

## Technical Advisory Committee

### MEETING AGENDA SCTA Headquarters Office

**April 27, 2017 – 1:30 p.m.**

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

#### ITEM

1. Introductions
2. Public Comment
3. Approval of Minutes, March 23, 2016\*
4. Measure M **DISCUSSION**
  - 4.1. Measure M Invoicing Status\*
  - 4.2. Potential Measure M Extension/Renewal: Jurisdictional Reporting on possible Pavement Condition Index increase with both the Road Repair and Accountability Act and a possible ½ cent Sonoma County Sales tax for transportation.
5. Regional Information Update **DISCUSSION / ACTION**
  - 5.1. Pavement Technical Assistance Program (PTAP) round 17 reminder: Deadline for submitting Certification letter for PTAP 17 is April 30<sup>th</sup>. Pavement Management Program Certification will lapse for those participants who miss deadline.
  - 5.2 Single Point of Contact (SPOC) Verification\*: TAC members will be asked to verify that the personnel currently listed in MTC's Fund Management System as the SPOC are still in that position.
  - 5.3 MTC Local Streets and Roads Working Group Work Plan Discussion: *Theresa Romell will speak to the TAC to solicit annual work plan items for the Partnership Local Streets and Roads Working Group.* **PRESENTATION**
  - 5.4. State Transportation Improvement Program (STIP) *will be receiving new funding this year due to SB1. SCTA's policy has been to program available funding to Programming and Project Management and to Highway 101 projects when funding is available.*
  - 5.5 Inactive Obligations List: *Each federal project sponsor is responsible for monitoring the Inactive Obligations list which is updated regularly by Caltrans HQ: <http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>*
  - 5.6 System Performance Final Rule: MTC is seeking input to proposed new questions for TIP project Submission as well as final performance targets in general. *MTC Staff memo is item 7 in the Partnership Technical Advisory Committee meeting packet: <http://mtc.ca.gov/file/65851/download?token=CyYXt0OU>*

5.7 OBAG 2 proposed programming by funding year\*\*

6. SCTA Travel Model Update Schedule and Overview\* - **DISCUSSION / ACTION**

7. TFCA/TDA3 Quarterly Reports\*

7.1 TFCA - **ACTION**

7.2 TDA3 - **DISCUSSION**

8. Rail Update **DISCUSSION**

9. Draft SCTA Board Meeting Agenda for May 8, 2017 **DISCUSSION\***

10. Other Business / Comments / Announcements **DISCUSSION**

11. Adjourn **ACTION**

\*Materials attached.

\*\*Materials handed out at meeting

The next **SCTA** meeting will be held **May 8<sup>th</sup>, 2017**

The next **TAC** meeting will be held **May 25, 2017**

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 2016/17)

Jurisdiction	June	August	October	December	January	February	March
Cloverdale Public Works		✓	✓		✓	✓	✓
Cotati Public Works		✓	✓		✓	✓	✓
County of Sonoma DHS	✓	✓		✓	✓	✓	
County of Sonoma PRMD							
County of Sonoma Regional 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	✓	✓	✓	✓	✓	✓	✓

*NB: September meeting was cancelled. November and December meetings fell on holidays so a single TAC meeting was held in early December.*

**TECHNICAL ADVISORY COMMITTEE MEETING MINUTES**

**Meeting Minutes of March 23, 2017**

**ITEM**

1. Introductions

Meeting called to order by Larry Zimmer at 1:31 p.m.

Committee Members: Nancy Adams, City of Santa Rosa; Henry Mikus, City of Sebastopol; Dan Takasugi, City of Sonoma; John McCarthy, County of Sonoma; Steve Urbanek, Sonoma County Transportation and Public Works; Mary Grace Paulson, City of Rohnert Park; Art Da Rosa, City of Rohnert Park; Eric Jansen, City of Cloverdale; Elizabeth Tyree, Sonoma County Regional Parks; Alejandro Perez, Town of Windsor; Craig Scott, City of Cotati; Joanne Parker, SMART.

Guests: Alisha O’Loughlin, Sonoma County Bicycle Coalition; Steve Weinberger, W-Trans; Anthony Taylor, Sonoma County Department of Health Services; Glen Wright, Green Valley; Teri Shore, Greenbelt Alliance.

Staff: Seana Gause; James Cameron; Dana Turrey; Chris Barney; Drew Nichols.

2. Public Comment

N/A

3. Approval of Minutes, February 23, 2017\*

Approved as submitted.

4. Measure M - **DISCUSSION / ACTION**

4.1. Measure M Invoicing Status\*

Seana Gause reported on the invoice submission from the Department of Health Services dated March 20<sup>th</sup>. The invoice is currently up to date, and has expended their full appropriation. The remaining appropriations are as reported.

4.2. Measure M Maintenance of Effort\*

James Cameron reported on the baseline for FY 2011-2012, describing all jurisdictions are at 2.8% of the general fund for the maintenance of effort.

For the FY 2015/2016, Mr. Cameron requested the jurisdictions to review their numbers to ensure the correct numbers were reported to the SCTA. The total aggregate should be 6.7% and the Town of Windsor is the jurisdiction which falls below the baseline, due in part to a large capital project in FY 2011/2012.

SCTA is requesting the TAC to approve the maintenance of effort in the staff report, ensuring compliance to Measure M.

This will be presented at the next Citizens Advisory Committee for approval, and then to the Board of Directors in May.

Henry Mikus moved to accept the Maintenance of Effort, Nancy Adams second the motion.

The Maintenance of Effort was approved unanimously.

4.3. Measure M Update from Ad Hoc Committee

James Cameron described the recent Measure M Ad Hoc meeting. The link to the report is included, and is listed as Item 4.2.1 on the March 27<sup>th</sup> SCTA Board of Directors Agenda Packet. The report will be presented to the Board of Directors.

The Ad Hoc committee is soliciting input from the Board of Directors. Mr. Cameron described the expenditure plans of the current Measure M at one-quarter cent tax through 2024, and an increase to a one-half cent tax through 2045.

Sonoma County is the only self-help county with a quarter cent sales tax and the extension will be presented to voters in November 2018, and if approved, the tax extension will take effect in April 2019. This plan is anticipated to generate \$1.7 billion, with an initial strawman proposal distribution as followed:

- Highways 10%
- Local Roads 70%
- Bicycle/Pedestrian 6%
- Bus Transit 10%
- Technology & Innovative Programs 3%
- Administration 1%

Mr. Cameron requested the TAC members to quantify and describe the potential impact of the anticipated Measure M funds in their respective jurisdictions. The Ad Hoc is requesting the TAC to make the evaluation of their jurisdiction's results if the measure was to pass.

A discussion ensued whether to use PCI or street saver to gauge these projects. Mr. Cameron noted PCI from streetsaver is a good beginning tool to use. A MOE is required, however a match effort will not be required.

Mr. Cameron would like to see what the jurisdictions will come up with by next Ad Hoc meeting, anticipated for the end of April or May.

## 5. Regional Information Update **DISCUSSION / ACTION**

### 5.1 Highway Performance Monitoring System (HPMS)\*

Chris Barney reported on a recent workshop held by MTC and stressed that OBAG 2 has a HPMS update requirement. If one does not understand

the system, Mr. Barney suggested to take time to learn.

HPMS updates are requesting traffic data, updating inventory info (facility type, number of lanes, posted speeds), and All Road Network of Linear Reference Data (ARNOLD) data.

Larry Zimmer clarified whether there is an understanding of what should be submitting currently, or if cities need to wait for a specific request.

Mr. Barney referenced the PowerPoint presentation included in the agenda packet describing the submission.

### 5.2. One Bay Area Grant (OBAG) 2 application scoring results\*

Seana Gauge announced the OBAG 2 applications evaluations. The call for projects was released in November and applications were due in January. The Complete Streets Checklists were circulated to the CBPAC and the PAC. There were no comments from either group.

