BOARD OF DIRECTORS
AGENDA PACKET

Monday, April 9th, 2018
2:30 p.m.

City of Santa Rosa City Council Chambers
Santa Rosa City Hall
100 Santa Rosa Avenue
Santa Rosa, California
BOARD OF DIRECTORS AGENDA

April 9, 2018 – 2:30 p.m.

Santa Rosa City Council Chambers
Santa Rosa City Hall, 100 Santa Rosa Avenue, Santa Rosa, CA 95404

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 12, 2018 meeting (ACTION)*

   B. SCTA Items
      3.2. Measure M – Hearn Avenue appropriation request (ACTION)*
      3.3. Measure M – FY16/17 Maintenance of Effort report (ACTION)*
      3.4. Hwy 101 – Marin Sonoma Narrows C2 right of way cooperative agreement (ACTION)*
      3.5. Hwy 101 – Marin Sonoma Narrows B2 Phase 2 agreements (ACTION)*
      3.6. Travel model – contract with TJKM for model validation services (ACTION)*

4. Regular Calendar
   A. RCPA Items
      4.1. RCPA Projects and Planning
         4.1.1. Solid Waste – Zero Waste Initiative presentation (REPORT)*
         4.1.2. Activities Report – (REPORT)*

   B. SCTA Items
      4.2. SCTA Planning
         4.2.1. Transit – FY18/19 Coordinated Claim for Transit (ACTION)*
         4.2.2. Activities Report – (REPORT)*
      4.3. SCTA Projects and Programming
         4.3.1. Highways – update on State Highway projects (REPORT)

   C. SCTA/RCPA Items
      4.4. Community Affairs Report – (REPORT)*

5. Reports and Announcements
   5.1. Executive Committee report
   5.2. Regional agency reports
   5.3. Advisory Committee agendas*
   5.4. SCTA/RCPA staff report
   5.5. Announcements

6. Adjourn

*Materials attached.
The next SCTA/RCPA meeting will be held **May 14, 2018**


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 the 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.

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1. Call to order the meeting of the Sonoma County Transportation Authority (SCTA) and the Sonoma County Regional Climate Protection Authority (RCPA)

Meeting called to order at 2:35 p.m. by Chair Carol Russell.

Directors Present: Director Russell, City of Cloverdale, Chair; Director Gorin, Supervisor, First District, Vice Chair; Director Agrimonti, City of Sonoma; Director Coursey, City of Santa Rosa; Director Landman, City of Cotati; Director Mansell, City of Healdsburg; Director Miller, City of Petaluma; Director Salmon, Town of Windsor; Director Zane, Supervisor, Third District.

Directors Absent: Director Gurney, City of Sebastopol; Director Mackenzie, City of Rohnert Park; Director Rabbitt, Supervisor, Second District

2. Public comment on items not on the regular agenda

Duane DeWitt, Roseland, commented on the transit study to be discussed and expressed the need for housing to be built near transit stops. A series of documents and articles was presented to the Board of Directors.

Mr. DeWitt described the “Home Voter Hypothesis” and continued advocating for housing near transit areas, citing an example from London where a multifamily complex was built near transit locations.

3. Consent Calendar

A. SCTA/RCPA Concurrent Items

3.1. Admin – Minutes of the February 5, 2018 meeting (ACTION)*

3.2. Admin – Form 700 (ACTION)*

B. SCTA Items

3.3. Measure M – Pisenti & Brinker contract extension for audit services (ACTION)*

The consent calendar was approved unanimously following a vote of acclimation.

4. Regular Calendar

A. SCTA/RCPA Items

4.1. legislation –

- AB1745
- Disaster related legislation (Report)*

AB-1745 Vehicles: Clean Cars 2040 Act (Ting):

Brant Arthur described Assembly Bill 1745.

The legislation would require any vehicles registered in the State of California after 2040 must be zero-emission. The adoption of the legislation would send a message describing the future of California: clean cars are the direction. The bill, however, is simple and commercial vehicles grossing over 10,001 pounds or vehicles brought in outside California are exempted.

This legislation is in alignment with the programs that the SCTA and RCPA promote. Staff recommends the Board of Directors to support the bill due to the alignment with the Comprehensive Transportation Plan’s goal to reduce greenhouse gas emissions and the recent adoption of Shift Sonoma County plan.

Other countries, such as the United Kingdom and France, have established similar goals.
Vice Chair Gorin commented on the need to recognize automobile enthusiasm exists for classic cars and urged the need to be flexible for potential exemptions.

Director Zane commented on the length of time between today and, if passed, the enactment – 22 years.

Mr. Arthur responded the goal of the legislation is to send a message to vehicle manufactures to consider making the shift to zero-emissions.

Director Agrimonti asked about the amendment process for potentially enacting the legislation earlier than 2040.

Suzanne Smith added the idea is to give manufactures time to consider zero-emission vehicles. If this is met with success, then possibly can be advocated to be enacted earlier.

Director Miller commented on the exemption of commercial vehicles weighing more than 10,000 pounds, expressing that more information is needed before making a decision.

Director Zane expressed the need to be aware of unintended consequences for poorly written legislation and noted concerns of legal action by the oil refineries against the State of California.

Chair Russell opened for public comments.

Steve Birdlebough recalled previous efforts to enact a similar legislation, yet faced significant resistance from the oil industry. Mr. Birdlebough continued, although the legislation would not go in effect for another 22 years and exempts vehicles at 5 tons, expressed support due in part for the goal it sets, and the message being promoted to for the future of vehicles.

Tom Conlon commented on the concerns that the State is too far off in the future and provided comments on previous efforts already taken that complement a legislative piece as AB 1745.

Director Landman commented on the support of this legislation by Sonoma Clean Power’s Board of Directors. First, the goals of the legislation are within the policies and, secondly, it addresses the concerns brought up by the members.

Director Coursey added, if there is interest in the shift, automobiles must be looked at and expressed support for the bill.

Director Mansell expressed strong support to support the legislation, citing the need to promote bold ideas. Director Mansell recalled the experience in Healdsburg, where the city continues to seek guidance for where cars will be going, and for the residents to see the value of electric vehicles.

Director Zane voiced her concerns regarding the legislation, saying, “This is stick, not a carrot. A different approach for this legislation is needed.” Director Zane further added that electric vehicles are costly upfront, and older vehicles tend to be driven by disadvantaged people.

Director Zane requested more information before taking a stance.

Mr. Arthur responded that Sonoma County is known for the leading and promoting innovative ideas as this legislation.

Ms. Smith added in terms of equity, this legislation is for new vehicles in 22 years and is not a penalty for existing vehicles.

**Disaster Related Legislation:**

Suzanne Smith provided the Board of Directors with a handout containing information on State legislation, which are in the process of being
reviewed, that are related to the wildfire recovery. This is an informational item.

4.2. **Community Affairs Report** – (REPORT)*

Brant Arthur described the monthly report of SCTA and RCPA activities since the previous month.

- The Rebuild Green Expo was held on February 23rd. The Expo was regarded as an impressive display of solutions that pointed toward a more resilient future.

- Regional Measure 3: The measure has been approved to be placed on the ballot in June and, for the first time, the measure would bring funding to Sonoma County. Four projects have been identified for Sonoma County:
  - $120 million for HOV lanes for U.S. Highway 101 for the Marin-Sonoma Narrows;
  - $100 million for State Route 37 improvements;
  - $40 million for SMART extension to Healdsburg; and
  - $100 million for North Bay Transit Access improvements.

- Staff presented at the Sonoma State University Energy Forum and shared information on greenhouse gas emissions and climate protection efforts throughout Sonoma County.

- A package of incentives are in development by Sonoma Clean Power and BAAQMD to support a green rebuild and recovery.

Staff continues to be involved in these conversations and is available to answer questions.

Vice Chair Gorin asked if it known where the people from the Rebuild Green Expo originated from, noting that there will be one for the Sonoma Valley in the future.

Director Miller wondered how the North Bay Transit Access improvements will be divided.

Suzanne Smith responded the decision is likely not going to be made until after June.

Mr. Arthur added the survey results are available and are located on the SCTA website.

Chair Russell asked if any themes were seen in the results.

Mr. Arthur responded by reviewing the ranked level of concerns, traffic congestion ranked top, followed by concerns for safety and sea level rise.

B. **RCPA Items**

4.3. RCPA Projects and Planning

4.3.1. **GHG Inventory** – report on water and solid waste sectors (REPORT)*

Suzanne Smith announced Aleka Seville has accepted the position of Director of Climate Programs with the RCPA. Ms. Seville comes with a background in the nonprofit- and the private sector, and governmental work with the County of Alameda and the Bay Area Regional Collaborative.

Julian Ruzzier-Gaul, CivicSpark Fellow, described the ongoing update to the countywide greenhouse gas emissions report.

The previous report to the Board of Directors described building energy; today’s report will be on water conveyance and solid waste.
An updated handout was provided to the Board of Directors.

Water emissions decreased due in part to the work at the Sonoma County Water Agency. Solid Waste, however, describes an increase in overall GHG emissions.

Solid waste increased approximately 35% between 2010 and 2015. A breakdown of the waste types were described, and reasoning for increase due to more wastes being sent to the Redwood Landfill and their methane collection efficiency.

It was also noted the October 2017 wildfires will increase the volume of countywide waste due to debris removal and the impacts will not be immediately available.

Director Coursey commented on the water emissions numbers, asking how much is conservation to account in GHG reductions.

Mr. Ruzzier-Gaul responded this month’s inventory identified the electric intensity for GHG emissions related to water; however, is not sure, specifically, how conservation accounted in the decrease, but will look into it further.

Director Coursey also asked if the solid waste numbers reflect additional emissions caused by outgoing/compost waste.

Mr. Ruzzier-Gaul noted the hauling of waste resides within transportation numbers, which looks at the on road hauling. This update was not studying the hauling of solid waste, specifically.

Furthermore, Mr. Ruzzier-Gaul added the additional of a new waste hauler, Recology, Inc., could have a positive impact on the GHG emissions in the county.

The pie chart graphic on the handout described solid waste as 4% of the total county wide emissions. The breakdown described in the pie chart is within that 4%.

This update is specific to the processing of waste, not the hauling of waste.

4.3.2. Activities Report – (REPORT)*

Carolyn Glanton reported on the recent RCPA activities.

The February Coordination Committee featured a presentation from PG&E staff on the EV Charge network program. Applicants for this program must be willing to dedicate ten parking spaces for EV charging stations.

The Climate Action staff working group met to discuss the Sonoma County Energy Vision, GHG emission inventory update, and the draft zero waste initiative.

