

## Technical Advisory Committee

### MEETING AGENDA

**February 27, 2014 1:30 PM**

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

**Note:** The Ramp Metering Technical Advisory Committee will meet on February 27, 2014 at 12:00 P.M. immediately preceding the SCTA TAC meeting.

#### ITEM

1. Introductions
2. Public Comment
3. Approval of Minutes, January 23, 2014\* – **DISCUSSION / ACTION**
4. Level of Service Comments to OPR\* - **DISCUSSION / ACTION**
5. Draft Bicycle and Pedestrian Plan Update\* - **DISCUSSION**
6. TDA3 Call for Projects\* - **DISCUSSION**
7. Local Streets and Roads Working Group Update **DISCUSSION**
8. Measure M **DISCUSSION / ACTION**
  - 8.1 Measure M Maintenance of Effort Policy Compliance\*
  - 8.2 Measure M Invoicing Status\*
  - 8.3 Measure M Strategic Plan Draft (emailed separately)
  - 8.4 Measure M Final Annual Report available on-line
9. Rail Update **DISCUSSION**
10. DRAFT Upcoming SCTA Agenda for March 10, 2014\* - **DISCUSSION**
11. Other Business / Comments / Announcements **DISCUSSION**
12. Adjourn – **ACTION**

\*Materials attached.

\*\*Handout at meeting

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The next **SCTA** meeting will be held March 10, 2014  
The next **TAC** meeting will be held March 27, 2014

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

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

**SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS:** Materials related to an item on this agenda submitted to the **Technical Advisory Committee** after distribution of the agenda packet are available for public inspection in the Sonoma County Transportation Authority office at 490 Mendocino Ave., Suite 206, during normal business hours.

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



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

<b>Jurisdiction</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Sept</b>	<b>Dec</b>	<b>Jan</b>	<b>Feb</b>
Cloverdale Public Works	√						
Cotati Public Works	√	√	√	√	√	√	
County of Sonoma PRMD	√	√	√			√	
County of Sonoma Reg. Parks	√		√		√		
County of Sonoma TPW	√	√	√		√	√	
Healdsburg Public Works	√	√	√			√	
Petaluma Public Works & Transit	√	√	√	√	√	√	
Rohnert Park Public Works	√	√	√	√	√	√	
Santa Rosa Public Works	√	√	√	√	√	√	
Santa Rosa Transit	√						
Sebastopol Public Works	√	√	√		√	√	
SMART		√	√	√	√	√	
Sonoma County Transit		√			√	√	
Sonoma Public Works	√	√		√	√	√	
Windsor Public Works	√	√	√	√	√	√	

## SCTA TECHNICAL ADVISORY COMMITTEE

### Meeting Minutes of January 23, 2014

2014 TAC Voting Members Attendance:

Jurisdiction	Jan	Feb	Mar	Apr	May	Jun
Cloverdale Public Works						
Cotati Public Works	√					
County of Sonoma PRMD	√					
County of Sonoma Reg. Parks						
County of Sonoma TPW	√					
Healdsburg Public Works	√					
Petaluma Public Works & Transit	√					
Rohnert Park Public Works	√					
Santa Rosa Public Works	√					
Santa Rosa Transit						
Sebastopol Public Works	√					
SMART	√					
Sonoma County Transit	√					
Sonoma Public Works	√					
Windsor Public Works	√					

#### 1. Call to Order/Introductions

The meeting was called to order by Chair Kelly.

**Members:** Nancy Adams, Santa Rosa, Pat Barnes, Rohnert Park, Sue Kelly, Sebastopol, Mario Landeros, Healdsburg, Amy Lyle, County PRMD, Jason Nutt, County TPW, Damien O'Bid, Cotati, Joanne Parker, SMART, Alejandro Perez, Windsor, Steven Schmitz, Sonoma County Transit, Rob Sprinkle, Santa Rosa, Dan Takasugi, Sonoma, Steve Urbanek, County TPW, Larry Zimmer, Petaluma.