Ms. Gause described the criteria used in scoring the applications. Once the scoring was completed, the applications were evaluated and four scenarios were developed:

#### Scenario 1: Score Only

The applications were weighed simply by score. The cap of projects to receive funds was a score of 26 or above. This scenario would over subscribe the allocation by \$2 million and this scenario would award two and three projects to two jurisdictions. This scenario is not ideal because of this imbalance.

#### Scenario 2: Score x1

Balance highest scoring projects, and only award one project to highest ranking jurisdiction. \$1 million would be oversubscribed in this scenario. Although the projects listed here were more balanced, this scenario is also not ideal.

#### Scenario 3: Score x1 + Priority + Color

This scenario uses score as the base for evaluation, but also chooses only one project per jurisdiction, selects the stated and/or presumed priority of a

jurisdiction with multiple applications, and tries to more closely balance the STP/CMAQ allocations. This scenario is much closer to the allocation target but leaves \$284K unprogrammed.

#### Scenario 4: Geographic Equity

All jurisdictions who submitted an application are proposed to receive funds. Criteria would be a balance of score, color of money, need, stated priority if applicable, geographic equity, and all are based on the project knowledge and descriptions. There were a number of reductions in what was requested in order to maintain the balance of allocated funds per funding source (STP/CMAQ).

The goal for this agenda item is to bring recommendations to the TAC and discuss scenarios, and approve which scenario to present to the Board of Directors. There is a total \$27.7 million as the base amount: \$18 million in STP, \$9 million in CMAQ, \$2 million in PCA funding.

\$19.8 million in total is available to allocate. The total ask was \$43 million.

Larry Zimmer asked for discussion.

Joanne Parker asked for clarification on a 60% PDA requirement.

Ms. Gause responded that there is a 50% requirement for projects in the North Bay, but scenario 4 would program 60% of available funds into PDA projects.

Ms. Gause described the procedure in which jurisdictions competed in the last round of federal funding and further described how smaller jurisdictions had been disadvantaged due to this procedure.

CMA block grants benefitted the larger jurisdictions; OBAG 1 allocated a minimum of \$250,000 for smaller jurisdictions. OBAG 2 is proposed to award by merit based on the application analysis.

Steve Urbanek spoke about geographic and economic equity, and their relationship to population and road miles per jurisdiction.

Nancy Adams continued with Mr. Urbanek's comment by expressing, and complementing, the value of fairness in the allocation.

Ms. Gause further described how the applications and scoring were developed, were presented to the SCTA Board of Directors, and were approved.

Ms. Gause also stated these applications and scoring cards will be posted on the SCTA website.

Joanne Parker noted the peculiar position SMART is in due to being a cross jurisdictional agency. Ms. Parker spoke in regards to a Rohnert Park-Cotati SMART path project for OBAG 1 and further discussed although there is conversation about geographic equity, OBAG 2 distribution is not necessarily geographic, rather jurisdiction distribution. Ms. Parker gave an example that indeed a project is located in Santa Rosa, this is not necessarily a priority project for the City of Santa Rosa.

As discussion continued around priority projects, Ms. Gause expressed willingness to adjust the scenario list, but assumptions were made in scoring the projects.

Mr. Urbanek inquired on the possibility to scale down projects.

The discussion progressed on the possibilities to scale down project requests. If a jurisdiction is willing to revise their application and resubmit, Ms. Gause announced she would be more than happy to reevaluate the project.

Ms. Adams expressed the City of Santa Rosa has already considered downsizing the scope of their various projects submitted.

Mr. Urbanek wondered about the tracking of OBAG 1 distribution and if it is possible to distribute that history.

James Cameron responded the programming history can be distributed, and highlighted the OBAG 2 scoring process was completed independent of distribution formulas.

Henry Mikus added to the discussion that everyone in Sonoma County, and region, benefits from these projects. Bodega Avenue in Sebastopol, for example, is a main route for drivers wishing to travel to the coast.

John McCarthy expressed a wish to want to see the money published and how it will be distributed.

With that, the County of Sonoma can support Scenario 4.

Ms. Adams explained the desire for bicycle/pedestrian bridge across Highway 101 as Santa Rosa's priority and a wish to swap it for the currently proposed Bike Ped gap closure.

A discussion of how to reallocate projects in the City of Santa Rosa and Sonoma County to reduce the funding gap continued.

Ms. Gause reiterated the need to hold a future discussion on how and when to program the first half of the OBAG 2 funds by 2020, and the other half by 2022.

Ms. Parker followed up by inquiring how Ms. Gause plans to present these applications to the Board of Directors.

Ms. Gause responded that a handout similar to the one presented to the TAC will be given to the Board members.

Mr. Urbanek asked Ms. Gause what advice would be given to the jurisdictions and what was learned by this process for next time?

Ms. Gause stated that jurisdictions must assume that the reviewers know nothing, and to describe the project as specifically as possible. These applications need to have specific details about the project, a well-reasoned schedule that demonstrates an understanding of getting through the environmental review process, describing the goals clearly, and indicating an understanding of regional and local deadlines. Additionally, applicants need to demonstrate that thought was given to these projects and exhibit a clear understanding on how to deliver the project through the federal aid process.

Dana Turrey added that jurisdictions which prioritized their projects made the process more clear. As well, resolutions of local support from city councils as part of the initial application is welcomed.

The City of Santa Rosa requested to receive any unobligated funds should any become available, to cover the difference in amount between the gap closure and the bicycle/pedestrian bridge up to the amount of \$364,000. The County of Sonoma

would like to be the next in receiving any unobligated funds in this round of OBAG funding since their road rehab project was reduced in order to balance the amounts allocated for the various funding sources. There are no guarantees, however the agreement is stated here as part of the record of agreement.

Scenario 4 with a change of project for The City of Santa Rosa and additional unobligated funding available to Santa Rosa was moved for approval.

Scenario 4, with the changes listed, was approved unanimously.

Ms. Gause announced MTC will be hosting a complete streets workshop at MTC.

PTAP 18 has been announced: Cotati, Petaluma, Rohnert Park, Sonoma, Sonoma County TPW, and Windsor will all receive PTAP funds. Match checks are due on or before March 31<sup>st</sup>.

MTC will be soliciting information in the future to working groups to develop a work plan for the Local Streets and Roads Working Group.

## 6. SB 743 Information Update - DISCUSSION

### 6.1 Fehr and Peers presentation link

Chris Barney reported on a Fehr and Peers presentation to the recent PAC meeting. The presentation described the progress on Senate Bill 743 and the direction of VMT estimates and possible impacts. Fehr and Peers believes that mitigation above the average VMT will be more TDM focused.

The final guidance should be issues soon, will be reviewed by the Natural Resource Agency, and then will be implemented.

The two year grace period is likely to be extended.

## 7. Rail Update - **DISCUSSION**

Joanne Parker updated on the completion of the engine changings and Positive Train Control testing is ongoing.

Secondly, a campaign for rail safety within Marin and Sonoma Counties to bring awareness to drivers and pedestrians to not stand idle on railways is in effect.

A brief discussion was held on the Larkspur extension, San Rafael's Transit hub concern, and the recent quiet zone enacted by the Petaluma City Council.

Service is still expected to begin in late spring, and is contingent on the Federal Railroad Administration.

8. Draft SCTA Board Meeting Agenda for March 27, 2017 – **DISCUSSION\***

Included in the Agenda Packet

9. Other Business / Comments / Announcements - **DISCUSSION**

The OBAG timeline for deadlines is included in packet.

10. Adjourn **ACTION**

The meeting adjourned at 3:17p.m.