Fire recovery, assist community with information resources and staff support for recovery and planning needs. Energy codes and resilient rebuilding materials have been delivered to the Santa Rosa Resilient City Permit Centre.

RCPA staff will bring updates for the Energy Program Coordination and Zero Net Energy Working Group as they arise.

Ms. Glanton described the Greenhouse Gas Emissions Reductions and Climate Action Resolutions that have been adopted by jurisdictions in Sonoma County.

Director Landman commented on the PG&E Electric Vehicle network charge program and wondered if there is potential push back on the requirement to reserve ten parking spaces.

Ms. Glanton responded the number is indeed high, but have asked to reconsider a smaller number.
PG&E staff will consider the required number of parking spaces in the future.

C. SCTA Items

4.4. SCTA Planning

4.4.1. Transit – Transit Integration and Efficiency Study (REPORT)

Dana Turrey presented the Board of Directors with the Transit Integration and Efficiency Study (TIES). The scope of work is currently being finalized, and is a technical study to examine operations for Santa Rosa CityBus, Sonoma County Transit, and Petaluma Transit to identify opportunities for integration and increased transit efficiencies.

The study is supported by MTC and the City of Santa Rosa and are contributing $75,000 each. The goal of this technical study is to help improve transit in the short and long term through integration of existing services in Sonoma County.

The study seeks to identify strategies that will most effectively improve passenger experience, reduce operation and capital costs, and better integrate the existing operations systems.

SCTA will be taking the lead on the study and will be working close with Santa Rosa CityBus, Petaluma Transit, and Sonoma County Transit, as well as public works staff in a steering committee. Staff will update the Board of Directors as the process continues.

Director Coursey asked on the status of the RFP and who will be involved in the process.

Ms. Turrey responded the procurement will have a review committee with the transit managers and SCTA staff. The RFP is anticipated to be released in about one month.

Director Agrimonti commented on the challenges for smaller cities gaining attention for public transportation.

Suzanne Smith added this study is aimed to be an introspective study.

Director Landman asked who was involved and initiated this process.

Ms. Smith answered the idea was initiated by the transit operators and MTC. MTC has the desire to study transit areas for integration.

Director Zane commented on the challenge with consultants is that they do not study deep enough into integration issues.

Director Zane suggested the necessity to have passengers to weigh in on this study.

Chair Russell expressed appreciation for Sonoma County Transit, and provided commentary. The challenge in Sonoma County reside in the small cities that do not have the population to support a system.

Chair Russell suggested to expand outward to other cities and parts of California that may have something similar that can respond to the needs in Sonoma County.

Vice Chair Gorin, reflecting on Director Agrimonti’s comments, spoke on the effort to improve coordination among the operators and suggested to discuss the types of systems to better serve a rural, geographically spread out area. There are a lot of cars in Sonoma County because the transit system does not work.

Chair Russel opened for public comment.

Steve Birdlebough commented on the idea to develop a federation under which all the agencies operate, citing examples from European models. To create a federation that would focus on the
interconnections between the different agencies would deliver a better transit service in California. The cities do not want to spend money on transit and further noted there is no city contribution. This study could be an informative and useful project, and advocated to focus on the users of the system.

Director Zane suggested to study nontraditional methods of transportation, such as Uber and Lyft, which are door-to-door service and are more appealing to the millennial and elderly populations.

4.4.2. Activities Report (REPORT)*

Janet Spilman described the planning department recent activities and items on the advisory committee agendas, such as data management and forecasting, program management, and local coordination and outreach efforts.

Staff continues to monitor program management for several pilot programs. When milestones appear, Staff will report back to the Board of Directors.

Director Coursey asked about the bike share grant recently awarded by MTC.

Dana Turrey responded the estimated timeline for implementation is late summer 2019 due to the coordination needed with the cities, SCTA, and Transportation Authority of Marin.

4.5. SCTA Projects and Programming

4.5.1. Hwy 37 – Transportation and Sea level Rise Corridor Improvement Plan review and approval (ACTION)*

James Cameron presented on the State Route 37 Transportation and Sea Level Rise Corridor Improvement Plan. This Plan is a high level plan developed for the North Bay counties: Marin, Napa, Solano, and Sonoma Counties.

Congestion is one of the most significant issues facing SR 37 today. The morning commute westbound from Vallejo experiences a delay of 27 minutes delay from 5 a.m. to 11 a.m.

Conversely, eastbound traffic leaving Marin County experience congestion at the Highway 121/37 intersection. Commuters experience up to 100 minutes to travel through the corridor between 1 p.m. to 8 p.m., when normally the travel with no congestion is expected 20 minutes.

Furthermore, flooding on the highway is another significant challenge. Mr. Cameron described the challenges in weather and sea level rise threats and cited the winter storms of February 2017.

In the event SR 37 becomes unusable due to sea level rise, the neighboring highways – Interstate 580 to the south; State Routes 12, 29, 121, and 116 to the north – would not be able to handle the increased traffic.

Mr. Cameron described the high level assessment of SR 37:

1. Raised roadway
2. Ecological enhancement
3. Improve capacity in Segment B
4. Multimodal and local access improvements.

Mr. Cameron explained the next steps/near term solutions. The design alternative assessment is set to be delivered to Caltrans for an official Project Initiation Document.

Public outreach (to date) was described and discussed the revisions to the corridor plan.
Vice Chair Gorin commented on the Highway 37 policy committee and wondered about the possibility in the recommendation to issue a voice for urgency for sea level rise in the remaining two segments.

Mr. Cameron responded this document covers the entire corridor. It only prioritizes Segment B and does not make Segments A and C lower.

Vice Chair Gorin added that a multimodal process needs to be included in the recommendation, not just the expansion of the highway.

Suzanne Smith added the document this is a roadway project, but there needs to have a rail study.

Vice Chair Gorin continued describing the challenges for bicyclist in the corridor and asked how the multimodal part can be incorporated.

Ms. Smith responded that Staff is working with the Napa Valley Transportation Authority on a study for bus ridership hubs, which is set to begin by the end of the year.

Mr. Cameron also added that Solano Transportation Authority has hired a consultant for ferry study.

Director Coursey asked if the plan’s scope for this project is managed by the Bay Area Toll Authority as toll bridge.

Ms. Smith answered that currently this is not the plan, but is likely where it is headed, further describing the concerns related to flooding and roadway closure and discussed the processes that must be undertaken for SR 37.

Director Coursey expressed support the multimodal approach, naming the east to west rail corridor and discussed comparisons of separate funding schemes.

Director Landman asked about the need for a consensus on managing this process.

Ms. Smith responded the consensus has not been resolved, but will be address in the next phase.

Chair Russell added support for a multimodal approach and opened for public comment.

Steve Birdlebough commented on the need to make this project transit oriented so individuals have another alternative to single occupancy travel, such as carpools, transit, trains, and ferries and acknowledged this idea seems to be understood and, although won’t be easy to do, urged the Board of Directors to “just keep at it.”

Mr. Birdlebough continued discussing the cost of the roadway, with regards to maintenance of the highway, and expressed there are questions to see how this will play out.

Jerry Burn, reiterating Mr. Birdlebough’s comments, encouraged the need to include multimodal elements in the discussion.

Alisha O’Loughlin, Sonoma County Bicycle Coalition, expressed content to see the project move forward, however expressed strong disappointment by the lack of robust bicycle access, safety, and improvements. Currently, there are no bicycle lanes and the existing plan is not meant to serve bicyclist, specifically between Highway 121 and Mare Island. The improvements are geared toward congestion, but there is no discussion for near term bicycle safety.

Ms. O’Loughlin advocated for more bicycle safety and access, and advocated to consider including bicycle/pedestrian safety and access to the Corridor Plan.

Tom Conlon commented on the price tag and timeline of the project and wondered Raised one
point, has there been discussion in joint litigation to pay for the have been discussions in.

Willard Richards comments on the potential for rail service along to corridor, citing an example of a section of rail in Australia which is laid through a swamp and the structures in place to keep the railway in alignment.

Director Landman commented on the idea of JPAs.

Director Zane asked if there was consideration to study the impacts of abandoning the highway.

Ms. Smith answered the idea has been discussed; however, the reality of 44,000 trips per day, the economic vitality of the corridor, the link for emergency access for the Bay Area demonstrated the need to improve the highway. The alternate routes, however, are not built to accommodate the increased trips.

Vice Chair Gorin commented on the discussions of abandoning the highway, which would create a ripple effect across the Bay Area. Vice Chair Gorin express strong interest to see a transit model to connect the Sonoma and Napa Valleys, thus advocating strongly for a multimodal approach and a SMART expansion study.

Mr. Cameron noted to include the comments by the Sonoma County Bicycle Coalition with no conflict from the other three counties.

Vice Chair Gorin also added to include transit.

Mr. Cameron responded that transit is not provided by Caltrans, and currently there are no benefit for transit user on SR 37. However, the improvements could make transit more viable in the corridor.

The SR 37 Transportation and Sea Level Rise Corridor Improvement Plan with clarifications was approved unanimously following a motion of acceptance by Director Landman, and a second by Vice Chair Gorin.

4.5.2. **Highways** – update on State Highway projects (ACTION)

James Cameron provided updates on the State Highway projects in Sonoma County.

**Project 6: MSN B-3 (San Antonio Creek Bridge at Sonoma/Marin County Line)**

The schedule for southbound traffic to switch onto the new bridge in March/April is still on time, weather dependent. Northbound traffic is currently slated to be on the new bridge by the end of 2018, with both frontage roads and bicycle lanes to be opened.

**Project 10: MSN C-2 (Central Petaluma HOV lanes)**

Staff submitted plans for the Central C HOV lanes in Petaluma, with SB-1 funds identified. Programming is anticipated to be confirmed in May, 2018 and HOV lanes are expected to open in 2022.

Additionally, extensive coordination with SMART is set to begin as a conflict with the multiuse pathway has been identified. The MSN C-2 project will require a closure of the pathway for demolition and construction of the bridge over the railway.

**Project 11: MSN – B2 Phase 2 – Sonoma Median Widening**

The MSN B2 Phase 2 construction bids opened on March 7. The lowest bidder was Ghilotti Construction, which bided 13% over the engineers estimate. Staff continues to work to identify additional funding.

Construction is expected to begin in April, 2018 and HOV lanes opened by late 2019.
Highway 37 Policy Committee:
The March 1st Policy Committee discussed the Corridor Plan comments, survey and focus group results, transit ridership study results, and a presentation by Resilient By Design.

The May 3rd Policy Committee will discuss the project initiation document update and transit updates, including rail, bus, and ferry services.

Seana Gause presented to the Board of Directors a new report – Caltrans SHOPP Report – which will be included with the Highway Report. Each project are identified by post mile and status and are for information.