**Guests:** Rob Bregoff, Caltrans.

**Staff:** Chris Barney, James Cameron, Diane Dohm, Marge Fernandez, Seana Gause, Suzanne Smith.

#### 2. Public Comment

Rob Bregoff of Caltrans announced that Hwy 37 is funded for another study that will do more modeling; sea level rise, the roadway, and also do some cost estimates of different scenarios. Caltrans would like for the SCTA to be a stakeholder.

#### 3. Approval of Minutes, December 5, 2013

The minutes were approved with modifications to item 9. Rail update to read "the SMART Board awarded to a major design build contractor; Shimmick Construction Company."



#### **4. TFCA / TDA3 Quarterly Report**

A couple of projects for Santa Rosa and Healdsburg TDA3 funds will be expiring on June 30, 2014. For those projects Jurisdictions have until August 31 to submit invoices to MTC for those funds. The TDA3, Call for Projects will go out next week. The TFCA Call for Projects will go out in the next few weeks.

#### **5. Senate Bill 743: CEQA LOS Reform**

The Governor's Office of Planning and Research (OPR) proposed metrics are summarized in the staff report. The OPR is currently seeking feedback on the proposed metrics. SCTA Staff will attend the Bay Area Stakeholder group. Public comments on the proposed revisions are being accepted through February 14, 2014. A final draft of the changes to the CEQA guidelines will go to the Natural Resources Agency by July 1, 2014.

Questions or comments can be sent to staff to take to the meeting. Staff will forward the deadline date to the TAC.

#### **6. Governor's Budget for Transportation**

A summary of the Governor's budget for transportation is included in the agenda packet.

Staff will forward a copy of the handout when available to the TAC.

#### **7. Request for new Project Initiation Documents (PIDs)**

In anticipation of Caltrans request on the next priority PID for the FY2014/15 staff is seeking input from the TAC regarding new and/or additional PIDs that should be considered.

Staff is requesting that the TAC email proposed projects by February 28, 2014.

#### **8. Local Streets and Roads Working Group Update**

Staff reviewed the federal programs delivery update which includes STP CMAQ funding, and state administered projects (HSIP, HPB, HR3, and Safe Routes to School). MTC is responsible for tracking and monitoring this state administered projects for Caltrans.

MTC has also updated Resolution 3606; Regional Delivery Policy for federal funds.

The Statewide Needs Assessment letters have been sent to out. All jurisdictions should participate.

PTAP has been awarded. Petaluma and Sonoma are listed as pending. Jurisdictions need to submit certification letter no later than April 30, 2014.

#### **8.1. Draft ATP Guidelines and MTC comment letter**

The California Transportation Commission will adopt the guidelines on March 20, Call for Projects is March 21, and statewide Project Applications are due to the Commission May 21, 2014. MTC will release their guidelines in March, applications due after the state releases theirs, and Call for Projects will be in August. Project sponsors should apply for both.

#### **9. Measure M**

##### **9.1. Measure M Maintenance of Effort Policy Compliance**

Staff requests compliance data is submitted by February 14, 2014.

##### **9.2. Measure M LSR/LBT Distribution Ratios and Allocation Estimates**

The LSR and LBT distribution ratios and allocation estimate for FY2014/15 are included in the agenda packet.

##### **9.3. Measure M Invoicing Status**

The most recent update is included in the agenda packet.

##### **9.4. Measure M Strategic Plan Draft Chapters 3, 4, and 6**

Staff requested the TAC review their projects by January 30, 2014. Project Sponsors are asked to update and/or fill in the missing data for their projects on the info sheets, and schedules. Respond to staff by January 30, 2014.

#### **10. Rail Update**

SMART staff provided a brief update on the Pathway. SMART will be applying for a ,

Caltrans planning grant by February 3, 2014.

**11. DRAFT Upcoming SCTA Agenda for February 10, 2014**

Staff commented that the agenda is light at present. Staff will have more information next week on the upcoming agenda.

**12. Other Business / Comments / Announcements**

None.

**13. Adjourn**

The meeting adjourned at 2:39 pm.

February 13, 2014

Christopher Chafee, Senior Counsel  
Governor's Office of Planning and Research  
1400 Tenth Street  
Sacramento, CA 95814

Re: SB 743 – Comments on "Preliminary Evaluation of Alternative Methods of Transportation Analysis for CEQA".