Sonoma County Transportation Authority  
Measure M Appropriation/Invoice Status Report  
FY 16/17

Project Sponsor	Project Name	Measure M Program	Prior Apprp Balance	16/17 Programmed	16/17 Amount Apprp	Appropriation Date	Last Invoice Date	Balance Remaining	Notes
Cotati	116 Landscaping	101	\$0	\$50,000	\$50,000	9/12/2016	10/21/2016	\$0	
Santa Rosa	Hearn Avenue (Phase 3)	LSP	\$429,916	\$1,800,000			12/22/16	\$387,484	
Santa Rosa	Fulton Road Improvements	LSP	\$387,614		\$0		12/22/16	\$311,225	
Sonoma County	Airport Blvd	LSP	\$0	\$2,047,000	\$0				
Sonoma County	Airport Blvd Landscaping PS&E	LSP	\$270,560	\$0	-\$114,000	3/27/2017	11/16/2016	\$222,219	March invoice being Revised as FINAL
Sonoma County	Airport Blvd Landscaping CON	LSP	\$0	\$695,000	\$740,000	3/27/2017		\$0	March Board action
Sonoma County	Airport Blvd Landscaping CON SUP	LSP	\$0	\$0	\$69,000	3/27/2017		\$0	March Board action
Sonoma County	Airport Blvd Landscaping CON	101	\$0	\$50,000	\$0	3/27/2017		\$0	March Board action
Santa Rosa	Access Across 101 Comm Conn	Bike/Ped	\$2,019	\$0	\$0		12/22/16	\$0	
Rohnert Park	Access Across 101	Bike/Ped	\$0	\$250,000	\$0				
Windsor	Access Across 101	Bike/Ped	\$0	\$250,000	\$0				
SoCo DHS	SRTS (DHS)	Bike/Ped	\$20,603	\$26,000	\$0		3/20/17	\$0	
SCBC	SRTS (SCBC)	Bike/Ped	\$10,157	\$20,000	\$19,000		12/13/16	\$20,973	
SCBC	BTW (SCBC)	Bike/Ped	\$3,988	\$15,000	\$0		6/27/16	\$3,988	
SoCo Regional Pks	Sonoma Schellville	Bike/Ped	\$24,059	\$0	\$0		2/3/17	\$17,438	
Petaluma	Petaluma River Trail	Bike/Ped	\$0	\$32,000	\$0			\$0	
SMART	NWPRR	Bike/Ped	\$585,777	\$0	\$0		3/24/17	\$414,896	

\$5,185,000

\$714,000

\$1,378,222 *total remaining*

\$457,295 Bike Ped Remaining

\$920,928 LSP Remaining

Metropolitan Transportation Commission

Agency Single Point of Contact

Thursday April 20, 2017

County	Agency Name	Contact Name	Email Address	Phone No.	Title
Sonoma	Cloverdale	Eric Janzen	ejanzen@ci.cloverdale.ca.us	707-894-1728	Engineering Technician
Sonoma	Cotati	Craig Scott	cscott@cotaticity.org	(707) 665-3620	Public Works Director/City Engineer
Sonoma	Golden Gate Bridge, Highway and Transit District	Jennifer Raupach	jraupach@goldengate.org	(415) 923-2206	Capital & Grant Programs Analyst
Sonoma	Golden Gate Bridge, Highway and Transit District	Amy Frye	afrye@goldengate.org	(415) 923-2062	Capital & Grant Programs Analyst
Sonoma	Healdsburg	Mario Landeros	mlanderos@ci.healdsburg.ca.us	(707) 431-3335	Senior Civil Engineer
Sonoma	Metropolitan Transportation Commission (MTC)	Ross McKeown	rmckeown@mtc.ca.gov	415-778-5242	Manager, Program Delivery and Fund Management
Sonoma	Petaluma	Larry Zimmer	lzimmer@ci.petaluma.ca.us	(707) 776-3674	CIP Manager
Sonoma	Rohnert Park	Eydie Tacata	etacata@rpcity.org	(707) 588-2205	Management Analyst
Sonoma	Santa Rosa	Nancy Adams	nadams@srcity.org	(707) 543-3910	Transportation Planner
Sonoma	Sebastopol	Dante Del Prete	ddelprete@cityofsebastopol.org	707-823-5331	Superintendent of Public Works
Sonoma	Sonoma (City)	Dan Takasugi	dtakasugi@sonomacity.org	(707) 933-2230	Public Works Director/City Engineer
Sonoma	Sonoma County	Olesya Tribukait	olesya.tribukait@sonoma-county.org	(707) 565-2537	Engineering Division Manager
Sonoma	Sonoma County Transportation Authority (SCTA)	Seana Gause	sgause@sctainfo.org	(707) 565-5372	Program/Project Analyst
Sonoma	Sonoma Marin Area Rail Transit (SMART)	Joanne Parker	jparker@sonomamarintrain.org	(707) 794-3062	Programming and Grants Manager
Sonoma	Windsor	Alejandro Perez	aperez@townofwindsor.com	(707) 838-5318	Assistant Civil Engineer

## Staff Report

**To:** Technical Advisory Committee

**From:** Chris Barney, Senior Transportation Planner

**Item:** Sonoma County Travel Model Update Schedule and Overview

**Date:** 4/27/2016

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### Issue:

The Sonoma County Travel Model (SCTM) was last updated and revalidated in 2012 in preparation for the 2016 Comprehensive Transportation Plan Update. SCTA staff is updating the Sonoma County Travel Model in order to ensure that model output accurately represents current conditions and is able to reasonably predict future travel conditions.

### Background:

The Sonoma County Travel Model is used to evaluate the performance of the Comprehensive Transportation Plan, estimate travel demand impacts of new development and transportation improvements, and forecast the travel demand impacts of population and employment growth. The model is routinely used to analyze transportation impacts of development projects, road improvements, and local planning documents. This analysis is often performed to support project development work, to support local planning, or as part of the environmental review process. State requirements, such as pending SB 743 requirements, may require that the model be used to analyze additional transportation impacts with a focus on broader regional impacts to the transportation system and vehicle miles traveled.

The accuracy and quality of model output is dependent on the quality of input data. The accuracy and age of model inputs can impact the quality of model output. SCTM was last updated and revalidated in 2012 using a base year of 2010. More recent data, including local development data, census estimates, traffic counts, transit ridership counts, and travel surveys, are available which represent how growth and travel have changed in the county since 2010. Updating model inputs will improve the reasonableness and usefulness of the model and its output.

This update is focused on updating existing land use conditions from 2010 to 2015 and updating 2040 general plan and forecast scenarios so that they incorporate the most recent General Plan, Regional Transportation Plan, and other local plan updates. Model networks (road, highway, transit, and non-motorized) and traffic analysis zone (TAZ) boundaries will also be updated as part of the model update. After model inputs have been updated, the model will be revalidated using recent traffic counts, transit ridership information, and transportation survey data. A more detailed description of the SCTM is included in *Attachment A* and an overview of model update components is shown in *Figure 1*.

Update land use base year from 2010 to 2015.

Update 2040 forecast scenarios.

- General Plan Updates
- Area specific planning activities
- Revised regional forecasts

Update transportation system networks.

- Road/highway
- Transit
- Non-motorized

Review and update trip generation equations and other model constants.

Investigate and implement possible model improvements.

- Agricultural land uses
- Winery trip generation
- Weekend travel

Recalibrate model: Update constants and variables using recent data and formulas.

Revalidate model: Review model output for reasonableness and accuracy using more current traffic counts, transit ridership data, and travel survey information.

Review and improve consistency with MTC regional model.

**Figure 1: Sonoma County Travel Model 2017 Update – Major Components.**

**Model Land Use Updates:**

Staff is currently working with local planning staff to update and review travel model land use and distribution inputs. Existing conditions are estimated at the parcel level and checked against census, California Department of Finance, local permit data, and other data sources. Forecasts are based on general plan build-out estimates and regional and state forecasts.

