BOARD OF DIRECTORS AGENDA

April 14, 2014 – 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 Consent**
     3.1. **Measure M** – Sonoma County Bicycle Coalition appropriation for bike safety and education (ACTION)*
   - **B. SCTA/RCPA Concurrent Items**
     3.2. **Admin** – Minutes of the March 10, 2014 meeting (ACTION)*

4. **Regular Calendar**
   - **A. SCTA**
     4.1. **SCTA Planning**
       4.1.1. **Transportation Alternatives** – Commuter benefit program implementation; a presentation from the Bay Area Air Quality Management District (REPORT)*
       4.1.2. **Capital Projects** – Project Initiation Document Five Year Work Plan (ACTION)*
       4.1.3. **Legislation** – SB1077 (DeSaulnier) regarding vehicle miles traveled charges (ACTION)*
     4.2. **SCTA Projects and Programming**
       4.2.1. **Transit** – FY14/15 Coordinated Claim for transit funding (ACTION)*
       4.2.2. **Measure M** – 2014 Measure M Strategic Plan approval (ACTION)*
       4.2.3. **Measure M** – FY13/14 Budget Adjustment for Local Streets Projects (LSP) Program (ACTION)*
       4.2.4. **Ridesharing** – Park & Ride improvements, letter of support (ACTION)*
       4.2.5. **Highways** – Update on State Highway projects (REPORT)
   - **B. RCPA**
     4.3. **RCPA Projects and Programs**
       4.3.1. **Adaptation** – Climate Ready grant contract with the Coastal Conservancy (ACTION)*
       4.3.2. **Conservation** – countywide PAYS scoping plan concept (ACTION)*
       4.3.3. **Outreach** – 2014 schedule of public outreach efforts related to Climate Action 2020 and Energy Efficiency; request for input (ACTION)*
       4.3.4. **RCPA activities report** (REPORT)*

5. **Reports and Announcements**
   5.1. **Executive Committee report**
5.2. Regional agency reports*
SMART  NCRA  MTC  Self Help Counties Coalition
ABAG  BAAQMD  CALCOG  GGBHTD  Sonoma Clean Power

5.3. Advisory Committee agendas*

5.4. SCTA/RCPA staff report

5.5. Announcements – Form 700

6. Adjourn

*Materials attached.

The next SCTA/RCPA meetings will be held May 12, 2014

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/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 www.wegorideshare.com/sonoma/
Staff Report

To: Sonoma County Transportation Authority
From: Seana L. S. Gause, Program/Project Analyst
Item: 3.1 – Measure M Project Appropriations – Bicycle Safety and Education
Date: April 14, 2014

**Issue:**
Shall the SCTA approve the following appropriation requests with approved cooperative funding agreements?

<table>
<thead>
<tr>
<th>Coop Funding Agreement #</th>
<th>Jurisdiction</th>
<th>Category</th>
<th>Description</th>
<th>Phase</th>
<th>Appropriation Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>M71515</td>
<td>SCBC</td>
<td>Bike/Ped</td>
<td>Bicycle Safety and Education</td>
<td>Bike Month</td>
<td>$15,000</td>
</tr>
<tr>
<td>M71515</td>
<td>SCBC</td>
<td>Bike/Ped</td>
<td>Bicycle Safety and Education</td>
<td>Safe Routes to School</td>
<td>$19,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>$34,000</strong></td>
</tr>
</tbody>
</table>

**Background:**
The SCTA adopted the 2011 Measure M Strategic Plan, which sets forth the SCTA’s project implementation policies with regard to the use of funds provided under Measure M. The SCTA also approved the programming for the anticipated 2014 Measure M Strategic Plan with regard to funds provided under Measure M. Pursuant to the Strategic Plan and the associated cooperative funding agreements, each project sponsor must submit an appropriation request to initiate spending of Measure M funding for the fiscal year in which the funds are programmed. SCTA has received a request dated February 20, 2014, from the Sonoma County Bicycle Coalition requesting an appropriation for Bicycle Safety and Education. The appropriation request is for $34,000 ($15,000 for Bike Month; $19,000 for Safe Routes to School).

**Policy Impacts:**
None. This action is within the established policies outlined in the Measure M Strategic Plan Chapter 4, Policy 7.

**Fiscal Impacts:**
Consistent with the Strategic Plan, Measure M funds in the amount of $34,000 will be made available to the Sonoma County Bicycle Coalition to implement Bicycle Safety and Education programs (AKA Safe Routes to Schools and Bike Month). 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 No. 2014-006, thus approving the aforementioned appropriation requests.
WHEREAS, the 2004 Sonoma County Traffic Relief Act Expenditure Plan (hereinafter “Expenditure Plan”) includes $34,000 in 2004 dollars, for the Bicycle and Pedestrian funding category; and

WHEREAS, the Sonoma County Transportation Authority (hereinafter “Authority”) and the Sonoma County Bicycle Coalition (hereinafter “SCBC”) have entered into Cooperative Funding Agreement No. 71515 (hereinafter “Cooperative Agreement”) regarding the Bicycle Safety and Education Program (hereinafter “Project”); and

WHEREAS, SCBC has submitted a Request for Appropriation of Funds dated February 20, 2014 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 $34,000 to SCBC 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 SCBC 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 2011 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.

THE FOREGOING RESOLUTION was moved by Director , seconded by Director , and approved by the following vote:
Resolution No. 2014-006
Cooperative Agreement Number: M71515
Project Sponsor: Sonoma County Bicycle Coalition
Amount: $34,000
April 14, 2014

Director Allen
Director Carlstrom
Director Chambers
Director Gallian
Director Gurney
Director Harris

Director Landman
Director Mackenzie
Director McGuire
Director Rabbitt
Director Russell
Director Zane

Ayes:         Noes:         Absent:          Abstain:

SO ORDERED

______________________________
Sarah Glade Gurney, Chair

This RESOLUTION was entered into at a meeting of the Sonoma County Transportation Authority held April 14, 2014 in Santa Rosa, California

Attest:
Suzanne Smith, Executive Director

Attachment:  “A” Use of Appropriated Funds
             “B” Chronological Listing of Fund Appropriation Resolutions
Date: April 14, 2014

Amount of Funds: $34,000

Appropriated to: Sonoma County Bicycle Coalition

Program Category: Bicycle/Pedestrian Program

Specific Project: Bicycle Safety and Education Program

Appropriated For: Bike Month ($15,000), Safe Routes to Schools ($19,000)

Scope of Work: Bike Month, and Safe Routes to Schools Programs focused on educating the public and, in particular, school children.

Other Conditions: None

Staff Comments: This is the sixth appropriation for this project, for implementing Bicycle Safety and Education Programs.
ATTACHMENT B

Chronological Listing of Fund Appropriation Resolutions

COOPERATIVE FUNDING AGREEMENT NO. M71515

Between the Sonoma County Transportation Authority

and the Sonoma County Bicycle Coalition

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Resolution Number</th>
<th>Date</th>
<th>Funds Appropriated</th>
<th>Cumulative Total</th>
<th>Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td>M71515</td>
<td>2008-024</td>
<td>July 14, 2008</td>
<td>$60,000</td>
<td>$60,000</td>
<td>BTW/SRTS</td>
</tr>
<tr>
<td></td>
<td>2009-032</td>
<td>November 9, 2009</td>
<td>$60,000</td>
<td>$120,000</td>
<td>BTW/SRTS</td>
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<tr>
<td></td>
<td>2010-043</td>
<td>November 8, 2010</td>
<td>$60,000</td>
<td>$180,000</td>
<td>BTW/SRTS</td>
</tr>
<tr>
<td></td>
<td>2011-037</td>
<td>September 12, 2011</td>
<td>$60,000</td>
<td>$240,000</td>
<td>BTW/SRTS</td>
</tr>
<tr>
<td></td>
<td>2013-012</td>
<td>April 8, 2013</td>
<td>$34,000</td>
<td>$274,000</td>
<td>BTW/SRTS</td>
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<tr>
<td></td>
<td>2014-006</td>
<td>April 14, 2013</td>
<td>$34,000</td>
<td>$308,000</td>
<td>BTW/SRTS</td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL FUNDS APPROPRIATED</strong></td>
<td></td>
<td><strong>$274,000</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
February 20, 2014

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

FUNDING APPROPRIATION REQUEST
PROJECT NAME: Bike Month Program
AGREEMENT NO. M71515-A1

Dear SCTA Chair McGuire:
The Sonoma County Bicycle Coalition has entered into a cooperative funding agreement with the SCTA (No.M71515-A1) and is working on the administration and implementation of the Bike Month program for FY 2013/2014. The Sonoma County Bicycle Coalition is requesting that the Sonoma County Transportation Authority (SCTA) take action to appropriate funds for the Bike Month Program at its next Board meeting.

<table>
<thead>
<tr>
<th>Project Name &amp; Description:</th>
<th>Bike Month Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike to Work Month promotes cycling for transportation by offering a series of events during May, which is National Bike Month. The events will encourage people to make riding a bicycle part of their daily transportation mix. SCBC will produce Bike to Work Day, hold bicycle safety and mechanics classes, organize family bike clinics, and provide enhanced support to bicycle commuters and students during Bike Month in order to encourage more people to use bicycles for transportation and recreation.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Category:</th>
<th>Bicycle/Pedestrian Project</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Phase Development Phase of this Appropriation:</th>
<th>Bike Month Program</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Amount of Measure M Appropriation Request:</th>
<th>$15,000</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Amount of Local Funding Match:</th>
<th>$0</th>
</tr>
</thead>
</table>
Promoting the bicycle for transportation and recreation

<table>
<thead>
<tr>
<th>Sources of Local Funding Match:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>$7,500 - Local Business Sponsorship</td>
<td></td>
</tr>
<tr>
<td>$10,000 - MTC / Bay Area Bicycle Coalition BTW Day grant</td>
<td></td>
</tr>
<tr>
<td>$1,200 - Event Proceeds and Sales</td>
<td></td>
</tr>
<tr>
<td><strong>Total Project Cost:</strong></td>
<td><strong>$33,700</strong></td>
</tr>
</tbody>
</table>

The current schedule for the Bike Month Project is as follows:

<table>
<thead>
<tr>
<th>Project Development Phase</th>
<th>Begin</th>
<th>Complete</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scoping</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Environmental</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Right of Way</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>PS&amp;E</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Implementation</td>
<td>February 2014</td>
<td>June 2014</td>
</tr>
</tbody>
</table>

Thank you for your consideration.

Sincerely,

[Signature]

Gary Rosen
Executive Director
Mike McGuire, Chair  
Sonoma County Transportation Authority  
490 Mendocino Avenue, Suite 206  
Santa Rosa, CA 95401

FUNDING APPROPRIATION REQUEST  
PROJECT NAME: Bicycle Safety and Education Program  
AGREEMENT NO. M71515-A1

Dear SCTA Chair McGuire:
The Sonoma County Bicycle Coalition has entered into a cooperative funding agreement with the SCTA (No.M71515-A1) and is working on the administration and implementation of the Safe Routes to School Program for FY 2013/2014. The Sonoma County Bicycle Coalition is requesting that the Sonoma County Transportation Authority (SCTA) take action to appropriate funds for the Safe Routes to School Program at its next Board meeting.

The current schedule for the Safe Routes to School program is as follows:

<table>
<thead>
<tr>
<th>Project Name &amp; Description:</th>
<th>Safe Routes to School Program</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The Sonoma County Bicycle Coalition Safe Routes to Schools program (SRTS) will conduct outreach countywide to encourage participation in SRTS activities in grade schools, middle schools and high schools. The Sonoma County Bicycle Coalition Safe Routes to Schools Resource Specialist will augment SRTS activities beyond what is available to the schools participating in the Department of Health Services Countywide Safe Routes to School Program.</td>
</tr>
</tbody>
</table>

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<thead>
<tr>
<th>Project Category:</th>
<th>Bicycle/Pedestrian Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase Development Phase of this Appropriation:</td>
<td>Safe Routes to School Program</td>
</tr>
<tr>
<td>Amount of Measure M Appropriation Request:</td>
<td>$19,000</td>
</tr>
<tr>
<td>Amount of Local Funding Match:</td>
<td>$0</td>
</tr>
<tr>
<td>Sources of Local Funding Match:</td>
<td>N/A</td>
</tr>
<tr>
<td>Total Project Cost:</td>
<td>$19,000</td>
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Promoting the bicycle for transportation and recreation

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<th>Project Development Phase</th>
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<tr>
<td>Environmental</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Right of Way</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>PS&amp;E</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Implementation</td>
<td>March 2013</td>
<td>June 2014</td>
</tr>
</tbody>
</table>

Thank you for your consideration.
Sincerely,

Gary Helfrich
Executive Director
BOARD OF DIRECTORS MEETING
Meeting Minutes of March 10, 2014
March 10, 2014 – 2:30 p.m.

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 2:35 p.m. by Chair Sarah Glade Gurney.

Directors Present: Sarah Glade Gurney, City of Sebastopol, Chair; Director Rabbitt, Supervisor, District 2, Vice Chair; Director Allen, Town of Windsor; Director Carlstrom, City of Santa Rosa; Director Gallian, City of Sonoma; Director Harris, City of Petaluma; Director Landman, City of Cotati; Director McGuire, Supervisor, District 4; Director Russell, City of Cloverdale.

Directors Absent: Director Chambers, City of Healdsburg; Director Mackenzie, City of Rohnert Park; Director Zane, Supervisor, District 3.

2. Public comment on items not on the regular agenda

None.

3. Consent Calendar

A. SCTA Consent
3.2. Measure M – Airport Boulevard unused appropriation of Local Streets Projects (LSP), Amendment #4 to Cooperative Agreement M30210-05 with the County of Sonoma and appropriation of landscaping funds (ACTION)*
3.3. Hwy 101 – Amendment 1 to Cooperative Agreement 04-2309 with Caltrans for right of way services on the Marin Sonoma Narrows C2 Project. (ACTION)*
3.4. Hwy 101 – Amendment 1 to Cooperative Agreement 04-2459 with Caltrans to reimburse SCTA expenditures on the Marin Sonoma Narrows C3 Project. (ACTION)*

B. SCTA/RCPA Concurrent Items
3.5. Minutes of the February 10, 2014 meeting (ACTION)*

Motion by Director Russell, seconded by Director Gallian, to approve the Consent Calendar as presented. Motion passed unanimously (9-3 absent).

4. Regular Calendar

C. SCTA
4.1. SCTA Planning
4.1.1. 2009 Comprehensive Transportation Plan update process / approach (ACTION)*

Janet Spilman summarized the history of the Comprehensive Transportation Plan (CTP), noting that it was first adopted in 2001 and then updated in 2004. In 2009 it was essentially a new Plan, including a major policy shift addressing GHG emission reduction and climate protection.

Part of the 2015 CTP update will include updating the project lists and public outreach. The CTP is the basis for input into the Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS). Data updates and new technologies will also be addressed in the CTP.

Ms. Spilman cited various concurrent activities/documents that are in progress, aligning with the CTP, to include the Countywide Bicycle and Pedestrian Master Plan, Climate Action 2020, and the Measure M Strategic Plan. Improved travel demand modeling allows for better analysis.

Ms. Spilman explained that this is projected to be completed near the end of next year. Staff will be seeking the Advisory Committees’ feedback on the public engagement strategy. Cleanup/updating of the project list will also take place, with staff returning the draft project list to the Board in the future. Goals, Objectives and Policies will be reviewed/updated. The CTP also has a Facebook page. Ms. Spilman invited comments/questions from the Board.

Board comments included the need for prompt notification, given the many new members on City Councils, new Public Works staff, and new City Managers. In connection with performance assessment, Directors noted the need to establish realistic, achievable goals that strengthen credibility of the Plan.
Discussion ensued regarding the LOS metric and whether a new metric will be established by the time of the CTP adoption.

Brant Arthur of the Climate Protection Campaign voiced his support of the CTP update and concurred with Board comments. He reported that nationwide VMT levels have declined to 1995 levels.

Motion by Director Chambers, seconded by Director McGuire, for the Board to direct staff and advisory committees to review the CTP Plan update process and provide the Board with an assessment of the scope of the necessary updates. Motion carried unanimously (9-3 absent).

4.1.2. Transit – North Bay 101 Corridor Clipper program update (REPORT)*

Diane Dohm summarized activities over the past year and referred to the proposed schedule from Cubic, announcing that this is projected to be completed in March 2016. Once the MOU has been sent to the operators, they will then be working with their respective legal staff and City Councils. Ms. Dohm noted that the program is currently on schedule.

This summer a meeting will take place with MTC, Cubic and the transit operators to address next steps and implementation.

In response to questions from the Board, Ms. Dohm explained that Sonoma County is the last County in the region to implement Clipper service; however, this means it will have the latest technology.

Ms. Dohm addressed questions from the Board regarding the inclusion of SMART in the Clipper program, explaining that they are proceeding as a separate entity, as their business rules have not yet been established. She emphasized the presence and participation of SMART staff at meetings in this process. SMART is proceeding with a parallel Clipper implementation to the rest of the transit operators in Sonoma County.

Additional Board comments addressed the need for collaboration between transit and SMART rail service and expressions of appreciation for staff’s efforts.

4.2. SCTA Projects and Programming
4.2.1. Funding – analysis of State gas tax revenues (REPORT)

Suzanne Smith presented slides from Caltrans showing basic facts regarding the gas tax since its implementation in 1923. This date marks the 20th anniversary of the last gas tax increase. Up to 69.9¢ per gallon is collected in taxes (only part of which is the gas tax). Ms. Smith explained the breakdown/allocation of these revenues and showed statistics, based on vehicle miles traveled, illustrating that the average household spends approximately $368 annually in gas taxes, and comparing the value of this tax with typical household expenses such as cable, Internet, cell phones, and the cost of daily specialty espresso drinks.

Additional statistics showed the decline in the value of the tax and its buying power, and the decline in gas tax revenue with more fuel efficient vehicles, while fuel needs are continuing to increase.

Ms. Smith referred the Board to the link showing this presentation.

In response to Board questions and comments, Ms. Smith explained that discussion has been taking place in Sacramento regarding possible options for other revenue sources, particularly a vehicle miles traveled tax (also known as a road user tax in the Oregon model for this program), where the tax is based on miles traveled (and possibly also the type of vehicle driven). Factors to be considered are equity between urban and rural drivers.

Board comments raised the possibility of miles traveled being incorporated as a metric into annual vehicle registration by the Department of Motor Vehicles.

Mr. Arthur of the Climate Protection Campaign voiced the need to address this issue and the challenge of planning how to get sufficient funds to build and maintain a transportation system and infrastructure into the future.

Steve Birdlebough of the Sonoma County Transportation and Land Use Coalition pointed out the dilemma of reduced revenues for highway/road infrastructure as alternative modes of transportation increase, and that current trends show a decrease in driving-related revenues, such as bridge and turnpike tolls, parking, etc.

Discussion ensued regarding the need for local solutions for infrastructure financing.

4.2.2. Highways – Update on State Highway projects (REPORT)

James Cameron reported that discussion is taking place regarding excess right-of-way at the Airport Boulevard Interchange project for the possible construction of a Park and Ride facility. It would involve an agreement between the City of Cotati and Caltrans for Caltrans to relinquish the underutilized Park and Ride facility in Cotati, and Cotati would provide an equal number of Park and Ride spaces at three location, including Airport Interchange, Petaluma Boulevard South and in Cotati. Director
Landman confirmed that the existing Park and Ride in Cotati is underutilized, and pointed out the value and benefits to all involved of pursuing this option for use of the excess right-of-way at the Airport Boulevard Interchange.

Mr. Cameron announced the successful full freeway closure the previous weekend on the Airport Boulevard Interchange project. This allowed the removal of the last false work from underneath the bridge. Work is continuing on the ramps and sound walls as weather permits.

A major traffic shift was implemented February 25 for the Central C project. Signage continues to be evaluated. Staff is working with the contractor to expedite the six-month closure where possible.

Night time full freeway closures are scheduled later in March to demolish the existing structure on Old Redwood Highway, to be followed by pile driving.

A major traffic shift was implemented February 25 for the Central C project. Signage continues to be evaluated. Staff is working with the contractor to expedite the six-month closure where possible.

Night time full freeway closures are scheduled later in March to demolish the existing structure on Old Redwood Highway, to be followed by pile driving.

Staff will be moving forward with right-of-way on the MSN C-2 project, as approved under the Consent Items on this date.

Litigation has been resolved regarding the migratory birds that were impacted during the 2013 nesting season on the Petaluma River Bridge project. All netting will be removed; use of hard surface exclusionary measures and scraping for nest starts is currently being implemented.

Bridge demolition is essentially complete on the MSN C-3 project at Highway116/Lakeville Highway. Minimal foundation demolition remains to be completed and there will be intermittent nighttime closures on Highway 116. Pile driving is expected to begin next week. Caltrans will be issuing press releases and distributing flyers throughout the adjacent neighborhood to inform the public of activities.

Staff has the final executed cooperative agreement and anticipates releasing the Request for Proposals for consultants for the Highway 116/121 interchange improvements next week.

The City of Santa Rosa is interviewing consultants this week for the Hearn Avenue Interchange Improvements project.

