
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 **S C T A** 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.

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)

Jurisdiction	Jun	Jul	Sept	Dec	Jan	Feb	Mar
Cloverdale Public Works							
Cotati Public Works	√	√	√	√	√	√	
County of Sonoma DHS						√	
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 February 27, 2014

1. Call to Order/Introductions

The meeting was called to order by Vice-Chair Larry Zimmer.

Members: Nancy Adams, Santa Rosa, Norine Doherty, Sonoma County DHS, Joe Gaffney, Sebastopol, Jason Nutt, Sonoma County TPW, Damien O'Bid, Cotati, Joanne Parker, SMART, Alejandro Perez, Windsor, Rob Sprinkle, Santa Rosa, Eydie Tacata, Rohnert Park, Dan Takasugi, Sonoma, Elizabeth Tyree, Sonoma County Regional Parks, Steve Urbanek, Sonoma County TPW, Larry Zimmer, Petaluma.

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

2. Public Comment

There was no public comment.

3. Approval of Minutes, February 21, 2014

The minutes were approved as submitted.

4. Level of Service Comments to OPR

The SCTA Board of Directors discussed the OPR approach to updating CEQA guidelines at the last Board meeting and had expressed their concerns. The Directors requested that comments be forwarded to OPR for consideration. Staff will be attending the stakeholder meeting next month and will provide information to interested parties.

5. Draft Bicycle and Pedestrian Plan Update

Staff provided an overview and PowerPoint presentation on the Countywide Bicycle and

Pedestrian Master Plan update. The draft plan is available on the SCTA website.

6. TDA3 Call for Projects

Project Application forms are due March 7 for the CBPAC approval. All other supplemental materials are due April 27, 2014.

7. Local Streets and Roads Working Group Update

The next meeting is scheduled for March 13, 2014. The agenda should be out in a few days.

PTAP Certifications are due April 30, 2014 or your certification date will revert to the previous certification date. In which you would no longer be eligible for federal funding.

Projects with Federal funding were required to submit their Requests for Authorization to proceed by February 1.

8. Measure M

8.1. Measure M Maintenance of Effort Policy Compliance

Staff has not received information from Cloverdale, Petaluma, and Sonoma.

8.2. Measure M Invoicing Status

The Invoicing Status Update report is included in the agenda packet.

8.3. Measure M Strategic Plan Draft

Project Sponsors are requested to review their project information sheets. SCTA Staff is requesting updates by March 7, 2014.



8.4. Measure M Final Annual Report
available on-line

The report is available for download from the SCTA website. Copies were made for the Board members.

9. Rail Update

The Bay Area Comprehensive Update is available on the SMART website.

The SMART General Manager's report is also available online.

A time-lapse photography on the completion of the Cinnabar Bridge is available to view online.

SMART is waiting on permits to continue construction south.

SMART's community outreach team is working with construction teams to do outreach meetings in Marin County.

SMART will be submitting a TIGER proposal again.

SMART also started construction on Hearn to Bellevue.

10. Draft Upcoming SCTA Agenda for March 10, 2014

A copy of the draft agenda is included in the TAC agenda packet.

11. Other Business / Comments / Announcements

None.

12. Adjourn

The meeting adjourned at 2:12 PM.

Staff Report

To: Technical Advisory Committee

From: Chris Barney, Senior Transportation Planner

Item: 9.0 Senate Bill 743 Update

Date: 3/27/2014

Issue:

The Governor's Office of Planning and Research (OPR) met with the SB 743 Bay Area Stakeholder's group on March 5, 2014 to discuss comments that were received on the "Preliminary Evaluation of Alternative Methods of Transportation Analysis". OPR provided a summary of comments and an update on progress made on SB 743 implementation.

Background:

Senate Bill 743 directs OPR to amend CEQA guidelines for analyzing transportation impacts. OPR's work is focused on recommending an alternative metric to level of service (LOS) for measuring transportation impacts. OPR released a preliminary evaluation of potential alternative methods for addressing transportation impacts under CEQA in December, 2013 and accepted comments on the preliminary evaluation document through February 14, 2014.