### **Model Network Updates:**

SCTM uses simplified representations of major streets, highways, bike and pedestrian paths, and transit routes to represent possible travel routes in Sonoma County. Most local streets and driveways are represented by simplified links, or zone centroid connectors, that represent local connections to the simplified transportation network.

The following variables are coded for each road network segment:

- Road Type or functional classification
- Lanes
- Speed (observed)
- HOV lanes

Network capacities are assigned in the model based on functional classification and terrain type and are based on *Highway Capacity Manual* formulas.

Transit networks are coded to include:

- Bus Speeds
- Transfer Points
- Headways (peak and off-peak)
- Stop Locations
- Fare

SCTA staff will provide each jurisdiction with hard copy or digital maps showing model network assumptions and request that local engineering staff review and recommend changes to the network assumptions where appropriate. Based on local feedback, new network links will be added, and speeds and number of lanes will be updated to match 2015 conditions. New non-motorized connectors will be added to the model network where appropriate.

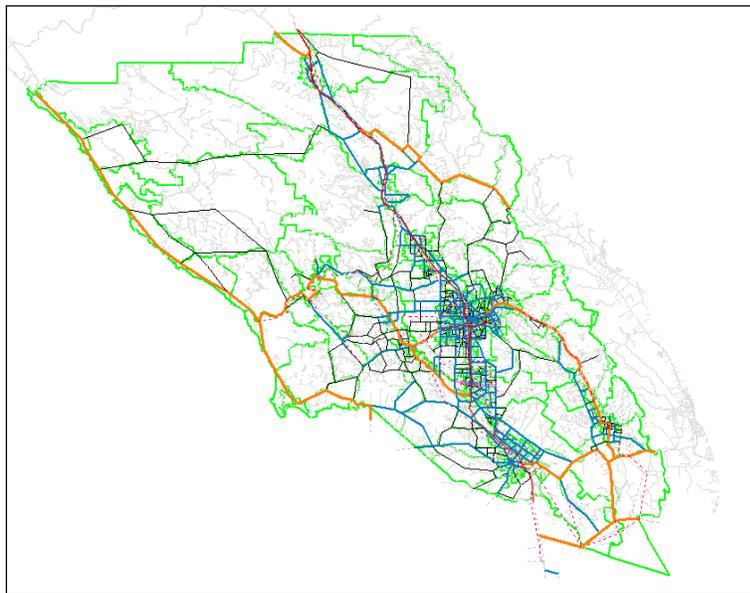
Local transit providers will be asked to provide updated information on countywide transit service and the model transit network assumptions will be updated to match the 2015 transit system by SCTA staff as necessary.

### **Validation and Accuracy:**

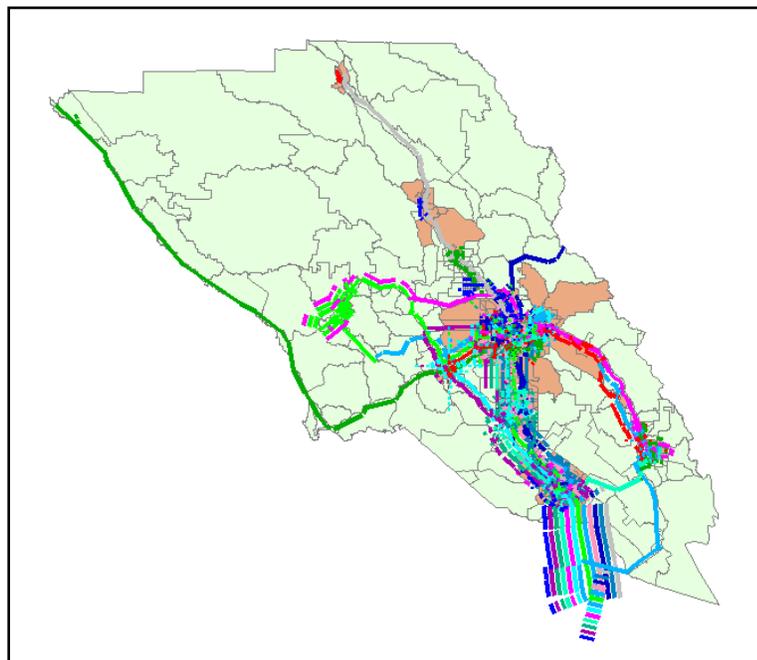
SCTM was last calibrated and validated using a base year of 2010. The model will be recalibrated and revalidated to a base year of 2015. Sensitivity and reasonableness checks will be performed in order to ensure that the model is able to accurately represent current and future travel conditions in Sonoma County.

Model calibration is the process of adjusting model formulas and constants until predicted travel matches the observed travel within the study area for the base year. Model validation tests the ability of the model to predict current and future travel behavior and highlights possible errors that should be corrected. As part of the validation process, model forecasts will be compared to real world observations of travel behavior such as traffic counts, travel surveys, and transit ridership counts. Calibration and validation is an iterative process, and model parameters are adjusted based on model validation comparisons. Once model output and observed data are in acceptable agreement, the model will be considered validated. Staff will work with local

and regional staff to gather recent traffic count, transit ridership, and travel survey information to be used in model validation.



**Figure 3: Highway/Non-motorized Networks, Sonoma County Travel Model**



**Figure 4: Transit Networks, Sonoma County Travel Model**

### **Model Update Timeline:**

#### *Winter 2016 – Spring 2017:*

- Update existing land use conditions and parcel database from 2010 to 2015 (underway)
- ABAG/MTC existing conditions consistency checks (underway)

#### *Spring 2017 – Summer 2017:*

- Update 2040 Forecast Scenarios (underway)
- Land use scenario error checking (underway)
- Model network error checking

#### *Fall 2017 – Winter 2017:*

- Model calibration and validation scope of work and RFP
- Model recalibration and validation
- Model reasonableness and sensitivity testing

#### *Winter 2017 – Spring 2018:*

- Final review and adoption of updated SCTM

### **Policy Impacts:**

The SCTM is used to measure Comprehensive Transportation Plan performance, to provide information on the current and future performance of the countywide transportation system, and to analyze transportation and emissions impacts of projects and planning documents. Once complete, the updated version of SCTM will be used for all SCTA travel demand modeling activities.

### **Fiscal Impacts:**

Staff will be able to complete the majority of the model update in-house and will coordinate with local planning and public works staff to review updated model inputs (land use, transportation networks, trip generation, etc.). Consultants will be required to assist with model recalibration and validation and with the implementation of any recommended model improvements.

### **Staff Recommendation:**

Please provide any recent traffic count or speed survey data and information to SCTA staff for use in model validation. Staff will provide digital or hard copy model network plots to public works and engineering staff for review.

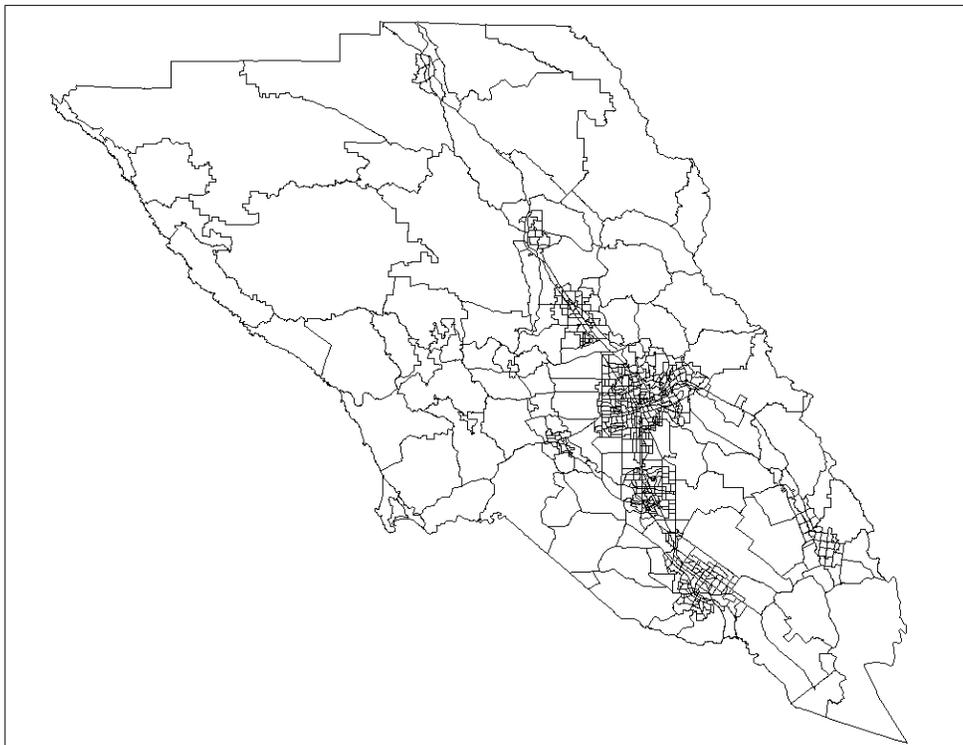
## **ATTACHMENT A: Sonoma County Travel Model Overview**