The Ramp Metering Technical Advisory Committee met recently and is finalizing the implementation plan. The next meeting is scheduled for June to finalize details and discuss the press release. Caltrans is coordinating the scheduling for this project. This item is projected to be brought before the Board for consideration at its June meeting, with implementation of the Plan in late summer.

D. RCPA

4.3. RCPA Planning

Lauren Casey presented staff’s proposal to develop a strategic action plan shifting transportation from single-occupancy vehicles to alternate modes and electric vehicles.

Staff met with the Executive Director of Strategic Growth Council and was encouraged to apply for the third round of funding for the Sustainable Communities Strategy Planning Grant.

Staff considered various strategies to reduce fuel use and vehicle miles traveled and incorporated these into a plan that includes transportation demand management and shared mobility needs assessment, a bicycle sharing feasibility study, a car sharing feasibility study, and a transportation management programs plan. Another element of the proposal is to do planning for electric vehicles and the necessary infrastructure to support their use.

The proposal also includes an extensive outreach campaign, with market analysis and engagement tools (including comprehensive Spanish translation and digital outreach tools).

Additionally, the proposal addresses public health and equity.

Board comments included the support of fuel reduction with electric vehicles and engaging stakeholders in the community to encourage this, noting the increasing competition for using electric vehicle chargers. Additional observations included the importance of incorporating health and wellness into the plan, including education and Safe Routes to School.

Additional recommendations by the Board included the need for lifestyle change, and the importance of employee education by employers on the benefits of alternative forms of transportation for them and their families, health-wise and economically, and ensuring that employees understand their benefit package in terms of taxes. Encouraging telecommuting and public transportation was also addressed, recognizing not only the monetary value in reducing transportation costs, but the value of the employees' time.

The One Day Clean Commute was mentioned as an important component in this issue, and the employee benefit proposal.

The Board also noted the need to ensure that this planning includes pedestrians, citing the mapping for pedestrian routes throughout Sebastopol as an example of pedestrian-oriented enhancements.
Brant Arthur of the Climate Protection Campaign voiced support for the proposal and briefly summarized recent activities by the Campaign in regard to public outreach on alternative forms of transportation, concurring with Board comments on promoting telecommuting in Sonoma County.

Motion by Director Gallian to approve the application for grant funds for the Sustainable Communities Strategy Planning Grant, seconded by Director Russell. Motion carried unanimously (8-4 absent).

4.4. RCPA Projects and Programs
4.4.1. RCPA activities report (REPORT)*

Ms. Casey reported that comments from the first round of Public Outreach Workshops and first Stakeholder Advisory Committee meeting for Climate Action 2020 are now available online: www.sctainfo.org/climate_action_2020_participation.htm and a Frequently Asked Questions page for Climate Action 2020.

An additional online resource is available to give input for those members of the public who were unable to attend the evening workshops.

Work is ongoing with each jurisdiction and other agencies and stakeholders to finalize the draft potential GHG reduction strategy that will be evaluated by ICF.

Staff is proposing an RCPA Board Special Study Session to take place in May or June, in response to the February discussion regarding GHG reduction targets.

The need for a regional center to address climate adaptation was identified through a Climate Adaptation Needs Assessment, as part of the Bay Area Climate and Energy Resilience Project. The kickoff for this effort was a Climate Readiness Institute (CRI) Summit held in February. Leaders engaged in this project are the Lawrence Berkeley National Laboratory, U.C. Berkeley, UC Davis, and Stanford University. Director Mackenzie, Ms. Casey and other partners from Sonoma County were in attendance. Ms. Casey noted that Sonoma County was emphasized as a model in climate adaptation leadership at this Summit. She noted that she would keep the Board informed of future CRI events.

Staff is continuing its efforts in administration and implementation of the Bay Area Energy Network (BayREN) programs. Overviews of energy efficient resources are posted online at: www.sctainfo.org/efficient_build.htm. Ms. Casey also offered to distribute these materials in hard copy upon request.

Larger-scale climate policy news includes the release of the draft Proposed First Update to the AB 32 Scoping Plan by the California Air Resources Board (ARB). This includes recent scientific consensus on the need for accelerated GHG emission reduction to achieve climate stabilization, and the importance of local government in these efforts, starting with local planning efforts.

Ms. Casey itemized legislation introduced by Darrell Steinberg creating a framework for action through 2050, including a dividend component for Cap and Trade.

Finally, Ms. Casey referred to the National Climatic Data Center (NCDC) update to the “State of the Climate” report.

Ms. Casey responded to Board questions regarding the meeting schedule and attendance for the Climate Action 2020 Stakeholders Advisory Group meetings, noting that these are held the third Thursday of the month, and have been productive and well attended. Recent meetings have focused on the climate action process and on water programs in response to the current drought. The March meeting will address climate adaptation. Ms. Casey agreed to provide a regular update on these meetings to the Board and to forward invitations to these meetings to Directors for their distribution to the appropriate interested parties.

Chair Gurney noted the informative map from the National Oceanic and Atmospheric Administration (NOAA) provided in the staff report that illustrates significant climatic events.

5. Reports and Announcements

5.1. Executive Committee report

Chair Gurney reported that the Committee considered the Annual Evaluation for the Executive Director. The performance evaluation form will be forwarded to the Committee, along with the self-performance review by the Executive Director, and this will be addressed at the next Committee meeting.

5.2. Regional agency reports* SMART

Director Russell reported on the good news coverage of SMART construction that has been broadcast.

ABAG

Director Rabbitt reported that the Board held a retreat the previous week; however, he was in Washington, DC regarding litigation issues in connection with Plan Bay Area.

Self-Help Counties Coalition

Ms. Smith announced that a meeting is scheduled later this month with Secretary Brian Kelly regarding Caltrans’ reports on how the revenues and sales tax...
measures have impacted the State’s ability to fund highway projects. Staff is working with the Administration on partnering to address these issues.

GGBHTD

Director Rabbitt announced that tolls have been raised for the first time in seven years, with little controversy. He also noted that the Bridge has 25% fewer employees than in 2008 and cited additional unforeseen expenses (e.g., Doyle Park Drive). The moveable median barrier project is progressing. The suicide net is at 90% completion. The all-electronic tolls have been operating well in their first year of service as of the end of this month.

Sonoma Clean Power

Director Landman reported that service will begin in May. PG&E will be increasing their rates in May. He announced that the initial savings estimated of 2%-3% for Clean Start (basic service) is now estimated to be 4%-5%.

Ms. Smith added that if a jurisdiction has joined Sonoma Clean Power, consumers can voluntarily sign up for the Evergreen Program.

5.3. Advisory Committee agendas*

Included in agenda packet.

5.4. SCTA/RCPA staff report

Nothing to report.

5.5. Announcements – Form 700

Ms. Smith reminded the Board that Form 700 is due March 26.

6. Adjourn

4:15 p.m.
Staff Report

To: SCTA/RCPA Board of Directors

From: Diane Dohm, Transportation Planner

Item: 4.1.1 – Commuter benefit program implementation; a presentation from the Bay Area Air Quality Management District

Date: April 14, 2014

Issue:
What is the status of the implementation of the commuter benefit program required under SB1339 as approved in 2012?

Background:
Staff from the Bay Area Air Quality Management District will present information to the Board about the roll out of the region’s commuter benefit program and discuss how the program will relate to Sonoma County employers.

These links provide additional information on the program:
https://commuterbenefits.511.org/docs/program_overview.pdf
https://commuterbenefits.511.org/docs/employer_guide.pdf

Policy Impacts:
This is an informational item but is linked to transportation demand management efforts highlighted in the 2009 Comprehensive Transportation Plan.

Fiscal Impacts:
There is no direct commitment of funding by SCTA for this effort.

Staff Recommendation:
This item is for information only.
Staff Report

To: Sonoma County Transportation Authority
From: Seana L. S. Gause, Program/Project Analyst
Item: 4.1.2 – Project Initiation Document Five Year Work Plan
Date: April 14, 2014

Issue:
What is the status of the Project Initiation Documents (PIDs) in the FY14/15 Caltrans Work Plan? Shall the Board adjust and/or approve the 3 year Non-SHOPP Project List?

Background:
Every other year, The Department of Transportation requests that the SCTA re-evaluate and approve a Caltrans work plan for PID development for the upcoming fiscal years. The State has established that locally proposed improvements for State highways require local funding for PIDs. To that end, the City of Santa Rosa has developed a cooperative agreement with Caltrans Advanced Planning to complete PID for the Santa Rosa Bicycle and Pedestrian Overcrossing. PIDs for the Hearn Avenue Interchange and the improvements at the intersection at Highways 116 and 121 were recently completed. The pedestrian overcrossing will carry over into FY14/15.

The following are the remaining projects on the SCTA’s previous priority list:

<table>
<thead>
<tr>
<th>Project Title/Location</th>
<th>Project Sponsor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fourth and Farmers Lane</td>
<td>Santa Rosa</td>
</tr>
<tr>
<td>Highway 12 R/W</td>
<td>Santa Rosa</td>
</tr>
<tr>
<td>Railroad Avenue Interchange</td>
<td>County of Sonoma</td>
</tr>
<tr>
<td>Forestville Bypass</td>
<td>County of Sonoma</td>
</tr>
</tbody>
</table>

Caltrans has also established that in order to be included in the 3 year work plan, projects must be listed in the Regional Transportation Plan. The most recently developed RTP (Plan Bay Area) is fiscally constrained, which is slightly different from previous versions that contained both constrained lists and “vision” lists which were financially unconstrained. None of the above listed projects are on the financially constrained RTP list so Caltrans may not prioritize them in their overall work plan. SCTA staff recently solicited new projects from local jurisdictions through the Technical Advisory Committee and determined that there were no additional local projects to add to the list.

Finally, the study completed recently regarding Route 37 in relation to sea level rise and Sonoma County transportation impacts brings to the forefront the need to find solutions for that highway corridor. To that end, SCTA staff has been working with Caltrans and the Metropolitan Transportation Commission to find a way to complete a Project Study Report/Project Development Support document
for this highway. Staff is requesting that the Board consider adding "Improvements to the Route 37 corridor to address sea level rise, major storm events, environmental enhancements and capacity/operational improvements" to the FY14/15 three year work plan. SCTA staff will work with MTC and Caltrans, as well as the other North Bay Counties to define roles, responsibilities and funding options for the PID.

**Policy Impacts:**

None

**Fiscal Impacts:**

Project sponsors are responsible for funding any work done on development of PIDs, either with consultant services and Caltrans oversight, or funding Caltrans staff to perform the work. This places the financial responsibility on jurisdictions seeking improvements in the state right-of-way.

**Staff Recommendation:**

Staff recommends that the Board review and approve the above list of projects, including adding a PID request for improvements on Route 37. Staff also recommends that the Board consider providing additional projects for the list if needed.
Staff Report

To: SCTA/RCPA Board of Directors
From: Suzanne Smith, Executive Director
Item: 4.1.3 – Legislation – AB1077 (DeSaulnier) regarding vehicle miles traveled charges
Date: April 14, 2014

Issue:
Shall the SCTA/RCPA support in concept AB1077 (DeSaulnier) regarding vehicle miles traveled (VMT) charges?

Background:
The SCTA legislative principles include advocating for legislative proposals to increase overall funding levels for transportation infrastructure, operations and maintenance and specifically includes a vehicle miles traveled tax as an option to consider.

Senator DeSaulnier has introduced SB1077 that would charge the Department of Motor Vehicles with developing a VMT charge pilot program. In addition to this proposal, Transportation Secretary Brian Kelly is exploring a pilot program concept centered on a mileage based user fee.

Attached is a copy of the proposed legislation as well as a draft letter of support for AB1077.

Policy Impacts:
SB1077 is in alignment with the adopted SCTA 2014 Legislative Principles.

Fiscal Impacts:
Taking a position on this legislation will not result in a specific fiscal impact to the SCTA other than staff time being spent on engagement in the legislative process.

Staff Recommendation:
Consider authorizing the Chair to sign a letter of support for SB1077 and directing staff to engage in State level discussions on discussions related to VMT or mileage based fees.
April 15, 2014

Honorable Mark DeSaulnier
State Capitol, Room 5035
Sacramento, CA 95814

RE: Support for SB1077 – vehicle miles traveled charges

Dear Senator DeSaulnier:

The Sonoma County Transportation Authority and Regional Climate Protection Authority (SCTA/RCPA) are very pleased to support your interest in exploring vehicle miles traveled charges through SB1077.

As a Board that focuses on both transportation and climate change, the SCTA/RCPA is keenly interested in exploring how to address funding for improvements within the transportation system that also help to reduce greenhouse gas (GHG) emissions. It is clear that the value of the gas tax has diminished – due to increased fuel efficiency and a lack of political will to increase the tax rate. We are pleased you have provided an opportunity to explore a new approach that targets road usage and thus we support the concept set forth in your bill.

We recognize there is much work to be done in examining options and ironing out technical approaches; there is also a significant need to communicate with the public about why a new approach is needed and how it might impact them. To that end, the SCTA/RCPA stands ready to participate as you move SB1077 through the legislative process.

Again, thank you for your efforts on this issue and please do not hesitate to contact our Executive Director, Suzanne Smith, at suzsmith@sctainfo.org if you would like further input throughout the process.

Sincerely,

Sarah Glade Gurney
Chair, SCTA/RCPA

CC: Secretary Brian Kelly,
Sonoma County Legislative Delegation –
Senators Wolk and Evans
Assembly Members Chesbro, Levine and Yamada
An act to add and repeal Chapter 7 (commencing with Section 3090) of Division 2 of, and to repeal Chapter 7 (commencing with former Section 3100) of Division 2 of, the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL’S DIGEST

SB 1077, as introduced, DeSaulnier. Vehicles: vehicle-miles-traveled charges.

Existing law establishes the Department of Motor Vehicles and provides for its general powers and duties, including, among other things, the registration of vehicles, the licensing of drivers, and the regulation of vehicles generally.

This bill would require the Department of Motor Vehicles to develop and implement, by July 1, 2015, a pilot program designed to assess specified issues related to implementing a vehicle-miles-traveled fee in California. The bill would also require the department to prepare and submit a specified report of its findings to the policy and fiscal committees of the Legislature no later than June 30, 2016. The bill would provide that these provisions would be repealed on January 1, 2018.


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

SECTION 1. Chapter 7 (commencing with Section 3090) is added to Division 2 of the Vehicle Code, to read:
Chapter 7. Vehicle-Miles-Traveled Fee Pilot Program

3090. (a) The department shall develop and implement, by July 1, 2015, a pilot program designed to assess the following issues related to implementing a vehicle-miles-traveled (VMT) fee in California:

(1) Different methods for calculating mileage.
(2) Processes for transmitting data to protect the integrity of the data and ensure drivers’ privacy.
(3) Types of equipment that may be required of the state and of drivers in order to implement a VMT fee, including a discussion of the advantages and disadvantages of the equipment and contingencies in the event of equipment failure.

(b) The department shall prepare and submit a report of its findings to the appropriate policy and fiscal committees of the Legislature no later than June 30, 2016. The report shall include, but not be limited to, all of the following elements:

(1) Recommendations regarding how to best implement a VMT fee in a manner that minimizes confusion and inconvenience to California’s drivers while also ensuring their privacy.
(2) Given the technological and institutional demands associated with implementing a VMT fee, a discussion of different processes that may be used to transition from the fuel tax to a VMT fee over time.
(3) A discussion of issues the Legislature may wish to consider when evaluating whether and how to implement a VMT fee.

(c) This chapter shall remain in effect only until January 1, 2018, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2018, deletes or extends that date.

SEC. 2. Chapter 7 (commencing with former Section 3100) of Division 2 of the Vehicle Code is repealed.
Staff Report

To: Sonoma County Transportation Authority
From: Diane Dohm, Transportation Planner
Item: 4.2.1 – FY14/15 Coordinated Claim for transit funding
Date: April 14, 2014

Issue:
Shall the Sonoma County Transportation Authority (SCTA) approve the FY14/15 Coordinated Claim for State and local transit funding?

Background:
Each year a Coordinated Claim for Transportation Development Act (TDA), State Transit Assistance (STA), and Measure M funds is developed by the jurisdictions of Sonoma County. These funds are the primary source of operating revenue for all of Sonoma County’s transit operators. Because the service areas of transit operators in Sonoma County cross jurisdictional boundaries, the Metropolitan Transportation Commission (MTC) requires that a Coordinated Claim for these funds be prepared and adopted annually by the SCTA.

Transportation Development Act (TDA) revenues are derived from sales tax receipts (0.25% of the state sales tax)

State Transit Assistance (STA) funds are derived from a portion of sales tax revenues collected from the sale of vehicle fuels. They are allocated from three subcategories:

i) Population Formula Funds go to local operators for transit projects.

ii) Regional Paratransit Funds are available from MTC for paratransit services by Sonoma County Transit (SCT), Santa Rosa CityBus, and Petaluma Transit.

iii) Revenue Based Funds are allocated to operators eligible for TDA Article 4: SCT, Santa Rosa CityBus, and Petaluma Transit.

Measure M revenues are also derived from sales tax receipts (one quarter of 1%) with bus transit receiving 10% of the incoming revenue. Measure M is administered by SCTA. Measure M funds are generally used by local operators to support fixed-route and paratransit operations.

The revenue streams from all of these sources are affected by changes in the economy, as well as changes in legislation and programs; thus operators must deal with funding instability as a constant condition.

Population is another variable since it is used as a method of distribution of funding. From the FY06/07 Coordinated Claim until now, the Sonoma County Transit service area population percentage (i.e., 100% minus Santa Rosa & Petaluma) has decreased from 55.44% to 53.32%; Santa Rosa has risen from 32.74% to 34.68%; Petaluma has increased from 11.82% to 11.99%, of total county population.
What is the Coordinated Claim?

The Coordinated Claim documents existing inter-jurisdictional funding agreements for transit services in Sonoma County as they relate to the distribution of TDA, STA and Measure M funds. The process of developing the Coordinated Claim each year is the primary mechanism for establishing contribution amounts for services provided by transit operators to local jurisdictions.

The funding amounts displayed in the Coordinated Claim are estimates based on the latest fund estimates prepared by the Metropolitan Transportation Commission (MTC) and the County Auditor’s office. While the fund estimates are subject to fluctuation over the course of the fiscal year, the Coordinated Claim serves as the basis from which transit operators base their annual TDA & STA funding requests to MTC. Generally transit operators make their annual claims to MTC in May and June, so that funding is received prior to the start of the new fiscal year.

Fiscal Year 2014/2015 Funding Coordination:

In general, most jurisdictions provide TDA funding to Sonoma County Transit for a variety of contract transit services. For a complete listing of all contracted services, please refer to the Coordinated Claim.

Based on a contribution formula established in FY1996/1997, all Sonoma County entities contribute to Golden Gate Transit (GGT). Collectively, as required by MTC resolution 2858, these contributions provide an amount equal to 25% of Sonoma County’s fiscal year TDA funds.

In order to fund complementary paratransit services required by the Americans with Disabilities Act (ADA) of 1990, each entity that contracts with Sonoma County Transit contributes an additional 20% of their fixed-route contributions to support ADA required paratransit services. Currently, Sonoma County Transit contracts with Volunteer Wheels to provide its ADA paratransit service. Petaluma Transit and Santa Rosa CityBus contract with MV Transportation to provide paratransit services within their respective service areas.

Fiscal Impacts:

The combined total from the three funding sources is estimated at just over $25 million.

Requested Action:

Staff recommends that the Board review and approve the attached FY14/15 Coordinated Claim. The Transit Technical Advisory Committee and the Transit Paratransit Coordinating Committee reviewed and recommended approval to the Board at their recent meetings (March 28, 2014 and April 1, 2014, respectively).
## FY 2014-15 TDA / STA / Measure M - Fund Summary

<table>
<thead>
<tr>
<th></th>
<th>TDA**</th>
<th>STA**</th>
<th>MEASURE M</th>
<th>Total TDA / STA / MEASURE M</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forecasted Revenue:</td>
<td>$21,210,000</td>
<td>$2,867,639</td>
<td>$2,110,395</td>
<td>$26,188,034</td>
</tr>
<tr>
<td>MTC Contributions:</td>
<td>742,350</td>
<td>-----</td>
<td>-----</td>
<td>742,350</td>
</tr>
<tr>
<td>County Administration (Auditor)</td>
<td>29,500</td>
<td>-----</td>
<td>-----</td>
<td>29,500</td>
</tr>
<tr>
<td>Article 3 - Bicycle &amp; Pedestrian Projects</td>
<td>408,763</td>
<td>1.93%</td>
<td>-----</td>
<td>408,763</td>
</tr>
<tr>
<td>FY 2014-15 Funds to Transit Operators</td>
<td>$20,029,387</td>
<td>94.43%</td>
<td>$2,867,639</td>
<td>$2,110,395</td>
</tr>
<tr>
<td>Petaluma Transit</td>
<td>1,468,119</td>
<td>7.33%</td>
<td>277,091</td>
<td>9.66%</td>
</tr>
<tr>
<td>Santa Rosa CityBus</td>
<td>5,294,006</td>
<td>26.43%</td>
<td>1,001,618</td>
<td>34.93%</td>
</tr>
<tr>
<td>Sonoma County Transit*</td>
<td>8,259,917</td>
<td>41.24%</td>
<td>1,539,807</td>
<td>53.70%</td>
</tr>
<tr>
<td>Golden Gate Transit</td>
<td>5,007,347</td>
<td>25.00%</td>
<td>49,123</td>
<td>1.71%</td>
</tr>
<tr>
<td>Totals by Funding Source</td>
<td>$20,029,389</td>
<td>100.00%</td>
<td>$2,867,639</td>
<td>100.00%</td>
</tr>
<tr>
<td>% by Funding Source</td>
<td>80.09%</td>
<td>11.47%</td>
<td>8.44%</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

* Includes support for Cloverdale Transit local service, Healdsburg Transit local service and Mendocino Transit Authority coast service.