Dear Mr. Chafee:

Thank you for the opportunity to comment on your efforts to update California Environmental Quality Act (CEQA) guidelines as directed by Senate Bill 743 (Steinberg).

The Sonoma County Transportation Authority/Regional Climate Protection Authority (SCTA/RCPA) acts as the countywide planning and programming agency for Sonoma County, and coordinates climate protection activities countywide. SCTA/RCPA represents nine incorporated cities/town and the unincorporated areas of Sonoma County.

SCTA/RCPA directors discussed the Office of Planning and Research's (OPR) approach to updating CEQA guidelines as set forth in the "Preliminary Evaluation of Alternative Methods of Transportation Analysis for CEQA" document on February 10, 2014. SCTA/RCPA Directors requested that the following comments be forwarded on to your agency for your consideration:

1. Although SCTA/RCPA recognizes that OPR is required to submit draft guidelines by July 1, 2014, the Board requests that the comment period on the "Preliminary Evaluation of Alternative Methods of Transportation Analysis for CEQA" be extended to allow the issue to be considered by local City Councils and Board of Supervisors. Local governments and local decision-makers would like to have the opportunity to carefully consider and discuss how the proposed changes could impact local processes and if the proposed alternative metrics would support or undermine local goals and policies.
2. It is critical that any alternative methods or metrics be easy to understand and be well defined. SCTA/RCPA requests that OPR provide guidance on how thresholds would be set, what possible mitigation could be required for each metric, and how specific metrics would be calculated and applied.
3. Sonoma County is very diverse with development types ranging from sparsely populated rural areas, small walkable villages, small-medium towns and cities, and larger cities with built-up central areas. SCTA/RCPA is concerned that a single alternative metric or measurement method would not be able to adequately measure transportation impacts at the local and regional level considering the diversity of development types statewide. SCTA/RCPA cautions

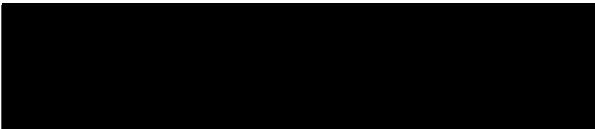


that a "one size fits all approach" is not appropriate, and alternative thresholds of significance and measurement techniques should be provided depending on project setting and location.

4. Sonoma County jurisdictions are concerned that the proposed alternative metrics would expose local governments to additional litigation. SCTA/RCPA recommends that OPR consider and discuss how alternative metrics would increase local risk of litigation in their final recommendation.
5. SCTA/RCPA is pleased to see that OPR is prioritizing safety and encouraging multi-model transportation. We would like to see a final metric which provides a way to measure progress in these areas.

Thank you again for the opportunity to comment on the "Preliminary Evaluation of Alternative Methods of Transportation Analysis for CEQA".

Sincerely,



Sarah Glade Gurney  
Chair, SCTA/RCPA

Cc: Sonoma County Legislative Delegation  
SCTA/RCPA Directors, TAC, PAC

## Staff Report

**To:** Sonoma County Transportation Authority  
**From:** Chris Barney, Senior Transportation Planner  
**Item:** 4.2.1 – Senate Bill 743 – CEQA, LOS in Transportation Analysis  
**Date:** 2/10/2014

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### **Issue:**

On September 27, 2013, Governor Brown signed Senate Bill 743 which requires that the Governor's Office of Planning and Research (OPR) amend CEQA guidelines for analyzing transportation impacts. OPR's work will focus on providing an alternative metric to level of service (LOS) for measuring transportation impacts. OPR has released a preliminary evaluation of potential alternative methods for addressing transportation impacts under CEQA. This document is summarized in this staff report and the full document is attached.

### **Background:**

Intersection and road segment LOS, volume-to-capacity ratios, and other measures of automobile delay are currently used to measure traffic impacts during a project's environmental review process.

Under SB 743, OPR is directed to shift transportation analysis away from the measurement of driver delay and to focus on greenhouse gas reduction, traffic-related pollution reduction, the development of multi-modal transportation systems, improving equity, improving health, providing simple methods of measuring transportation system performance, increasing economic efficiency, and promoting land use diversity and accessibility.