SCTM is a conventional four-step travel demand forecasting model that is similar in structure and implementation to most regional models used for traffic forecasting. Estimates of land use, socioeconomic conditions, and transportation networks are used to forecast travel patterns, traffic volumes and congestion, and transit ridership.

The Sonoma County Travel Model has been developed with a focus on the Highway 101 corridor and the larger regional transportation system. The modeling program’s primary focus has remained on the analysis of countywide regional travel demand impacts and supporting SCTA’s long range transportation planning efforts. The focus on model improvement has been on long-range planning, but SCTA staff has worked with local planning and engineering staff to improve model detail and performance so that the model can be more effectively applied to more localized areas of the county. This work has allowed SCTM to be used to provide the modeling data required for project level analysis, including environmental work, and the preparation of local traffic studies.

SCTA staff works with Bay Area modelers to ensure that SCTM is consistent with other regional models. Model output, assumptions, and methodologies are compared to other local and regional modeling efforts.

The model covers all of Sonoma County, and is divided into over 900 traffic analysis zones (TAZs). Model land use inputs (estimates of population and employment) are summarized by TAZ. Population inputs are represented by housing units. Employment inputs are represented by square footage of various employment related uses such as retail, office, or industrial activities. Additional inputs are used to represent recreation and tourism attractors (hotel rooms, recreation acres, or other special destination types) and education related uses. Activity outside of the county is captured by existing and projected travel at the county line.



**Figure 5: Traffic Analysis Zones, Sonoma County**

The regional transportation system is represented by a simplified network of roadways, transit routes, and non-motorized pathways. Represented roadways include freeways, highways, arterials, and local collectors. Local residential streets are not represented in the model unless a local jurisdiction specifically requests that it be included, and is able to demonstrate that the requested facility is an important connector locally or regionally. The model includes road attribute information such as topography, uncongested travel speed, and if the roadway is an urban or rural facility. Transit service is represented as a simplified system of transit routes and stops, and includes information on headways and transfers. Sonoma County Transit, Golden Gate Transit, Santa Rosa CityBus, Petaluma Transit, SMART, and some smaller regional providers are represented in the model.

SCTA uses a traditional, four-step travel demand forecasting process to estimate existing and future travel behavior (see Figure 6). These four sequential steps, or sub-models, are included in the travel demand forecasting process:

- *Trip Generation: How much travel?* In the trip generation step, the model estimates the number of trips going to and from each TAZ. Trips are divided by purpose – work trips, shopping trips, etc. Each TAZ produces and attracts a certain number of trips based on the amount of residential and employment development in the zone. Zones with high levels of residential development produce many trips, and zones with high levels of job related development attract many trips.
- *Trip Distribution: Who goes where?* In this step, produced trips are allocated to zones or destinations. A mathematical gravity model determines flows between zones based on travel time, distance, and cost, and the amount of population or employment in each zone. The output of this step is an origin/destination table, which is a large matrix showing the number of trips moving between different zones.
- *Mode Choice: How Do People Travel?* This step estimates the proportion of total person trips using drive-alone or shared-ride auto, transit, or non-motorized modes for travel. The model calculates the utility, or attractiveness, of each mode for each trip and uses this to determine which mode will be used for each trip.
- *Trip Assignment: What Routes Do People Take?* In this final step, the model selects the best path for each trip. The model assumes that people will take the fastest route, avoiding traffic and congestion where possible. Each trip is examined and a best path or route is determined which minimizes the time, distance, and cost needed to travel from zone to zone.

SCTM estimates travel demand and traffic and transit volumes for an average weekday day, along with traffic volumes and congestion for the AM and PM peak commute hours.

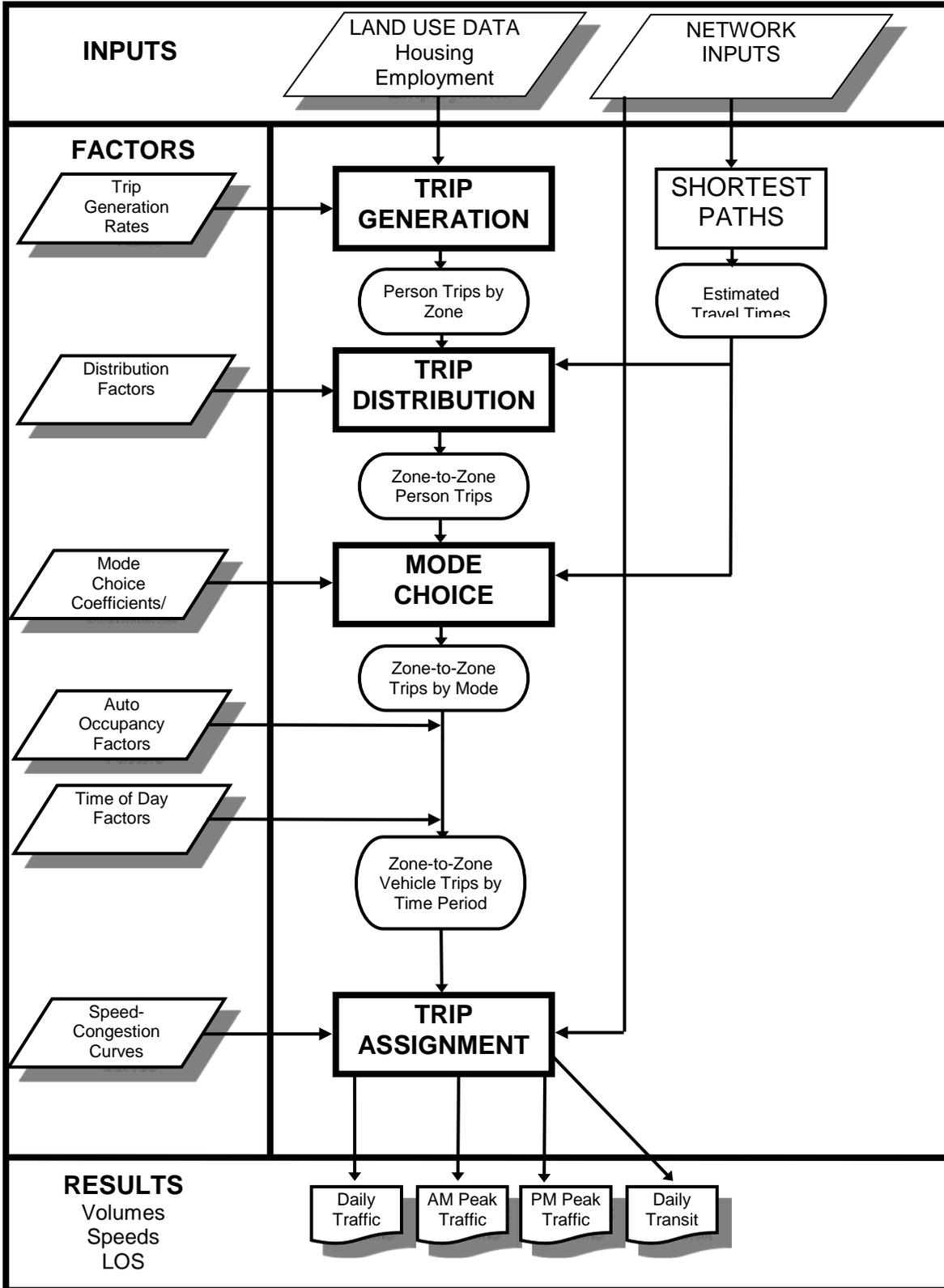
The travel demand model can be used to forecast future travel patterns and travel demand by assessing the impact changes in the transportation system (new roads, changes in capacity, new transit service, etc.), population (number and density of housing, demographic changes), and employment (new job sites, new construction) have on traffic and travel in the county. Potential model applications include:

- Identifying existing and future traffic “hot spots”
- Forecasting the effectiveness of major road or transit improvements
- Assessing the impact of land use changes
- Comparing land use or transportation policy alternatives using regional performance measures such as vehicle miles traveled, greenhouse gas emissions, delay or congestion, and average travel time.

Model output can include the following:

- Traffic volumes for sections of roadways, highways, or streets
- Congested speeds and travel time
- Level of Service (LOS) or volume to capacity ratios (V/C ratios)
- VMT generated by TAZ or specific developments or sub-regions
- Transit ridership on bus routes and transit systems
- Traffic volumes by vehicle occupancy (single, two-person, 3+ persons)
- Travel mode summaries (auto, transit, bike, walk)
- Countywide measure of effectiveness (MOE) summaries such as vehicle miles traveled, person/vehicle hours of delay, average speed by road type, and greenhouse gas emissions

Figure 6: Travel Modeling Process



## Staff Report

**To: SCTA Technical Advisory Committee**  
**From: Dana Turréy, Transportation Planner**  
**Item: Quarterly Status Report of TDA3 and TFCA Projects –FY 2017 Q3**  
**Date: April 27, 2017**

**Issue:**

This report provides the status of TDA3 and TFCA projects not yet fully expended as of March 31, 2017.

**Background:**

Transportation Development Act, Article 3 (TDA3) Projects						
Jurisdiction	Project	ID	Programmed Amount	Funds Expended	Funds Remaining	Funds Expire
Santa Rosa	SMART Crossing at Jennings	16-0010-01	\$503,313	\$0.00	\$503,313	6/30/2018
Santa Rosa	Montecito Boulevard Bike Enhancements	17-0010-01	\$40,000	\$0.00	\$40,000	6/30/2019
Santa Rosa	Citywide Green Bike Lane Transition Enhancements	17-0010-02	\$78,000	\$0.00	\$78,000	6/30/2019
Santa Rosa	Citywide Pedestrian Enhancements	17-0010-03	\$47,000	\$0.00	\$47,000	6/30/2019
Sonoma County - TPW	Bicycle Safety Education Campaign	17-0010-04	\$50,000	\$0.00	\$50,000	6/30/2019
Sonoma County - RP	West County Trail – Forestville	17-0010-05	\$200,000	\$0.00	\$200,000	6/30/2019
Sebastopol	Class 2 and 3 - Local Streets, Class 2 - SR 116	17-0010-06	\$8,842	\$0.00	\$8,842	6/30/2019

Project costs must be incurred prior to the TDA3 expiration date (typically June 30). Sponsors must submit invoices no later than August 31 for any funds expiring June 30. Please submit invoices to MTC (Cheryl Chi [CChi@mtc.ca.gov](mailto:CChi@mtc.ca.gov)) and copy SCTA (Dana Turréy [dana.turrey@scta.ca.gov](mailto:dana.turrey@scta.ca.gov)).

Transportation Fund for Clean Air (TFCA) Projects, County Program Manager Fund						
Jurisdiction	Project	ID	Programmed Amount	Funds Expended	Funds Remaining	Funds Expire
Sonoma County Transit (Sebastopol)	Sebastopol Bus Stop Improvements	14-SON-05	\$75,000.00	\$8,630.00	\$66,370.00	4/30/2017
Windsor	Protective-Permissive Left Turn Phasing	15-SON-05	\$132,941.84	\$42,654.90	\$90,286.94	12/19/2017
Sonoma County Transit	Transit Marketing Program	16-SON-02	\$140,199.00	\$113,067.23	\$27,131.77	10/26/2017
Petaluma	Traffic Signal Coordination Timing Project	16-SON-05	\$100,000.00	\$0	\$100,000.00	10/26/2017
Santa Rosa CityBus	Trip Reduction Incentive Programs	17-SON-01	\$234,670.00	\$8,533.17	\$226,136.83	12/08/2018
Santa Rosa Public Works	Public Access EV Chargers, Courthouse Square	17-SON-02	\$25,000.00	\$0	\$25,000.00	12/08/2018
Sonoma County Transit	Transit Marketing	17-SON-03	\$71,265.00	\$0	\$71,265.00	12/08/2018
Sonoma County Transit	Airport Business Park Shuttle	17-SON-04	\$70,000.00	\$0	\$70,000.00	12/08/2018
Sebastopol Public Works	Local Streets Bicycle Gap Closures	17-SON-05	\$50,000.00	\$0	\$50,000.00	12/08/2018
Petaluma Transit	Youth Bus Pass Subsidy	17-SON-06	\$13,000.00	\$0	\$13,000.00	12/08/2018
Petaluma Transit	Transit Marketing	17-SON-07	\$67,731.00	\$0	\$67,731.00	12/08/2018
Petaluma Transit	Transit Signal Priority	17-SON-08	\$52,724.26	\$0	\$52,724.26	12/08/2018

Final Reports for TFCA projects completed before December 31, 2016 will be due to SCTA in May 2017.

Please submit all TFCA invoices by June 24 for any expenses incurred in that fiscal year.

**Recommendation:**

Please contact Dana Turr y at [dana.turrey@scta.ca.gov](mailto:dana.turrey@scta.ca.gov) with any questions or corrections.

## Staff Report

**To:** Technical Advisory Committee  
**From:** Dana Turréy, Transportation Planner  
**Item:** Transportation Fund for Clean Air (TFCA) FY17/18 Proposed Program of Projects  
**Date:** April 27, 2017

**Issue:**

What is the status of the FY18 Transportation Fund for Clean Air (TFCA) County Program Manager Fund Program of Projects?

**Background:**

Per Bay Area Air Quality Management District (BAAQMD) requirements for the County Program Manager Fund, the SCTA adopts local projects that implement BAAQMD criteria for air quality improvement. These funds are generated through a \$4 surcharge on vehicle registrations in the Bay Area, 40% of which are programmed by SCTA through the County Program Manager Fund. In Sonoma County, only the southern portion of the County is within the Air District. Cloverdale, Healdsburg and the unincorporated areas north of Windsor do not receive TFCA funds administered by SCTA.

Funds are to be distributed according to criteria adopted by the SCTA Board on October 16, 2006, which gives Santa Rosa, Petaluma, and the County guaranteed funds according to their population (i.e., their population percentages within the air district boundaries in the County). The remainder of the funds may be applied for on a competitive basis. No forward balances are allowed from prior programming cycles. Funds are paid to project sponsors on a reimbursement basis.

**Funding:**

The Call for Projects was issued on February 2, 2017 for a total of \$615,874 of available funding to be distributed as follows.