OPR received over 100 comments from a diverse mix of groups including local and regional governments, professional organizations, citizen groups, and non-profit organizations. Comments on the changes to the transportation analysis portions of CEQA were mixed with some supporting moving away from LOS and some advocating keeping LOS. Vehicle miles traveled (VMT) received the most support as an alternative metric, with multi-modal LOS (MMLoS) and auto trips generated (ATG) receiving limited support, and with vehicle hours traveled (VHT) and fuel consumption receiving little to no support.

Misconceptions about SB 743 and CEQA:

OPR provided some clarifications regarding SB 743 and the CEQA process:

- SB 743 does not prevent local governments from using LOS in their General Plans, Zoning Ordinances, plan review, etc.
- SB 743 does not affect local fee programs and only affects transportation analysis for CEQA purposes.
- SB 743 does not affect projects in the pipeline, and projects will not be required to comply with the updated rules if the NOP is issued before the final CEQA update is made by the State Natural Resource Agency in early 2015.
- CEQA should focus on impacts to the physical environment and not on social and economic impacts.

- Absolute precision isn't required as part of CEQA, and CEQA analysis requires professional judgment and should use the best data available.
- Mitigations should have a reasonable, but not perfect relation to the impact and should be roughly proportional to the level of impact.
- CEQA analysis should consider both alternatives and mitigation.

OPR and stakeholders discussed the possibility of including a LOS section in EIRs as informational or background information with no CEQA finding. Other non-CEQA impacts such as parking, cut-through traffic, and other localized impacts are often included in EIRs as supplemental or background sections.

Alternative Metrics:

OPR has identified VMT as the preferred alternative metric based on continued research and comments they've received.

OPR cited the following benefits for using VMT:

- VMT is a system-wide measurement and addresses regional impacts.
- VMT provides a better connection to environmental impacts.
- Consistent with State goals
- Already in use

Concerns about VMT include:

- Accuracy of measurement, what approach or tools would be used
- VMT does not address operational issues.
- VMT may not be the best metric for measuring impacts for transportation projects.
- VMT may not be able to assess impacts to non-fixed route or bus based transit operations.

OPR will be meeting with the Bay Area Regional Model Users Group and other technical groups to discuss how VMT would be calculated. They are currently envisioning a tiered approach where larger projects would be analyzed using regional travel demand models and smaller projects could be analyzed using sketch models such as MXD, CalEEMod, Urbimis, Urban Footprint, or spreadsheet based VMT sketch modeling tools. A VMT efficiency metric will most likely be recommended, such as VMT per capita or VMT per employee.

Stakeholder groups recommend some flexibility in calculation methodologies and are urging OPR to provide guidance and examples on VMT calculation approaches. OPR and the state are being asked to provide lead agencies and analysts with the flexibility to use their professional judgment and to consider local conditions when calculating VMT based transportation impacts.

Litigation:

OPR legal staff doesn't believe that using VMT to estimate transportation impacts in CEQA will create additional litigation risk. Almost two-thirds of CEQA litigation is currently associated with traffic impacts and how LOS is calculated.

Thresholds:

Thresholds are established by lead agencies and OPR develops criteria that can be used to determine significance. OPR is not planning on changing this, and SB 743 does not require statewide thresholds of significance. OPR will likely provide guidance and examples on how thresholds could be set locally

based on project type and size, project location, jobs/housing balance, and baseline conditions. Thresholds may need to be connected to statewide SB 375 GHG reduction targets, or be connected to local or regional targets. Written comments and the Bay Area Working Group urged OPR to provide flexibility and to allow local conditions and circumstances to be considered in the local threshold setting process.

Transit Priority Areas:

OPR is still considering limiting changes to TPAs but cited many reasons for applying the changes statewide. OPR staff members are concerned that having two separate requirements would be confusing and prefer a consistent approach. Other concerns include:

- TPAs are still not well defined, and it is still unclear who would determine where TPAs are located. Would TPAs be determined at the state level, MPO/regional level, or would they be identified by local jurisdictions.
- How would projects located partially inside of a TPA be analyzed?
- Having different metrics for TPAs could provide incentives for developers to build outside of TPAs.

Working group members suggested that phasing the adoption process may be appropriate. A separate working group will be meeting separately with OPR to work on better defining TPAs and how they could be identified.