** Does not include prior-year funds available for allocation. See page 4 of the TDA Claim and page 1 of the STA claim for projected prior-year funds available by operator.
I. TDA Funds Available

<table>
<thead>
<tr>
<th>TDA Forecast</th>
<th>FY 2014-15</th>
<th>FY 2013-14</th>
</tr>
</thead>
<tbody>
<tr>
<td>$21,210,000</td>
<td>$19,510,000</td>
<td></td>
</tr>
</tbody>
</table>

Less: MTC Administration
- MTC Administration 106,050 97,650
- MTC Planning 638,300 585,300
- County Administration 29,500 15,000
Subtotal: 20,438,150 18,812,150
Less: Article 3 Pedestrian/Bicycle Funding (2.0%) 408,763 376,243
Total: Article 4 and 8 available $20,029,387 $18,435,907

II. Distribution of TDA Funds

A. Distribution by Apportionment Area

<table>
<thead>
<tr>
<th>Area</th>
<th>Population*</th>
<th>Percent</th>
<th>FY 2014-15 Apportionment</th>
<th>FY 2013-14 Apportionment</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cloverdale</td>
<td>8,669</td>
<td>1.7677%</td>
<td>$354,051</td>
<td>$326,653</td>
<td>$27,398</td>
</tr>
<tr>
<td>Cotati</td>
<td>7,310</td>
<td>1.4905%</td>
<td>296,548</td>
<td>275,435</td>
<td>23,113</td>
</tr>
<tr>
<td>Healdsburg</td>
<td>11,509</td>
<td>2.3467%</td>
<td>470,040</td>
<td>433,139</td>
<td>36,901</td>
</tr>
<tr>
<td>Petaluma</td>
<td>58,804</td>
<td>11.9905%</td>
<td>2,401,617</td>
<td>2,201,849</td>
<td>199,768</td>
</tr>
<tr>
<td>Rohnert Park</td>
<td>41,034</td>
<td>8.3671%</td>
<td>1,675,871</td>
<td>1,546,234</td>
<td>129,637</td>
</tr>
<tr>
<td>Santa Rosa</td>
<td>170,093</td>
<td>34.6829%</td>
<td>6,946,776</td>
<td>6,391,513</td>
<td>555,263</td>
</tr>
<tr>
<td>Sebastopol</td>
<td>7,445</td>
<td>1.5181%</td>
<td>304,062</td>
<td>280,318</td>
<td>23,744</td>
</tr>
<tr>
<td>Sonoma</td>
<td>10,731</td>
<td>2.1881%</td>
<td>438,265</td>
<td>403,726</td>
<td>34,539</td>
</tr>
<tr>
<td>Windsor</td>
<td>27,132</td>
<td>5.5324%</td>
<td>1,108,099</td>
<td>1,022,204</td>
<td>85,895</td>
</tr>
<tr>
<td>County</td>
<td>147,696</td>
<td>30.1160%</td>
<td>6,032,059</td>
<td>5,554,837</td>
<td>477,222</td>
</tr>
<tr>
<td>Total</td>
<td>490,423</td>
<td>100.0000%</td>
<td>$20,029,387</td>
<td>$18,435,908</td>
<td>$1,593,479</td>
</tr>
</tbody>
</table>

* California Department of Finance - January 1, 2013 - Based on published population by entity - Table E-1.

B. Funds allocated to Golden Gate Transit for regional transit services:

<table>
<thead>
<tr>
<th>Area</th>
<th>Distribution</th>
<th>FY 2014-15 Allocation</th>
<th>FY 2013-14 Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cloverdale</td>
<td>10.0069%</td>
<td>$35,430</td>
<td>$32,684</td>
</tr>
<tr>
<td>Cotati</td>
<td>28.8527%</td>
<td>86,139</td>
<td>79,492</td>
</tr>
<tr>
<td>Healdsburg</td>
<td>10.0069%</td>
<td>47,037</td>
<td>43,338</td>
</tr>
<tr>
<td>Petaluma</td>
<td>28.8527%</td>
<td>692,931</td>
<td>635,464</td>
</tr>
<tr>
<td>Rohnert Park</td>
<td>28.8527%</td>
<td>483,534</td>
<td>446,250</td>
</tr>
<tr>
<td>Santa Rosa</td>
<td>25.0000%</td>
<td>1,736,694</td>
<td>1,597,878</td>
</tr>
<tr>
<td>Sebastopol</td>
<td>10.0069%</td>
<td>30,427</td>
<td>28,047</td>
</tr>
<tr>
<td>Sonoma</td>
<td>10.0069%</td>
<td>43,857</td>
<td>40,395</td>
</tr>
<tr>
<td>Windsor</td>
<td>10.0069%</td>
<td>110,887</td>
<td>102,278</td>
</tr>
<tr>
<td>County</td>
<td>28.8527%</td>
<td>1,740,412</td>
<td>1,603,151</td>
</tr>
<tr>
<td>Total</td>
<td>25.00%</td>
<td>$5,607,347</td>
<td>$4,608,977</td>
</tr>
</tbody>
</table>

of County TDA
### C. Contribution to Sonoma County Transit for intercity services between Petaluma and Santa Rosa:
(Sonoma County Transit Routes 44 & 48)

<table>
<thead>
<tr>
<th>Area</th>
<th>Percent of Route Budget*</th>
<th>Fixed-Route Allocation</th>
<th>Paratransit Allocation**</th>
</tr>
</thead>
<tbody>
<tr>
<td>Petaluma</td>
<td>14.64%</td>
<td>$200,472 (1)</td>
<td>$40,094</td>
</tr>
</tbody>
</table>

* Cotati and Rohnert Park contributions to Sonoma County Transit Routes 44 & 48 are included in Section D.
** Assumes 20% of fixed-route contribution for ADA complementary paratransit services.
(1) - includes contribution for maintenance of the Petaluma Transit Mall.

### D. Funds allocated to support intercity Sonoma County Transit/Paratransit services:

<table>
<thead>
<tr>
<th>Area</th>
<th>FY 2013-14 Contribution</th>
<th>80%</th>
<th>20%</th>
<th>Percent of TDA</th>
<th>Total FY 2014-15 Contribution</th>
<th>80%</th>
<th>20%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cotati</td>
<td>155,812</td>
<td>$124,650</td>
<td>$31,162</td>
<td>Remainder</td>
<td>168,784</td>
<td>$135,027</td>
<td>33,757</td>
</tr>
<tr>
<td>Sebastopol</td>
<td>122,735</td>
<td>98,188</td>
<td>24,547</td>
<td>Remainder</td>
<td>132,816</td>
<td>106,253</td>
<td>26,563</td>
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<tr>
<td>Healdsburg</td>
<td>243,182</td>
<td>194,546</td>
<td>48,636</td>
<td>Remainder**</td>
<td>263,614</td>
<td>210,891</td>
<td>52,723</td>
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<tr>
<td>Cloverdale</td>
<td>200,052</td>
<td>160,042</td>
<td>40,010</td>
<td>Remainder*</td>
<td>216,524</td>
<td>173,219</td>
<td>43,305</td>
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<td>Windsor</td>
<td>657,902</td>
<td>526,322</td>
<td>131,580</td>
<td>Remainder</td>
<td>712,365</td>
<td>569,892</td>
<td>142,473</td>
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<tr>
<td>Rohnert Park</td>
<td>412,688</td>
<td>330,150</td>
<td>82,538</td>
<td>Remainder</td>
<td>445,178</td>
<td>356,142</td>
<td>89,036</td>
</tr>
<tr>
<td>Sonoma</td>
<td>172,548</td>
<td>138,038</td>
<td>34,510</td>
<td>Remainder</td>
<td>187,009</td>
<td>149,607</td>
<td>37,402</td>
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<tr>
<td>**Total</td>
<td>$1,964,919</td>
<td>$1,571,935</td>
<td>$392,984</td>
<td></td>
<td>$2,126,290</td>
<td>$1,701,032</td>
<td>425,258</td>
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</tbody>
</table>

* Remaining TDA funds less support for City operated transit services.

### E. Other contract services between apportionment areas:

<table>
<thead>
<tr>
<th>Area</th>
<th>FY 2014-15 Contribution</th>
<th>Claiming Agency</th>
<th>Purpose</th>
<th>FY 2013-14 Contribution</th>
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<tbody>
<tr>
<td>Cloverdale</td>
<td>$102,097</td>
<td>County</td>
<td>Cloverdale Transit local service (reimbursement)</td>
<td>$93,917</td>
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<tr>
<td>County</td>
<td>83,924</td>
<td>Santa Rosa</td>
<td>Support for Santa Rosa Transit Mall Operations</td>
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<tr>
<td>Cotati Total FR &amp; PT</td>
<td>43,625</td>
<td>County</td>
<td></td>
<td>40,130</td>
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<tr>
<td>Cotati*</td>
<td>34,900</td>
<td>County</td>
<td>Local Routes 10 &amp; 11</td>
<td>32,104</td>
</tr>
<tr>
<td>Cotati**</td>
<td>8,725</td>
<td>County</td>
<td>Local Paratransit Contribution**</td>
<td>8,026</td>
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<tr>
<td>Healdsburg</td>
<td>159,390</td>
<td>County</td>
<td>Healdsburg Transit local service (reimbursement)</td>
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</tr>
<tr>
<td>Rohnert Park FR &amp; PT Total</td>
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<td>County</td>
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<td>687,296</td>
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<td>Rohnert Park*</td>
<td>597,728</td>
<td>County</td>
<td>Local Routes 10,11,12,14</td>
<td>549,837</td>
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<td>Rohnert Park**</td>
<td>149,432</td>
<td>County</td>
<td>Local Paratransit Contribution**</td>
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<td>Sebastopol FR &amp; PT Total</td>
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<td>County</td>
<td></td>
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<tr>
<td>Sebastopol*</td>
<td>112,655</td>
<td>County</td>
<td>Local Route 24</td>
<td>103,629</td>
</tr>
<tr>
<td>Sebastopol**</td>
<td>28,163</td>
<td>County</td>
<td>Local Paratransit Contribution**</td>
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<tr>
<td>Sonoma FR &amp; PT Total</td>
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<td>County</td>
<td></td>
<td>190,782</td>
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<tr>
<td>Sonoma*</td>
<td>165,920</td>
<td>County</td>
<td>Local Routes 32 &amp; 34</td>
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<tr>
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<td>41,479</td>
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<td>Local Paratransit Contribution**</td>
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<tr>
<td>Windsor FR &amp; PT Total</td>
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<td>Windsor*</td>
<td>227,878</td>
<td>County</td>
<td>Local Route 66 ***</td>
<td>209,620</td>
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<tr>
<td>Windsor**</td>
<td>56,969</td>
<td>County</td>
<td>Local Paratransit Contribution**</td>
<td>52,405</td>
</tr>
</tbody>
</table>

* Contributions assume a 8.71% change over FY 2013-14 (from page 1).
** Assumes 20% of fixed-route contribution for ADA complementary paratransit services.
*** Includes contribution for maintenance of the Windsor Intermodal Facility.
F. Paratransit Contributions

See paratransit contributions detailed in Section II, C,D,E and summarized in Section III column F.

Prior-Year Revenue Adjustment*

*Prior year revenue adjustments are reflected in "Prior Year TDA Funds Available" on page 4. Balances are in accordance with MTC’s Draft Regional Fund Estimate dated February 26, 2014.

IV. Distribution of TDA Article 3 Pedestrian/Bicycle Funds

<table>
<thead>
<tr>
<th>Area</th>
<th>Current-Year Funds Available</th>
<th>Apportionment</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cloverdale</td>
<td>$6,695</td>
<td>$6,695</td>
<td>1.7677%</td>
</tr>
<tr>
<td>Cotati</td>
<td>5,646</td>
<td>5,646</td>
<td>1.4905%</td>
</tr>
<tr>
<td>Healdsburg</td>
<td>8,889</td>
<td>8,889</td>
<td>2.3467%</td>
</tr>
<tr>
<td>Petaluma</td>
<td>45,415</td>
<td>45,415</td>
<td>11.9905%</td>
</tr>
<tr>
<td>Rohnert Park</td>
<td>31,691</td>
<td>31,691</td>
<td>8.3671%</td>
</tr>
<tr>
<td>Santa Rosa</td>
<td>131,366</td>
<td>131,366</td>
<td>34.6829%</td>
</tr>
<tr>
<td>Sebastopol</td>
<td>5,750</td>
<td>5,750</td>
<td>1.5181%</td>
</tr>
<tr>
<td>Sonoma</td>
<td>8,288</td>
<td>8,288</td>
<td>2.1881%</td>
</tr>
<tr>
<td>Windsor</td>
<td>20,955</td>
<td>20,955</td>
<td>5.5324%</td>
</tr>
<tr>
<td>County</td>
<td>114,068</td>
<td>114,068</td>
<td>30.1160%</td>
</tr>
<tr>
<td>Total</td>
<td>$378,763</td>
<td>$378,763</td>
<td>100.0000%</td>
</tr>
</tbody>
</table>

Projected FY 2014-15 Article 3 Funds Available for Distribution: $408,763
SCTA Claim for Countywide Automated Counter Project: 30,000

Projected Prior-Year Fund Balance*: 815,339
Total Article 3 Funds Available: $1,194,102

* Per MTC Draft Regional Fund Estimate 2-26-14.
Article 3 claimants should verify their prior-year balance with SCTA prior to submitting a claim to MTC.
### III. Summary of TDA Fund Activity

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Cloverdale</td>
<td>$354,051</td>
<td>($35,430)</td>
<td>($173,219)</td>
<td>($102,097)</td>
<td>($43,305)</td>
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<td>$0</td>
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<tr>
<td>Cotati</td>
<td>298,548</td>
<td>(86,139)</td>
<td>(135,027)</td>
<td>(34,900)</td>
<td>(42,482)</td>
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<td>0</td>
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<tr>
<td>Healdsburg</td>
<td>470,040</td>
<td>(47,037)</td>
<td>(370,281)</td>
<td>---</td>
<td>(52,723)</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Petaluma</td>
<td>2,401,617</td>
<td>(692,931)</td>
<td>(200,472)</td>
<td>---</td>
<td>(40,941)</td>
<td>1,468,119</td>
<td>482,630</td>
</tr>
<tr>
<td>Rohnert Park</td>
<td>1,675,871</td>
<td>(483,534)</td>
<td>(356,142)</td>
<td>(597,728)</td>
<td>(238,467)</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Santa Rosa</td>
<td>6,946,776</td>
<td>(1,736,694)</td>
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<td>83,924</td>
<td>---</td>
<td>5,294,006</td>
<td>2,253,230</td>
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<td>Sebastopol</td>
<td>304,062</td>
<td>(30,427)</td>
<td>(106,253)</td>
<td>(112,655)</td>
<td>(94,727)</td>
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<tr>
<td>Sonoma</td>
<td>436,265</td>
<td>(43,857)</td>
<td>(149,607)</td>
<td>(165,920)</td>
<td>(76,881)</td>
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<td>Windsor</td>
<td>1,108,099</td>
<td>(110,887)</td>
<td>(569,892)</td>
<td>(227,875)</td>
<td>(199,442)</td>
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<tr>
<td>County</td>
<td>6,032,059</td>
<td>(1,740,412)</td>
<td>2,060,894</td>
<td>1,157,254</td>
<td>750,122</td>
<td>8,259,917</td>
<td>4,242,245</td>
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<tr>
<td>GGT</td>
<td>---</td>
<td>5,007,347</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>5,007,347</td>
<td>162,204</td>
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<tr>
<td>Total</td>
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<td>$20,029,387</td>
<td>$7,140,309</td>
<td>$27,169,697</td>
<td>$10,347,347</td>
<td>$20,029,387</td>
<td>$7,140,309</td>
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</tbody>
</table>

* From MTC's Regional Fund Estimate dated 2-26-14. Claimants should confirm prior-year balances with MTC prior to submitting a claim for prior-year funds.

---

### Measure M Transit Distribution

<table>
<thead>
<tr>
<th>FY 2014-15</th>
<th>TDA Forecast</th>
<th>$21,210,000</th>
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</thead>
<tbody>
<tr>
<td>Measure M Adjustment Factor</td>
<td>99.5000%</td>
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<tr>
<td>FY 2014-15</td>
<td>Measure M Forecast</td>
<td>$21,103,950</td>
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</table>

<table>
<thead>
<tr>
<th>Measure M Distribution to Transit (19%)</th>
<th>$4,009,751</th>
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<tbody>
<tr>
<td>- Distribution for Bicycle &amp; Pedestrian Projects (4%)</td>
<td>844,158</td>
</tr>
<tr>
<td>- Distribution to SMART (5%)</td>
<td>1,055,198</td>
</tr>
<tr>
<td>- Distribution to Transit Operators (10%)</td>
<td>2,110,395</td>
</tr>
</tbody>
</table>

**Distribution to Transit Operators based on TDA Population Percentages**

<table>
<thead>
<tr>
<th>Distribution</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Petaluma Transit</td>
<td>11.9905%</td>
</tr>
<tr>
<td>Santa Rosa CityBus</td>
<td>34.6629%</td>
</tr>
<tr>
<td>Sonoma County Transit</td>
<td>53.3266%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>100.0000%</td>
</tr>
</tbody>
</table>
### Projected FY 2015 STA Funds Available for Allocation - By Operator

<table>
<thead>
<tr>
<th>Entity</th>
<th>Population-Based</th>
<th>Regional Paratransit</th>
<th>Revenue-Based</th>
<th>Total FY 2015 Funds Available for Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Petaluma Transit</td>
<td>$198,629</td>
<td>$53,010</td>
<td>$25,452</td>
<td>$277,091</td>
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<tr>
<td>Santa Rosa CityBus</td>
<td>718,178</td>
<td>153,334</td>
<td>130,105</td>
<td>1,001,618</td>
</tr>
<tr>
<td>Sonoma County Transit</td>
<td>1,153,890</td>
<td>235,758</td>
<td>150,158</td>
<td>1,539,807</td>
</tr>
<tr>
<td>Golden Gate Transit</td>
<td>---</td>
<td>49,123</td>
<td>---</td>
<td>49,123</td>
</tr>
<tr>
<td>Total</td>
<td>$2,070,698</td>
<td>$491,225</td>
<td>$305,715</td>
<td>$2,867,638</td>
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</tbody>
</table>

### Distribution of Prior-Year Funds Available for Allocation - By Operator

<table>
<thead>
<tr>
<th>Entity</th>
<th>Population-Based</th>
<th>Regional Paratransit</th>
<th>Revenue-Based</th>
<th>Total Prior-Year Funds Available for Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Petaluma Transit</td>
<td>$1,979</td>
<td>$0</td>
<td>$58,835</td>
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<tr>
<td>Santa Rosa CityBus</td>
<td>5,746</td>
<td>0</td>
<td>124,917</td>
<td>130,663</td>
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<tr>
<td>Sonoma County Transit</td>
<td>8,852</td>
<td>0</td>
<td>18,849</td>
<td>27,701</td>
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<tr>
<td>Golden Gate Transit</td>
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<td>0</td>
<td>---</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>$16,577</td>
<td>$0</td>
<td>$202,601</td>
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</table>
### Projected FY 2015 STA Revenue Estimate

<table>
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<tr>
<th>Operator</th>
<th>Population*</th>
<th>% Population</th>
<th>Population-Based</th>
<th>Regional Paratransit</th>
<th>Revenue-Based</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Petaluma Transit</td>
<td>58,804</td>
<td>11.9905%</td>
<td>$248,286</td>
<td>$58,900</td>
<td>$25,452</td>
<td>$332,638</td>
</tr>
<tr>
<td>Santa Rosa CityBus</td>
<td>170,093</td>
<td>34.6829%</td>
<td>718,178</td>
<td>170,371</td>
<td>130,105</td>
<td>1,018,655</td>
</tr>
<tr>
<td>Sonoma County Transit</td>
<td>261,526</td>
<td>53.3266%</td>
<td>1,104,233</td>
<td>261,954</td>
<td>150,158</td>
<td>1,516,345</td>
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<tr>
<td>Golden Gate Transit</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>490,423</td>
<td>100.0000%</td>
<td>$2,070,698</td>
<td>$491,225</td>
<td>$305,715</td>
<td>$2,867,638</td>
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</tbody>
</table>

### STA Population-Based Fund Summary

<table>
<thead>
<tr>
<th>Distribution by Operator</th>
<th>FY 15 Funds Available</th>
<th>FY 15 Allocation to Sonoma County Transit</th>
<th>FY 15 Total Funds Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>$2,070,698</td>
<td>(49,657)</td>
<td>$2,021,041</td>
</tr>
<tr>
<td>Petaluma Transit</td>
<td>$248,286</td>
<td>---</td>
<td>$248,286</td>
</tr>
<tr>
<td>Santa Rosa CityBus</td>
<td>718,178</td>
<td>---</td>
<td>718,178</td>
</tr>
<tr>
<td>Sonoma County Transit</td>
<td>1,104,233</td>
<td>49,657</td>
<td>1,153,890</td>
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</tbody>
</table>

### FY 2015 Multi-Jurisdictional STA Project List (Population-Based Funds)

<table>
<thead>
<tr>
<th>Claimant</th>
<th>Total</th>
<th>FY 15 Allocation to Sonoma County Transit</th>
<th>FY 15 Total Funds Available</th>
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</thead>
<tbody>
<tr>
<td>ADA Implementation</td>
<td>SCT</td>
<td>$49,657</td>
<td>$49,657</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$49,657</td>
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<td>$49,657</td>
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</tbody>
</table>

### STA Regional Paratransit Fund Summary

<table>
<thead>
<tr>
<th>Distribution by Operator</th>
<th>FY 15 Funds Available</th>
<th>FY 15 Regional ADA Support</th>
<th>FY 15 Total Funds Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>$491,225</td>
<td>(49,123)</td>
<td>$442,103</td>
</tr>
<tr>
<td>Petaluma Transit</td>
<td>$58,900</td>
<td>(5,890)</td>
<td>$53,010</td>
</tr>
<tr>
<td>Santa Rosa CityBus</td>
<td>$170,371</td>
<td>(17,037)</td>
<td>$153,334</td>
</tr>
<tr>
<td>Sonoma County Transit</td>
<td>$261,954</td>
<td>(26,195)</td>
<td>$235,758</td>
</tr>
</tbody>
</table>
Staff Report

To: Sonoma County Transportation Authority
From: Seana L. S. Gause, Program/Project Analyst
Item: 4.2.2 – 2014 Measure M Strategic Plan adoption
Date: April 14, 2014

Issue:
Shall the Board approve the 2014 Measure M Strategic Plan for use and distribution?