5. Reports and Announcements
   5.1. Executive Committee report
   The executive Committee will meet after the regular SCTA/RCPA Board of Directors meeting.
   5.2. Regional agency Report
   Sonoma Clean Power:
   Director Landman updated the committee on the recent SCP Board of Director’s action regarding advance energy rebuilding, and incentives for local renewable energy programs.

   Bay Area Air Quality Management District:
   Director Zane announced BAAQMD staff is considering to expand Spare the Air to year round.

   Bay Conservation & Development Commission:
   N/A

   MTC:
   N/A

   SMART:

   Chair Russell announced Supervisor Judy Arnold, Marin County, has joined the SMART Board of Directors.

   Golden Gate Bridge District:
   N/A
   5.3. Advisory Committee agendas*
   Included in the agenda packet.

   5.4. SCTA/RCPA staff report
   N/A

   5.5. Announcements
   N/A

6. Adjourn
The SCTA-RCPA meeting adjourned at 5:06 p.m.
Staff Report

To: Sonoma County Transportation Authority
From: Seana L. S. Gause, Senior – Programming and Projects
Item: 3.2 – Measure M Appropriation Request – Hearn Avenue I/C
Date: April 9, 2018

Issue:
Shall the SCTA approve the transfer of the balance of a previous appropriation for Environmental Activities to the Design phase of the Hearn Avenue I/C project? (See attached letter).

Background:
The SCTA adopted the 2017 Measure M Strategic Plan, which sets forth the SCTA’s program and project implementation policies with regard to the use of funds provided under Measure M. Pursuant to the Strategic Plan and the associated cooperative funding agreements, each jurisdiction must submit an appropriation request to initiate spending of Measure M funding for the fiscal year in which the funds are programmed. The City of Santa Rosa had an appropriation of $1,150,000 from this Board approved in April of 2015 for activities associated with the Environmental phase of the Hearn Avenue Interchange Project. The environmental phase is now complete and the City has submitted a request to shift the remaining funds to the next developmental phase, Design.

Policy Impacts:
None

Fiscal Impacts:
Consistent with the Strategic Plan, Measure M funds in the amount of $331,000 would be made available to the City of Santa Rosa to complete design of Phase 3 of the Hearn Avenue I/C. Shifting of these funds is consistent with the funding availability defined in the Measure M cash-flow model since the funds have already been appropriated.

Staff Recommendation:
Staff recommends that the Board approve the aforementioned appropriation shift request.

<table>
<thead>
<tr>
<th>Coop Funding Agreement #</th>
<th>Jurisdiction</th>
<th>Category</th>
<th>Description</th>
<th>Phase</th>
<th>Appropriation Amount</th>
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<tr>
<td>M30706</td>
<td>Santa Rosa</td>
<td>LSP</td>
<td>Hearn I/C, Ph 3</td>
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March 12, 2018

SCTA Chair
Sonoma County Transportation Authority (SCTA)
490 Mendocino Avenue, Suite 206
Santa Rosa, CA 95401

FUNDING APPROPRIATION REQUEST
PROJECT NAME: HEARN AVENUE INTERCHANGE – PHASE 3
AGREEMENT NUMBER: M30706

Dear SCTA Chair:

The City of Santa Rosa hereby requests that the Sonoma County Transportation Authority (SCTA) take action to re-appropriate the balance of previously approved funds for the environmental phase to the design phase at its next Board meeting for the Hearn Avenue Interchange – Phase 3 project.

The City entered into a cooperative agreement with the SCTA (Cooperative Agreement No. M30706) for Phase 3 of the Hearn Avenue Interchange project. The Project Approval and Environmental Document (PA&ED) was completed in December 2016. There was a remaining balance of $331,215.01 in the appropriation for the environmental phase. At this time, the City is requesting a shift of the previously appropriated environmental funds to make the funds available for design expenditures in FY 2017/2018. Below is the specific appropriation request information covering the period from July 1, 2017 through June 30, 2018.

<table>
<thead>
<tr>
<th>Project Name and Description</th>
<th>Hearn Avenue Interchange – Phase 3</th>
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<tbody>
<tr>
<td>Project Category</td>
<td>Local Street Project</td>
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<tr>
<td>Development Phases of this Appropriation</td>
<td>Design Contract</td>
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<tr>
<td>Amount of Measure M Appropriation Request</td>
<td>$331,215.01</td>
</tr>
<tr>
<td>Amount of Local Funding Match</td>
<td>$1,800,000</td>
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<tr>
<td>Source of Local Funding Match</td>
<td>City of Santa Rosa</td>
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<tr>
<td>Total Project Cost</td>
<td>$24,500,000</td>
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The current schedule for the Hearn Avenue Interchange – Phase 3 is as follows:

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<thead>
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<th>Project Development Phase</th>
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<th>Complete</th>
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<tbody>
<tr>
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<tr>
<td>Environmental</td>
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<td>December 2016</td>
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<tr>
<td>Design</td>
<td>June 2017</td>
<td>May 2019</td>
</tr>
<tr>
<td>Right of Way</td>
<td>June 2017</td>
<td>May 2019</td>
</tr>
<tr>
<td>Construction</td>
<td>September 2019</td>
<td>December 2021</td>
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</table>

Thank you for your consideration.

Sincerely,

JASON NUTT
Director of Transportation and Public Works

Enclosures

c: Lori Urbanek, Acting Deputy Director – Engineering
   Nancy Adams, Transportation Planner
   Chris Catbagan, Associate Civil Engineer
Staff Report

To: Sonoma County Transportation Authority
From: James R. Cameron, Director of Projects & Programming
Item: 3.3 – FY16/17 Maintenance of Effort report – Measure M Policy 14 and PUC Compliance
Date: April 9, 2018

Issue:
Is SCTA in compliance with Public Utilities Code 180200 and Measure M Policy 14 Maintenance of Effort (MOE)?

Background:
The Traffic Relief Act for Sonoma County, Measure M, is governed by the Public Utilities Code. PUC 180200 requires that “local governments maintain their existing commitment of local funds for transportation purposes.” The PUC does not specify how an existing commitment must be measured, in order to ensure compliance with the requirement.

Until 2010, Sonoma County jurisdictions received Proposition 42 funds, which had specific MOE requirements. Since the Prop 42 requirements were more stringent than Measure M, there seemed little need for a Measure M policy to address maintenance of effort. Once Proposition 42 funds ended, the SCTA acted to implement its own MOE policy. The SCTA Board approved Measure M Policy 14 on July 11, 2011, after both Technical and Citizens Advisory Committee (TAC and CAC) review.

Policy 14 (attached) requires that jurisdictions report the amount of local transportation funding, as a percentage of that jurisdiction’s overall general fund spending. By analyzing the commitment as a percentage of general funds, as opposed to the actual amount of transportation funding, the policy considers the possibility that transportation spending may go down, if there is a decrease in general fund spending. However, if the general fund increases, transportation funding would be expected to be increased by the same percentage.

The baseline percentage was set for FY11/12, since that was the year the policy was enacted. In years 2014, 2015, 2016, and 2017 the SCTA Board accepted the recommendation from the TAC & CAC and determined all jurisdictions were in conformance based on the submitted reporting. SCTA staff has now received FY 16/17 reporting from all Measure M Local Street Rehabilitation (LSR) Program recipients. A summary of that reporting is shown in the attached table.

Countywide, the commitment of transportation funding increased both in overall dollars and as a percentage of cumulative general funds. Nine of ten jurisdictions increased their individual percentage commitment of local funds for transportation purposes between the baseline in FY11/12 and FY16/17. The Town of Windsor decreased their percentage of transportation funding. The Town of Windsor built a large capital project on Shiloh in the baseline year causing them to have a large baseline percentage and they continue to be below the baseline, but the Town consistently has one of the largest percentages of all the jurisdictions.

The PUC does not state that the commitment must be calculated as a percentage of the general fund or that it be met annually. Policy 14 requires that each jurisdiction provide reporting, but it does not state that each
jurisdiction’s individual commitment must be maintained. Since many small jurisdictions need to "bank" transportation funding for several years in order to deliver a reasonably sized project, a single year’s baseline figure can easily be skewed, based on whether the baseline year contained a large transportation project. Additionally, Policy 14 does not specify consequences for a jurisdiction that does not individually meet their baseline figure. Finally, although the Traffic Relief Act of Sonoma County requires that local governments maintain their existing commitment of local funds for transportation purposes, it does not state whether the commitment must be maintained individually by each jurisdiction, or collectively.

At the March 22, 2018 TAC meeting and the March 26, 2018 CAC meeting, both recommended to the SCTA Board that the 16/17 MOE reporting is in compliance with the Public Utilities Code Section 180200, the Traffic Relief Act of Sonoma County, and Measure M Policy 14.

Given that all jurisdictions met the reporting requirements of Policy 14 and that collectively the commitment of transportation funding has increased over baseline, both in actual dollars and as a percentage of overall general fund spending, SCTA should consider accepting the TAC and CAC recommendation that SCTA is in compliance with the PUC, the Traffic Relief Act of Sonoma County and Measure M Policy 14.

**Policy Impacts:**

This is an interpretation of the Measure M Strategic Plan Policy 14 that would allow for individual jurisdictions to not meet their baseline MOE commitment, provided that collectively SCTA jurisdictions meet or exceed the baseline MOE commitment. This interpretation was previously approved by the SCTA Board in May 2014, July 2015, April 2016, and May 2017.

**Fiscal Impacts:**

Consequences of determining that individual jurisdictions must maintain their baseline contribution to transportation could result in a suspension of a portion of the Measure M Local Street Rehabilitation allocations to those jurisdictions, until contributions are brought back to FY11/12 baseline levels. Estimates of FY18/19 allocations are shown in the attached table.