Mitigation:

OPR has been investigating possible mitigation measures that could be employed to mitigate for VMT based transportation impacts. Local agencies have requested some guidance in this area. OPR in consultation with CAPCOA (California Air Pollution Control Officers Association) has provided some possible strategies that could be used to mitigate VMT based impacts:

- Change project location
- Change project density
- Change transportation network density and/or configuration
- Mix land use
- Provide pedestrian improvements
- Improve bicycle facilities
- Provide affordable housing
- Provide electric vehicle charging stations
- Traffic calming
- Parking reform – unbundling parking, parking cash-out, pricing
- Van pools/Shuttles
- Car-pooling, Car-sharing
- Telecommuting

OPR will likely provide further guidance on mitigation, but reiterated that CEQA mitigation is purposefully flexible, and needs to be related to the impact and roughly proportional to the size of the impact.

Safety Impacts:

Safety is a local issue that is sometimes measured using LOS. Comment letters and discussions at the Bay Area Working Group urge OPR to leave the measurement of safety up to local agencies. Many local governments have existing methods and qualitative/quantitative approaches for estimating safety impacts. Some local staff recommended that OPR provide guidance on, or examples of, how safety impacts could be estimated using a new metric, but requested that the final determination on how safety impacts would be assessed be left up to the local jurisdiction.

Next Steps and Timeline:

OPR is continuing to conduct research on alternative transportation metrics and will be meeting with regional stakeholder groups get feedback on possible changes to the environmental review process. OPR will meet with technical groups in the Bay Area to discuss VMT calculation methodologies and tools, and to discuss TPA definitions and the TPA/statewide metric issue in greater detail. OPR continues to 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. 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. Updated CEQA guidelines should be adopted and in effect in early 2015.

Policy Impacts:

OPR's final recommendations will change the methods required for estimating transportation impacts under CEQA. LOS will be replaced by another metric in the CEQA process. 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: Information item. No action requested.

Staff Report

To: SCTA Advisory Committees

From: Janet Spilman, Deputy Director, Planning & Public Outreach

Item: Comprehensive Transportation Plan update process / approach

Date: March 27, 2014

Issue:

How shall the SCTA proceed with the update of the Comprehensive Transportation Plan (CTP)?

Background:

The CTP is a 25 year planning document that was first created in 2001 and updated in 2004. The 2009 CTP was essentially a new plan, including a major policy shift to reduce greenhouse gas emissions. There is no required update schedule, however many funding sources require projects and programs to be listed in a CTP. The purpose of the 2015 update is to refresh the project lists; review the Goals, Objectives and Policies and assess progress; and reach out to the public about their priorities. We will also have the opportunity to update data and integrate new technology in our analyses.

The 2009 CTP represented a complete overhaul of nearly every element of the previous document. New Goals regarding GHG Reductions and Safety and Health joined existing Goals of Maintenance and Congestion Relief along with detailed objectives and potential strategies. New features of the 2009 CTP included the following:

Research & Technical Documents:

- Greenhouse Gas Emissions Reduction White Paper;
- Pavement Management;
- Transportation & the Built Environment;
- Sonoma County Travel Model Update & Analysis,
- Planning for Safety

Public Outreach was extensive including:

- Public Opinion poll – over 600 Sonoma County Residents were surveyed via telephone polling
- Public workshops in 6 locations around the county featuring “world café” discussion on the topic “What will motivate and support you in making significant behavior change that results in reducing your green house gas emissions?”
- Focus groups on business, paratransit, seniors, youth and the Latino community
- Individual interviews

The budget for Public Outreach was \$200,000.

Project Lists

In early 2008, after approval of the Goals, SCTA requested project submissions, including review of the existing list of road, transit, bike/ped and ITS projects from the 2004 CTP.

Concurrently, the list of GHG reducing strategies was developed. This list represents a wide range of projects and programs, many of which didn't have identified funding sources or project sponsors. Since then, several of those projects have received funding (i.e. Safe Routes to Schools and Rideshare programs).

The project list submitted for inclusion in Plan Bay Area was largely derived from the 2009 CTP. The document was relevant and timely throughout the recently completed Plan Bay Area process.

2015 CTP update

The concepts of the CTP remain timely and have held up well over the years. However, every chapter needs updating, new information should be added and the project lists need to be reviewed, refreshed and prioritized. The Goals, Objectives and Policies of the 2009 CTP are attached, and although still compelling, may require modification. There are significant new planning efforts, in land use, climate protection, bike/ped planning and health and issues like equity and access that should be addressed in our CTP going forward.