Background:
For the last fourteen months, staff has been working with our partner agencies to develop the 2014 Measure M Strategic Plan. A draft of that plan has been distributed to the Board and is available online at:


The format of the plan is largely similar to the previous plan, with an executive summary, background, methodology and approach, policies and procedures, cash flow model, and project information sheets chapters. The appendices include a link to resources for project sponsors and copies of the original ballot measure for reference.

In the last six months the Board adopted the programming for Highway 101 Projects, the Local Street Projects (LSP) and Bike/Ped Projects. The draft plan includes the cash flow models for all programs.

After receiving comments from the Board, staff will edit the document if necessary, or if no edits are requested the document could be recommended to the Board for approval. If the Board approves the plan, staff will have hard copies reproduced and distributed to the Board, members of the Citizens Advisory Committee, the project sponsors/Measure M fund recipients and SCTA staff.

The Citizens Advisory Committee, tasked with oversight of Measure M, has reviewed the proposed plan and recommends it for approval.

Policy Impacts:
When adopted by the Board, the 2014 Measure M Strategic Plan will become policy. Please reference Chapter 3 for programming decisions and Chapter 4 for policies included in the Plan. The current update incorporates previously approved policies, including eligible cost guidelines (4.10).

Fiscal Impacts:
With the exception of the Highway 101 and SMART programs, all programming of funds are within the assumed pay-go capacity of Measure M. To keep within individual program capacities, the LSP program provides inter-program loans to the Bike/Ped program. Inter-program loans are re-paid with interest.

Staff Recommendation:
Staff recommends that the Board consider approving the 2014 Measure M Strategic Plan.
Staff Report

To: Sonoma County Transportation Authority
From: James R. Cameron, Deputy Director of Projects and Programming
Item: 4.2.3 – Measure M FY 13/14 Budget Adjustment for Local Streets Projects (LSP) Program
Date: April 14, 2014

Issue:
Shall the SCTA adopt Resolution No. 2014-007 approving a budget adjustment necessary to allow for necessary expenditures of the Measure M Local Streets Projects (LSP) program fund?

Background:
Budgeted expenditures for the LSP program fund were underestimated in the FY13/14 Measure M budget. The unspent programming balance of the LSP program at the beginning of FY13/14 was $22,065,000. Although previous budgets included 100% of the LSP programmed balance, staff estimated that only $10,123,000 would be needed fund expenditures against cooperative funding agreements with other government agencies in FY13/14, due to an expected lag between programming and expenditures from multi-year construction projects.

At the end of February, SCTA had made payment on $9,317,000 of the $10,123,000 LSP budget. Staff has re-analyzed the burn rate on the Airport Boulevard and Old Redwood Highway LSP projects and anticipates that an additional $6 million in budget capacity is needed to fully fund potential invoicing through the end of the current fiscal year. This action is being taken in advance of receiving invoicing, so that invoices can be paid upon receipt.

The Budgetary Adjustment Request Forms and proposed adjusted budget are attached.

Policy Impacts:
None

Fiscal Impacts:
None. The LSP program had a beginning cash balance of $24,590,000 and unspent programming balance of $22,065,000 at the beginning of FY13/14. The $6 million increase in budget authority will increase the budget from $10,123,000 to $16,123,000, which is within both the available cash and programming balances of the LSP program.

Staff Recommendation:
Staff recommends that the Board adopt Resolution No. 2014-007 authorizing the Executive Director to sign the budget adjustment request form thus enabling SCTA to pay for now-expected expenditures from the Measure M LSP program fund that exceed the previously adopted budget.
RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA COUNTY TRANSPORTATION AUTHORITY, COUNTY OF SONOMA, STATE OF CALIFORNIA, ADOPTING AN ADJUSTMENT TO THE FINAL MEASURE M BUDGET FOR FISCAL YEAR 2013/2014 RELATED TO INCREASED EXPENDITURES IN THE LOCAL STREETS PROJECTS PROGRAM FUND

WHEREAS, a Final Measure M Budget for Fiscal Year 2013/2014 was prepared by the Executive Director and approved by the Sonoma County Transportation Authority on October 14, 2013; and

WHEREAS, the Final Measure M Budget for Fiscal Year 2013/2014 requires a budgetary adjustment to reflect an increase in expected expenditures in the Local Streets Projects program fund due to underestimating expenditures in the FY 2013/14 budget; and

WHEREAS, the adjustment to the Final Measure M Budget for Fiscal Year 2013/2014 shall be processed as described in the Budgetary Adjustment Request Form attached hereto and incorporated herein as Attachment A.

NOW, THEREFORE, BE IT RESOLVED that the Final Measure M Budget for Fiscal Year 2013/2014 be adjusted to account for an increase in expected expenditures in the Local Streets Projects program fund.

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:

<table>
<thead>
<tr>
<th>Director Allen</th>
<th>Director Carlstrom</th>
<th>Director Chambers</th>
<th>Director Gallian</th>
<th>Director Gurney</th>
<th>Director Harris</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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 April 14, 2014.

Suzanne Smith, Executive Director
Clerk, Sonoma County Transportation Authority
## Sonoma County Transportation Authority

### Measure M FY 2013-2014 Final Budget

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

<table>
<thead>
<tr>
<th>Index: 793307</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Subobject</th>
<th>Description</th>
<th>Actual FY 11-12</th>
<th>Budgeted FY 11-12</th>
<th>Actual FY 12-13</th>
<th>Budgeted FY 12-13</th>
<th>Final FY 13-14</th>
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<td>1140</td>
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<td>-</td>
<td>-</td>
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<td>2901</td>
<td>County</td>
<td>-</td>
<td>-</td>
<td>150,000</td>
<td>150,000</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td><strong>Total Revenue</strong></td>
<td><strong>3,680,055</strong></td>
<td><strong>3,509,035</strong></td>
<td><strong>4,424,539</strong></td>
<td><strong>3,854,312</strong></td>
<td><strong>4,342,468</strong></td>
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<td>6570</td>
<td>Consultants</td>
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<td>30,000</td>
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<td>10,000</td>
<td>150,000</td>
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<td>6300</td>
<td>Misc Expense</td>
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<td>-</td>
<td>-</td>
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<td>Contributions to Other Govts.</td>
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<td>8,650,000</td>
<td>1,494,889</td>
<td>10,872,000</td>
<td>16,123,000</td>
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<tr>
<td>9210</td>
<td>Advances</td>
<td>-</td>
<td>458,375</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td></td>
<td><strong>Total Expenses</strong></td>
<td><strong>2,464,378</strong></td>
<td><strong>9,138,375</strong></td>
<td><strong>1,494,889</strong></td>
<td><strong>10,882,000</strong></td>
<td><strong>16,273,000</strong></td>
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<th>Beginning Fund Balance</th>
<th>20,927,370</th>
<th>20,554,564</th>
<th>22,143,047</th>
<th>22,143,047</th>
<th>25,072,697</th>
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<td>Revenues</td>
<td>3,680,055</td>
<td>3,509,035</td>
<td>4,424,539</td>
<td>3,854,312</td>
<td>4,342,468</td>
</tr>
<tr>
<td>Expenses</td>
<td>2,464,378</td>
<td>9,138,375</td>
<td>1,494,889</td>
<td>10,882,000</td>
<td>16,273,000</td>
</tr>
<tr>
<td>Audit Adjustments</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Change in Encumbrances</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Change in Fund Balance</td>
<td>1,215,677</td>
<td>(5,629,340)</td>
<td>2,929,650</td>
<td>(7,027,688)</td>
<td>(11,930,532)</td>
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<td>Ending Fund Balance</td>
<td>22,143,047</td>
<td>14,925,224</td>
<td>25,072,697</td>
<td>15,115,359</td>
<td>13,142,165</td>
</tr>
</tbody>
</table>
BUDGETARY ADJUSTMENT REQUEST FORM

DEPARTMENT HEAD APPROVAL*
( ) 1. Appropriation Transfer within Character
( ) 2. Appropriation Transfer within Section
( ) 3. Appropriation Transfer between Sections

BOARD OF DIRECTORS APPROVAL **
( ) 4. Appropriate - Unanticipated Revenue
( X ) 5. Appropriate - Undesignated/Unreserved Fund Balance
( ) 6. Appropriate - Appropriations for Contingencies
( ) 7. Appropriation Transfer between Funds
( ) 8. Cancellation of Appropriation/Estimated Revenue

<table>
<thead>
<tr>
<th>TC</th>
<th>INDEX</th>
<th>OBJECT</th>
<th>SUB-OBJECT</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>TO:</td>
<td>203</td>
<td>793307</td>
<td>8010 Contributions to Other Govts.</td>
<td>6,000,000.00</td>
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<tr>
<td>FROM:</td>
<td>793307</td>
<td>Unreserved Fund Balance</td>
<td>6,000,000.00</td>
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</tbody>
</table>

Justification: (Attach additional sheets if necessary)
To increase anticipated expenditures though use of fund balance in order to correct the budget.

4/1/2014
Date Requesting Signature

ACTION TAKEN
Request is: ( ) Approved ( ) Recommended-Submitted for Board Action
( ) Disapproved ( ) Not Recommended-Submitted for Board Action

Comments:

Date Approving Signature

Distribution as per transaction types above:
1-3* Original to Auditor's Office
4-8** Original to Auditor's Office, with back-up
Staff Report

To: SCTA/RCPA Board of Directors
From: James R. Cameron, Deputy Director of Projects and Programming
Item: 4.2.4 – Park-and-Ride improvements, Letter of Support
Date: April 14, 2014

Issue:
Shall the SCTA/RCPA support the City of Cotati’s Park-and-Ride (P&R) lot in lieu transfer proposal with Caltrans?

Background:
Redevelopment of the City of Cotati’s downtown northern gateway has been a priority of the community for many years and vital to Cotati’s economic success. Adjoining the existing vacant land within the northern gateway is a 166-space underutilized park-and-ride lot that Caltrans owns and operates.

Cotati and Caltrans District 4 staff have developed a mutually beneficial in lieu agreement which will improve the Highway 101 park-and-ride network in Sonoma County overall and relinquish the existing Caltrans park-and-ride in Cotati to the City of Cotati. The plan would downsize the existing Cotati lot, upsize the existing lot at Petaluma Boulevard South, and create a new lot at Airport Boulevard.

The existing lot in south Petaluma is currently over-utilized, with parking overflowing onto Petaluma Boulevard South. The proposed expansion of this lot will accommodate this need, and will provide additional space to take more vehicles off the road before the Marin Sonoma narrows. The proposed Airport Boulevard lot will provide an easily accessible lot, visible from the freeway, at the top of the recently expanded HOV system on US 101. This is intended to expand the use of the HOV lanes at the top of the HOV system, upstream of congestion.

The table below summarizes the proposed change in the park-and-ride lots:

<table>
<thead>
<tr>
<th>Name</th>
<th>Existing Spaces</th>
<th>Total Proposed Parking</th>
<th>ROW Ownership/Maintenance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>30 to 43</td>
<td>State</td>
</tr>
<tr>
<td>Cotati P&amp;R</td>
<td>166</td>
<td>30 to 43</td>
<td>City</td>
</tr>
<tr>
<td>Airport Boulevard P&amp;R</td>
<td>0</td>
<td>90 to 100</td>
<td>State (Undeveloped)</td>
</tr>
<tr>
<td>Petaluma Boulevard South P&amp;R</td>
<td>40</td>
<td>73 to 87</td>
<td>State</td>
</tr>
<tr>
<td>Total</td>
<td>206</td>
<td>206 or more</td>
<td>State</td>
</tr>
</tbody>
</table>
At this time, the number of replacement spaces are presented as ranges, until the exact number can be determined in the design process. However, the total number of replacement spaces will be no less than 166, to fully replace the existing spaces currently located at the Cotati park-and-ride lot. The replacement spaces will be designed and constructed by the City of Cotati, with Caltrans review and oversight. The City of Cotati is planning to distribute replacement spaces in accordance with the following, in order of precedence:

1. Maximize spaces at Airport Boulevard (without removing mature trees)
2. Keep a minimum of 30 spaces in Cotati
3. Maximize spaces at Petaluma Boulevard South
4. Construct additional spaces in Cotati

An exhibit showing the locations of the existing and proposed park-and-ride lots is attached.

Senator Lois Wolk has sent a letter to Caltrans supporting this proposal; see attached.

A draft letter of support from SSTA to the California Transportation Commission is attached.

**Policy Impacts:**

None, this is in accordance with SSTA/RCPA goals and mission. It is also in accordance with Measure M Strategic Plan Policy.

**Fiscal Impacts:**

There is no direct commitment of funding by SSTA. However, the property for the proposed new Airport Boulevard park-and-ride lot was purchased by SSTA with Measure M - Highway 101 program funds, on behalf of the State, for the **U.S. 101 - North B project Airport Blvd Interchange and Windsor Sound Walls** project. This surplus 1 acre property is currently owned in fee by the State. If no future use is identified for this site by SSTA or Caltrans, the property would typically be sold as excess land by Caltrans, with the proceeds being returned to SSTA. The Measure M - Highway 101 program could realize revenue between $350,000 and $430,000, if SSTA did not use the property for a park-and-ride or another use.

**Staff Recommendation:**

Consider authorizing the Chair to sign a letter of support for the City of Cotati’s Park and Ride lot in lieu transfer proposal with Caltrans.
## Sonoma County Park & Ride Lots

<table>
<thead>
<tr>
<th>LOT #</th>
<th>CITY</th>
<th>LOCATION</th>
<th>SPACES AVAILABLE</th>
<th>TRANSPORT</th>
<th>SHED/Bike Rack</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Cloverdale</td>
<td>Asti Road/Citrus Fair Dr</td>
<td>90</td>
<td>SCT</td>
<td>Bike Rack</td>
</tr>
<tr>
<td>2</td>
<td>Geyserville</td>
<td>Hwy 12/Remount Rd</td>
<td>20</td>
<td>SCT</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Healdsburg</td>
<td>Healdsburg Ave/Grant Ave</td>
<td>70</td>
<td>SCT</td>
<td>Shelter/Bike Rack</td>
</tr>
<tr>
<td>4</td>
<td>Windsor</td>
<td>Old Redwood Hwy/Grant Ave</td>
<td>20</td>
<td>SCT</td>
<td>Bike Rack</td>
</tr>
<tr>
<td>5</td>
<td>Windsor</td>
<td>Jordan Rd/Windsor River Rd</td>
<td>16</td>
<td>SCT</td>
<td>Bike Rack</td>
</tr>
<tr>
<td>6</td>
<td>Foresta</td>
<td>Hwy 12/Forest Ave</td>
<td>35</td>
<td>SCT</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Santa Rosa</td>
<td>Hwy/Redwood Hwy</td>
<td>70</td>
<td>SCT</td>
<td>Bike Rack</td>
</tr>
<tr>
<td>8</td>
<td>Elk River</td>
<td>Hwy 12/Elk River Ave</td>
<td>35</td>
<td>SCT</td>
<td>Bike Rack</td>
</tr>
<tr>
<td>9</td>
<td>Sebastopol</td>
<td>Paradise Ave/Ronan St</td>
<td>12</td>
<td>SCT/GGT</td>
<td>Bike Rack</td>
</tr>
<tr>
<td>10</td>
<td>Cotati</td>
<td>Joseph Way/Old Redwood Hwy</td>
<td>185</td>
<td>SCT</td>
<td>Bike Rack</td>
</tr>
<tr>
<td>11</td>
<td>Cotati</td>
<td>balls Road/Old Redwood Hwy</td>
<td>20</td>
<td>SCT</td>
<td>Bike Rack</td>
</tr>
<tr>
<td>12</td>
<td>Cotati</td>
<td>Old Redwood Hwy</td>
<td>20</td>
<td>SCT</td>
<td>Bike Rack</td>
</tr>
<tr>
<td>13</td>
<td>Cotati</td>
<td>Hwy 12/Thomson Ave</td>
<td>20</td>
<td>SCT</td>
<td>Bike Rack</td>
</tr>
<tr>
<td>14</td>
<td>Cotati</td>
<td>Arnold Dr/Old Hwy 101</td>
<td>20</td>
<td>SCT</td>
<td>Bike Rack</td>
</tr>
<tr>
<td>15</td>
<td>Cotati</td>
<td>Sanata Rosa Blvd/Conestoga Rd</td>
<td>20</td>
<td>SCT</td>
<td>Bike Rack</td>
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<td>16</td>
<td>Cotati</td>
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<td>Bike Rack</td>
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<td>Cotati</td>
<td>South Santa Rosa Blvd/Hwy 101</td>
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<td>SCT</td>
<td>Bike Rack</td>
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<tr>
<td>23</td>
<td>Cotati</td>
<td>South Cotati Blvd</td>
<td>20</td>
<td>SCT</td>
<td>Bike Rack</td>
</tr>
</tbody>
</table>

### Proposed Park & Ride Lot Location
Hwy 101/Airport Blvd

### Legend
- **Major Routes**
- **High Occupancy Vehicle (HOV) Lane**
- **Urbanized Area**
- **Sonoma County**
- **Other Counties**
- **Water**

**Data Source:** Sonoma County

**GIS Branch:** Office of System & Regional Planning

**Caltrans District 4 Cartography:**
March 4, 2014

Mr. Bijan Sartipi
District 4 Director
California Department of Transportation
111 Grand Avenue
Oakland, CA 94612

RE: City of Cotati Park and Ride In-Lieu Transfer

Dear Mr. Sartipi,

I write to you in support of the City of Cotati’s Park and Ride lot in-lieu transfer proposal.

As is the case with many cities in California, the City of Cotati is struggling to remain economically viable while preserving its small town charm. The Cotati Park and Ride lot located at 147 Joseph Way, Cotati, occupies a large portion of the Cotati downtown area and is under-utilized. Through the General Plan and Downtown Specific Plan, the community has long identified this area as their highest priority area for redevelopment and a key in Cotati’s future economic well-being.

The City of Cotati and your staff have worked together to develop a proposal that will take the existing under-utilized Cotati Park and Ride lot, and with 100% local funding, create new park and ride spaces at strategic locations along the US 101 corridor in Sonoma County. By creating park and ride spaces in areas of high demand, this proposal will help take cars off the road, thus reducing traffic congestion and the associated greenhouse gas emissions.

As we move forward in the era of large challenges and limited resources, it is important we promote and support innovative solutions. I respectfully request your support for the City of Cotati’s proposal.

Sincerely,

LOIS WOLK
Senator, 3rd District
April 15, 2014

Carl Guardino, Chairman
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

RE: Support for Cotati Park-and-Ride In-Lieu Transfer

Dear Chairman Guardino,

The Sonoma County Transportation Authority and Regional Climate Protection Authority (SCTA/RCPA) write you in support of the City of Cotati’s Park-and-Ride In-Lieu transfer proposal with Caltrans.