**Staff Recommendation:**

Staff recommends that the Board find SCTA is in compliance with the Public Utilities Code Section 180200, the Traffic Relief Act of Sonoma County, and Measure M Policy 14.
MEASURE M - STRATEGIC PLAN 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.
### Maintenance of Effort Calculations - % of Local Fund Expenditures on Transportation as a Percentage of the General Fund Expenditures

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>FY 11-12 (BASELINE)</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Transportation (A)</td>
<td>General Fund (B)</td>
<td>% (A/B)</td>
<td></td>
</tr>
<tr>
<td>County of Sonoma</td>
<td>$7,510,980</td>
<td>$360,118,999</td>
<td>2.1%</td>
<td></td>
</tr>
<tr>
<td>Cotati</td>
<td>$96,726</td>
<td>$4,436,499</td>
<td>2.2%</td>
<td></td>
</tr>
<tr>
<td>Cloverdale</td>
<td>$162,404</td>
<td>$5,270,429</td>
<td>3.1%</td>
<td></td>
</tr>
<tr>
<td>Healdsburg</td>
<td>$916,656</td>
<td>$7,547,774</td>
<td>12.1%</td>
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</tr>
<tr>
<td>Petaluma</td>
<td>$775,000</td>
<td>$32,472,271</td>
<td>2.4%</td>
<td></td>
</tr>
<tr>
<td>Rohnert Park</td>
<td>$558,407</td>
<td>$22,477,233</td>
<td>2.5%</td>
<td></td>
</tr>
<tr>
<td>Santa Rosa</td>
<td>$2,298,378</td>
<td>$117,000,000</td>
<td>2.0%</td>
<td></td>
</tr>
<tr>
<td>Sebastopol</td>
<td>$159,486</td>
<td>$4,884,137</td>
<td>3.3%</td>
<td></td>
</tr>
<tr>
<td>Sonoma (City)</td>
<td>$749,256</td>
<td>$11,838,835</td>
<td>6.3%</td>
<td></td>
</tr>
<tr>
<td>Windsor</td>
<td>$3,043,675</td>
<td>$13,108,791</td>
<td>23.2%</td>
<td></td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td><strong>$16,270,968</strong></td>
<td><strong>$579,154,968</strong></td>
<td><strong>2.8%</strong></td>
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### Measure M Local Streets Rehab Estimated FY 18/19 Allocation

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>FY16-17</th>
<th>Measure M Local Streets Rehab Estimated FY 18/19 Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Transportation (K)</td>
<td>General Fund (L)</td>
</tr>
<tr>
<td>County of Sonoma*</td>
<td>$21,738,345</td>
<td>$435,265,242</td>
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<tr>
<td>Cotati</td>
<td>$1,162,948</td>
<td>$5,688,970</td>
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<td>$377,856</td>
<td>$6,065,799</td>
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<tr>
<td>Healdsburg</td>
<td>$1,764,643</td>
<td>$13,688,706</td>
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<td>Petaluma</td>
<td>$1,333,200</td>
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<td>Rohnert Park</td>
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<td>$31,478,316</td>
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<tr>
<td>Santa Rosa</td>
<td>$3,431,282</td>
<td>$148,159,266</td>
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<tr>
<td>Sebastopol</td>
<td>$709,255</td>
<td>$8,190,642</td>
</tr>
<tr>
<td>Sonoma (City)</td>
<td>$1,220,840</td>
<td>$15,858,576</td>
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<tr>
<td>Windsor</td>
<td>$4,176,784</td>
<td>$20,284,989</td>
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<tr>
<td><strong>TOTALS</strong></td>
<td><strong>$41,090,006</strong></td>
<td><strong>$729,248,550</strong></td>
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Staff Report

To: Sonoma County Transportation Authority
From: James R. Cameron, Director of Projects & Programming
Item: 3.4 – Marin Sonoma Narrows (MSN) C2- Amendment No. 2 to Caltrans Cooperative Agreement No. 04-2309 for Right of Way
Date: April 9, 2018

**Issue:**
Shall the SCTA enter into Amendment No. 2 to Caltrans Cooperative Agreement No. 04-2309 to increase the Right of Way Capital and Support funding in the amount of $3,113,000?

**Background:**
The Highway 101 Marin Sonoma Narrows (MSN) C2 Project is the northerly segment of the MSN project from just north of the Highway 101 and Highway 116 connection to 0.3 mile north of the Corona Road Overcrossing in Petaluma. The project includes sound walls, bridges, ramp widening, and median widening for High Occupancy Vehicle (HOV) lanes.

Final design and right of way acquisition is expected to be complete by December 31, 2018. It is anticipated final construction funding will be programmed in May 2018 and the project will be advertised for construction in 2019.

On February 14, 2011, the Board approved the initial cooperative agreement (Coop 4-2309) for the MSN C2 Contract to provide right of way engineering and support services for $950,000. The intent was to start identifying the right of way mapping and needs for the project.

On March 10, 2014, the Board approved Amendment No. 1 to Cooperative Agreement 4-2309 to add $4,507,000 in Measure M funds for right of way capital to acquire the necessary right of way.

On February 5, 2018, the Board approved revised Measure M Highway 101 programing for MSN C2 to complete a full funding plan.

This cooperative agreements amendment reflects a portion of the updated programming with an additional $3,113,000 to continue right of way acquisition. The right of way capital cost will increase by $2,063,000 and the right of way support cost will increase by $1,050,000. An amendment to the cooperative agreement with Caltrans is needed in order to complete right of way activities.

**Policy Impacts:**
None

**Fiscal Impacts:**
Since this funding is represented in the approved programming for Measure M, there are no new financial impacts.
Staff Recommendation:

Staff recommends that the Board authorize the Chair to execute the attached Amendment No. 2 to Cooperative Agreement 4-2309 to fund right-of-way activities for $3,113,000 ($2,063,000 right of way capital and $1,050,000 right of way support), in substantially similar form as provided for in the attachment, subject to the final review and approval by legal counsel.
RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA COUNTY TRANSPORTATION AUTHORITY, COUNTY OF SONOMA, STATE OF CALIFORNIA, AUTHORIZING STAFF TO NEGOTIATE AND THE CHAIR TO EXECUTE THE FOLLOWING AMENDMENT TO THE HIGHWAY 101 MSN PROJECT WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS):

AMENDMENT 2 TO COOPERATIVE AGREEMENT 4-2309 FOR RIGHT OF WAY ACQUISITION FOR THE MSN-C2 (HOV) PROJECT AT A COST NOT TO EXCEED $3,113,000 IN MEASURE M - 101 PROGRAM FUNDS

WHEREAS, SCTA is authorized to provide Measure M funds for project development and construction of certain transportation projects though the California Department of Transportation (Caltrans); and;

WHEREAS, Cooperative Agreement No. 4-2309 was previously executed with Caltrans for right of way engineering and support services for the MSN-C2 Contract at a cost not to exceed $950,000 in Measure M 101 Program funds; and

WHEREAS, Amendment 1 to Cooperative Agreement No. 4-2309 was previously executed with Caltrans to provide funding for right of way acquisition for the MSN-C2 Contract at a cost not to exceed $5,457,000

WHEREAS, the updated estimated final cost to complete the work specified in Coop 4-2309 requires an additional $2,063,000 in right of way capital and $1,050,000 in right of way support for a total not to exceed amount of $3,113,000.

NOW, THEREFORE, BE IT RESOLVED, that Board of Directors of the Sonoma County Transportation Authority authorizes the chair to execute Amendment 2 to Cooperative Agreement 4-2309 with the California Department of Transportation, in substantially similar form as provided for in the attachment, subject to the final review and approval by legal counsel.

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

<table>
<thead>
<tr>
<th>Director Agrimonti</th>
<th>Director Mansell</th>
</tr>
</thead>
<tbody>
<tr>
<td>Director Coursey</td>
<td>Director Miller</td>
</tr>
<tr>
<td>Director Gorin</td>
<td>Director Rabbitt</td>
</tr>
<tr>
<td>Director Gurney</td>
<td>Director Russell</td>
</tr>
<tr>
<td>Director Landman</td>
<td>Director Salmon</td>
</tr>
<tr>
<td>Director Mackenzie</td>
<td>Director Zane</td>
</tr>
<tr>
<td>Ayes:</td>
<td>Noes:</td>
</tr>
</tbody>
</table>

SO ORDERED
I, the undersigned, certify that the foregoing resolution was duly adopted at a regular meeting of the Board of Directors of the Sonoma County Transportation Authority held on April 9th, 2018.

Suzanne Smith, Executive Director
Clerk, Sonoma County Transportation Authority
AMENDMENT NO. 2 TO AGREEMENT 04-2309

This Amendment No. 2 to Agreement (AMENDMENT), entered into and effective on ______________________, 2018 is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Sonoma County Transportation Authority, a public corporation referred to as SCTA.

RECITALS

1. CALTRANS and SCTA, collectively referred to as PARTNERS, entered into Agreement No. 04-2309, (AGREEMENT) on June 10, 2011, defining the terms and conditions to perform Right of Way work on the northerly segment of the Marin-Sonoma Narrows project through Petaluma from just north of the US 101 and SR 116 connection to 0.3 mile north of the Corona Road Overcrossing, referred to as PROJECT.

2. PARTNERS enter into AMENDMENT 1 to add $4,507,000 of Local SCTA Measure M Funds to Right of Way Capital Cost. The total amount of Local Funds for Right of Way OBLIGATION is now $5,457,000. The reason for the AMENDMENT was to revise the FUNDING SUMMARY to reflect these changes and also to extend the date for COMPLETION OF WORK.

3. PARTNERS hereto now wish to enter into AMENDMENT 2 to said AGREEMENT (4-2309-A2) to reflect the latest changes to the PROJECT right of way cost and funding to meet the new estimates needed for PROJECT completion. The revised right of way Capital Cost under this AMENDMENT will increase by $2,063,000 of Local SCTA Measure M Funds to Right of Way Capital Cost and will increase by $1,050,000 of Local SCTA Measure M Funds to Right of Way Support Cost. The total amount for R/W Capital Cost will increase from $4,507,000 to $6,570,000. The total amount for R/W Support Cost will increase from $950,000 to $2,000,000. The total amount of Local Funds for Right of Way OBLIGATION will increase from $5,457,000 to $8,570,000. The reason for the AMENDMENT is to revise the FUNDING SUMMARY to reflect these changes.

IT IS THEREFORE MUTUALLY AGREED:

4. FUNDING SUMMARY of AGREEMENT is hereby replaced in its entirety by FUNDING SUMMARY A2 attached to and made a part of this AMENDMENT, and any reference to FUNDING SUMMARY in AGREEMENT is deemed to be a reference to FUNDING SUMMARY A2.

5. All other terms and conditions of AGREEMENT shall remain in full force and effect.
6. This AMENDMENT is deemed to be included and made part of AGREEMENT.

**CONTACT INFORMATION**

The information provided below indicates the primary contact data for each PARTNER to this agreement. PARTNERS will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this agreement.