Alignment with the SCS and other Plans

The CTP serves as the basis for input into the Regional Transportation Plan/Sustainable Communities Strategies. Plan Bay Area, the regional SCS, was adopted in 2013 providing new concepts (i.e. Priority Development Areas) and data that will be applied to this CTP update. The next SCS is scheduled for adoption in 2017.

The Association of Bay Area Governments (ABAG) made significant updates to regional and Sonoma County population and housing growth forecasts as part of the development of Plan Bay Area and the SCS. New forecasts focus more growth into the urbanized core of the San Francisco Bay Area and concentrate growth in Priority Development Areas. Future growth forecasts have also been adjusted to account for the economic recession that impacted national and regional growth in the past decade. Future housing and employment growth estimates for Sonoma County in particular are lower than they were in past forecasts, and lower than the forecasts that were used to evaluate the 2009 CTP. The updated Plan Bay Area/SCS 2040 growth forecasts will be used to evaluate the CTP update.

The SCTA's Bicycle Master Plan project is nearly completed and the RCPA is engaged in Climate Action 2020, both projects that will provide important new information to be included in the 2015 CTP.

Updated Travel Demand Model

The Sonoma County Travel Model (SCTM10) has been updated and revalidated since the 2009 CTP. The model base year has been updated from 2005 to 2010 and the model forecast year has been updated from 2035 to 2040. Model land use assumptions have been revised and are now consistent with Plan Bay Area and the SCS. Model constants and formulas have been updated using current travel survey and census data, and model output has been validated using more recent traffic count data and transit ridership data. Reporting improvements focused on the measurement of GHG emissions and impacts have also been added to the model.

Performance Assessment

The following performance metrics and performance targets were part of the 2009 CTP:

- GHG Emissions: Reduce GHG emissions to 25% below 1990 levels by 2015, and reduce GHG emissions to 40% below 1990 levels by 2035.
- Vehicle Miles Traveled (VMT)/Per Capita: Reduce VMT per capita by 10% below 2005 levels by 2035.

- Person Hours of Delay (Congestion): Reduce person hours of delay by 20% below 2005 levels by 2035.
- Pavement Condition Index (PCI): Improve countywide PCI to 80 by 2035, with a minimum road PCI of 70 by 2035.

Performance metrics align with CTP goals and were added in order to evaluate progress being made in achieving goals and objectives. The 2015 CTP will use the performance metrics to assess progress towards meeting goals, and reassess and update targets if necessary.

New Technologies

Technology, data, and analytic tools are more readily available which could help highlight transportation challenges and opportunities. Mobile or GPS sourced travel data, updated census and transportation survey data, and new geographic information system or data analysis techniques could be used to highlight problem areas and help identify possible solutions. New tools and technology could help identify issues such as senior's access to health care or disadvantaged communities' access to healthy food (to name a couple of examples). New data may also provide improved countywide origin/destination data and identify areas that would be well-served by pedestrian, transit, or bicycling improvements.

New technologies also figure in the constant quest to include more voices in the process. Continuing our poll for this plan will give us invaluable data on a number of issues across several years. In addition, online engagement has evolved to capture new levels of participation. Focus groups (i.e. Latinos, seniors, youth, etc.) will help deliver harder to reach stakeholders. Along the way, regular meetings will provide updates and opportunities for input. Important decisions, such as approval of the Goals, approval of the project list, approval of the draft 2015 CTP will include public hearings. Attached is a Draft Public Engagement Strategy.

Policy Impacts:

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

Fiscal Impacts:

The 2009 CTP used intensive public outreach including a poll and culminating in the Moving Forward Conference. The document includes revised Goals, GHG reducing strategies, and technical papers on GHG Emissions, and Planning for Safety, and Transportation and the Built Environment (which includes Planning for Health). The process to create the CTP and EIR took 32 months and cost over \$700,000. This figure does not include SCTA staff time.

There is limited budget available for the update. CTP model improvement work was completed and paid for in 2012/2013 allowing better analysis in house. Current budget would go toward public outreach, analytic tools (besides traffic modeling), and design and production work.