The City of Cotati and Caltrans District 4 staff have worked together to develop a proposed in-lieu agreement to “right size” a consistently underutilized park-and-ride lot in Cotati and instead provide additional spaces at two strategic locations in Petaluma at Petaluma Boulevard South and northern Santa Rosa at Airport Boulevard. The agreement would result a zero net change to the number of park-and-ride parking spaces and would substantially improve the park-and-ride network along Highway 101 in Sonoma County. The improvements would be locally funded projects. There would also be transfer of some maintenance responsibility to Cotati for the spaces which would remain in the City of Cotati.

The underutilized park-and-ride property would be relinquished to Cotati allowing for development in accordance with their General Plan and Downtown Specific Plan. This community has identified the area as their highest priority for redevelopment and is key in Cotati’s future economic well-being.

As a Board that focuses on both transportation and climate change, the SCTA/RCPA supports this agreement as it would create park-and-ride spaces in areas of high demand. The proposal would help take cars off the road, encourage use of the HOV lane system, reduce traffic congestion and thus reduce the associate greenhouse gas emissions.

SCTA/RCPA respectfully requests your support for the City of Cotati’s proposal which will be on the CTC agenda later this year. Thank you and please do not hesitate to contact our Executive Director, Suzanne Smith, at suzsmith@sctainfo.org if you have any questions.

Sincerely,

Sarah Glade Gurney
Chair, SCTA/RCPA

CC: Bijan Sartipi, District 4 Director of the California Department of Transportation
Andre Boutros, Executive Director of the California Transportation Commission
Staff Report

To: RCPA Board of Directors

From: Lauren Casey, Climate Protection Program Manager

Item: 4.3.1 – Climate Ready Grant agreement with the Coastal Conservancy

Date: April 14, 2014

Issue:
Shall the Board approve the proposed grant agreement to develop a "North Bay Actionable Climate Assessment Enabling Planning and Management" through the California State Coastal Conservancy’s Climate Ready Grant Program?

Background:

Current Adaptation Planning Efforts
Climate Action 2020 will include a qualitative, high-level adaptation framework that will help Sonoma County communities begin to understand the local impacts of climate change, our key vulnerabilities and policy responses to address them.

Example climate impacts assessed will include:

- increased risk of wildfire
- loss of land to sea level rise
- saltwater intrusion
- flooding
- reduction in agricultural productivity
- increased occurrence of heat waves
- decrease in water supply due to drought

However, the Climate Action 2020 analysis will be high-level and qualitative. In order to integrate climate change realities into decisions that affect land, water, the built environment, public health, and safety, decision makers will need a more quantitative understanding of specific threats and the use of appropriate forecasts rather than historic data in planning and design efforts.

Climate Ready Grant Program
The California State Coastal Conservancy’s (SCC) Climate Ready Grant Program was created to support projects that sequester greenhouse gases and/or address the effects of climate change on coastal resources. In August 2013, the Board directed staff to submit a proposal to the Climate Ready Grant Program to develop an actionable and regionally-appropriate vulnerability assessment.

The solicitation received 76 proposals from around the State; of those, twenty were approved by the SCC for just over $3 million in funding.

The proposal submitted by the RCPA in conjunction with the North Bay Climate Adaptation Initiative was awarded $100,000 of the $200,000 requested to:

1. Build from the adaptation framework developed for Climate Action 2020
2. Convene a series of dialogues with two critical User Groups:
   - Local governments of Sonoma County
   - North Bay natural resource and conservation community

3. Develop a data-rich vulnerability assessment that fills critical gaps in understanding of inland climate impacts and specific threats to our water supply, land use suitability, hazard risks, ecosystems, and quality of life.

4. Deploy the results of the vulnerability assessment by:
   - Developing sub-regional reports framed to inform specific implementation responses,
   - Posting regional results on the Climate Commons, a portal for information about climate change data and resources: http://climate.calcommons.org/, and
   - Training User Group members on how to access and interpret the analysis for sub-regional efforts

5. Support the integration of results into adaptation responses through Climate Smart Implementation Pilots: support integration of vulnerability assessment results into specific planning efforts underway in one to three member jurisdictions.

RCPA member jurisdictions will be engaged on the development of the vulnerability assessment and trained on the results through existing committees – the Climate Action 2020 Staff Working Group, and the SCTA Technical Advisory Committee (TAC) – that will serve as the “Local Government User Group.” The RCPA will work with members to identify high priority adaptation responses that can be informed by the results of the vulnerability assessment and pilot the application of results in specific planning efforts and projects.

In order to complete the full proposed scope of work, the RCPA and NBCAI have been working to secure the outstanding $100,000 through partnerships with regional water utilities in the North Bay that have immediate need for the analysis. Sonoma County Water Agency, Marin Municipal Water District, and Napa County Public Works have expressed tentative interest in and ability to contribute funding to the project in order to receive highly relevant, watershed specific, and agency defined reports.

The final work scope will be defined after commitments from partner utilities are secured, and will be submitted to the SCC consistent with the “WORK PROGRAM” section of the grant agreement (attached) prior to commencing work on the project.

**Policy Impacts:**

The RCPA’s Mission, Goals, and Objectives includes the “develop[ment of] a climate adaptation strategy and actions to project agricultural and natural resources from climate change impacts for the benefit of human and ecological communities.” This includes efforts to identify local climate impacts and multi-benefit adaptation strategies that will be enabled by the Climate Ready scope.

**Fiscal Impacts:**

The RCPA will retain $18,500 of the grant funding for administration, user group engagement, and pilot adaptation response development. The remainder of the funding is budgeted for the NBCAI technical team.

**Staff Recommendation:**

Authorize the Executive Director to negotiate and execute the attached agreement and amendments to it on behalf of the RCPA through adoption of the attached resolution.
WHEREAS, the Legislature of the State of California has established the State Coastal Conservancy ("Conservancy") under Division 21 of the California Public Resources Code, and has authorized the Conservancy to award grants to public agencies and nonprofit organizations to implement the provisions of Division 21;

WHEREAS, the Conservancy awards grants for projects that it determines are consistent with Division 21 of the Public Resources Code and with the Conservancy's Strategic Plan and that best achieve the Conservancy's statutory objectives, in light of limited funding;

WHEREAS, at its January 23, 2014 meeting, the Conservancy adopted a resolution authorizing a grant of $100,000 to the Sonoma County Regional Climate Protection Authority ("grantee") for North Bay Actionable Climate Assessment Enabling Planning and Management ("the project"). The resolution was adopted by the Conservancy pursuant to and is included in the Conservancy January 23, 2014 staff recommendation, a copy of which is on file with the grantee and with the Conservancy; and

WHEREAS, the Conservancy requires that the governing body of the grantee certify through a resolution that it approves the award of Conservancy grant funding and authorizes the execution by a representative of the grantee of a grant agreement on terms and conditions required by the Conservancy.

NOW, THEREFORE, BE IT RESOLVED that the Regional Climate Protection Authority:

1. Approves the award of grant funding from the Conservancy for the project.

2. Agrees to provide any funds beyond the Conservancy grant funds necessary to complete the project.

3. Agrees to be bound by all terms and conditions of the grant agreement and any other agreement or instrument as may be required by the Conservancy and as may be necessary to fulfill the terms of the grant agreement and to complete the project.

4. Authorizes the Executive Director or designee to act as a representative to negotiate and execute on behalf of the grantee all agreements and instruments necessary to complete the project and to comply with the Conservancy's grant requirements, including, without limitation, the grant agreement.
Resolution No. 2014-002
Regional Climate Protection Authority
Santa Rosa, California
April 14, 2014

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

<table>
<thead>
<tr>
<th>Director Allen</th>
<th>Director Landman</th>
</tr>
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<tbody>
<tr>
<td>Director Carlstrom</td>
<td>Director Mackenzie</td>
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<td>Director Chambers</td>
<td>Director McGuire</td>
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<td>Director Gallian</td>
<td>Director Rabbitt</td>
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<tr>
<td>Director Gurney</td>
<td>Director Russell</td>
</tr>
<tr>
<td>Director Harris</td>
<td>Director Zane</td>
</tr>
</tbody>
</table>

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 Regional Climate Protection Authority held on April 14, 2014.

Suzanne Smith, Executive Director
Clerk, Regional Climate Protection Authority
THIS AGREEMENT, made and entered into this ____ day of ______________, 2014, in the State of California, by and between State of California, through its duly elected or appointed, qualified and acting Executive Officer, State Coastal Conservancy, hereafter called the Conservancy, and Grantee’s Name, Sonoma County Regional Climate Protection Authority, hereafter called the Grantee.

The Grantee, for and in consideration of the covenants, conditions, agreements, and stipulations of the Conservancy hereinafter expressed, does hereby agree as follows:

**SCOPE OF AGREEMENT**

Pursuant to Chapter 3 of Division 21 of the California Public Resources Code, the State Coastal Conservancy (“the Conservancy”) hereby grants to Sonoma County Regional Climate Protection Authority (“the grantee”) a sum not to exceed $100,000 (one hundred thousand dollars), subject to this agreement. The grantee shall use these funds to prepare a vulnerability assessment plan (“the plan” or “the project”) for Sonoma, Marin, Napa and Mendocino Counties as shown on Exhibit A, which is incorporated by reference and attached.

(Continued on following pages)
SCOPE OF AGREEMENT (Continued)

Preparation of the vulnerability assessment plan will entail identification of the specific geographic areas and resources to be assessed within Sonoma, Marin, Napa and Mendocino counties, and modeling how various predicted impacts of climate change, such as impacts to temperature and soil moisture, will affect those geographic areas and resources. The grantee will collaborate with local jurisdictions in the counties to identify the specific areas and resources within those counties to be assessed. The plan will also include recommendations for adaptation measures that can be taken to address the vulnerability of the identified geographic areas and resources to climate change.

The grantee shall carry out the project in accordance with this agreement and a work program as provided in the “WORK PROGRAM” section, below. The grantee shall provide any funds beyond those granted under this agreement which are needed to complete the project.

CONDITIONS PRECEDENT TO COMMENCEMENT OF PROJECT AND DISBURSEMENT

The grantee shall not commence the project and the Conservancy shall not be obligated to disburse any funds under this agreement until the following conditions precedent have been met:

1. The board of directors of the grantee has adopted a resolution designating positions whose incumbents are authorized to negotiate and execute this agreement and amendments to it on behalf of the grantee.

2. The Executive Officer of the Conservancy (“Executive Officer”) has approved in writing:
   a. The work program for the project as provided in the “WORK PROGRAM” section, below.
   b. All contractors that the grantee intends to retain in connection with the project.

3. The grantee has provided written evidence to the Conservancy that the grantee has provided for required insurance coverage, including additional insured endorsement, as described in the “INSURANCE” section, below.

TERM OF AGREEMENT

This agreement shall take effect when signed by both parties and received in the office of the Conservancy together with the resolution described in the “CONDITIONS PRECEDENT TO COMMENCEMENT OF PROJECT AND DISBURSEMENT” section of this agreement. An
TERM OF AGREEMENT (Continued)

authorized representative of the grantee shall sign the first page of the originals of this agreement in ink.

This agreement shall run from its effective date through April 25, 2016 (“the termination date”) unless otherwise terminated or amended as provided in this agreement. However, all work shall be completed by January 31, 2016 (“the completion date”).

AUTHORIZATION

The signature of the Executive Officer of the Conservancy on this agreement certifies that at its January 23, 2014 meeting, the Conservancy adopted the resolution included in the staff recommendation attached as Exhibit B. This agreement is executed under that authorization.
WORK PROGRAM

Before beginning the project, the grantee shall submit a detailed work program to the Executive Officer for review and written approval of its consistency with this grant agreement. The work program shall include:

1. The specific tasks to be performed.

2. A schedule of completion for the project, specifically listing the completion date for each project component and a final project completion date.

3. A detailed project budget. The project budget shall describe all labor and materials costs of completing each component of the project. For each project component, the project budget shall list all intended funding sources including the Conservancy’s grant and all other sources of monies, materials, or labor.

4. A plan for acknowledging Conservancy funding of the project.

If all or any part of the project to be funded under this agreement will be performed by third parties ("contractors") under contract with the grantee, then the grantee shall, prior to initiating any contractor selection process, submit the selection package to the Executive Officer for review and written approval as to consistency with the purposes of this grant agreement. Upon approval by the Executive Officer, the grantee shall proceed with the contractor selection process. Prior to final selection of a contractor, the grantee shall submit to the Executive Officer for written approval the names of all contractors that the grantee intends to hire. The grantee shall then comply with the above paragraph regarding submission and approval of a work program prior to project commencement.

The work program shall have the same effect as if included in the text of this agreement. However, the work program may be modified without amendment of this agreement upon the grantee’s submission of a modified work program and the Executive Officer’s written approval of it. If this agreement and the work program are inconsistent, the agreement shall control.

The grantee shall carry out the project in accordance with the approved work program.
COORDINATION AND MEETINGS

The grantee shall coordinate closely with Conservancy staff and other involved entities, including local, state and federal agencies, and shall participate in meetings and other communications as necessary to ensure coordination.

WORK PRODUCTS

All material, data, information, and written, graphic or other work produced, developed or acquired under this agreement is subject to the unqualified and unconditional right of the Conservancy to use, reproduce, publish, display, and make derivative use of all such work, or any part of it, free of charge and in any manner and for any purpose; and to authorize others to do so. If any of the work is subject to copyright, trademark, service mark, or patent, the Conservancy is granted and shall have a perpetual, royalty-free, nonexclusive and irrevocable license to use, reproduce, publish, use in the creation of derivative works, and display and perform the work, or any part of it, and to grant to any third party a comparable and coextensive sublicense.

The grantee shall include in any contract with a third party for work under this agreement terms that preserve the rights, interests, and obligations created by this section, and that identify the Conservancy as a third-party beneficiary of those provisions.

The grantee shall not utilize the work produced under this agreement for any profit-making venture, or sell or grant rights to a third party for that purpose.

COSTS AND DISBURSEMENTS

When the Conservancy determines that all “CONDITIONS PRECEDENT TO COMMENCEMENT OF PROJECT AND DISBURSEMENT” have been fully met, the Conservancy shall disburse to the grantee, in accordance with the approved project budget, a total amount not to exceed the amount of this grant, as follows:

The Conservancy shall disburse funds for costs incurred to date, less ten percent, upon the grantee’s satisfactory progress under the approved work program and upon submission of a “Request for Disbursement” form, which shall be submitted no more frequently than monthly but no less frequently than quarterly. The Conservancy shall disburse the ten percent withheld upon the grantee’s satisfactory completion of the project and compliance with the “PROJECT COMPLETION” section, below, and upon the Conservancy’s acceptance of the project.

The Conservancy will reimburse the grantee for expenses necessary to the project when documented by appropriate receipts. The Conservancy will reimburse travel and related
COSTS AND DISBURSEMENTS (Continued)

expenses at actual costs not to exceed the rates provided in Title 2, Division 1, Chapter 3, Subchapter 1, Article 2 of the California Code of Regulations ("CCR"), except that reimbursement may be in excess of these rates upon documentation that these rates are not reasonably available to the grantee. Reimbursement for the cost of operating a private vehicle shall not, under any circumstance, exceed the current rate specified by the State of California for unrepresented state employees as of the date the cost is incurred. The Conservancy will reimburse the grantee for other necessary expenses if those expenses are reasonable in nature and amount taking into account the nature of the project, its location, and other relevant factors.

The grantee shall request disbursements by filing with the Conservancy a fully executed “Request for Disbursement” form (available from the Conservancy). The grantee shall include in the form its name and address, the number of this agreement, the date of the submission, the amount of the invoice, the period during which the work was actually done, and an itemized description, including time, materials, and expenses incurred, of all work done for which disbursement is requested. Hourly rates billed to the Conservancy and specified in the approved work program budget shall be equal to the actual compensation paid by grantee to employees, which may include employee benefits. The form shall also indicate cumulative expenditures to date, expenditures during the reporting period, and the unexpended balance of funds under the grant agreement.

An authorized representative of the grantee shall sign the form. Each form shall be accompanied by:

1. All receipts and any other source documents for direct expenditures and costs that the grantee has incurred.

2. Invoices from contractors that the grantee engaged to complete any portion of the work funded under this agreement and any receipts and any other source documents for costs incurred and expenditures by any such contractor, unless the Executive Officer makes a specific exemption in writing.

3. A supporting progress report summarizing the current status of the work and comparing it to the status required by the work program (budget, timeline, tasks, etc.), including written substantiation of completion of the portion of the project for which the grantee is requesting disbursement.

The grantee’s failure to fully execute and submit a Request for Disbursement form, including attachment of supporting documents, will relieve the Conservancy of its obligation to disburse funds to the grantee unless and until the grantee corrects all deficiencies.
The total amount of this grant may not be increased except by written amendment to this agreement. The grantee shall expend funds consistent with the approved project budget. Expenditure on items contained in the approved project budget, other than overhead and indirect costs, may vary by as much as ten percent without prior approval by the Executive Officer, provided that the grantee first submits a revised budget to the Conservancy and requests disbursement based on the revised budget. Any deviation greater than ten percent, and any deviation that shifts funds from approved budget items into an overhead or indirect costs category, must be identified in a revised budget approved in advance and in writing by the Executive Officer. The Conservancy may withhold payment for items which exceed the amount allocated in the project budget by more than ten percent and which have not received the approval required above. Any increase in the funding for any particular budget item shall mean a decrease in the funding for one or more other budget items unless there is a written amendment to this agreement.

### PROJECT COMPLETION

The grantee shall complete the project by the completion date provided in the “TERM OF AGREEMENT” section, above. Upon completion of the project, the grantee shall supply the Conservancy with evidence of completion by submitting:

1. The plan and any other work products specified in the work program for the project, each in a format or formats (for example, paper, digital, photographic) approved by the Executive Officer.

2. Documentation that the grantee has complied with the “CALIFORNIA ENVIRONMENTAL INFORMATION CATALOG ENTRY” section, below.

3. Evidence that the grantee has complied with the plan for acknowledging Conservancy funding for the project as provided in the approved work program.

3. A fully executed final “Request for Disbursement.”

Within thirty days of the grantee’s submission of the above, the Conservancy shall determine whether the grantee has satisfactorily completed the project. If so, the Conservancy shall issue to the grantee a letter of acceptance of the project. The project shall be deemed complete as of the date of the letter.
EARLY TERMINATION, SUSPENSION AND FAILURE TO PERFORM

Before the project has commenced, either party may terminate this agreement for any reason by providing the other party with seven days notice in writing.

Before the project is complete, the Conservancy may terminate or suspend this agreement for any reason by providing the grantee with seven days notice in writing. In either case, the grantee shall immediately stop work under the agreement and take all reasonable measures to prevent further costs to the Conservancy. The Conservancy shall be responsible for any reasonable and non-cancelable obligations incurred by the grantee in the performance of this agreement prior to the date of the notice to terminate or suspend, but only up to the undisbursed balance of funding authorized in this agreement. Any notice suspending work under this agreement shall remain in effect until further written notice from the Conservancy authorizes work to resume.

Before the project is complete, the grantee may terminate this agreement for any reason by providing the Conservancy with seven days notice in writing and repaying to the Conservancy all amounts disbursed by the Conservancy under this agreement. The Conservancy may, at its sole discretion, consider extenuating circumstances and allow early termination without repayment for work partially completed.

On or before the date of termination of the agreement under this section, whether terminated by the grantee or the Conservancy, the grantee shall provide the Conservancy with all work, material, data, information, and written, graphic or other work produced, developed or acquired under this agreement (whether completed or partial), in appropriate, readily useable form.

The parties expressly agree to waive, release and relinquish the recovery of any consequential damages that may arise out of the termination or suspension of this agreement under this section.

The grantee shall include in any agreement with any contractor retained for work under this agreement a provision that entitles the grantee to suspend or terminate the agreement with the contractor for any reason on written notice and on the same terms and conditions specified in this section.

INDEMNIFICATION AND HOLD HARMLESS

The grantee shall be responsible for, indemnify and hold harmless the Conservancy, its officers, agents and employees from any and all liabilities, claims, demands, damages, or costs, including without limitation litigation costs and attorneys fees, resulting from or arising out of the willful or negligent acts or omissions of the grantee, its officers, agents, contractors, subcontractors and employees, or in any way connected with or incident to this agreement, except for the active negligence of the Conservancy, its officers, agents or employees. The duty of the grantee to indemnify and hold harmless includes the duty to defend as provided in Civil Code Section
INDEMNIFICATION AND HOLD HARMLESS (Continued)

2778. This agreement supersedes any right the grantee may have as a public entity to indemnity and contribution as provided in Gov. Code Sections 895 et seq.

The grantee waives any and all rights to any type of express or implied indemnity or right of contribution from the State, its officers, agents or employees, for any liability resulting from, growing out of, or in any way connected with or incident to this agreement.

Nothing in this agreement is intended to create in the public or in any member of it rights as a third-party beneficiary under this agreement.

INSURANCE

Throughout the term of this agreement, the grantee shall procure and maintain insurance, as specified in this section, against claims for injuries to persons or damage to property that may arise from or in connection with any activities by the grantee or its agents, representatives, employees, or contractors associated with the project undertaken pursuant to this agreement. As an alternative, with the written approval of the Executive Officer, the grantee may satisfy the coverage required by this section in whole or in part through: (a) its contractors’ procurement and maintenance of insurance for work under this agreement, if the coverage otherwise fully satisfies the requirements of this section; or (b) the grantee’s participation in a “risk management” plan, self insurance program or insurance pooling arrangement, or any combination of these, if consistent with the coverage required by this section.