The primary agreement contact person for CALTRANS is:
Betsy Joseph, Regional Project Manager  
111 Grand Avenue  
Oakland, California 94623  
Office Phone: (510) 286-5097

The primary agreement contact person for SCTA is:
James Cameron, Deputy Director, Projects & Programming  
490 Mendocino Avenue, Suite 206  
Santa Rosa, California 95401  
Office Phone: (707) 565-5373
SIGNATURES

PARTNERS declare that:
1. Each PARTNER is an authorized legal entity under California state law.
2. Each PARTNER has the authority to enter into this agreement.
3. The people signing this agreement have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

By: ______________________________
Helena (Lenka) Culik-Caro
Deputy District Director, Design

SONOMA COUNTY TRANSPORTATION AUTHORITY

By: ______________________________
SCTA Chair

CERTIFIED AS TO FUNDS:

By: ______________________________
Kevin M. Strough
District Budget Manager

Attest: ____________________________
SCTA Executive Director

APPROVED AS TO FORM AND PROCEDURE

By: ______________________________
County Counsel
# FUNDING SUMMARY A2

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Funding Partner</th>
<th>Fund Type</th>
<th>R/W Capital</th>
<th>R/W Support</th>
<th>Subtotal Support</th>
<th>Subtotal Capital</th>
<th>Subtotal Funds Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCAL</td>
<td>SCTA</td>
<td>Measure M</td>
<td>$6,570,000</td>
<td>$2,000,000</td>
<td>$2,000,000</td>
<td>$6,570,000</td>
<td>$8,570,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Subtotals by Component</td>
<td>$6,570,000</td>
<td>$2,000,000</td>
<td>$2,000,000</td>
<td>$6,570,000</td>
<td>$8,570,000</td>
</tr>
</tbody>
</table>
Staff Report

To: Sonoma County Transportation Authority

From: James R. Cameron, Director Projects and Programming

Item: 3.5 – Marin Sonoma Narrows (MSN) Median Widening B2 Phase 2 Caltrans Amendment 2 to Cooperative Agreement No. 04-2666 for Construction; and MTC Funding Agreement

Date: April 9, 2018

Issue:

1) Shall the SCTA ratify amendment 2 to Cooperative Agreement No. 04-2666 with Caltrans for the construction phase of the MSN Median Widening B2 Phase 2 Project?

2) Shall the SCTA enter into Agreement SCTA18017 with MTC for the additional construction phase funding of the MSN Median Widening B2 Phase 2 Project?

Background:

On November 20, 2012, SCTA entered into Cooperative Agreement 4-2462 with Caltrans to define the funding, roles and responsibilities necessary for the design and right of way phases needed for the Highway 101 MSN-Median Widening Contract.

On September 9, 2013, SCTA entered into Cooperative Agreement 4-2462-A1 to amend the agreement to correct an administrative error regarding the allowable Work Breakdown Structure (WBS) coding for Caltrans Right of Way Support.

In October of 2014, the project was shelved due to lack of construction funding.

On July 10, 2017, the Board approved Cooperative Agreement 04-2666 that defines the scope, funding and responsibilities of each party for the Construction Phase of the project. Additional at the same meeting the SCTA approved Agreement SCTA18006 with MTC for the construction phase funding.

On March 7, 2018, the project opened bids. Four contractors bid the project with bids between 14% and 40% over the engineers estimate. To award the contract to the lowest bidder an additional $3,368,000 is needed.

MTC has agreed to fund the shortfall with federal funds in exchange for SCTA future Sonoma County Regional Transportation Improvement Program (RTIP) funds when they come available through the CTC. The federal funds for the short fall will be in place by June of 2018. To allow for the project award to occur in April and have the low bid contractor start work in May the coop will be amended twice. Amendment 2 will increase the local funds for Construction Capital by $3,368,000 as an interim arrangement to award the contract. Caltrans and SCTA agree that these local funds will eventually be swapped with federal funds in June 2018.
The ultimate funding for the project that will reflected in amendment 3 is as follows:

<table>
<thead>
<tr>
<th>Fund Type</th>
<th>CON SUPPORT</th>
<th>CON CAPITAL</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>State</td>
<td></td>
<td>$3,000,000</td>
<td>$3,000,000</td>
</tr>
<tr>
<td>Federal</td>
<td>$6,000,000</td>
<td>$26,168,000</td>
<td>$32,168,000</td>
</tr>
<tr>
<td>Local (Measure M)</td>
<td>$3,200,000</td>
<td></td>
<td>$3,200,000</td>
</tr>
<tr>
<td>Totals</td>
<td>$6,000,000</td>
<td>$32,368,000</td>
<td>$38,368,000</td>
</tr>
</tbody>
</table>

This contract is schedule to be under construction in May of 2018 and open High Occupancy Vehicle (HOV) lanes by the end of 2019. See map attached for limits of HOV lanes that will open.

In addition to ratifying amendment 2, staff is also requesting authorization to amend this Cooperative Agreement to reflect the fund swap once the federal funds are approved.

**Policy Impacts:**

None

**Fiscal Impacts:**

$3,368,000 from the Measure M Highway 101 account shall fund amendment 2 to Cooperative Agreement 04-2666 which will then be swapped with federal funds in June of 2018, making the net fiscal impact to Measure M zero. The federal funds will be paid back to MTC in the form of RTIP funds in a future programming year, once SCTA RTIP balance becomes positive.

**Staff Recommendation:**

1) SCTA staff requests that the Board ratify amendment 2 to Cooperative Agreement 04-2666 with Caltrans for the MSN Median Widening B2 Phase 2 Project for the construction phase of the project; and to authorize the Chair to execute a future amendment to Cooperative Agreement 04-2466 for the swap of up to $3,400,000 of Measure M funds with federal funds.

2) SCTA staff requests that the Board authorize staff to negotiate and for the Chair to execute proposed Agreement SCTA18017 with MTC for the exchange of regional discretionary funds, such as Surface Transportation Block Grant Program and/or Congestion Mitigation and Air Quality Improvement (STP/CMAQ) funds, for future Sonoma County Regional Transportation Improvement Program (RTIP) funds, in substantially similar form as provided for in the attachment, subject to final review and approval by legal counsel.
RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA COUNTY
TRANSPORTATION AUTHORITY, COUNTY OF SONOMA, STATE OF CALIFORNIA,
RATIFYING AMENDMENT 2 TO COOPERATIVE AGREEMENT 4-2666 FOR
CONSTRUCTION FOR THE HIGHWAY 101 MARIN SONOMA NARROWS (MSN) MEDIAN
WIDENING B2 PHASE 2 CONTRACT

WHEREAS, SCTA is authorized to provide Measure M funds for project development and construction of
certain transportation projects through the California Department of Transportation (Caltrans); and

WHEREAS, SCTA has secured funding in the amount of $35,000,000 prior to bidding for the construction of
the MSN Median Widening B2 Phase 2 Project; and

WHEREAS, Bids for the construction contract came in high and require an additional $3,368,000 in
funding for the construction of the MSN Median Widening B2 Phase 2 Project; and

WHEREAS, Amendment 2 to Cooperative Agreement No. 4-2666 is needed for Caltrans to award the MSN
Median Widening B2 Phase 2 contract to the lowest bidder and move forward with the construction; and

WHEREAS, SCTA will use Measure M Highway 101 program funds of $3,368,000 to expedite contract
award; and

WHEREAS, SCTA is negotiating a fund swap of up to $3,400,000 of future STIP funds with federal funds;
and

WHEREAS, after up to $3,400,000 of federal funds is approved as part of the swap, Cooperative Agreement
04-2666 will require another amendment to reflect the change in funds; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Sonoma County Transportation
Authority ratifies amendment 2 to Cooperative Agreement 04-2666 with Caltrans.

BE IT FURTHER RESOLVED that the Board of Directors of the Sonoma County Transportation Authority
authorizes the Chair to execute future amendments to Cooperative Agreement 04-2666 that do not
increase Measure M funds.

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

Director Agrimonti __________ Director Mansell __________
Director Coursey __________ Director Miller __________
Director Gorin __________ Director Rabbitt __________
Director Gurney __________ Director Russell __________
Director Landman __________ Director Salmon __________
Director Mackenzie __________ Director Zane __________

Ayes: __________ Noes: __________ Absent: __________ Abstain: __________

SO ORDERED
I, the undersigned, certify that the foregoing resolution was duly adopted at a regular meeting of the Board of Directors of the Sonoma County Transportation Authority held on April 9, 2018.

____________________________________
Suzanne Smith, Executive Director
Clerk, Sonoma County Transportation Authority
AMENDMENT NO. 2 TO AGREEMENT 04-2666

THIS AMENDMENT NO. 2 (AMENDMENT 2) TO AGREEMENT 04-2666 (AGREEMENT), entered into and effective on March 22, 2018, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Sonoma County Transportation Authority, a public corporation/entity, referred to hereinafter as SCTA.

RECITALS

1. CALTRANS and SCTA, collectively referred to as PARTIES, entered into AGREEMENT on August 24, 2017, defining the terms and for the Construction phase of a highway improvement project (PROJECT) to widen for HOV lanes on U.S. Highway 101 from Marin County 0.6 miles south of the Marin/Sonoma County line (PM Mrn 27.0) to 0.3 miles south of the East Washington Street Overcrossing in Sonoma County (PM Son 4.5).

2. Under AGREEMENT, SCTA is the sole SPONSOR and CALTRANS is the IMPLEMENTING AGENCY for PROJECT. CALTRANS and SCTA are jointly funding PROJECT. CALTRANS is also the CEQA and NEPA Lead Agency for PROJECT.

3. PARTIES entered into Amendment 1 to AGREEMENT (AMENDMENT 1) on October 10, 2017, to swap the STP/CMAQ and Local Sales Tax funds with STP funds to allow greater flexibility for delivery of this high priority project. Accordingly, PARTIES decided to replace $1,000,000 of the STP/CMAQ and $12,000,000 of the Local (Sales Tax) funds with STP-OBAG funds. There was no change to the total funding for PROJECT.

4. The bids for PROJECT have come in higher than the amount shown in AMENDMENT 1. PARTIES have, therefore, agreed to increase the local funds for Construction Capital (Local Sales Tax) by $3,368,000 as an interim arrangement to award the contract. PARTIES agree that these local funds will eventually be swapped with federal STP funds in June 2018. PARTIES now wish to enter AMENDMENT 2 to revise the funding obligations accordingly.

IT IS THEREFORE MUTUALLY AGREED

5. FUNDING SUMMARY, REV 1 of AGREEMENT, including the SPENDING SUMMARY, will be replaced in its entirety by FUNDING SUMMARY, REV 2, attached herewith and made a part of AMENDMENT 2. Any reference to FUNDING SUMMARY will now be deemed a reference to FUNDING SUMMARY, REV 2.

6. All other terms and conditions of the AGREEMENT shall remain in full force and effect.

7. AMENDMENT 2 is deemed to be a part of, and is included in, AGREEMENT.
CONTACT INFORMATION

The information provided below indicates the primary contact information for each PARTY to AGREEMENT. PARTIES will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to AGREEMENT.

