrians at 0 to 5 ft. spacing to test for occlusion
- **Walking Speed:** test normal walking, jogging, and running speeds
- **Bicyclist Speed:** test from 5 to 25 mph
- **Average distance from sensor:** test from 0 to 13 ft.
- **Equipment mounting height:** Use eco-counter recommended mounting height, but test slight variations that might occur due to different field conditions.
- **Air temperature/time of day:** test in morning, midday, and evening during periods with different air temperatures and sun aspect.

A detailed discussion of the controlled evaluation will be provided in the final validation report, but the only variables that impacted the accuracy of the sensor were group spacing and bicyclist speed. Pedestrians walking together in groups were often counted as 1 pedestrian and bicyclists traveling very slowly (slower than a slow walking speed) were not counted in some cases. A bicyclist or pedestrian standing in front of the sensor continuously will also register multiple counts.

Variables such as total facility traffic, width of facility, and environmental conditions (temperature, wind, ambient lighting conditions) did not appear to impact the counts.

- **Manual Counts** were collected in order to determine counter accuracy at specific count locations. 1-3 Manual counts were collected for each test location. Counts were collected for 1 hour for different time periods including AM (between 6-9am), PM (between 3-6pm), and midday (between 11am-2pm) time periods. Manual counts will be compared to automated counts for each time period in the final validation report. Preliminary comparisons indicate that the sensor data is relatively close to the manually collected data in most cases, but that areas with very high activity levels, large groupings of pedestrians, or where people congregate in front of the sensors will experience more data collection error and that human error in the manual counting process may be more significant than originally expected.

In addition to performing the controlled and field evaluations described above, staff checked on the counters frequently during the test period to ensure that the equipment had not been tampered with and was working correctly. Only one minor case of vandalism was observed during the test period – one infrared sensor was “tagged” at one of the Santa Rosa Transit Mall locations.

Equipment Field Test Observations/Lessons Learned:

The equipment field test has allowed staff to evaluate:

1. Issues with equipment installation and set-up:
 - Installing the infrared counters and pneumatic tube counters can require specialized equipment, and installing the equipment in areas with high vehicle traffic may require special safety training.
 - Installation is relatively simple with some training and when using the right tools.
 - Pneumatic tubes may need to be secured with special asphalt or duct tape or may need to be re-secured especially if installed on a facility with frequent or high speed automobile traffic.
 - Installation of pneumatic tubes in concrete (instead of asphalt) is problematic - securing hardware is difficult to install and remove in concrete surfaces.

2. The best locations to do automated vs. manual counting:
 - The counters are ideal for counting activity on Class 1 pathways.
 - The counters provide the best counts at mid-block locations or other locations where the flow of bicyclists and pedestrians is continuous. Counts are less accurate in locations with large crowds or in areas where crowds congregate.
 - Counts are more accurate when installed in areas where pedestrians and bicyclists pathways are relatively narrow and consistent. Counts may be off if people can easily avoid walking or biking past the sensors.

3. Different equipment set-up configurations: Infrared and pneumatic tube counters were tested individually and together and provided good results in both configurations. Factory default device settings were appropriate for our counting applications.

4. Test data collection accuracy in different settings: The counters appear to provide the most accurate counts in areas with well defined bicycle and pedestrian routes and in locations where travelers are not stopping and milling about frequently. Temperature and weather conditions do not appear to have an impact on counts.

5. Identify possible sources of counting error:
 - The counters have trouble differentiating between pedestrians traveling in large groups and can count the same person multiple times if they stand in front of the counter continuously.
 - One of the infrared counters was lightly vandalized but is still operational.

Data Processing:

Count data was downloaded from the counters using a blue-tooth equipped tablet using the Eco-counter Eco-link software. Once the data is downloaded from each counter the data can be uploaded into a data processing and reporting tool provided by the equipment vendor (Eco-visio), and the raw data can be archived as text files. The Eco-visio software provided by Eco-counter provides some

reporting and data browsing functionality, but staff is also examining the data using spreadsheet, database, and GIS software.

SCTA staff is currently processing the data collected during the test period. A few preliminary reports have been provided to local staff to highlight the major trends observed at the test locations, but a detailed analysis and reporting of the data is still forthcoming. As part of the formal data review process, staff is looking for outliers that do not represent reasonable usage patterns for the specific type of facility and count location. Outliers are being flagged as potential and staff will attempt to determine the reason for the unexpected data patterns, values, or magnitudes. Once errors have been isolated and reasons for the errors have been identified, staff will provide a summary of the errors and error types to the CBPAC in a comprehensive validation report.

Policy Impacts:

SCTA has collected manual bicycle and pedestrian counts in Sonoma County since 2009. Automated counters will be used to supplement and improve SCTA's manual bike/ped. count program.