1. Minimum Scope of Insurance. Coverage shall be at least as broad as:

   a. Insurance Services Office (“ISO”) Commercial General Liability coverage, occurrence basis (Form CG 00 01) or comparable.

   b. Automobile Liability coverage - ISO Form Number CA 0001, Code 1 (any auto).

   c. Workers’ Compensation insurance as required by the Labor Code of the State of California.

2. Minimum Limits of Insurance. Grantee shall maintain coverage limits no less than:
INSURANCE (Continued)

a. General Liability: $2,000,000 per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to the activities under this agreement or the general aggregate limit shall be twice the required occurrence limit.

b. Automobile Liability: $1,000,000 per accident for bodily injury and property damage.

3. Deductibles and Self-Insured Retentions. Any deductibles or self-insured retentions must be declared to and approved by the Executive Officer.


a. Each insurance policy required by this section shall be endorsed to state that coverage shall not be canceled by either party, except after thirty days’ prior written notice by first class mail has been given to the Conservancy; or in the event of cancellation of coverage due to nonpayment, after ten days prior written notice to the Conservancy. The grantee shall notify the Conservancy within two days of receipt of notice that any required insurance policy will lapse or be cancelled. At least ten days before an insurance policy held by the grantee lapses or is cancelled, the grantee shall provide the Conservancy with evidence of renewal or replacement of the policy.

b. The grantee hereby grants to the State of California, its officers, agents, employees, and volunteers, a waiver of any right to subrogation which any insurer of the grantee may acquire against the State of California, its officers, agents, employees, and volunteers, by virtue of the payment of any loss under such insurance. Grantee agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the grantee has received a waiver of subrogation endorsement from the insurer.

c. The general liability and automobile liability policies are to contain, or to be endorsed to contain, the following provisions:

(i) The State of California, its officers, agents and employees are to be covered as additional insureds with respect to liability arising out of automobiles owned, leased, hired or borrowed by or on behalf of the grantee; and with respect to liability arising out of work or operations, including completed operations, performed by or on
INSURANCE (Continued)

behalf of the grantee including materials, parts or equipment furnished in connection
with such work or operations.

(ii) For any claims related to this agreement, the grantee’s insurance coverage shall be
primary insurance with respect to the State of California, its officers, agents and
employees, and not excess to any insurance or self-insurance of the State of
California.

(iii) The limits of the additional insured coverage shall equal the limits of the named
insured coverage regardless of whether the limits of the named insurance coverage
exceed those limits required by this agreement.

d. Coverage shall not extend to any indemnity coverage for the active negligence of the
additional insured in any case where an agreement to indemnify the additional insured
would be invalid under Subdivision (b) of Section 2782 of the Civil Code.

5. Acceptability of Insurers. Insurance shall be placed with insurers admitted to transact
business in the State of California and having a current Best’s rating of “B+:VII” or better or,
in the alternative, acceptable to the Conservancy and approved in writing by the Executive
Officer.

6. Verification of Coverage. The grantee shall furnish the Conservancy with original
certificates, in the form attached as Exhibit C to this agreement and amendatory
endorsements, or copies of the applicable policy language, effecting coverage required by
this clause. All certificates and endorsements are to be received and approved by the
Executive Officer before work commences. The Conservancy reserves the right to require
complete, certified copies of all required insurance policies, including endorsements affecting
the coverage, at any time.

7. Contractors. The grantee shall include all contractors as insureds under its policies or shall
require each contractor to provide and maintain coverage consistent with the requirements of
this section. To the extent generally available, grantee shall also require each professional
contractor to provide and maintain errors and omissions liability insurance appropriate to the
contractor’s profession and in a reasonable amount in light of the nature of the project.

8. Premiums and Assessments. The Conservancy is not responsible for premiums and
assessments on any insurance policy.
AUDITS/ACCOUNTING/RECORDS

The grantee shall maintain financial accounts, documents, and records (collectively, “records”) relating to this agreement, in accordance with the guidelines of “Generally Accepted Accounting Principles” (“GAAP”) published by the American Institute of Certified Public Accountants. The records shall include, without limitation, evidence sufficient to reflect properly the amount, receipt, deposit, and disbursement of all funds related to work under the agreement. Time and effort reports are also required. The grantee shall maintain adequate supporting records in a manner that permits tracing from the request for disbursement forms to the accounting records and to the supporting documentation.

Additionally, the Conservancy or its agents may review, obtain, and copy all records relating to performance of the agreement. The grantee shall provide the Conservancy or its agents with any relevant information requested and shall permit the Conservancy or its agents access to the grantee’s premises upon reasonable notice, during normal business hours, to interview employees and inspect and copy books, records, accounts, and other material that may be relevant to a matter under investigation for the purpose of determining compliance with this agreement and any applicable laws and regulations.

The grantee shall retain the required records for a minimum of three years following final disbursement by the Conservancy. The records shall be subject to examination and audit by the Conservancy and the Bureau of State Audits during the retention period.

If the grantee retains any contractors to accomplish any of the work of this agreement, the grantee shall first enter into an agreement with each contractor requiring the contractor to meet the terms of this section and to make the terms applicable to all subcontractors.

The Conservancy may disallow all or part of the cost of any activity or action that it determines to be not in compliance with the requirements of this agreement.

COMPUTER SOFTWARE

The grantee certifies that it has instituted and will employ systems and controls appropriate to ensure that, in the performance of this contract, state funds will not be used for the acquisition, operation or maintenance of computer software in violation of copyright laws.

NONDISCRIMINATION

During the performance of this agreement, the grantee and its contractors shall not unlawfully discriminate against, harass, or allow harassment against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, ethnic group
Nondiscrimination (Continued)

Identification, physical disability (including HIV and AIDS), mental disability, medical condition, marital status, age (over 40) or sexual orientation (Government Code section 12940). The grantee and its contractors also shall not unlawfully deny a request for or take unlawful action against any individual because of the exercise of rights related to family-care leave (Government Code sections 12945.1 and 12945.2). The grantee and its contractors shall ensure that the evaluation and treatment of their employees and applicants for employment are free of such discrimination, harassment and unlawful acts.

Consistent with Government Code section 11135, the grantee shall ensure that no one, on the basis of race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, or disability, is unlawfully denied full and equal access to the benefits of, or is unlawfully subjected to discrimination under, the work funded by the Conservancy under this agreement.

Pursuant to Government Code section 12990, the grantee and its contractors shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900 et seq.) and the applicable regulations (California Code of Regulations Title 2, section 7285.0 et seq.). The regulations of the Fair Employment and Housing Commission regarding Contractor Nondiscrimination and Compliance (Chapter 5 of Division 4 of Title 2 of the California Code of Regulations) are incorporated into this agreement by this reference.

The grantee and its contractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement. This nondiscrimination clause shall be included in all contracts and subcontracts entered into to perform work provided for under this agreement.

California Environmental Information Catalog Entry

The grantee shall prepare and submit an on-line computer catalog entry to the California Environmental Information Catalog (“CEIC”) for all geographic information products and reports which characterize site specific conditions with regard to vegetation, wildlife populations, species occurrences and other measures of biological diversity, environmental and ecological condition. The CEIC is available on the Internet at http://ceic.resources.ca.gov/contribute.html. Where possible, electronic information should be supplied in Federal Geographic Data Committee metadata format. However, if the Executive Officer directs that certain information should not be disclosed, the grantee shall not include that information in the entry.
PREVAILING WAGE AND LABOR COMPLIANCE PROGRAM

Work done under this grant agreement may be subject to the prevailing wage and other related requirements of the California Labor Code (see Labor Code sections 1720 et seq.). The grantee shall pay prevailing wage to all persons employed in the performance of any part of the project and otherwise comply with all associated requirements and obligations, if required by law to do so.

This agreement is funded in whole or in part with funds from the “Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006” (“Proposition 84”). Section 75075 of the Public Resources Code imposes on a body awarding any contract for a public works project financed in any part with Proposition 84 funds responsibility for adoption and enforcement of a “labor compliance program” under Labor Code section 1771.5(b). Regulations implementing Section 1771.5(b) include Title 8, California Code of Regulations, Division 1, Chapter 8, Subchapter 4.

The grantee shall review these statutory and regulatory provisions and other related provisions and regulations to determine its responsibilities.

INDEPENDENT CAPACITY

The grantee, and the agents and employees of the grantee, in the performance of this agreement, shall act in an independent capacity and not as officers or employees or agents of the State of California.

ASSIGNMENT

Without the written consent of the Executive Officer, this agreement is not assignable by the grantee in whole or in part.

TIMELINESS

Time is of the essence in this agreement.

EXECUTIVE OFFICER’S DESIGNEE

The Executive Officer shall designate a Conservancy project manager who shall have authority to act on behalf of the Executive Officer with respect to this agreement. The Executive Officer shall notify the grantee of the designation in writing.
AMENDMENT

Except as expressly provided in this agreement, no change in this agreement shall be valid unless made in writing and signed by the parties to the agreement. No oral understanding or agreement not incorporated in this agreement shall be binding on any of the parties.

LOCUS

This agreement is deemed to be entered into in the County of Alameda.
Staff Report

To: RCPA Board of Directors
From: Lauren Casey, Climate Protection Program Manager
Item: 4.3.2 – Conservation – countywide PAYS® support
Date: April 14, 2014

Issue:
Shall the RCPA continue to pursue opportunities to advance the Pay As You Save (PAYS®) on-bill repayment model for resource efficiency as part of the drought response in Sonoma County?

Background:
Retrofit goals
The RCPA has a goal to: Retrofit 80% of buildings in Sonoma County to reduce energy use by an average of 30% and reduce GHG emissions from the built environment by 168,000 tons per year. A key strategy identified in the countywide building retrofit program is financing; and pursuing a variety of financing mechanisms to serve diverse demographics and project scopes.

Pay As You Save
The RCPA led the development of the Windsor Efficiency PAYS® on-bill repayment pilot through the Department of Energy’s Better Buildings Program. PAYS® was selected for the BBP on-bill repayment pilot in Sonoma County because of its unique ability to create an offer that works for participants, yielding unprecedented participation rates. While there were some bumps along the way in launching the first PAYS® program in California and the first at a municipal water utility, the Town of Windsor has seen very promising results.

As of April 1st, 2014 the Windsor PAYS® program has achieved the following results:

<table>
<thead>
<tr>
<th>Project Households</th>
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<tbody>
<tr>
<td>Total Number of Single Family Properties with Completed Projects: 211</td>
</tr>
<tr>
<td>Total Number of Multifamily Properties with Completed Projects: 4</td>
</tr>
<tr>
<td>Total Number of MF Units with Completed Projects: 223</td>
</tr>
<tr>
<td>Total Units with Completed Projects: 434</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Annual Savings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Energy Savings (kWh - site only): 31,750</td>
</tr>
<tr>
<td>Total Energy Savings (kWh - embedded Windsor Utility savings): 43,028</td>
</tr>
<tr>
<td>Total Energy Savings (kWh - site and embedded): 74,778</td>
</tr>
<tr>
<td>Total Energy Savings (therm - site): 24,992</td>
</tr>
<tr>
<td>Total Water Savings (gallons - indoor only): 4,757,983</td>
</tr>
<tr>
<td>Total Water Savings (gallons - irrigation only): 1,467,210</td>
</tr>
<tr>
<td>Total Water Savings (gallons - indoor+irrigation): 6,211,182</td>
</tr>
</tbody>
</table>
These program impacts are substantial. They reflect penetration of over 5% of residential housing units in the Town. The average single family water savings amount to 20% of indoor water use, well on the way towards the voluntary reduction goal to address drought conditions recently set at 20% of total water use. Multifamily projects have achieved an average indoor water savings of 30%. PAYS projects that include landscaping have not been reviewed under the BBP evaluation, but also contribute towards the 20% target. Windsor PAYS® also provides a benefit in terms of energy efficiency. Average single family energy savings amount to 10% of total household energy use, as much as the goal for the smaller Energy Upgrade California projects.

The Town has been recognized by State and national award programs including:

- The American Council for an Energy Efficient Economy & the Alliance for Water Efficiency’s international Water-Energy Program Awards
- US Green Building Council’s 2014 Green California Leadership Award for Water Management

**Regional expansion**

The Bay Area Regional Energy Network (BayREN) included PAYS® in the 2013-2014 Energy Efficiency Program Implementation Plan approved by the California Public Utilities Commission (CPUC) in 2012. Through BayREN, the RCPA has worked with a regional network of water utilities, and has expanded its partnership with Windsor secured new partnerships with the City of Hayward, the East Bay Municipal Utility District, and the San Francisco Public Utilities Commission.

Through these partnerships, the lessons learned and tools developed in Windsor are being refined and replicated for additional customer sectors and markets. Conversations with private capital providers during launch of Green Hayward PAYS® also indicate growing interest in on-bill repayment programs in general, and specifically in one with such high offer acceptance rates.

BayREN may be recruiting an additional partner utilities in 2015, pending CPUC approval of a recent BayREN extension request. In addition, there is interest from local banks to assist in financing conservation efforts like PAYS®.

**Local expansion**

While no additional grant funding to support program design and implementation has been secured, the RCPA may be well positioned to pursue funding to expand PAYS in Sonoma County via one of the many Drought Assistance Programs emerging this year. We are also well positioned to leverage the existing PAYS® toolkit that has been developed and expanded through BBP and now BayREN.

During the 2013 recruitment for BayREN partner utilities, all Sonoma County jurisdictions (except Healdsburg) were invited to participate and receive funding through BayREN to develop a PAYS® concept paper. At the time, no local partners were interested or in a position to participate, with the exception of Windsor which is expanding to commercial customers.

Several local utility partners have expressed some interest in the model, but without more complete information about how it might work in Sonoma County and how design and implementation efforts might be funded, it has been difficult to get traction with utility staff.

The RCPA would like to engage in further conversations with utility staff about their interest in an on-bill repayment model, and if an opportunity for funding can be identified, pursue funding to conduct scoping and concept development on behalf of local utility partners.

The drought is driving demand for additional tools for reducing demand, and the PAYS® model can uniquely allow widespread conservation efforts to be revenue neutral. Interest from private sector capital providers (including local banks) that has developed in the last few months may also serve as a driver that was previously lacking.
**Policy Impacts:**
None.

**Fiscal Impacts:**
None, some staff time will be spent engaging local utility partners. Grant funding may be pursued.

**Staff Recommendation:**
That the Board provide guidance on the role of the RCPA in pursuing resources related to PAYS® as a drought response and resource efficiency tool.
Staff Report

To: RCPA Board of Directors
From: Adriana Stagnaro, Climate Fellow
Item: 4.3.3 – RCPA 2014 Community Outreach Campaign
Date: April 14, 2014

Issue:
Information Only

Background:
The achievement and implementation of every aspect of the RCPA’s Mission, Goals, and Objectives include the need to incorporate public information and educational outreach efforts.

In 2014, the primary work in which RCPA staff is engaged includes Climate Action 2020 and the Bay Area Regional Energy Network (BayREN) Energy Upgrade California (EUC) programs. Public engagement is essential for both of these initiatives to be successful. Outreach is being coordinated by the Climate Corps Fellow Adriana Stagnaro and delivered by all RCPA staff.

Outreach Messages
The RCPA is working to engage members of the community about the climate action planning efforts underway through Climate Action 2020 in order to provide ample opportunities to share input on priorities and opportunities to reduce greenhouse gas emissions and prepare for local climate impacts. Staff will convene multiple rounds of public workshops (the first concluded in January, the second will begin upon release of the draft plan), and provide online engagement tools (available here: http://www.sctainfo.org/climate_action_2020_participation.htm). However, staff is also conducting more targeted and comprehensive outreach in order to “meet people where they are” to discuss climate issues.

The RCPA is also seeking outreach opportunities to promote resources available to local residents and businesses to help reduce energy costs and waste, and greenhouse gas emissions. These programs include the BayREN Energy Upgrade California™ (EUC) Home Upgrade program, the Sonoma County Energy Independence Program, the Green Business Program, Windsor PAYS, and others.

Outreach Channels
We have identified several main channels for conducting community outreach: farmers markets and festivals where we can host booths, speaking at or sponsoring conferences and events, and partnering with businesses, organizations and citizens’ groups who can disseminate information to their employees or members, or host us for a brief presentation.
**Booth Events**

RCPA staff will be manning tables at farmers markets and festivals throughout the summer. The goal of tabling will be to educate citizens about climate protection efforts underway in Sonoma County (Climate Action 2020) as well as about resources available to help them reduce their carbon footprint, specifically those tools provided by local government. Staff will bring collateral such as pamphlets and fliers on EUC, other conservation programs, and climate adaptation efforts. We will also take sign-ups for EUC or Climate Action 2020.

We will have visual aids at the booth and, when appropriate, an EUC contractor to help explain the Home Upgrade process. We are coordinating closely with SCEIP, who will have a booth at a few of these events as well. For example, RCPA staff joined the SCEIP table at the Spring Home Show to discuss energy efficiency and renewable energy resources with homeowners.

Attached is a draft schedule of events. Our goal for farmers markets and festivals is to be present for a total of 2-3 public events in each jurisdiction between April and September. The Santa Rosa Wednesday Night Market is an exception to this rule because it brings visitors from all over the county; we intend on tabling there two or so times each month. We also have a goal of one public event in these unincorporated communities: Bodega, Forestville, Glen Ellen, Geyserville, Guerneville, Occidental, and Valley of the Moon.

**Spanish Language Translation**

Several pieces of collateral have been translated into Spanish including the Climate Action 2020 fact sheet and the BayREN Home Upgrade brochure. Staff is investigating how we might be able to work with the Youth Connections Community Action Partnership program to hire Spanish speaking students that would receive credits for working with us on outreach. This could be an immense help in the effort to reach more of the Hispanic populations of Sonoma County.

**Conferences and Events**

The RCPA is looking for opportunities to speak at or sponsor public conferences or community events with a sustainability theme. Upcoming opportunities include the Sustainable Enterprise Conference at which we will be facilitating a panel on local governments’ role in climate action, and the Daily Acts Community Resilience Challenge that will inspire over 3,500 actions that save water, grow food, conserve energy, and build community. BayREN programs will qualify as one of the actions to which participants can commit. The RCPA is also discussing a partnership with Sonoma County to support and enhance engagement opportunities through the Greentivities exhibition at the Sonoma County Fair.

**In-house Presentations**

Staff has also been conducting direct outreach to many local community groups, non-profits, and businesses to share information about RCPA programs and offer resources including newsletter blurbs, collateral, and in-house presentations. Five have already been scheduled for April, May, and June at local Rotaries, Kiwanis, Chambers, and businesses.

Presentation topics being offered include:

**Homeowner Resources**

- Home energy efficiency
- Renewable energy
- Water and waste programs
- Tools, incentives, and other resources to help homeowners

**Climate Action in Sonoma County**

- Climate Change 101
- Local government’s role
- What you can do
A list of organizations that have been contacted to date is attached.

**Future Outreach Efforts**

Staff will continue to contact community organizations with information and resources about our programs, and participate in events over the course of the year. Additional campaigns – such as partnerships with local hardware stores – may be pursued as well, as time and resources allow.

**Policy Impacts:**

The achievement and implementation of every aspect of the RCPA’s Mission, Goals, and Objectives include the need to incorporate public information and educational outreach efforts.

**Fiscal Impacts:**

The FY13/14 budget included funding for the outreach campaigns described herein, specifically through the Climate Action 2020 grant and BayREN funding.