**FY 2017-2018 TFCA Distribution**

Santa Rosa	County	Petaluma	Competitive	Total Allocation
40.29%	24.18%	13.85%	21.69%	100%
\$248,109	\$148,911	\$85,272	\$133,581	\$615,874

**Proposed FY 18TFCF Projects**

The SCTA received applications for TFCF funding for the four (4) projects listed below. Because only \$70,000 out of the \$133,581 in the competitive portion was applied for in the initial call for projects, the remaining funds became available to Santa Rosa, the County, and Petaluma. Rather than apply for new projects, all three jurisdictions elected to increase the amounts of the transit applications based on the distribution formula. All of the project applications received meet the minimum cost-effectiveness thresholds set by BAAQMD. Summaries of the projects listed in the table below are included in Attachment A.

<b>Jurisdiction/Agency</b>	<b>Project Title</b>	<b>Amount Requested</b>
Santa Rosa CityBus	Trip Reduction Incentive Programs	\$280,817
Petaluma Transit	Transit Marketing	\$96,514
Sonoma County Transit	EV Bus	\$168,543
Sonoma County Transportation Authority	Guaranteed Ride Home Program	\$70,000
	<b>Total</b>	<b>\$615,874</b>

**Action Requested:**

The Technical Advisory Committee is requested to review and provide a recommendation to the SCTA Board for their May 8, 2017 meeting. The Transit TAC reviewed and approved this program of projects at their April 12, 2017 meeting. Project sponsors are encouraged to attend the May 8, 2017 Board meeting.

**Attachment:**

- A. FY 18 Project Information Summary

## ATTACHMENT A | FY 18 PROJECT INFORMATION SUMMARY

### **Santa Rosa CityBus, Trip Reduction Incentive Programs - \$280,817**

Grantee will use TFCA funds for maintenance and expansion of a comprehensive incentive program available to employers within the Santa Rosa city limits to encourage their employees to reduce single-occupancy vehicle trips resulting from commuting to and from work.

Incentives include:

- Guaranteed Ride Home taxi vouchers
- 31-Day transit pass subsidies for Santa Rosa CityBus and Sonoma County Transit
- Incentives for carpooling, walking and bicycling to/from work
- Learn to Ride CityBus Travel Training-includes a complimentary Santa Rosa CityBus 31-Day Pass for anyone who participates in the 2-hour class. Learning to ride transit is the first step in becoming a transit patron
- Program management/administrative and marketing expenses are included.

In addition, grantee will use TFCA funds to provide a subsidy of all Santa Rosa Youth 31-day bus passes sold during the duration of this program. Also, the funds will be used to subsidize a 31-day pass for eligible Youth who participate in the in the Learn to Ride CityBus Travel Training Program.

The standard \$10 subsidy will reduce the cost of a 31-day pass from \$35 to \$25. This subsidy is increased to \$11 for Youth passes sold directly at local middle and high schools. This subsidy encourages parents/guardians of youth to allow them to take public transit as a means of primary travel to and from school. Although the passes are valid for unlimited trips for 31-days, only the trips the youth takes to and from school are used in the Cost-effectiveness Worksheet.

Santa Rosa city streets are very congested during the morning and afternoon hours that correspond with school bell times. Therefore, shifting student/youth travel behavior from the automobile to public transit serves to mitigate traffic congestion on City streets and diminishes wear and tear on roads while helping to improve air quality.

Although bus passes are intended to be used by students traveling to and from school; they have the added benefit of use after school for other activities, such as jobs, shopping and recreational activities. An additional benefit is omitting the back and forth trips parents/guardians need to make when they take their children to and pick them up from school.

Teaching youth the convenience and advantages of using public transit encourages lifelong behaviors. Providing the 31-day bus pass to students/youth who complete the Learn to Ride CityBus travel training program enables the class to embark on additional CityBus trips to, not only improve their bus riding skills, but add to their academic enrichment.

### **Petaluma Transit, Transit Marketing - \$96,514**

City of Petaluma will use TFCA funds to sustain the Petaluma Transit marketing program. Specifically, Petaluma Transit will:

- Provide On-Street Service Information: Increase ridership via improved service information at bus stops and key trip generators (schools, transit transfer centers, public facilities, senior centers, etc.).
- Create and Provide Paper and Online Marketing Materials: Design, create, and provide marketing materials for existing and potential riders, including maps, brochures, timetables, etc.
- Carry out additional Marketing Campaigns and Improvements as needed to support planning and operations during FY18. Potential marketing needs include:
  - Service changes anticipated Fall 2017
  - Bus stop improvements
  - Promotional materials for schools
  - Marketing transit routes serving SMART

Ridership on Petaluma Transit has increased dramatically since our route restructuring in 2011. A large part of these gains have been due to the development of a comprehensive marketing program. This program has relied almost exclusively on TFCA funds. We continue to rely on these funds to fund our marketing program, including the employment of a Marketing Assistant, which is an essential component of maintaining and increasing ridership.

In the calculations, the majority of existing ridership is attributed to our ongoing marketing program. For FY18, ridership is projected to increase by 5% overall due to growing community awareness of, and familiarity with, Petaluma Transit.

### **Sonoma County Transit, All-Electric Bus Purchase - \$168,543**

Sonoma County Transit seeks \$148,911 in TFCA 40% funds to assist with the purchase of a 30' all-electric transit bus. The requested bus will be Sonoma County Transit's second all-electric bus and will be primarily deployed on local routes in Sebastopol, Rohnert Park, Cotati, and a new SMART shuttle that will operate within the Sonoma County Airport Business Park. This purchase supports Sonoma County Transit's transition from an all compressed natural gas (CNG) fleet to a blended CNG/Electric fleet in the future (heavy-duty buses).

It is anticipated the new bus will operate 100% of the time within Sonoma County's BAAQMD district area, operate 30,000 miles per year and have a 12-year service life.

**Sonoma County Transportation Authority, Guaranteed Ride Home Program - \$70,000**

Grantee seeks to use TFCA funds to develop and run a two-year pilot countywide guaranteed ride home program in Sonoma County. A long-term funding plan would sought to sustain the program. In Sonoma County, guaranteed ride home program is currently available only to employers within the City of Santa Rosa. Countywide expansion of guaranteed ride home has been recommended through several planning documents, including the Climate Action 2020 (Local GHG Reduction Measure 5-L3), MTC SMART Integration Plan, and Sonoma County Short Range Transit Plan Joint Coordinated Appendix. The program would provide reimbursable taxi, car-share, or shuttle rides home in case of an emergency for employees who use an alternative to driving alone to work on the day of the emergency.

Implementation of ongoing operations would include the following tasks:

- Website design and branding for countywide program
- Develop a platform allowing all employers within Sonoma County to register
- Establish process for reimbursement of rides
- Develop service agreement with employers, requiring employer signature for ride reimbursement
- Countywide promotion, including materials for email distribution to employers, chambers, etc.
- Update employee registration lists
- Survey forms for ongoing program evaluation

Program implementation and ongoing program costs for employers outside of the BAAQMD would use non-TFCA funds.

## Staff Report

**To: Countywide Bicycle & Pedestrian Advisory Committee**  
**From: Dana Turréy, Transportation Planner**  
**Item: FY17/18 Transportation Development Act, Article 3 Program of Projects**  
**Date: March 28, 2017**

**Issue:**

Shall the CBPAC recommend approval of the FY17/18 Transportation Development Act, Article 3 (TDA3) program of projects to the SCTA Board of Directors?

**Background:**

TDA funds are generated from a statewide ¼ cent sales tax. Article 3 of TDA is a set-aside of approximately 2% of those monies. MTC administers TDA3, which is distributed based on population. Each year, an annual fund estimate or “entitlement” is developed for each jurisdiction. Unused entitlement is accumulated as credit. A jurisdiction’s claim in any given year cannot exceed the sum of their accumulated credit plus their projected entitlement for the following two years.

Sonoma County’s cities/towns and the County of Sonoma are eligible to apply. 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. TDA3 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 governing council or board.