### **What is "Level of Service"?**

"Level of service" standards are frequently used to measure potential transportation impacts of development projects and long range plans. Commonly known as LOS, level of service measures vehicle delay at intersections and on roadways and is represented as a letter grade A through F. LOS A represents free flowing traffic, while LOS F represents congested conditions. LOS standards are often found in local general plans and congestion management plans. LOS is also used in traffic impact studies prepared under the California Environmental Quality Act (CEQA). Exceeding LOS standards can require mitigation which could include changes to proposed projects, installation of additional infrastructure, or, in some cases, financial penalties.

### **Why Consider Alternatives to LOS?**

Level of service can be applied in ways that discourage both infill development and the construction of transit, cycling, and walking infrastructure. Infill projects generally rate poorly in traffic studies because they increase population and potential traffic in a given area. People who live, work, and shop in these areas are usually less likely to rely on cars for their transportation needs.

Focusing on LOS can also discourage projects that support alternatives to driving such as public transit, bicycle lanes, and pedestrian safety features. Replacing road lanes with bicycle lanes or transit



might cause LOS thresholds to be exceeded because removing roadway capacity could potentially lead to automobile delay or congestion. LOS standards can often encourage unintended roadway expansions that may negatively impact overall accessibility.

Use of level of service in CEQA has several drawbacks. First, it focuses on a social impact (driver delay), not an environmental impact. Second, roadway widening is the typical mitigation for projects that lower LOS. Road widening can then result in adverse environmental, public health, and fiscal impacts. Wider roads are also more expensive to maintain and degrade air quality, increase noise, and impose greater safety risks to bicyclists and pedestrians.

Local governments may accept low LOS ratings or to move away from level of service entirely as a measure of transportation impacts because of these drawbacks.

### **How Does SB 743 Change the Way Level of Service is Used?**

Senate Bill (SB) 743 (Steinberg, 2013) creates a process to change the way that transportation impacts are analyzed under CEQA. SB 743 requires the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative metric to LOS for evaluating transportation impacts. Alternative criteria must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." (New Public Resources Code Section 21099(b)(1).)

Previous legislation and approaches had focused on changing criteria for residential, mixed-use, or employment center projects located in transit rich areas only. Staff expects that these areas would be consistent with the Transit Priority Areas identified by MTC as part of the Plan Bay Area process. OPR has now broadened its approach and is investigating criteria that would apply to ***all project types statewide***.

Changes made to how transportation impacts are measured under CEQA would not impact any local general plan or zoning code requirements that currently use LOS. SB states that it "does not preclude the application of local general plan policies, zoning codes, conditions of approval, thresholds, or any other planning requirements pursuant to the policy power or any other authority." (Pub. Resources Code § 21099(b)(4).)

### **What are the drawbacks to replacing LOS?**

LOS and other measures of traffic congestion and roadway network capacity can be useful for assessing impacts in areas that are not well-served by transit or alternative modes or for facilities that serve only motor vehicles. LOS can be used to assess highway safety, travel time reliability, and congestion relief which could be difficult to assess using some of the proposed alternative metrics. Using VMT or other alternative metrics could cause some transportation projects, particularly capacity expansion projects, in uncongested or outlying areas to trigger significant transportation impact findings under CEQA. Many Bay Area Congestion Management Agencies use LOS in the preparation of their Congestion Management Plans (CMP), and changing the metric would require that they update their growth management and congestion management planning process. SCTA does not prepare a CMP or growth management plan.

### **Proposed Metrics:**

OPR has identified the following alternative metrics that could replace LOS in CEQA:

- ***Vehicle Miles Traveled:*** Number of miles traveled by motor vehicles generated by or attracted to the project. Accounts for trip generation, trip length, and regional location. Per-capita, per employee, or per trip measures could be employed.