Fiscal Impacts:

SCTA approved a budget of \$30,000 of FY 2014/2015 TDA3 funds for the purchase of the automated counting equipment. The final cost of the equipment was \$29,991.80. Significant staff time was and will be required to purchase, install, and test the equipment, and to process the data once it has been collected.

Staff Recommendation:

Information item, no staff recommendation at this time.

Staff Report

To: SCTA Technical Advisory Committee
From: Dana Turrey, Transportation Planner
Item: Quarterly Status Report of TDA3 and TFCA Projects
Date: July 24, 2014

This report provides the status of TDA3 and TFCA projects not yet fully expended as of June 30, 2014.

Transportation Development Act, Article 3 (TDA3) Projects						
Jurisdiction	Project	ID	Programmed Amount	Funds Expended	Funds Remaining	Funds Expire
Healdsburg	Foss Creek Pathway Segment 3	12-0010-60	\$110,000.00	\$0.00	\$110,000.00	6/30/2014
Healdsburg	Grove & Rosewood Class II Re-striping	12-0010-59	\$18,000.00	\$0.00	\$18,000.00	6/30/2014
Santa Rosa	Humboldt Street Bicycle Boulevard Traffic Calming Phase II	12-0010-11	\$50,000.00	\$21,997.61	\$28,002.39	6/30/2014
Santa Rosa	Pedestrian Flasher at Old Stony Point Rd./Hearn Ave.	12-0010-12	\$50,000.00	\$8,294.70	\$41,705.30	6/30/2014
Santa Rosa	Brush Creek Class I Bike/Ped Path Rehab.	12-0010-14	\$250,000.00	\$249,301.43	\$698.57	6/30/2014
Santa Rosa	North Dutton Avenue Sidewalk Gap Closure	13-0010-03 14-001-079	\$30,000.00 \$35,000.00	\$792.68 \$0.00	\$29,207.32 \$35,000.00	6/30/2015 6/30/2016
Santa Rosa	Neotomas Bike/ Pedestrian Path	13-0010-05	\$85,000.00	\$0.00	\$85,000.00	6/30/2015
Santa Rosa	Class III Bike Signage Program	14-0010-04	\$20,000.00	\$0.00	\$20,000.00	6/30/2016
Santa Rosa	Ped Enhancements Citywide	14-0010-05	\$100,000.00	\$0.00	\$100,000.00	6/30/2016
Santa Rosa	Class II on 7th/A/6th Streets	14-0010-06	\$55,000.00	\$0.00	\$55,000.00	6/30/2016
Santa Rosa	3rd Street Traffic Signal	14-0010-07	\$93,000.00	\$0.00	\$93,000.00	6/30/2016
Sebastopol	Class II Bike Lanes on 116	14-0010-01	\$59,439.00	\$0.00	\$59,439.00	6/30/2016

Transportation Development Act, Article 3 (TDA3) Projects (cont'd)						
Jurisdiction	Project	ID	Programmed Amount	Funds Expended	Funds Remaining	Funds Expire
Sonoma	Napa Rd Class II Bike Lanes	14-0010-02	\$23,533.81*	\$0.00	\$23,533.81	6/30/2016
Windsor	Old Redwood Hwy - Lakewood Dr Bike/Ped	13-0010-02	\$169,992.00	\$0.00	\$169,992.00	6/30/2015

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

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

Transportation Fund for Clean Air (TFCA) Projects						
Jurisdiction	Project	ID	Programmed Amount	Funds Expended	Funds Remaining	Funds Expire
Petaluma	Transit Marketing Program	14-SON-07	\$60,000.00	\$20,073.93	\$39,926.07	10/29/2015
Rohnert Park	Southwest Blvd Bike Lane Gap Closure & Traffic Calming	13-SON-02*	\$131,122.00	\$0.00	\$131,121.75	10/16/2015
Santa Rosa	Student/Youth Bus Pass Subsidy	14-SON-01	\$75,000.00	\$8,945.30	\$66,054.70	10/29/2015
Santa Rosa	Free Ride Program	14-SON-02	\$153,636.00	\$42,722.04	\$110,913.96	10/29/2015
Sonoma County Transit	Sonoma County Transit Passenger Info. System	11-SON-01	\$227,955.40	\$0.00	\$227,955.40	11/14/2014
Sonoma County Transit	Bus Stop Improvement Projects	13-SON-06*	\$82,299.00	\$26,846.88	\$55,452.12	10/16/2014
Sonoma County Transit	Transit Marketing Program	14-SON-03	\$60,000.00	\$32,982.86	\$27,017.14	10/29/2015
Sonoma County Transit	Transit Shelters	14-SON-04	\$77,983.00	\$0.00	\$77,983.00	10/29/2015
Sonoma County Transit (Sebastopol)	Sebastopol Bus Stop Improvements	14-SON-05	\$75,000.00	\$0.00	\$75,000.00	10/29/2015
Windsor	Pedestrian Enhancement Project	14-SON-06	\$151,687.18	\$0.00	\$151,687.18	10/29/2015

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