Staff cannot estimate the level, schedule or cost of environmental review, as is it dependent on the outcomes developed in the CTP. However the 2009 CTP EIR cost \$225,000.

Staff will further assess budget, pending direction today, and include the budget needs in the proposed FY14/15 SCTA Preliminary Budget for review in May 2014.

Staff Recommendation:

Direct staff and Advisory committees to review CTP planning process and provide assessment of scope of necessary updates. Completion of the 2015 CTP is estimated for late 2015.

Memorandum

To: City Managers, County Administrator and Technical Advisory Committee Members
From: Suzanne Smith, Executive Director
Re: FY14/15 local contributions to SCTA and RCPA
Date: March 27, 2014

As jurisdictions begin their budget process, staff thought it might be helpful to have a breakdown of the proposed local contributions for FY14/15.

Staff will be proposing a 5% increase in the local contribution for both SCTA and RCPA. This is the first increase in the SCTA contribution request since FY06/07 and FY11/12 for RCPA. The average annual Consumer Price Index (CPI) in the US for the period 2006 through 2013 has increased 13%. For the Bay Area the increase is 17%. The CPI for the Bay Area from 2011 to 2013 was 5%.

Staff is proposing the increase in local contributions to assist in critical SCTA/RCPA operations that cannot be funded with grant or Measure M funds – including matching State and federal funding.

The attached tables show the requested amounts by jurisdiction or agency for FY14/15. These amounts will be included in the preliminary FY14/15 SCTA and RCPA budgets at the May 2014 Board meeting.



Exhibit B

FY2014-15 Local Contribution to SCTA

Jurisdiction	50% Road Miles¹	Local Contribution	
	50% Population²	\$	341,250.00
Cloverdale	1.56%	\$	5,318.89
Cotati	1.21%	\$	4,123.97
Healdsburg	2.09%	\$	7,115.28
Petaluma	9.60%	\$	32,745.23
Rohnert Park	6.06%	\$	20,696.18
Santa Rosa	27.69%	\$	94,475.91
Sebastopol	1.26%	\$	4,300.27
Sonoma	1.79%	\$	6,097.36
Windsor	4.54%	\$	15,505.25
County	44.21%	\$	150,871.66
Total	100%	\$	341,250.00

¹ Road Mileage (Center Line Miles) as of September 15, 2013.

² California Department of Finance - January 1, 2013

FY2014-15 RCPA Contribution

Population As of January 1, 2013

Jurisdiction	Population ¹	Percent	Amount	
Cloverdale	8,669	1.7677%	2,042	} Incorporated
Cotati	7,310	1.4905%	1,722	
Healdsburg	11,509	2.3467%	2,710	
Petaluma	58,804	11.9905%	13,849	
Rohnert Park	41,034	8.3671%	9,664	
Santa Rosa	170,093	34.6829%	40,059	
Sebastopol	7,445	1.5181%	1,753	
Sonoma	10,731	2.1881%	2,527	
Windsor	27,132	5.5324%	6,390	
County	147,696	30.1160%	34,784	} Unincorporated
	490,423	100.0000%	115,500	
¹ California Department of Finance - January 1, 2013 - Based on published population by entity.				
SCAPOSD			25,000	} County Wide
SCWA			35,000	
SCTA			-	
		Sub Total	60,000	
		Grand Total	175,500	

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 ¹	FY12/13 ²	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%	13%													
Petaluma															
Rohnert Park	5%	18%													
Santa Rosa	2%	2%													
Sebastopol	3%	3%													
Sonoma	5%	6%													
Windsor	23%	20%													
County	2%	5%													

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

² 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	3/18/14	\$121,741	
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	3/12/14	-\$821,111	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	

Active Transportation Program (ATP) Information Session

March 27th, 2014

2:30-3:30 PM

Presentation: 2:30-3:30

Marty Martinez, Safe Routes to School National Partnership

Kenneth Kao, Metropolitan Transportation Commission (MTC)

Stakeholders Discussion: 3:30-4:30

Facilitated by Sonoma County Department of Health Services

Location:

Sonoma County Department of Health Services

490 Mendocino Ave., Suite 204

Santa Rosa, CA 95401

RSVP:

We have limited capacity so if you plan on attending, please RSVP by **March 25th**

Email your RSVP to: preventioninfo@sonoma-county.org

General questions: (707) 565-6680