**Staff Recommendation:**

Staff is seeking input from the Board regarding suggestions for additional or high priority outreach opportunities in their communities at which to promote RCPA programs including Energy Upgrade California and/or Climate Action 2020.
## Draft Calendar of RCPA Outreach Events

### April

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Event</th>
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</thead>
<tbody>
<tr>
<td>4/10/2014</td>
<td>Sebastopol</td>
<td>Goldridge and Sonoma Resource Conservation Districts presentation</td>
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<tr>
<td>4/19/2014</td>
<td>Santa Rosa</td>
<td>Earth Day Fair Santa Rosa</td>
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<tr>
<td>4/26/2014</td>
<td>Bodega Bay</td>
<td>Bodega Fisherman's Festival</td>
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<tr>
<td>4/27/2014</td>
<td>Windsor</td>
<td>Windsor Earth Day &amp; Wellness Festival</td>
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</tbody>
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### May

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<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Event</th>
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<tbody>
<tr>
<td>5/4/2014</td>
<td>Windsor</td>
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<tr>
<td>5/6/2014</td>
<td>Petaluma</td>
<td>Petaluma East Side Farmers Market</td>
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<tr>
<td>5/10/2014</td>
<td>Petaluma</td>
<td>Petaluma West Farmers Market</td>
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<tr>
<td>5/14/2014</td>
<td>Santa Rosa</td>
<td>Santa Rosa Wednesday Night Market</td>
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<td>5/16/2014</td>
<td>Petaluma</td>
<td>Petaluma Area Chamber of Commerce presentation</td>
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<tr>
<td>5/18/2014</td>
<td>Sebastopol</td>
<td>Sebastopol Farmers Market</td>
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<tr>
<td>5/21/2014</td>
<td>Santa Rosa</td>
<td>Santa Rosa Wednesday Night Market</td>
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<td>5/27/2014</td>
<td>Healdsburg</td>
<td>Healdsburg Sunrise Rotary presentation</td>
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<td>5/30/2014</td>
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<td>Sonoma Valley Farmers Market</td>
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<td>5/31/2014</td>
<td>Healdsburg</td>
<td>Healdsburg Farmers Market</td>
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### June

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<th>Location</th>
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<td>6/3/2014</td>
<td>Santa Rosa</td>
<td>Santa Rosa Host Lions Club presentation</td>
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<tr>
<td>6/5/2014</td>
<td>Cotati</td>
<td>Cotati Farmers Market</td>
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<tr>
<td>6/6/2014</td>
<td>Occidental</td>
<td>Occidental Farmers Market</td>
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<tr>
<td>6/8/2014</td>
<td>Bodega Bay</td>
<td>Bodega Bay Community Association</td>
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<tr>
<td>6/11/2014</td>
<td>Santa Rosa</td>
<td>Santa Rosa Wednesday Night Market</td>
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<tr>
<td>6/17/2014</td>
<td>Forestville</td>
<td>Forestville Farmers Market</td>
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<tr>
<td>6/19/2014</td>
<td>Windsor</td>
<td>Windsor Farmers Market</td>
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<tr>
<td>6/25/2014</td>
<td>Santa Rosa</td>
<td>Santa Rosa Wednesday Night Market</td>
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<tr>
<td>6/27/2014</td>
<td>Rohnert Park</td>
<td>Rohnert Park Farmers Market</td>
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<tr>
<td>6/28/2014</td>
<td>Sebastopol</td>
<td>Sebastopol Gravenstein Lions Club</td>
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### July

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<tr>
<td>7/2/2014</td>
<td>Santa Rosa</td>
<td>Santa Rosa Wednesday Night Market</td>
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<tr>
<td>7/5/2014</td>
<td>Petaluma</td>
<td>Petaluma West Farmers Market</td>
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<tr>
<td>7/11/2014</td>
<td>Rohnert Park</td>
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<tr>
<td>7/15/2014</td>
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<tr>
<td>7/17/2014</td>
<td>Cotati</td>
<td>Cotati Farmers Market</td>
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<tr>
<td>7/23/2014</td>
<td>Santa Rosa</td>
<td>Santa Rosa Wednesday Night Market</td>
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<td>7/24/2014</td>
<td>Santa Rosa</td>
<td>Sonoma County Fair (Begins)</td>
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<td>7/25/2014</td>
<td>Cloverdale</td>
<td>Cloverdale Farmers Market</td>
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<tr>
<td>7/27/2014</td>
<td>Sebastopol</td>
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### August

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<tr>
<td>8/1/2014</td>
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<td>8/5/2014</td>
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<td>Healdsburg Tuesdays in the Plaza Concerts</td>
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<td>8/7/2014</td>
<td>Cotati</td>
<td>Cotati Farmers Market</td>
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<td>Santa Rosa</td>
<td>Sonoma County Fair (Ends)</td>
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<td>8/10/2014</td>
<td>Glen Ellen</td>
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<td>8/13/2014</td>
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<td>8/23/2014</td>
<td>Healdsburg</td>
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### September

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<td>9/7/2014</td>
<td>Windsor</td>
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<td>9/18/2014</td>
<td>Guerneville</td>
<td>Russian River Farmers Market</td>
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<td>9/21/2014</td>
<td>Sebastopol</td>
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## Summary of Market Schedule

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<thead>
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<th>Day</th>
<th>Market</th>
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<th>June</th>
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<th>August</th>
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<td>Sebastopol</td>
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<td>Glen Ellen</td>
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<td>Bodega</td>
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<td>Tuesday</td>
<td>Petaluma East</td>
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<td>Forestville</td>
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<td>Valley of the Moon</td>
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<td>Healdsburg Music</td>
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<td>Thursday</td>
<td>Guerneville</td>
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<td>Cotati</td>
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<td></td>
<td>Windsor Music</td>
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<tr>
<td>Friday</td>
<td>Sonoma Valley</td>
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<td>Occidental</td>
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<td>Cloverdale</td>
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<td></td>
<td>Rohnert Park</td>
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<tr>
<td>Saturday</td>
<td>Petaluma West</td>
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<td></td>
<td>Healdsburg</td>
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<td><strong>Monthly Totals</strong></td>
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Light blue = Unincorporated town, goal of 1 event  
Regular blue = Town or City, goal of 2-3 events
## Organization Based Outreach List

The following organizations have been contacted about RCPA programs as of 3/31/14:

<table>
<thead>
<tr>
<th>Organization</th>
<th>Contacted By</th>
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<tbody>
<tr>
<td>Daily Acts</td>
<td>Petaluma Dental Group</td>
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<tr>
<td>Goldridge Resource Conservation District</td>
<td>Share Exchange</td>
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<tr>
<td>Grass Roots Recycling Network</td>
<td>Umpqua Bank of Petaluma</td>
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<tr>
<td>Greenbelt Alliance</td>
<td>Whole Foods Market Sonoma</td>
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<td>Leadership Institute for Ecology and Economy</td>
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<td>Madrone Audubon Society</td>
<td>Bodega Bay Chamber of Commerce</td>
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<td>North Bay Leadership Council</td>
<td>Cloverdale Chamber of Commerce</td>
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<td>Northern California Environmental Grassroots Fund</td>
<td>Cotati Chamber of Commerce</td>
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<td>Post Carbon Institute</td>
<td>Geyserville Chamber of Commerce</td>
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<td>Russian River Watershed Protection Committee</td>
<td>Healdsburg Chamber of Commerce</td>
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<td>Russian Riverkeeper</td>
<td>Mark West Area Chamber of Commerce</td>
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<tr>
<td>Solar Sonoma County</td>
<td>Petaluma Area Chamber of Commerce</td>
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<tr>
<td>Sonoma Biochar Initiative</td>
<td>Redwood Coast Chamber of Commerce</td>
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<td>Sonoma County Bicycle Coalition</td>
<td>Rohnert Park Chamber of Commerce</td>
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<td>Sonoma County Chapter-Sierra Club</td>
<td>Russian River Chamber of Commerce</td>
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<td>Sonoma County Green Business Program</td>
<td>Santa Rosa Chamber of Commerce</td>
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<tr>
<td>Sonoma County Share Exchange</td>
<td>Sebastopol Area Chamber of Commerce</td>
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<tr>
<td>Sonoma Resource Conservation District</td>
<td>Sonoma County Workforce Investment Board</td>
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<td>Sotoyome Resource Conservation District</td>
<td>Sonoma Valley Chamber of Commerce</td>
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<tr>
<td>SRJC Students for Sustainable Communities</td>
<td>Town of Windsor Chamber of Commerce</td>
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<td>SRJC Sustainability</td>
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<tr>
<td>SSU Environmental Studies and Planning Dept</td>
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<tr>
<td>Transition Cotati</td>
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<tr>
<td>Transition Sebastopol</td>
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<td>Transition Sonoma Valley</td>
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<tr>
<td>Sebastopol Grange</td>
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<td>Sonoma Valley Grange</td>
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<td>Bennett Valley Grange</td>
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<td>Bodega Bay Grange</td>
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<td>Hessel Grange</td>
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<tr>
<td>Bank of Marin</td>
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<td>ChromaGraphics</td>
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<tr>
<td>Fairmont Sonoma Mission Inn &amp; Spa</td>
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<tr>
<td>Guayaki Yerba Mate</td>
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<td>Labcon North America</td>
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<td>Pacific eDocument Solutions</td>
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<tr>
<td>Bodega Harbour HOA</td>
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<tr>
<td>Friends House Retirement Community</td>
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<td>Grapevine Property Services</td>
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<td>Lakewood Hills HOA</td>
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<td>Management 4 HOAs LLC</td>
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<tr>
<td>National Association of Residential Property Managers, Sonoma Chp.</td>
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<tr>
<td>Neighborhood Association Serving the 95405 Zip Code</td>
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<td>Pacific Properties</td>
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<td>Santa Rosa Ranchos HOA</td>
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<td>Sobre Vista HOA</td>
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<td>Sonoma Courtside Village HOA</td>
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<td>Sonoma HOA</td>
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<td>Sue Carrel and Associates</td>
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</table>
Cloverdale Rotary
Healdsburg Rotary
Healdsburg Sunrise Rotary
Petaluma Valley Rotary
Rancho Cotati Rotary
Rotary Club of Sebastopol Sunrise
Santa Rosa East Rotary
Santa Rosa Rotary
Santa Rosa West Rotary
Sebastopol Rotary
Sonoma County Rotary District
Sonoma Valley Rotary

Valley of the Moon Rotary
Petaluma 7-11 Lions Club
Santa Rosa Host Lions Club
Sebastopol Gravenstein Lions Club
Valley of the Moon Lions Club
Healdsburg Kiwanis Club
Kiwanis Club of Sebastopol
Redwood Empire Kiwanis Club
Santa Rosa Kiwanis Club

First Congregational Church of Sonoma
St. John's Episcopal Church of Petaluma
Staff Report

To: RCPA Board of Directors
From: Lauren Casey, Program Manager
Item: 4.3.4 – RCPA Activities Report
Date: April 14, 2014

Issue: Information Only

Background: 
CLIMATE ACTION PLANNING 

Climate Action 2020

The next Climate Action 2020 Stakeholder Advisory Group meeting will be on April 23rd at the City of Santa Rosa, Utilities Field Operations Room, 35 Stony Point Road, Santa Rosa, CA 95401. The agenda for the meeting is devoted to Climate Adaptation and includes a presentation on the basics of Climate Adaptation, the role of Climate Adaptation in Climate Action plans, and an interactive discussion on the Climate Adaptation scope for the Climate Action 2020 project including the potential climate impacts within Sonoma County.

Staff is currently working to analyze the final GHG inventories, and on detailed data analysis of the results. The May Climate Action Forum will be used to discuss GHG inventory results with RCPA Coordination Committee members that are engaged in GHG accounting in order to seek regional consistency in approach. Also, work to evaluate the GHG reduction potential and co-benefits of the potential reduction strategies is underway.

Previously, staff proposed that an RCPA Board special study session be scheduled to take place in either May or June 2014. Staff would now like to propose that the special session be held on August 25th, 2014. This is a more appropriate time in the schedule to discuss potential GHG reduction strategies in detail, and have a discussion around GHG targets and regional consistency with complete information in hand about past, current, and future GHG reduction strategies.

Lastly, outreach to engage the public on climate action priorities continues. See item 4.3.3 for an update on Climate Action 2020 outreach efforts.

RCPA Climate Action Forum Update

The March Climate Action Forum theme was Conservation and Adaptation with the specific topic being Climate Adaptation 101. Staff presented background information on adaptation planning and facilitated a discussion around the following questions:

• What is climate adaptation?
• How does it relate to our everyday work?
• What is going on statewide, in the Bay Area, and locally?
The North Bay Climate Adaptation Initiative team with which the RCPA is working on Climate Action 2020 was on hand to support the presentation and answer questions on climate change science and planning in the North Bay. Eleven members of the RCPA coordination committee were present including: the County (General Services and the County Administrator’s Office), the cities/towns of Petaluma, Santa Rosa, and Windsor, the North Sonoma County Air Pollution Control District, the Sonoma County Water Agency, and Sonoma Clean Power.

The next Climate Action Forum focused on Adaptation will be held in July and will present the complete draft Sonoma Adaptation Strategy being developed through Climate Action 2020 (full 2014 schedule attached).

The April Climate Action Forum theme is Transportation and Land Use, and will be an opportunity to discuss current and future clean transportation programs that encourage alternative modes of travel to reduce GHGs. Presentations will include a similar update on the commuter benefits program requirements from the Bay Area Air Quality Management District as presented to the Board on April 14th, an update on the County’s One Day Clean Commute campaign, and an update on the Carma ridesharing pilot. The announcement for this Forum is also attached.

**ENERGY EFFICIENCY:**

The RCPA continues to administer and implement Bay Area Regional Energy Network (BayREN) programs on behalf of the jurisdictions of Sonoma County across single family Energy Upgrade California, Multifamily Energy Upgrade California, Pay As You Save (PAYS®) on bill repayment, and Codes and Standards. Staff continues to coordinate on a weekly basis with the Sonoma County Energy Independence Program (SCEIP) regarding program updates, outreach to building owners and contractors, event planning, and other issues.

The following sections summarize key program activities across BayREN programs. See item 4.3.3 for an update on local energy efficiency outreach efforts.

*Single Family Energy Upgrade California*

The RCPA continues to work with the regional leads to conduct marketing, education, and outreach related to Energy Upgrade California™ Home Upgrade, a program through which homeowners can install a set of measures to improve the performance of their home as a system.

Last month the California Public Utilities Commission (CPUC) approved changes to the Home Upgrade program that BayREN advocated for based on implementation experience and feedback from Participating Contractors. The new program is more similar to the Flex Package piloted in Sonoma and Alameda Counties last year. It includes a higher incentive cap ($3,000), an incentive to offset the costs of combustion safety testing (required by the CPUC), updated measure points, and smaller incentive tiers (creating more flexibility in measure choice). BayREN and RCPA staffs are working to update collateral and web content to reflect the program changes.

Efforts to recruit new participating contractors also continue, and free contractor trainings were and will be provided by BayREN in March and April. Info can be found at: [https://www.bayareaenergyupgrade.org/required-onboarding-trainings](https://www.bayareaenergyupgrade.org/required-onboarding-trainings). These trainings have been advertised locally through the Energy Independence Program Contractor Forum, North Coast Builders Exchange, and through direct contractor outreach emails and phone calls.

Homeowner outreach also continues; for an update on RCPA outreach activities see item 4.3.3. The new statewide EUC marketing campaign has launched with an emphasis on using the Climate Credit returned to ratepayers from the cap and trade program to complete energy efficiency retrofits.
Sonoma County continues to see solid participation numbers, accounting for 43% of the regional incentives paid to date:

<table>
<thead>
<tr>
<th>County</th>
<th>Home Upgrade</th>
<th>Advanced Home Upgrade</th>
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<tr>
<td></td>
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<tr>
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<tr>
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</table>

**Multifamily Energy Upgrade California**

The BayREN Multi-family program – the Bay Area Multifamily Building Enhancements (BAMBE) program was designed to be a streamlined option for whole-building retrofits through free technical assistance and a multi-measure rebate of $750 per unit. The region experienced an overwhelmingly positive response and received interest forms accounting for over 35,000 units (7x the number that could receive incentives based on the 2012 CPUC authorization) and provided technical assistance to 665 projects and 22,000 units.

Outreach to recruit new projects has been on hold since January due to the full project pipeline. However, BayREN approved a transfer of $1.4 million of incentive funds from the single family program (significantly underutilized in 2013-2014) to the BAMBE program. As a result, more projects that have gone through technical assistance will be able to move forward with retrofits.

In total, seven projects in Sonoma County have received technical assistance to date, accounting for 233 units, or 1% of the regional total. Sonoma County has 3% of the region’s multifamily housing units. The BayREN committee supported giving Sonoma County projects priority over the newly authorized incentive funds until our share of projects more accurately reflects our share of multifamily units.

**Codes and Standards**

The BayREN Codes and Standards (C&S) program continues to work on the regional code compliance benchmarking effort designed to identify measurable strategies to improve building energy code compliance. These strategies include trainings, tools, and other resources for building departments and industry professionals. The effort is called the Permit Resource Opportunity Program (PROP). The goal is to have 17 jurisdictions from the 9 county area participate in an on-site assessment. BayREN has successfully recruited 14 jurisdictions to date:

1. Alameda - Hayward, Albany, one additional city committed but not yet announced
2. Contra Costa - Unincorporated County, Brentwood
3. Marin - Unincorporated County
4. Napa - City of Napa
5. San Francisco - City/County of San Francisco
6. San Mateo - Unincorporated County
7. Santa Clara - Unincorporated County
8. Solano - Suisun City
9. Sonoma - n/a

RCPA staff presented the opportunity to all Sonoma County jurisdictions in January and has had several discussions with Chief Building Officers over the subsequent months. Locally there is some interest in participating in the program, but questions remain about how the results will be used and whether there will be an impact on staff time. The RCPA is working to address these questions to enlist a local jurisdiction.

The RCPA’s BayREN budget includes funding for local jurisdiction staff to participate in the PROP. There is also some flexibility around conducting a self-assessment in place of one led by the regional consultant. Staff continues to work to identify a way for a Sonoma County department to contribute data and benefit directly from the results of the assessment.

Pay As You Save (PAYS)
See item 4.3.2 for an update on PAYS.

**CLIMATE POLICY AND SCIENCE**

Intergovernmental Panel on Climate Change (IPCC) – 5th Assessment Report

The Intergovernmental Panel on Climate Change (IPCC) is the leading international body for the assessment of climate change, established “to provide the world with a clear scientific view on the current state of knowledge in climate change and its potential environmental and socio-economic impacts.” The IPCC reviews and assesses the work of thousands of scientists worldwide to provide rigorous and balanced scientific information to decision makers.

The IPCC is structured around three working groups:

- **Working Group I: The Science of Climate Change**
- **Working Group II: Impacts, Adaptation and Vulnerability**
- **Working Group III: Mitigation of Climate Change**

Every five years the working groups issue an assessment report that presents a comprehensive assessment of peer-reviewed published literature and selected reports on climate change. The Fifth Assessment Report (AR5) will be released in stages, with a report released by each separate Working Group.

Working Group I released its portion of AR5, *Climate Change 2013: the Physical Science Basis* on September 27th and RCPA staff provided associated materials to the Board in October, 2013.

Working Group II released its portion of AR5, *Climate Change 2014: Impacts, Adaptation, and Vulnerability* on March 31st. The summary for policymakers (a 44 page document) provides an overview of findings contained in the full report (30 chapters) including:

1. Assessing and managing the risks of climate change
2. Observed impacts, vulnerability, and adaptation in a complex and changing world
3. Future risks and opportunities for adaptation
4. Managing future risks and building resilience


The IPCC press release announced that “the effects of climate change are already occurring on all continents and across the oceans. The world, in many cases, is ill-prepared for risks from a changing
climate. The report also concludes that there are opportunities to respond to such risks, though the risks will be difficult to manage with high levels of warming.”

American Association for the Advancement of Science (AAAS) – What We Know

The AAAS launched a new initiative in March around providing better communication to the public around the three “Rs” of climate change:

1. Reality – 97% of climate experts have concluded that human-caused climate change is happening.
2. Risk – there are climate change impacts we can expect, but we also must consider what might happen, especially the small, but real, chance that we may face abrupt changes with massively disruptive impacts.
3. Response — that there is much we can do and that the sooner we respond, the better off we will be.

The website for the What We Know initiative is: [http://whatweknow.aaas.org/](http://whatweknow.aaas.org/).

National Coverage of SCWA Monitoring Effort and Russian River Management

Work that SCWA is doing in partnership with the National Oceanic and Atmospheric Administration (NOAA) to monitor and predict extreme events was covered on the national Climate.gov site, highlighting the leading edge climate adaptation science and planning efforts underway in Sonoma County: [http://www.climate.gov/news-features/features/who-rules-californias-russian-river](http://www.climate.gov/news-features/features/who-rules-californias-russian-river)

Policy Impacts:
None.

Fiscal Impacts:
None.