- **Automobile Trips Generated:** Counts the number of vehicle trips generated by or attracted to a project. Does not account for trip length or regional location. Easy to calculate. Per-capita or per employee measures could be used.
- **Multi-modal Level of Service:** Measures user comfort for travelers using all modes. Combines traditional vehicle based LOS with qualitative assessments of transit, walking, and biking system performance. MMLOS estimation methodologies are relatively complicated and expensive to implement and there is some controversy about preferred methodology.
- **Fuel Use:** Measures fuel use for trips attracted to or generated by the project. Captures trip generation rates, trip length/regional location, and fuel efficiency. Could require relatively detailed modeling and might ignore the impacts of induced demand. Electric/alternative fuel vehicle market penetration could make this metric irrelevant.
- **Motor Vehicle Hours Traveled:** Summarizes time taken by vehicles for trips generated by or attracted to the project. Captures trip generation, trip length, and regional location. Would require moderately sophisticated modeling tools which could make generating this metric difficult or expensive. Per-capita, per employee, or per trip measures could be used.

### **CEQA Streamlining in Selected Locations:**

OPR has proposed that development in predefined “transportation-beneficial development areas” or “infill opportunity zones” could be eligible for CEQA streamlining and could claim “less than significant” transportation impacts automatically. These areas would be predefined and would be mapped so that it would be easy to determine if a project would fall within one of these zones. Projects outside of these areas would be subject to full CEQA review and possible mitigation.

### **Next Steps and Timeline:**

OPR is continuing to conduct research on alternative transportation metrics, and will be meeting with regional stakeholder groups in February to get feedback on possible changes to the environmental review process. SCTA staff will attend the Bay Area stakeholder group. Public comments on possible alternative metrics and OPR’s approach are being accepted through February 14, 2014. OPR will evaluate the feedback received through public comment and stakeholder groups and will develop a draft document proposing an alternative metric that would be used in place of LOS and how this would impact CEQA guidelines. Feedback will be accepted on that discussion draft, and a final draft of the changes to CEQA guidelines will be forwarded to the Natural Resources Agency by July 1, 2014.

### **Policy Impacts:**

OPR’s final recommendations will change the methods required for estimating transportation impacts under CEQA. LOS will be replaced by another metric. The change represents a shift away from measuring congestion reduction to measuring GHG reduction, multimodal transportation, and efficient access in the environmental review process.

### **Fiscal Impacts:**

No direct fiscal impacts at this time.

### **Staff Recommendation:**

OPR is accepting comments on the proposed revisions through close of business on February 14, 2014. Electronic comments can be sent to OPR at the following email address: [CEQA.Guidelines@ceres.ca.gov](mailto:CEQA.Guidelines@ceres.ca.gov). The PAC and TAC have discussed this issue and have provided comments to SCTA staff for discussion at the Bay Area stakeholder group meeting. SCTA Directors may wish to consider how changes to LOS may impact their jurisdiction and forward comments on to OPR through local planning/public works staff or through SCTA staff.

## Staff Report

**To:** Technical Advisory Committee  
**From:** Diane Dohm, Transportation Planner  
**Item:** SCTA Countywide Bicycle and Pedestrian Master Plan Update  
**Date:** February 27, 2014

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### **Issue:**

What is the status of the SCTA Countywide Bicycle and Pedestrian Master Plan update?

### **Background:**

The SCTA Countywide Bicycle and Pedestrian Master Plan was last completed and adopted in 2008. This plan was developed through a 2-year public process whereby a consulting firm, W-Trans, assisted in managing the development of our plan. There are various reasons to update our Countywide Bicycle and Pedestrian Master Plan, such as updating project lists, maps and census data. Therefore, SCTA is in the process of updating this plan. Since this is an update of an existing plan, the process and timeline will be shorter than the previous process that was used to develop the current plan.

To begin this plan update process, the existing Countywide Bicycle and Pedestrian Master Plan was reviewed to determine which updates need to occur (e.g. demographic data, bicycle and pedestrian mode share, countywide map, etc). There are other areas in the Plan where information will be enhanced where necessary (e.g. complete streets, bicycle and pedestrian count program, economic benefits of bicycling and walking, etc). Please see our website to view the current Countywide Bicycle and Pedestrian Master Plan, which includes each jurisdiction's individual bicycle and pedestrian master plan: [http://www.sctainfo.org/Bike\\_Main\\_files/index.htm](http://www.sctainfo.org/Bike_Main_files/index.htm).