CALTRANS

Wajahat Nyaz, Regional Project Manager
111 Grand Avenue
Oakland, CA 94612
Office Phone: (510) 286-5119
Mobile Phone: (510) 715-6450
Email: wajahat.nyaz@dot.ca.gov

SCTA

James Cameron, Director of Projects and Programming
490 Mendocino Avenue, Suite 206
Santa Rosa, CA 95401
Office Phone: (707) 565-5377
Email: james.cameron@scta.ca.gov
SIGNATURES

PARTIES are empowered by California Streets and Highways Code to enter into AMENDMENT 2 and have delegated to the undersigned the authority to execute AMENDMENT 2 on behalf of the respective agencies. Furthermore, PARTIES have followed all of the necessary legal requirements and covenants to validly execute AMENDMENT 2.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

Helena (Lenka) Culik-Caro
Deputy District Director, Design

VERIFICATION OF FUNDS AND AUTHORITY:

Jeffrey Armstrong
District Budget Manager

CERTIFIED AS TO FINANCIAL TERMS AND POLICIES:

Tamara Warren
HQ Accounting Supervisor

SONOMA COUNTY TRANSPORTATION AUTHORITY

David Rabbitt
Chair, SCTA Board

Attest:

Suzanne Smith
Executive Director

Approved as to form and procedure:

SCTA Counsel
# FUNDING SUMMARY, REV 2

## FUNDING TABLE

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* STP funds transferred to SCTA per MTC Resolutions Nos. 3989 Revised, 4202 Revised, and 4305.

## SPENDING SUMMARY

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* STP funds transferred to SCTA per MTC Resolutions Nos. 3989 Revised, 4202 Revised, and 4305.
Agreement between the Metropolitan Transportation Commission (MTC) and the Sonoma County Transportation Authority (SCTA) for the exchange of federal Surface Transportation Block Grant Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) funds, for Sonoma County Regional Transportation Improvement Program (RTIP) funds

This AGREEMENT is entered into on the first day of May 2018, by and between the SONOMA COUNTY TRANSPORTATION AUTHORITY, (“AUTHORITY”), created under California Public Utility Code 180000 et seq. and the METROPOLITAN TRANSPORTATION COMMISSION (“MTC”), a regional transportation agency created under California Government Code Sections 66500 et seq.

Recitals

(1) AUTHORITY is the sponsoring agency for the US-101 Marin-Sonoma Narrows (MSN) Segment B2 Phase 2 Project (“PROJECT”).

(2) PROJECT will be implemented over several years to relieve traffic congestion in Sonoma County.

(3) AUTHORITY has requested the assistance of MTC to facilitate delivery of the PROJECT by providing three million, four hundred thousand dollars ($3.4 million) in regional discretionary funds, such as Surface Transportation Block Grant Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) funds (“STP/CMAQ FUNDS”) for PROJECT in fiscal year 2017-18 in exchange for Sonoma County Regional Transportation Improvement Program (RTIP) funds (“RTIP FUNDS”).

(4) AUTHORITY makes programming recommendations to MTC related to RTIP FUNDS that normally would be available in fiscal years 2021-22 and 2022-23 of the State Transportation Improvement Program (STIP).

(5) MTC, the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area, is eligible to program and assign STP/CMAQ FUNDS, and has discretionary funding authority of the three million, four hundred thousand dollars ($3.4 million) in STIP/CMAQ FUNDS for PROJECT.

(6) AUTHORITY agrees to provide future Sonoma County RTIP FUNDS to MTC as specified in this Agreement.

(7) AUTHORITY and MTC desire to proceed with the funding agreement immediately, as nothing in this Agreement adversely affects MTC's responsibility to provide regional discretionary funds to other existing programmed projects in the Bay Area.

(8) AUTHORITY and MTC mutually desire to specify the terms and conditions under which MTC is to provide STP/CMAQ FUNDS to AUTHORITY, in exchange for AUTHORITY’s assignment of RTIP FUNDS to be repaid to MTC.
Now, therefore, in consideration of the mutual covenants contained herein, the parties hereto agree as follows:

Section I

MTC AGREES:

(1) To perform such actions and to deliver such documents as are necessary to complete the delivery of STP/CMAQ FUNDS to AUTHORITY in accordance with this Agreement.

(2) To program a maximum total of three million, four hundred thousand dollars ($3.4 million) of MTC-apportioned STP/CMAQ FUNDS including apportionment and obligation authority to AUTHORITY for implementation of PROJECT, subject to and contingent upon the availability of federal apportionment and obligation authority.

Section II

AUTHORITY AGREES:

(1) To allow the programming of RTIP FUNDS in the amount of three million, four hundred thousand dollars ($3.4 million) by MTC to a project of MTC’s discretion anywhere within the San Francisco Bay Area region, as the top priority for Sonoma County in future RTIPs after the programming of Planning, Programming and Monitoring (PPM), AB 3090s and Grant Anticipation Revenue Vehicles (GARVEEs).

(2) To seek authorization from FHWA of entire amount of the STP/CMAQ FUNDS by December 31, 2018.

(3) To meet all federal, state and regional project funding delivery requirements associated with STP/CMAQ FUNDS.

(4) To indemnify, defend and hold harmless MTC, its Commissioners, directors, officers, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of AUTHORITY, its officers, employees or agents, or subcontractors or any of them in connection with its performance of PROJECT under this Agreement.

Section III

IT IS MUTUALLY AGREED:

(1) The term of this Agreement shall commence on May 1, 2018. This Agreement shall terminate upon the satisfaction of AUTHORITY’s obligations to MTC with RTIP FUNDS, as outlined in Section II of this Agreement. Notwithstanding the above, AUTHORITY may terminate this Agreement by written notice to MTC if AUTHORITY has not received an authorization of the STP/CMAQ FUNDS by December 31, 2018 and no arrangement for availability of these funds after December 31, 2018 has been made by
MTC to the satisfaction of AUTHORITY. If the Agreement is terminated by
AUTHORITY, MTC will reprogram the $3.4 million in STP/CMAQ funds to other
projects selected at MTC’s discretion.

(2) MTC reserves the right to withhold from AUTHORITY future regional discretionary
funds otherwise going to AUTHORITY, after consultation with AUTHORITY, if
AUTHORITY fails to meet its obligation to make the full payment to MTC.

(3) This Agreement shall bind and benefit the parties hereto and their heirs, successors, and
permitted assigns.

(4) MTC and AUTHORITY agree to do all such things and take all such actions, and to
make, execute and deliver such other documents and instruments, as shall be reasonably
requested to carry out the provisions, intent and purpose of the Agreement.

(5) This Agreement may not be changed, modified or rescinded except in writing, signed by
all partied hereto, and any attempt at oral modification of this Agreement shall be void
and of no effect.

(6) All required, reports, demands and notices may be sent by regular mail or electronic mail.
Notices that are mailed by regular mail shall be deemed delivered two (2) business days
after deposited in the mail. Notices may be personally delivered and shall be deemed
delivered at the time delivered to the appropriate address set forth below. Notices
delivered by electronic mail shall be deemed received upon the sender’s receipt of an
acknowledgment from the intended recipient (such as by the “return receipt requested”
function, as available, return electronic mail or other written acknowledgment of receipt);
provided that, if such notice is not sent during normal business hours of the recipient,
such notice shall be deemed to have been sent at the opening of business on the next
business day of the recipient. Unless and until notified otherwise in writing, a party shall
send or deliver all such communications relating to this Agreement to the following
address:

James Cameron
Sonoma County Transportation Authority
490 Mendocino Ave., Suite 206
Santa Rosa, CA 95401
james.cameron@scta.ca.gov

Ross McKeown
Metropolitan Transportation Commission
375 Beale St., Ste. 800
San Francisco, CA 94105
rmckeown@bayareametro.gov

(8) This Agreement is the entire agreement among MTC and AUTHORITY relating to the
subject matter of this Agreement. MTC and AUTHORITY acknowledge they have not
relied upon any promise, representation or warranty not expressly set forth in this
Agreement in executing this Agreement.
(9) Should any part of this Agreement be declared unconstitutional, invalid, or beyond the authority of MTC or AUTHORITY to enter into or carry out, such decision shall not affect the validity of the remainder of this Agreement which shall continue in full force and effect; provided that the remainder of this Agreement can, absent the excised portion, be reasonably interpreted to give effect to the intentions of the parties.

(10) No waiver by either party of any default or breach of any covenant by the other party shall be implied from any omission to take action on account of such default if such default persists or is repeated and no express waiver shall affect any default other than the default specified in such waiver and then such waiver shall be operative only for the time and to the extent stated in such waiver. Waivers of any covenant, term or condition contained herein shall not be construed as a waiver of any subsequent breach of the same covenant, term or condition. No waiver of any provision under this Agreement shall be effective unless in writing and signed by the waiving party.

(11) MTC and AUTHORITY represent and warrant that they are authorized to execute this Agreement.

(12) This Agreement may be executed in counterparts.

IN WITNESS WHEREOF, MTC and AUTHORITY have executed this Agreement as of the date first written above.

SONOMA COUNTY TRANSPORTATION AUTHORITY

METROPOLITAN TRANSPORTATION COMMISSION

_______________________________    _______________________________
Chair                                   Steve Heminger, Executive Director

Suzanne Smith, Executive Director

Approved as to Form:

_______________________________
Legal Counsel
Staff Report

To: Sonoma County Transportation Authority
From: Chris Barney, Senior Transportation Planner
Item: 3.6 – Contract award to TJKM Transportation Consultants for travel model calibration/validation
Date: April 9, 2018

Issue:
Shall the SCTA enter into an agreement with TJKM Transportation Consultants for work related to the 2018 Sonoma County Travel Model Update?

Background:
SCTA received three proposals in response to the 2018 Sonoma County Travel Model Update Request for Proposals. SCTA staff and colleagues from local agencies reviewed the proposals and are recommending that TJKM Transportation Consultants be selected to complete the model calibration and revalidation portion of the 2018 Travel Model Update (Task 1). TJKM Transportation Consultants are recommended to complete this work because of their expertise in developing and maintaining travel demand models, familiarity with other travel models in the region, and experience and proficiency with travel modeling software and methods.

Model Update Tasks:
The SCTM model update RFP included one primary, and two optional tasks.

- Task 1: Model calibration/validation – The Sonoma County Travel Model will be recalibrated and revalidated using a base year of 2015. Validation will include static and dynamic validation approaches, and will include future year (2040) scenario reasonableness testing. Deliverables will include a recalibrated and revalidated travel model, a model validation report documenting the model update and model reasonableness, and a copy of all travel data used to recalibrate/revalidate the travel model.