Staff Recommendation:
Information only.
Glossary of Acronyms

AB32 = Assembly Bill 32, Global Warming Solutions Act (2006)
ABAG = Association of Bay Area Governments
AR5 = Fifth Assessment Report (IPCC)
ARB = Air Resources Board
BayREN = Bay Area Regional Energy Network
BAMBE = Bay Area Multifamily Building Enhancements
C&S = Codes and Standards (BayREN)
CCBA = Climate Corps Bay Area
CPUC = California Public Utilities Commission
EBMUD = East Bay Municipal Utility District
EPA = Environmental Protection Agency
GHG = greenhouse gas
GIS = Geographic Information Systems
HUA = Home Upgrade Advisor (BayREN)
IPCC = Intergovernmental Panel on Climate Change
ME&O = marketing, education, and outreach
MFCAP = Multi Family Capital Advance Program
NBCAI = North Bay Climate Adaptation Initiative
NCDC = National Climate Data Center
NOAA = National Oceanic and Atmospheric Administration
NCBE = North Coast Builders Exchange
PACE = Property Assessed Clean Energy
PAYS® = Pay As You Save
PG&E = Pacific Gas and Electric
PROP = Permit Resource Opportunity Program (BayREN)
RCPA = Regional Climate Protection Authority
REACO = Redwood Empire Association of Code Officers
SCS = Sustainable Communities Strategy
SCEIP = Sonoma County Energy Independence Program
SCTA = Sonoma County Transportation Authority
SFLLR = Single Family Loan Loss Reserve
SFPUC = San Francisco Public Utilities Commission
Sonoma County Regional Climate Protection Authority presents:

2014 Climate Action Forums

Presentations and dialogue across climate protection program implementers

Please save the date for a monthly series on climate action initiatives in Sonoma County and beyond within:

<table>
<thead>
<tr>
<th>Forum Theme</th>
<th>Forum Dates</th>
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<tr>
<td><strong>Climate Action Planning</strong></td>
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<tr>
<td>Example topics: greenhouse</td>
<td>May 15th,</td>
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<td>September 18th</td>
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<td>reporting, identifying and</td>
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<td>analyzing communitywide</td>
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<td>Upgrade California, Sonoma</td>
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<td>Climate Adaptation Initiative,</td>
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<td>Carbon Cycle Project, Sonoma</td>
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<td>Biochar Initiative, Urban</td>
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<td><strong>Transportation &amp; Land Use</strong></td>
<td>April 17th,</td>
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<td>Example topics: Comprehensive</td>
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<td>Transportation Plan, bicycle</td>
<td>December 18th</td>
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<td>and pedestrian planning,</td>
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<td>electric vehicle infrastructure,</td>
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<td>transportation demand</td>
<td></td>
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<td>management programs</td>
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Who: RCPA Coordination Committee Members
When: The 3rd Thursday of the month from 3:00-5:00 PM
Where: RCPA offices, 490 Mendocino Ave, Ste 206, Santa Rosa, CA

Please RSVP to get on the mailing list for specific forum agendas by emailing Lauren Casey at lcasey@sctainfo.org.
Sonoma County Regional Climate Protection Authority presents:

2014 Climate Action Forums

Presentations and dialogue across climate protection program implementers

Please join us April 17th for:

Transportation and Land Use: Clean Transportation Programs

Brief presentations on:

- **Existing and planned programs in Sonoma County:**
  - One Day Clean Commute campaign
    Sam Ruark, Sonoma County
  - Carma Real Time Rideshare
    Brant Arthur, Climate Protection Campaign
  - Bay Area Commuter Benefits Program
    Jaclyn Winkel, Bay Area Air Quality Management District
  - Other partners

- **Future strategies for lowering transportation GHGs**

Discussion and Q&A to follow

Who: RCPA Coordination Committee Members and local government staff
When: Thursday, April 17th from 2:00-4:00 PM (note: earlier than usual)
Where: RCPA offices, 490 Mendocino Ave, Ste 206, Santa Rosa, CA

Please RSVP to get on the mailing list for specific forum agendas by emailing Lauren Casey at lcasey@sctainfo.org.
Staff Report

To:       SCTA Board of Directors
From:     Suzanne Smith
Item:     5.2 – Regional Agency Reports: SMART, NCRA, MTC, ABAG, BAAQMD, CALCOG, Self Help Counties Coalition
Date:     April 14, 2014

Issue:
Recent updates from:

- North Coast Railroad Authority (NCRA)
- Metropolitan Transportation Commission (MTC)
- California Association of Councils of Government (CALCOG)
- Association of Bay Area Governments (ABAG)
- Bay Area Air Quality Management District (BAAQMD)
- Self Help Counties Coalition

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

- MTC Executive Director’s Report
- California Association of Councils of Government (CALCOG)
- Sonoma/Marin Area Rail Transit (SMART)
  - See attached General Manager’s Report for March 2014

Staff Recommendation:
Informational item only.
SYSTEMS AND VEHICLES:

SMART Carshells in production at Toyokawa plant
SMART Pilot Car in climate room test

Conduit installation on Central Instrument Location
HUMAN RESOURCES:

Recruitment
Started background process with candidate for position of Controller Supervisor.

Benefits
Finalized service agreement for Employee Assistance Program with Managed Health Network. Benefits beginning March 1, 2014.

OPERATIONS:

Regular weekly operations and construction coordination meetings were held every Thursday morning in February.

Eight round-trip freight trains were dispatched and operated during February between our interchange with the California Northern Railroad at Brazos Junction, and points on the SMART mainline as far north as Petaluma (Ely Road). One train was run through to Windsor.
SMART’s hi-rail program continued through February, with one trip for Congresswoman Lynn Wolsey and the General Manager, two trips in support of biological investigation and permitting, one for the Marin County Fire Chiefs, and one for SMART staff. Additional engineering staff are being trained and qualified for hi-rail operations.

Homeless encampments were cleaned up by the North Bay Conservation Corps at the following areas in San Rafael:

- Francisco Boulevard to Irwin Street
- Bellam Boulevard railroad trestle to Andersen Drive (under Highway 101)

Operations participated with Systems staff and San Rafael Department of Public Works on resolution of some technical issues associated with the Larkspur Extension.

Operations continued to meet with staff of the Sonoma Raceway, Amtrak, and Caltrans to discuss planes for another potential NASCAR special train this summer.

GRANTS AND REGIONAL ACTIVITIES:

**Northern California Trade Corridors’ Coalition:**

On March 14th, SMART staff was invited to attend the Northern California Trade Corridors’ Coalition meeting to discuss our role as the infrastructure provider for freight rail services in the North Bay. We presented a request for funding for freight-only improvements from the Sonoma County Airport Station/Operations and Maintenance Facility north towards Aviation Boulevard. The California Trade Corridor Improvement Fund, an element of the voter approved 2006 Proposition 1B transportation fund program, has a balance of approximately $30 million available in Northern California.

**Other Upcoming Grants:**

Three grant opportunities are coming up for our projects.

- Sonoma County Open Space District Matching Grant Program, due April 11, $3 million available Countywide over 2 years. We will be applying for partial funding for the Pathway segment between Payran Street and Southpoint Boulevard in Petaluma. A resolution of local support for this proposal will come before the SMART Board on April 16.

- California round of the Active Transportation Program (ATP), due May 21, $180 million available statewide over 3 years. We intend to apply for funding for a Sonoma County segment of the Pathway (Payran Street to Southpoint Boulevard) and a Marin County segment of the Pathway (McGinnis Parkway to Smith Ranch Road).

- Metropolitan Transportation Commission round of the Active Transportation Program (ATP), due July 24, $30 million available regionwide over 3 years. We will apply for a segment of the Pathway in Sonoma County and a segment in Marin County. If the two segments identified for the Statewide Active Transportation Program competition do not receive funds through that process the projects will be submitted to Metropolitan Transportation Commission.
If either of the two projects is successfully funded through the State process, an additional segment of the Pathway in that county will be put forth for the Metropolitan Transportation Commission competition.

**Regional Clipper Update:**
We continue to participate in the three Metropolitan Transportation Commission Clipper processes relevant to SMART – meeting to discuss potential Clipper implementation on the SMART system, participating in meetings between Metropolitan Transportation Commission and the bus operators and Sonoma County Transportation Authority on “Phase 3” Clipper implementation in the “101 Corridor”, and participating in Metropolitan Transportation Commission’s “C2” Long Range Steering Committee meetings for the development of the system that will replace Clipper in 2019.

**REAL ESTATE:**

*Private Crossings:*
Redwood Landfill Agreement signed by all parties.
San Rafael Airport Agreement signed by all parties.

**PATHWAY:**

*Bike-Pedestrian Facility:*
For the past year and a half SMART staff and our consultant (AECOM) have been preparing background studies and surveys and working with Caltrans to secure National Environmental Policy Act (NEPA) clearance for 17 segments for approximately 20 miles of Pathway within the Initial Operating Segment between San Rafael and Santa Rosa.

We have pending Federal Transportation Funds for two of these segments – East Cotati Avenue to Southwest Boulevard and Southwest Boulevard to Golf Course Drive and with completion of the NEPA process will make the remaining Pathway segments eligible for Federal Funds.

AECOM and the SMART Permit Team have completed the background studies and waiting to receive regulatory agencies before putting the finishing touches on the Natural Environmental Study (NES) and Biological Assessment (BA).

On April 10th, we will host a technical assistance meeting with the various regulatory agencies to review the pathway work for the purpose of giving agencies a better understanding of the proposed pathway and its impacts and receiving their input. More specifically the meeting will review:

- The relationship of the pathway work and the railroad work.
- The entire pathway plan from Larkspur to Cloverdale.
- The pathway segments covered by the National Environmental Policy Act (NEPA) process.
- The independent utility and implementation of the various pathway segments.
- The potential impacts of the pathway work.
From this meeting our environmental team will be able to address the agencies input in the Natural Environmental Study and Biological Assessment and submit these documents to Caltrans for processing. Approval of a Categorical Exclusion is anticipated this fall.

Additionally, the technical assistance meeting will help lay the foundation for how many and what types of regulatory permits needed for the actual construction of the pathway work.

In anticipation of receiving a Categorical Exclusion this fall, we are drafting Federal Active Transportation grant applications for construction of two more pathway segments:

- McInnis Parkway to Smith Ranch Road (San Rafael)
- Payran Street to Southpoint Boulevard (Petaluma)

We continue to work with the California Public Utilities Commission (CPUC) and local agencies to address safety needs where pathways cross or connect to streets.

**PUBLIC SAFETY AND SECURITY:**

We are coordinating a training exercise with fire agencies, our contractors and the NWP Co. freight provider in Sonoma and Marin counties. The exercise will be on May 17th, located on the rail right-of-way near the Sonoma/Marin county border. Approximately 20 fire engines and 100 firefighters will be in attendance and will be trained on familiarization of railroad vehicles and railroad safety. There will also be a functional exercise consisting of a live-fire wildland situation involving rail equipment.

**CONSTRUCTION:**

SMART staff worked with PG&E to successfully relocate the high pressure gas main from the Operations and Maintenance Facility (OMF) site ahead of schedule. The OMF site has been backfilled and graded. Staff is currently working with PG&E to survey and relocate power poles from the site. This will complete all of the necessary PG&E utility relocations.

Permitting is ongoing for:

- Trackwork: Civic Center to Downtown San Rafael
- Haystack Moveable Bridge
- Operations and Maintenance Facility

The Contractor completed inventory of the Galveston Moveable Bridge components.
Relocation of the high pressure gas main at the Operations and Maintenance Facility.

PG&E Pole Relocation – Operations and Maintenance Facility
Schimmick installed MUP fencing from 8th to 9th Streets in Santa Rosa.

Galveston Bridge inspection at Napa Yard.
Santa Rosa to San Rafael:

- Initial Operating Segment 1 South Permit was issued on February 27, 2014 and brush removal began on March 3, 2014. Tree removal, drain structures, and silt fence work started on March 10, 2014.
- Systems duct bank pull boxes from Santa Rosa to Petaluma continuing installation.

Signal Crossings:

- All Gates and Cantilevers have been installed.
- Twelve signal crossings have been commissioned in Novato and Petaluma.
- Final Testing is ongoing for the crossings in Santa Rosa.

Potholing for utilities in preparation for directional boring, Hearn Avenue, Santa Rosa
Signals depth of drill bit in directional boring, Southwest Blvd., Santa Rosa

Modern Rail Systems bores under track to extend cable casing to the signal house on College Avenue, Santa Rosa
Conduit being set on Lakeville Street, Petaluma

Cross Country Horizontal Directional Drilling bores under the roadway
Lakeville Street, Petaluma
Concrete pour to repair cracks in Petaluma Station stem wall, Petaluma Station

Conduit pulled under roadway, Lakeville Street, Petaluma
Community Outreach Monthly Status Report

CONSTRUCTION OUTREACH

- Conducted notification activities for next stage of construction activities from Petaluma south to the Smith Ranch Road in Marin County.
  - Conducted neighborhood meeting in north Novato – February 24, completing the neighborhood meetings held in the work area (3 were held last Fall; 2 in Novato and 1 in north San Rafael.)
  - Mailed Neighborhood Construction Notice to all residents and owners of record for properties within 500 feet of the right-of-way - February 25.
  - Sent construction news advisory to local press list.
  - Met onsite with nearby business owners and public agencies for upcoming crossing work at Rush Creek Place and Golden Gate Place in Novato.
  - Kept local jurisdictions apprised of outreach activities.

- Continuing to work with Contract Package 4 team to plan for notification activities for the various elements of the Shimmick construction plan.
- Posted information to the Construction Updates web page for construction activities.
- Responded to numerous questions from the public submitted by phone or email.
SAFETY EDUCATION

Sonoma Safety Pals Plays
- Working with the Sonoma Safety Pals team to plan and finalize script for Spring 2014 safety plays.

Be Track SMART Safety Campaign
- Designed interactive rail safety activity pages (English and Spanish) for elementary school students – first placement appeared in the March issue of Kid Scoop News (funded by Operation Lifesaver Grant).
- Preliminary discussions with superintendent of Novato Unified School District about incorporating rail safety topics into the physics/engineering/presentation curriculum of their high school STEM (Science, Technology, Engineering and Mathematics) program.

Ongoing Safety Outreach
- SMART employees are currently in the process of completing the new Operation Lifesaver Authorized Volunteer training.
- Coordinated with Supervisor Zane’s office to provide bicycle rail safety flyer and safety flashers for outreach to community relying on bicycles for primary transportation.

EVENTS/PRESENTATIONS

Presentations/Community Meetings
- Completed presentations/speaking engagements by staff on project overview, current status and what’s next:
  - Alma Latina (Novato)
  - Marin County Bicycle Coalition (MCBC) – conference call for quarterly meeting (Sonoma SCBC requested to reschedule due to a last minute conflict – to be scheduled).
  - Leadership Novato
  - Impact Marin (General Manager)
PUBLIC EDUCATION OUTREACH/PRESS

Press
- Coordinated with Marin Magazine for upcoming article.
- Released Construction News Advisory regarding upcoming construction activities south of Petaluma to the Civic Center in Marin County.
- Radio interviews following February board meeting, regarding project expansion and status:
  - KCBS – Erin McGrath (2-21-14)
  - KGO – Farhad Mansourian (2-21-14)
  - KSRO – Farhad Mansourian (2-23-14 and 3-5-14)

Outreach Materials
- Reviewing event booth materials and infrastructure for 2014 event season.
- Continuing to enhance methods for communicating effectively on project information, progress updates and safety outreach.

Progress Update Advertising
- Online banner ads continue year round; links to Progress Update page which is updated with current status information (this page is also accessible from the SMART website home page.)

Information Inquiries/Outreach
- Daily monitoring and response to questions received via phone, email and construction information line.
- Regular updates to Facebook, Twitter & Construction Updates web page.
Technical Advisory Committee

MEETING AGENDA

March 27, 2014 1:30 PM
Sonoma County Transportation Authority
SCTA Large Conference Room
490 Mendocino Avenue, Suite 206
Santa Rosa, California  95401

Note: There will be an Active Transportation Program (ATP) Workshop immediately following the SCTA TAC meeting at 2:30*.

ITEM

1. Introductions
2. Public Comment
3. Approval of Minutes, February 27, 2014* – DISCUSSION / ACTION
4. SB743 Update - DISCUSSION / ACTION
5. TDA3: Call for Projects Status Update - DISCUSSION
6. 2015 Comprehensive Transportation Plan Update - DISCUSSION
7. City County Local Contribution to SCTA Increase – DISCUSSION / ACTION
8. MTC update - DISCUSSION
   8.1. Joint Meeting of Local Streets and Roads /Programming and Delivery Working Group Update
      Joint Agenda for LSR/PDWG Meeting
      8.1.1. ATP Call for Projects
      8.1.2. 2015 TIP Development Deadlines
      8.1.3. Inactive Federal Obligations
     8.2. Partnership Technical Advisory Committee Update
      8.2.1. OBAG Report Card MTC OBAG Report Card
9. Measure M DISCUSSION / ACTION
   9.1 Measure M Maintenance of Effort Policy Compliance*
   9.2 Measure M Invoicing Status*
   9.3 Measure M Strategic Plan Draft (available online) 2014 Measure M Strategic Plan DRAFT
10. Rail Update DISCUSSION
11. DRAFT Upcoming SCTA Agenda for April 14, 2014* - DISCUSSION

12. Other Business / Comments / Announcements DISCUSSION

13. Adjourn – ACTION

*Materials attached.
**Handout at meeting

The next SCTA meeting will be held April 14, 2014
The next TAC meeting will be held on April 24, 2014

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.

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TAC Voting member attendance – (6 Month rolling 2013-2014)

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SCTA Citizens Advisory Committee

MEETING AGENDA

March 31, 2014 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. Approval of Minutes February 24, 2014*

4. 20th Anniversary of Base Excise Tax – Caltrans Presentation
   http://www.catc.ca.gov/meetings/agenda/index2014.htm
   Under January 29 meeting, click on link to “Tab 19 Presentation”

5. Measure M – DISCUSSION/ACTION
   5.1. Measure M Project Presentation – Sonoma County Transportation & Public Works
       Arnold Drive, Forestville Bypass (Roundabout)
   5.2. Measure M Financial Reports*
   5.3. Measure M Strategic Plan- available online at www.sctainfo.org

6. Comprehensive Transportation Plan update*

7. Updates
   7.1. Highway 101
   7.2. SMART

8. Announcements

9. Adjourn

*Materials attached.

The next SCTA/RCPA meeting will be April 10, 2014
The next CAC meeting will be April 28, 2014

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

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Planning Directors/Planning Advisory Committee

MEETING AGENDA

Thursday, March 27, 2014, 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/Announcements
3. Approval of the agenda – changes, additional discussion items
4. Approval of Minutes of February 27, 2014* - ACTION
5. Round table members discussion
6. Climate Action 2020 – update*
7. 2014 Highway 101 Corridor Landscaping & Tree Planting Plan:
8. Countywide Transportation Plan update*
9. SB 743 update*
10. Other Business/Next agenda
11. Adjourn

*Attachment

The next SCTA meeting will be held April 14, 2014
The next Planning Directors/PAC meeting will be held April 24, 2014

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Countywide Bicycle & Pedestrian Advisory Committee
MEETING AGENDA

March 25, 2013 1:30 PM
Sonoma County Transportation Authority
SCTA Large Conference Room
490 Mendocino Avenue, Suite 206
Santa Rosa, California 95401

ITEM
1. Introductions
2. Public Comment
3. Approval of Minutes: January 28, 2014 – DISCUSSION / ACTION*
4. Roundtable Updates
   4.1. Member Updates
   4.2. Other Entities’ Updates
5. Countywide Bicycle and Pedestrian Master Plan Update – DISCUSSION / ACTION*
6. FY 14/15 TDA3 Program of Projects – DISCUSSION / ACTION*
7. 2015 Comprehensive Transportation Plan Update
8. Article of Interest – Information
       http://www.sfmta.com/sites/default/files/agendaitems/2-4-14%20Item%202010%20Vision%20Zero.pdf,
       http://www.visionzeroinitiative.com/, http://www.theatlanticcities.com/commute/2014/01/de-blasio-vision-
       zero-plan-could-set-new-national-standard-traffic-safety/8124/, http://ibikekern.com/vision_zero_kern-
       making-kern_roadways_safe_for_all_users/.
   8.2. 4 Reasons Protected Bike Lanes Mean Business:
       http://www.peoplepoweredmovement.org/site/index.php/site/blog/four_reasons_protected_bike_lanes_mean_business/
   8.3. Safety Impacts of Implementing Complete Streets (MN):
       http://www.dot.state.mn.us/research/TS/2013/201331TS.pdf
   8.4. 10 Principles for Building Healthy Places: http://uli.org/wp-content/uploads/ULI-Documents/10-Principles-
       for-Building-Healthy-Places.pdf
   8.5. The Atlantic Cities: How to Make Crosswalks Artistically Delightful: http://www.theatlanticcities.com/arts-
       and-lifestyle/2014/02/how-make-crosswalk-more-delightful/8487/
9. Other Business / Comments / Announcements
10. Adjourn - ACTION

*Materials attached.

The next SCTA meeting will be held April 14, 2014
The next **CBPAC** meeting will be held May 27, 2014

Copies of the full Agenda Packet are available at [www.sctainfo.org](http://www.sctainfo.org)

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**DOCUMENTS RELATED TO OPEN SESSION AGENDAS:** Materials related to an item on this agenda submitted to the **COUNTYWIDE BICYCLE & PEDESTRIAN 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.

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Transit Paratransit Coordinating Committee

MEETING AGENDA

April 1, 2013 1:30-3:00 PM

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

ITEM

1. Introductions
2. Public Comment
3. Approval of Minutes: January 21, 2014 – DISCUSSION / ACTION*
4. Roundtable Updates
   4.1. Transit / Paratransit Operators
   4.2. Other Entities
5. Coordinated Claim - DISCUSSION / ACTION*
6. Other Business / Comments / Announcements
   6.1. Santa Rosa CityBus unveils bus locator system -
       http://www.pressdemocrat.com/article/20140127/articles/140129613
7. Adjourn – ACTION

*Materials attached.

The next SCTA meeting will be held April 14, 2014
The next TPCC meeting will be held May 20, 2014

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Transit - Technical Advisory Committee

MEETING AGENDA

March 28, 2014 10:00 AM
Sonoma County Transportation Authority
SCTA Large Conference Room
490 Mendocino Avenue, Suite 206
Santa Rosa, California 95401

ITEM

1. Introductions
2. Approval of Minutes: February 19, 2014 – DISCUSSION / ACTION*
3. Updates: Transit Operators
4. Updates: Other Entities
5. Coordinated Claim – DISCUSSION / ACTION*
6. Other Business / Comments / Announcements
7. Adjourn – ACTION

*Materials attached.

The next SCTA meeting will be held February 10, 2013
The next T-TAC meeting will be held February 19, 2013

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