### **Plan Update Progress:**

Completed work (✓) and in-progress work (o).

- ✓ Census data: demographics, journey to work, travel time to work, and mode share data
- ✓ Collision data (SWITRS: Statewide Integrated Traffic Records System)
- ✓ Bicycle and pedestrian count data (both MTC and SCTA data)
- ✓ Countywide Vision, Principal Goal and Objectives edits
- ✓ Jurisdiction plan sections
- ✓ Draft Countywide Project List
- ✓ Draft Countywide Overview Section
  - o Draft Maps

The Countywide Overview Section of the Plan has been updated. The CBPAC reviewed the Countywide Section, including the countywide project list at their January 28 meeting. Please see

attachment A for the schedule. Please view the Draft Countywide Bicycle and Pedestrian Master Plan Update here: [http://www.sctainfo.org/pdf/Agenda\\_Packets/2014/BikePedPlanUpdate\\_20140214.pdf](http://www.sctainfo.org/pdf/Agenda_Packets/2014/BikePedPlanUpdate_20140214.pdf).

**Next Steps**

SCTA has been working with jurisdictions to update each individual bicycle and pedestrian map. The final remaining task of the Countywide Bicycle and Pedestrian Master Plan Update is completing the updates on maps. It is anticipated that the SCTA Bicycle and Pedestrian Advisory Committee will review the final draft, and make a recommendation to the Board for approval of the updated Plan, on March 25. It is also anticipated that the SCTA Board of Directors will be reviewing the final updated Plan at their May 12 meeting.

**Policy Impacts:**

None at this time.

**Fiscal Impacts:**

None at this time.

**Staff Recommendation:**

Staff is requesting comments to the updated Countywide Overview Section. Comments should relate to data accuracy or missing data. Please direct comments through the jurisdiction's representative on the SCTA Countywide Bicycle and Pedestrian Advisory Committee. Any and all questions regarding specific bicycle or pedestrian projects should be directed to the jurisdiction in which the project is listed.

Attachment A

**SCTA COUNTYWIDE BICYCLE AND PEDESTRIAN MASTER PLAN UPDATE SCHEDULE**

	2013								2014					
	May	June	July	August	September	October	November	December	January	February	March	April	May	
<b>CBPAC</b>	CBPAC		CBPAC		CBPAC		CBPAC		CBPAC		CBPAC			
<b>SCTA</b>						SCTA			SCTA				SCTA	
<b>PAC/TAC</b>					T-TAC / PAC				TAC / PAC			TAC/PAC	TTAC/TPCC	TAC/PAC
<b>Jurisdiction Tasks</b>			Update Project Lists					Final edits to city plans	City approvals (Planning Commission - City Council)					
			Update 'Setting and Context' Chapter, schools lists											
				Vision/GOPs										
			Local Network Chapter, Project Costs and Funding Chapter											
<b>SCTA Tasks</b>	Identify areas in Overview Section that need updating; create schedule	Overview Section - census/data updates	Countywide Overview Section					Final edits to countywide section and CBPAC Approval				SCTA Board Approval		
			Work w/jurisdictions to update the bike/ped project lists											
			Work w/jurisdictions - update 'Setting and Context' chapters		Work w/jurisdictions - update 'Local Network' sections									
			Mapping edits											

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## Memorandum

**To:** Eligible Applicants

**From:** Diane Dohm, Transportation Planner

**Re:** Transportation Development Act, Article 3, Call for Projects FY 2014-2015

**Date:** January 27, 2014

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### Call for Bicycle and Pedestrian Projects