A Call for Projects was issued on January 11, 2017, with an application deadline of March 17, 2017. In addition to the application, project sponsors were requested to deliver a governing-body authorizing resolution; documentation of environmental clearance; maps/documents showing project locations; and design parameters prior to submittal of the program of projects to MTC at the end of May.

**Program of Projects:**

The SCTA received applications for TDA3 funding for the three (3) projects listed below and described in the Attachment.

Jurisdiction	Project Title	Amount Requested
Santa Rosa	Bicycle and Pedestrian Master Plan Update	\$192,392
Petaluma	Upgrade pedestrian and bicycle beacons, signage and striping at Crystal Lane Roundabout and Edith Street at East Washington Street	\$79,283
Cotati	Bicycle and Pedestrian Wayfinding Signage	\$90,000
<b>Total</b>		<b>\$361,675</b>

**Fiscal Impacts:**

The proposed Program of Projects will provide \$361,675 of benefit to Sonoma County jurisdictions for implementation of bicycle projects and programs.

**Staff Recommendation:**

The CBPAC is requested to consider the projects described in this staff report and make a recommendation to the SCTA Board of Directors. Approval of the projects will be an action item for the SCTA Board meeting on May 8, 2017. Staff recommends that project sponsors attend the SCTA Board meeting to answer any detailed questions about their proposed projects.

## Proposed FY17/18 TDA3 Project Information Summary

**Applicant: City of Santa Rosa**

Contact: Nancy Adams

Project Title: Bicycle and Pedestrian Master Plan Update

Project Description: The City of Santa Rosa City Council approved the Bicycle and Pedestrian Master Plan (BPMP) in June 2010. The request for TDA funds will be used to update the BPMP. The update will include evaluating the current plan and establishing a scope of work for the Plan update.

Project Elements: Planning

<b>Funding Source</b>	<b>All Prior FYs</b>	<b>Application FY</b>	<b>Next FY</b>	<b>Following FYs</b>	<b>Totals</b>
TDA Article 3		\$192,392			\$192,392
<b>Totals</b>		\$192,392			\$192,392

**Applicant: City of Petaluma**

Contact: Larry Zimmer

Project Title: Upgrade pedestrian and bicycle beacons, signage and striping at Crystal Lane Roundabout and Edith Street at East Washington Street

Project Description: Construct pedestrian and bicycle traffic warning devices at the Crystal Lane Roundabout and at Edith Street at East Washington Street. Work will include, in general, of constructing new pole foundations, installing rectangular rapid flashing beacons, electrical work, traffic control, striping, pavement marking and incidental work.

Project Elements: Construction and contingency

<b>Funding Source</b>	<b>All Prior FYs</b>	<b>Application FY</b>	<b>Next FY</b>	<b>Following FYs</b>	<b>Totals</b>
TDA Article 3		\$79,283			\$79,283
<b>Totals</b>		\$79,283			\$79,283

**Applicant: City of Cotati**

Contact: Jon-Paul Harries

Project Title: Bicycle and Pedestrian Wayfinding Signage

Project Description: The City of Cotati's Bicycle and Pedestrian Master Plan (adopted 2008, updated 2014) includes a citywide wayfinding signage program as a priority project. To develop the program, the City has examined the major pedestrian and bicycle pathways throughout the city and identified numerous locations where placement of appropriate wavfinding signage would benefit the City's residents and visitors. The wayfinding signage will attract and direct bicyclists and pedestrians to local destinations as well as regional destinations and connections such as Sonoma State University, the SMART pathway, and routes to neighboring cities and parks. The signage program will consist of: 1) Schematic sign design - includes analysis of City architecture/historical elements and town imagery to develop sign design concepts: the preparation of preliminary sign designs; and development of a preliminary budget for fabrication and installation. 2) Sign programming, including evaluation of the City's sign location plans, typical messages and sign types. 3) Design development including finalization of sign designs, materials, size, nomenclature and typography. Preparation of mock-ups, sample materials, and prototype signs. Review of preliminary cost estimates from fabricators. Field survey and mark-out of sign locations. 4) Pre-production including preparation of fabrication documents and construction details. Final sign designs, locations, and cost estimates. 5) Sign fabrication. 6) Sign installation.

Project Elements: Schematic sign design = \$9,000; Sign programming = \$8,000; Design development= \$32,000; Preproduction documentation= \$15,000; Sign fabrication= \$31,500; Sign installation= \$10,500

<b>Funding Source</b>	<b>All Prior FYs</b>	<b>Application FY</b>	<b>Next FY</b>	<b>Following FYs</b>	<b>Totals</b>
TDA Article 3		\$78,000	\$6,000	\$6,000	\$90,000
All other sources:					
1. City General Fund		\$4,750	\$6,750	\$4,500	\$16,000
<b>Totals</b>		\$82,750	\$12,750	\$10,500	\$106,000

## BOARD OF DIRECTORS AGENDA

May 8, 2017 – 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/RCPA Concurrent Items**
    - 3.1. **Admin** – Minutes of the March 27, 2017 meeting (ACTION)\*
  - B. **SCTA Items**
    - 3.2. **Highway 101** – Amendment No. 6 to design services Agreement No. SCTA10014 with BKF for MSN C2 soundwalls (ACTION)\*
    - 3.3. **Highway 101** – Amendment No. 8 to right of way Agreement No. 04-2104 with Caltrans for Central C project (ACTION)\*
    - 3.4. **MTC** – Agreement No. xx with MTC for planning and programming for FY17/18 through FY21/22 (ACTION)\*
    - 3.5. **Measure M** – FY15/16 Maintenance of Effort report for Local Streets & Roads program (ACTION)\*
4. **Regular Calendar**
  - A. **SCTA Items**
    - 4.1. SCTA Planning
      - 4.1.1. **MTC** – presentation on Plan Bay Area (ACTION)\*
      - 4.1.2. **MTC** – 2017 update to the Priority Development Area Investment and Growth Strategy (ACTION)\*
      - 4.1.3. **Transit** – Short Range Transportation Plan coordinated appendix (ACTION)\*
      - 4.1.4. **Transit** – presentation on Santa Rosa CityBus (REPORT)
      - 4.1.5. **Transit** – presentation on Petaluma Transit (REPORT)
      - 4.1.6. **Activities Report** – update on planning activities (REPORT)\*
    - 4.2. SCTA Projects and Programming
      - 4.2.1. **OBAG2** – fund programming to local projects (ACTION)\*
      - 4.2.2. **Bike/Ped** – FY17/18 Transportation Development Act, Article 3 projects (ACTION)\*
      - 4.2.3. **Alternative Modes** – FY17/18 Transportation Funds for Clean Air projects (ACTION)\*
      - 4.2.4. **Legislation** – update on the Road Maintenance and Rehabilitation Program (SB1) (REPORT)\*
      - 4.2.5. **Highways Report** – update on State Highway projects (ACTION)

**B. RCPA Items**

- 4.3. RCPA Projects and Programming
  - 4.3.1. **Activities Report** – update on RCPA activities (REPORT)\*

**C. Joint SCTA/RCPA Items**

- 4.4. **Admin** – FY17/18 Preliminary Budgets
  - 4.4.1. Transportation Fund for Clean Air (ACTION)\*
  - 4.4.2. Measure M (ACTION)\*
  - 4.4.3. RCPA operations (ACTION)\*
  - 4.4.4. SCTA operations (ACTION)\*
- 4.5. **Community Affairs Update** – (REPORT)\*

**5. Reports and Announcements**

- 5.1. Executive Committee report
- 5.2. Community Affairs Report
- 5.3. Regional agency reports
- 5.4. Advisory Committee agendas\*
- 5.5. SCTA/RCPA staff report
- 5.6. Announcements

**6. Adjourn**

\*Materials attached.

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The next **SCTA/RCPA** meetings will be held **June 13, 2017**

Copies of the full Agenda Packet are available at <http://scta.ca.gov/meetings-and-events/board-meetings/>

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.

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