- Optional Task 2: Travel behavior study – Gather and summarize data using traditional and state-of-the-art techniques on Sonoma County travel behavior including current information on travel flows, average trip lengths (miles and minutes), travel modes, major destinations, trip purposes, travel peaks, etc.

- Optional Task 3: Optional model improvements – Make improvements to the travel model including improving estimation of visitor/tourism travel, weekend travel, expanding model boundaries, and providing tools and reporting to implement SB 743.
SCTA currently has funding allocated to complete work on Task 1 of this project and is working on identifying additional funding to complete optional Tasks 2 and 3. As additional resources become available, SCTA can move forward with these additional data collection and model improvement tasks.

The project Scope of Work provides more detail on Task 1 and is included in the attached contract as Exhibit A. More information on Optional Tasks 2 & 3 is available in the project RFP that is available in the February 2018 SCTA Agenda packet.

**Policy Impacts:**

The revalidated travel model will be used for all SCTA modeling and scenario analysis work, as well as in support of general plan updates and other local planning and project analysis.

**Fiscal Impacts:**

The consultant contract for Task 1 of the 2018 travel model update (model calibration/validation) has been set at $50,000. Staff time will also be required to manage the consultant contract and to perform model update tasks not included in the model update scope of work.

**Staff Recommendation:**

Staff recommends that the Board authorize the Chair to execute Agreement No. SCTA18016 with TJKM Transportation Consultants for work on the 2018 Sonoma County Travel Model Update in the amount not to exceed $50,000.
AGREEMENT FOR CONSULTING SERVICES

This agreement ("Agreement"), dated as of __________, 2018 ("Effective Date") is by and between the Sonoma County Transportation Authority, (hereinafter "SCTA"), and TJKM Transportation Consultants (hereinafter "Consultant").

RECEITALS

WHEREAS, Consultant represents that it is a duly qualified firm, experienced in the preparation of the improvement, validation, and calibration of travel demand models and related services; and

WHEREAS, in the judgment of the Sonoma County Transportation Authority, it is necessary and desirable to employ the services of Consultant for improving, recalibrating, and revalidating the Sonoma County Travel Demand Model.

NOW, THEREFORE, in consideration of the foregoing recitals and the mutual covenants contained herein, the parties hereto agree as follows:

AGREEMENT

1. Scope of Services.

1.1 Consultant's Specified Services. Consultant shall perform the services described in Exhibit “A,” attached hereto and incorporated herein by this reference (hereinafter "Scope of Work"), and within the times or by the dates provided for in Exhibit “A” and pursuant to Article 7, Prosecution of Work. In the event of a conflict between the body of this Agreement and Exhibit “A”, the provisions in the body of this Agreement shall control.

1.2 Cooperation With SCTA. Consultant shall cooperate with SCTA and SCTA staff in the performance of all work hereunder.

1.3 Performance Standard. Consultant shall perform all work hereunder in a manner consistent with the level of competency and standard of care normally observed by a person practicing in Consultant's profession. SCTA has relied upon the professional ability and training of Consultant as a material inducement to enter into this Agreement. Consultant hereby agrees to provide all services under this Agreement in accordance with generally accepted professional practices and standards of care, as well as the requirements of applicable federal, state and local laws, it being understood that acceptance of Contractor’s work by SCTA shall not operate as a waiver or release. If SCTA determines that any of Consultant's work is not in accordance with such level of competency and standard of care, SCTA, in its sole discretion, shall have the right to do any or all of the following: (a) require Consultant to meet with SCTA to review the quality of the work and resolve matters of concern; (b) require Consultant to repeat the work at no additional charge until it is
satisfactory; (c) terminate this Agreement pursuant to the provisions of Article 4; or (d) pursue any and all other remedies at law or in equity.

1.4 Assigned Personnel.

a. Consultant shall assign only competent personnel to perform work hereunder. In the event that at any time SCTA, in its sole discretion, desires the removal of any person or persons assigned by Consultant to perform work hereunder, Consultant shall remove such person or persons immediately upon receiving written notice from SCTA.

b. Any and all persons identified in this Agreement or any exhibit hereto as the project manager, project team, or other professional performing work hereunder are deemed by SCTA to be key personnel whose services were a material inducement to SCTA to enter into this Agreement, and without whose services SCTA would not have entered into this Agreement. Consultant shall not remove, replace, substitute, or otherwise change any key personnel without the prior written consent of SCTA. With respect to performance under this Agreement, Consultant shall employ the following key personnel: Lawrence Liao, Project Manager; Todd Tregenza, Planner.

c. In the event that any of Consultant’s personnel assigned to perform services under this Agreement become unavailable due to resignation, sickness or other factors outside of Consultant’s control, Consultant shall be responsible for timely provision of adequately qualified replacements. All replacement personal shall be subject to the approval of SCTA.

1.5 Subcontracting.

CONSULTANT shall perform the work contemplated with resources available within its own organization, and no portion of the work pertinent to this Agreement shall be subcontracted without written authorization by SCTA’s Executive Director, except that which is expressly identified in this Agreement. Any subcontract entered into as a result of this Agreement shall contain all the provisions stipulated in this Agreement to be applicable to subconsultants or subcontractors. Any substitution of subconsultants or subcontractors shall be approved in writing by SCTA’s Executive Director in advance of assigning work to a substitute subconsultant or subcontractor.

2. Payment.
For all services and incidental costs required hereunder, Consultant shall be paid on a time and material/expense basis in accordance with the budget set forth in Exhibit “B”, provided, however, that total payments to Consultant shall not exceed $50,000, without the prior written approval of SCTA. Consultant shall submit its bills in arrears on a monthly basis in a form approved by SCTA's Auditor and the Head of the SOTA. Payment shall be made to Consultant in the manner provided in Paragraph 2.1 below. Expenses not expressly authorized by the Agreement shall not be reimbursed.
Unless otherwise noted in this Agreement, payments shall be made within the normal course of SCTA business after presentation of an invoice in a form approved by the SCTA for services performed. Payments shall be made only upon the satisfactory completion of the services as determined by the SCTA.

Pursuant to California Revenue and Taxation code (R&TC) Section 18662, the SCTA shall withhold seven percent of the income paid to Consultant for services performed within the State of California under this agreement, for payment and reporting to the California Franchise Tax Board, if Consultant does not qualify as: (1) a corporation with its principal place of business in California, (2) an LLC or Partnership with a permanent place of business in California, (3) a corporation/LLC or Partnership qualified to do business in California by the Secretary of State, or (4) an individual with a permanent residence in the State of California.

If Consultant does not qualify, SCTA requires that a completed and signed Form 587 be provided by the Consultant in order for payments to be made. If Consultant is qualified, then the SCTA requires a completed Form 590. Forms 587 and 590 remain valid for the duration of the Agreement provided there is no material change in facts. By signing either form, the Consultant agrees to promptly notify the SCTA of any changes in the facts. Forms should be sent to the SCTA pursuant to Article 12. To reduce the amount withheld, Consultant has the option to provide SCTA with either a full or partial waiver from the State of California.

2.1 **Payment Procedure.** CONSULTANT shall submit an invoice to SCTA on a monthly basis which shall contain the following information: A) the amount of the current billing and a description of the associated work performed during the period, including the status of all deliverables; B) the total amount of the previous bill; C) the total-to-date billings; D) the estimated percentage of work completed on a task-by-task basis; and E) such other information as SCTA deems necessary. Within fifteen (15) business days following receipt of the invoice, SCTA shall determine whether CONSULTANT has satisfactorily performed the work identified in the invoice and whether the costs are properly documented. If SCTA determines that CONSULTANT has not satisfactorily performed such work, SCTA shall inform CONSULTANT in writing of such fact and may proceed pursuant to paragraph 1.3. SCTA shall cause payment to be made to CONSULTANT within thirty (30) business days following SCTA’s determination that CONSULTANT has satisfactorily performed the work for which CONSULTANT has invoiced SCTA. CONSULTANT shall be paid for services rendered, subject to the total compensation limit set forth in Paragraph 2, at the billing rates specified in Exhibit B.

3. **Term of Agreement.** The term of this Agreement shall be nine (9) months from the date of execution of this contract unless terminated earlier in accordance with the provisions of Article 4 below.

4. **Termination.**
4.1 Termination Without Cause. Notwithstanding any other provision of this Agreement, at any time and without cause, SCTA shall have the right, in its sole discretion, to terminate this Agreement by giving 5 days written notice to Consultant.

4.2 Termination for Cause. Notwithstanding any other provision of this Agreement, should Consultant fail to perform any of its obligations hereunder, within the time and in the manner herein provided, or otherwise violate any of the terms of this Agreement, SCTA may immediately terminate this Agreement by giving Consultant written notice of such termination, stating the reason for termination.

4.3 Delivery of Work Product and Final Payment Upon Termination. In the event of termination, Consultant, within 14 days following the date of termination, shall deliver to SCTA all reports, original drawings, graphics, plans, studies, and other data or documents, in whatever form or format, assembled or prepared by Consultant or Consultant’s subcontractors, consultants, and other agents in connection with this Agreement and shall submit to SCTA an invoice showing the services performed, hours worked, and copies of receipts for reimbursable expenses up to the date of termination.

4.4 Payment Upon Termination. Upon termination of this Agreement by SCTA, Consultant shall be entitled to receive as full payment for all services satisfactorily rendered and reimbursable expenses properly incurred hereunder, an amount which bears the same ratio to the total payment specified in the Agreement as the services satisfactorily rendered hereunder by Consultant bear to the total services otherwise required to be performed for such total payment; provided, however, that if services which have been satisfactorily rendered are to be paid on a per-hour or per-day basis, Consultant shall be entitled to receive as full payment an amount equal to the number of hours or days actually worked prior to the termination times the applicable hourly or daily rate; and further provided, however, that if SCTA terminates the Agreement for cause pursuant to Section 4.2, SCTA shall deduct from such amount the amount of damage, if any, sustained by SCTA by virtue of the breach of the Agreement by Consultant.

4.5 Authority to Terminate. The Board of Directors of SCTA has the authority to terminate this Agreement on behalf of the SCTA. In addition, the SCTA Executive Director, in consultation with County Counsel, shall have the authority to terminate this Agreement on behalf of the SCTA.