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

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

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

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

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



## FY 2014-2015 TDA3 Schedule

<b>January 27</b>	SCTA issues TDA3 Call for Projects
<b>March 7</b>	Deadline for TDA3 Project Application Forms to SCTA Please send all forms to Diane Dohm: <a href="mailto:ddohm@sctainfo.org">ddohm@sctainfo.org</a>
<b>March 25</b>	CBAC reviews project proposals and makes recommendation to Board. Project sponsors are requested to attend this meeting.
<b>April 4</b>	Deadline for project sponsor's council or board adopted resolutions. Please send to Diane Dohm: <a href="mailto:ddohm@sctainfo.org">ddohm@sctainfo.org</a>
<b>April 14</b>	SCTA Board considers CBPAC recommendations and approves the 2014/2015 TDA3 Program of Projects
<b>April 25</b>	Deadline for all environmental documentation, project maps, and any supplemental materials. Please send to Diane Dohm: <a href="mailto:ddohm@sctainfo.org">ddohm@sctainfo.org</a>
<b>End of April</b>	Approved TDA3 Program of Projects and required supporting documentation submitted to MTC by SCTA.
<b>May / June</b>	MTC reviews SCTA submittal. Projects approved by MTC.
<b>July 1</b>	Funds Available for approved projects.

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### Attachments:

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

Please direct questions to Diane Dohm at [ddohm@scta-info.org](mailto:ddohm@scta-info.org) or 707-565-5376.

**FY14/15 TDA3 SCORECARD**

	Cloverdale	Cotati	Healdsburg	Petaluma	Rohnert Park	Santa Rosa	Sebastopol	Sonoma	Windsor	County	SCTA*	Total	Notes
Population	8,669	7,310	11,509	58,804	41,034	170,093	7,445	10,731	27,132	147,696		490,423	
Population Percentage	2%	1%	2%	12%	8%	35%	2%	2%	6%	30%			
14/15 Apportionment	6,668	5,623	8,853	45,232	31,563	130,835	5,727	8,254	20,870	113,607	30,000	407,232	
last year balance	41,617	51,781	45,415	168,320	121,129	73,677	(11,316)	8,506	43,565	163,632		723,835	(County -\$35,480 for bike locker project)
MTC annual interest	219	184	290	1483	1035	4290	188	271	684	3725		12370	
MTC adjustment	234	197	311	1588	1108	4595	201	290	733	3990		13248	
Rescinded						874							11-0010-13 (SR)
						1227							11-0010-14 (SR)
						39087							11-0010-44 (SR)
Special						11800							leftover \$ from bike lockers not going to County
						-35480							Bike Lockers (SR shift \$35,480 to County to finish project)
New Balance	48,738	57,786	54,869	216,623	154,836	230,905	(5,200)	17,321	65,852	284,954	30,000	1,156,685	

\*As approved by the SCTA Board of Directors on October 14, 2013, SCTA is requesting \$30,000 of TDA3 funds for our countywide automated counter project.



## Measure M Maintenance of Effort - Policy 14

### Local transportation fund expenditures converted to a percentage of general fund expenditures

Required for all Local Street Rehabilitation (LSR) Recipients - Reporting Status as of 1/14/2014

Jurisdiction	FY11/12 <sup>1</sup>	FY12/13 <sup>2</sup>	FY13/14	FY14/15	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Comments
Cloverdale															
Cotati	2%	2%													
Healdsburg	12%														
Petaluma															
Rohnert Park	5%	18%													
Santa Rosa	2%	2%													
Sebastopol	3%	3%													
Sonoma															
Windsor	23%	20%													
County	2%	5%													

<sup>1</sup> Base Year for Comparison - SCTA board approved Policy 14 on July 11, 2011. Past due if red

<sup>2</sup> Due February 15, 2014 to allow for completion of audits.

#### POLICY 14

The Traffic Relief Act for Sonoma County is governed by the Public Utilities Code. PUC 180200 requires that "local governments maintain their existing commitment of local funds for transportation purposes." The Measure M Expenditure Plan states "consistent with California Public Utilities Code Section 180200, the SCTA intends that the additional funds provided governmental agencies by the Traffic Relief Act for Sonoma County shall supplement existing local revenues being used for public transportation purposes and that local jurisdictions maintain their existing commitment of local funds for transportation purposes." Measure M cooperative agreements for the Local Streets Rehabilitation Program also require maintenance of effort.

For the Local Streets Rehabilitation Program funding, each local agency shall be responsible for identifying which of their accounts have local funds for transportation purposes. For these purposes, expenditures would be calculated per fiscal year. A fiscal year is defined as July 1 through June 30. The baseline amount is transportation fund expenditures in FY11/12 which will be converted to percentage of general fund expenditure. Expenditures for each subsequent year will be compared to the baseline to determine the same percentage of general fund expenditures is occurring. Baseline percentages (FY11/12) and subsequent year percentages of discretionary fund expenditures on transportation shall be provided to SCTA by each jurisdiction no later than February 15, starting in February 2013. This is to allow agency audits to be completed prior to submittal.

#### Submittal to SCTA Requires:

1. Source of local funds used in FY for transportation purposes (general fund, mitigation fees, sales tax)
2. Amount of local funds used for transportation purposes in FY
3. Total amount of general fund expenditures in FY.
4. Local transportation fund expenditures in FY, converted to a percentage of general fund expenditures.

Sonoma County Transportation Authority  
 Measure M Appropriation/Invoice Status Report  
 FY 13/14

Project Sponsor	Project Name	Measure M Program	Prior Apprp Balance	13/14 Amt Prog'd	13/14 Amount Apprp	Appropriation Date	Last Invoice Date	Balance Remaining	Notes
Santa Rosa	Hearn Avenue (Phase 1)	LSP	\$530,640	\$0	\$0	6/14/10	1/3/14	\$528,683	
Santa Rosa	Santa Rosa Creek Trail - Stmsd to Mission	Bike/Ped	\$0	\$0	\$375,000	12/9/13			
Santa Rosa	Access Across 101 Comm Conn	Bike/Ped	\$159,056	\$0		9/12/11	4/18/13	\$159,056	
SCBC	SRTS	Bike/Ped	\$15,463	\$19,000	\$19,000	4/8/13	1/8/14	\$0	
SCBC	BTW	Bike/Ped	\$5,174	\$15,000	\$15,000	4/8/13	5/20/13	\$5,174	
SoCo Regional Pks	Sonoma Schellville	Bike/Ped	\$57,262	\$0	\$0		12/29/13	\$54,426	
Petaluma	Petaluma River Tr	Bike/Ped	-\$45,956	\$0	\$0	5/14/12	2/6/14	-\$716,965	Advanced Funding Apprvd
SMART	NWPRR	Bike/Ped	\$0	\$0	\$0		7/15/13	-\$129,933	Authorized for Advanced Funding
SMART	IOS Construction (Bond)	Rail	\$721,639	\$34,000		10/10/11	1/24/14	\$609,853	

## BOARD OF DIRECTORS AGENDA

*March 10, 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 – 2014 Bond Disclosure Reports - Series 2008 and 2011 bonds (ACTION)\*
    - 3.2. Measure M – Local Streets Projects (LSP) - Airport Blvd - Carry forward unused programming, Amendment 4 to Cooperative Agreement M30210 with the County of Sonoma and appropriate landscaping funds for phase 4A. (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 for railroad expenditures on the Marin Sonoma Narrows C3 Project. (ACTION)\*
  - B. **SCTA/RCPA Concurrent Items**
    - 3.5. Minutes of the February 10, 2014 meeting (ACTION)\*
4. **Regular Calendar**
  - A. **SCTA**
    - 4.1. SCTA Planning
      - 4.1.1. Comprehensive Transportation Plan – initiate update for 2015 Plan (ACTION)\*
      - 4.1.2. Transit – update on Clipper implementation (REPORT)\*
    - 4.2. SCTA Projects and Programming
      - 4.2.1. Highways – analysis of recent state reports on transportation (ACTION)\*
      - 4.2.2. Highways – Update on State Highway projects (REPORT)
  - B. **RCPA**
    - 4.3. RCPA Planning
      - 4.3.1. Prop 84 planning grant – proposed submittal related to transportation sector and GHG reduction (ACTION)\*
    - 4.4. RCPA Projects and Programs
      - 4.4.1. 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.

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The next **SCTA/RCPA** meetings will be held **April 14, 2014**

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

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

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

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

**TO REDUCE GHG EMISSIONS:** Please consider carpooling or taking transit to this meeting. For more information check [www.511.org](http://www.511.org), [www.srcity.org/citybus](http://www.srcity.org/citybus), [www.sctransit.com](http://www.sctransit.com) or [www.wegorideshare.com/sonoma/](http://www.wegorideshare.com/sonoma/)