5. Indemnification. Consultant agrees to accept all responsibility for loss or damage to any person or entity, including SCTA, and to indemnify, hold harmless, and release SCTA, its officers, agents, and employees, from and against any actions, claims, damages, liabilities, disabilities, or expenses, that may be asserted by any person or entity, including Consultant, that arise out of, pertain to, or relate to Consultant’s or its agents’, employees’, contractors’, subcontractors’, or invitees’ performance or obligations under this Agreement. Consultant agrees to provide a complete defense for any claim or action brought against SCTA based upon a claim relating to such Consultant’s or its agents’, employees’, contractors’, subcontractors’, or invitees’ performance or obligations under this Agreement. Consultant’s obligations under this Section apply whether or not there is concurrent or contributory negligence on SCTA’s part, but
to the extent required by law, excluding liability due to SCTA’s conduct. SCTA shall have the right to select its legal counsel at Consultant’s expense, subject to Consultant’s approval, which shall not be unreasonably withheld. This indemnification obligation is not limited in any way by any limitation on the amount or type of damages or compensation payable to or for Consultant or its agents under workers' compensation acts, disability benefits acts, or other employee benefit acts.

6. **Insurance.** With respect to performance of work under this Agreement, Consultant shall maintain and shall require all of its subcontractors, consultants, and other agents to maintain, insurance as described in Exhibit “C”, which is attached hereto and incorporated herein by this reference.

7. **Prosecution of Work.** Consultant shall be authorized to proceed with the performance of this Agreement only upon the issuance by SCTA’s Executive Director of written Notice to Proceed. Performance of the services hereunder shall be completed within the time required herein, provided, however, that if the performance is delayed by earthquake, flood, high water, or other Act of God or by strike, lockout, or similar labor disturbances, the time for Consultant's performance of this Agreement shall be extended by a number of days equal to the number of days Consultant has been delayed.

8. **Extra or Changed Work.** Extra or changed work may be authorized in writing by SCTA’s Executive Director, subject to the following limitation: the cost of work authorized by the Executive Director shall not exceed $5,000 per task and shall not exceed an overall cap for the term of the contract of $10,000. The Board of Directors of SCTA must authorize all other extra or changed work. The parties expressly recognize that SCTA personnel are without authorization to order extra or changed work or waive Agreement requirements. Failure of Consultant to secure such written authorization for extra or changed work shall constitute a waiver of any and all right to adjustment in the Agreement price or Agreement time due to such unauthorized work and thereafter Consultant shall be entitled to no compensation whatsoever for the performance of such work. Consultant further expressly waives any and all right or remedy by way of restitution and quantum meruit for any and all extra work performed without such express and prior written authorization of the SCTA.

9. **Representations of Consultant.**

9.1 **Standard of Care.** SCTA has relied upon the professional ability and training of Consultant as a material inducement to enter into this Agreement. Consultant hereby agrees that all its work will be performed and that its operations shall be conducted in accordance with generally accepted and applicable professional practices and standards as well as the requirements of applicable federal, state and local laws, it being understood that acceptance of Consultant's work by SCTA shall not operate as a waiver or release.

9.2 **Status of Consultant.** The parties intend that Consultant, in performing the services specified herein, shall act as an independent contractor and shall control the work and the manner in which it is performed. Consultant is not to be considered an agent or employee of SCTA and is not entitled to participate in any pension plan, worker’s compensation plan,
insurance, bonus, or similar benefits SCTA provides its employees. In the event SCTA exercises its right to terminate this Agreement pursuant to Article 4, above, Consultant expressly agrees that it shall have no recourse or right of appeal under rules, regulations, ordinances, or laws applicable to employees.

9.3 **Taxes.** Consultant agrees to file federal and state tax returns and pay all applicable taxes on amounts paid pursuant to this Agreement and shall be solely liable and responsible to pay such taxes and other obligations, including, but not limited to, state and federal income and FICA taxes. Consultant agrees to indemnify and hold SCTA harmless from any liability which it may incur to the United States or to the State of California as a consequence of Consultant's failure to pay, when due, all such taxes and obligations. In case SCTA is audited for compliance regarding any withholding or other applicable taxes, Consultant agrees to furnish SCTA with proof of payment of taxes on these earnings.

9.4 **Records Maintenance.** Consultant shall keep and maintain full and complete documentation and accounting records concerning all services performed that are compensable under this Agreement and shall make such documents and records available to SCTA for inspection at any reasonable time. Consultant shall maintain such records for a period of four (4) years following completion of work hereunder.

9.5 **Conflict of Interest.** Consultant covenants that it presently has no interest and that it will not acquire any interest, direct or indirect, that represents a financial conflict of interest under state law or that would otherwise conflict in any manner or degree with the performance of its services hereunder. Consultant further covenants that in the performance of this Agreement no person having any such interests shall be employed. In addition, if requested to do so by SCTA, Consultant shall complete and file and shall require any other person doing work under this Agreement to complete and file a "Statement of Economic Interest" with SCTA disclosing Consultant's or such other person's financial interests.

9.6 **Statutory Compliance.** Consultant agrees to comply with all applicable federal, state and local laws, regulations, statutes and policies applicable to the services provided under this Agreement as they exist now and as they are changed, amended or modified during the term of this Agreement.

9.7 **Nondiscrimination.** Without limiting any other provision hereunder, Consultant shall comply with all applicable federal, state, and local laws, rules, and regulations in regard to nondiscrimination in employment because of race, color, ancestry, national origin, religion, sex, marital status, age, medical condition, pregnancy, disability, sexual orientation or other prohibited basis, including without limitation, the SCTA’s Non-Discrimination Policy. All nondiscrimination rules or regulations required by law to be included in this Agreement are incorporated herein by this reference.

9.8 **AIDS Discrimination.** Consultant agrees to comply with the provisions of Chapter 19, Article II, of the Sonoma County Code prohibiting discrimination in housing, employment, and services because of AIDS or HIV infection during the term of this Agreement and any extensions of the term.
9.9 Ownership and Disclosure of Work Product. All reports, original drawings, graphics, plans, studies, and other data or documents ("documents"), in whatever form or format, assembled or prepared by Consultant or Consultant’s subcontractors, consultants, and other agents in connection with this Agreement shall be the property of SCTA. SCTA shall be entitled to immediate possession of such documents upon completion of the work pursuant to this Agreement. Upon expiration or termination of this Agreement, Consultant shall promptly deliver to SCTA all such documents, which have not already been provided to SCTA in such form or format, as SCTA deems appropriate. Such documents shall be and will remain the property of SCTA without restriction or limitation. Consultant may retain copies of the above-described documents but agrees not to disclose or discuss any information gathered, discovered, or generated in any way through this Agreement without the express written permission of SCTA.

9.10 Authority. The undersigned hereby represents and warrants that he or she has authority to execute and deliver this Agreement on behalf of Consultant.

10. Demand for Assurance. Each party to this Agreement undertakes the obligation that the other's expectation of receiving due performance will not be impaired. When reasonable grounds for insecurity arise with respect to the performance of either party, the other may in writing demand adequate assurance of due performance and until such assurance is received may, if commercially reasonable, suspend any performance for which the agreed return has not been received. "Commercially reasonable" includes not only the conduct of a party with respect to performance under this Agreement, but also conduct with respect to other agreements with parties to this Agreement or others. After receipt of a justified demand, failure to provide within a reasonable time, but not exceeding thirty (30) days, such assurance of due performance as is adequate under the circumstances of the particular case is a repudiation of this Agreement. Acceptance of any improper delivery, service, or payment does not prejudice the aggrieved party's right to demand adequate assurance of future performance. Nothing in this Article limits SCTA’s right to terminate this Agreement pursuant to Article 4.

11. Assignment and Delegation. Neither party hereto shall assign, delegate, sublet, or transfer any interest in or duty under this Agreement without the prior written consent of the other, and no such transfer shall be of any force or effect whatsoever unless and until the other party shall have so consented.

12. Method and Place of Giving Notice, Submitting Bills and Making Payments. All notices, bills, and payments shall be made in writing and shall be given by personal delivery or by U.S. Mail or courier service. Notices, bills, and payments shall be addressed as follows:

TO: SCTA

Chris Barney, Senior Transportation Planner
Sonoma County Transportation Authority
490 Mendocino Avenue, Suite 206
Santa Rosa, CA 95401
When a notice, bill or payment is given by a generally recognized overnight courier service, the notice, bill or payment shall be deemed received on the next business day. When a copy of a notice, bill or payment is sent by facsimile or email, the notice, bill or payment shall be deemed received upon transmission as long as (1) the original copy of the notice, bill or payment is promptly deposited in the U.S. mail and postmarked on the date of the facsimile or email (for a payment, on or before the due date), (2) the sender has a written confirmation of the facsimile transmission or email, and (3) the facsimile or email is transmitted before 5 p.m. (recipient’s time). In all other instances, notices, bills and payments shall be effective upon receipt by the recipient. Changes may be made in the names and addresses of the person to whom notices are to be given by giving notice pursuant to this paragraph.

13. **Miscellaneous Provisions.**

13.1 **No Waiver of Breach.** The waiver by SCTA of any breach of any term or promise contained in this Agreement shall not be deemed to be a waiver of such term or provision or any subsequent breach of the same or any other term or promise contained in this Agreement.

13.2 **Construction.** To the fullest extent allowed by law, the provisions of this Agreement shall be construed and given effect in a manner that avoids any violation of statute, ordinance, regulation, or law. The parties covenant and agree that in the event that any provision of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remainder of the provisions hereof shall remain in full force and effect and shall in no way be affected, impaired, or invalidated thereby. Consultant and SCTA acknowledge that they have each contributed to the making of this Agreement and that, in the event of a dispute over the interpretation of this Agreement, the language of the Agreement will not be construed against one party in favor of the other. Consultant and SCTA acknowledge that they have each had an adequate opportunity to consult with counsel in the negotiation and preparation of this Agreement.

13.3 **Consent.** Wherever in this Agreement the consent or approval of one party is required to an act of the other party, such consent or approval shall not be unreasonably withheld or delayed.

13.4 **No Third Party Beneficiaries.** Nothing contained in this Agreement shall be construed to create and the parties do not intend to create any rights in third parties.

13.5 **Applicable Law and Forum.** This Agreement shall be construed and interpreted according to the substantive law of California, regardless of the law of conflicts to the contrary in any jurisdiction. Any action to enforce the terms of this Agreement or for the
breach thereof shall be brought and tried in Santa Rosa or the forum nearest to the city of Santa Rosa, in the County of Sonoma.

13.6 **Captions.** The captions in this Agreement are solely for convenience of reference. They are not a part of this Agreement and shall have no effect on its construction or interpretation.

13.7 **Merger.** This writing is intended both as the final expression of the Agreement between the parties hereto with respect to the included terms and as a complete and exclusive statement of the terms of the Agreement, pursuant to Code of Civil Procedure Section 1856. No modification of this Agreement shall be effective unless and until such modification is evidenced by a writing signed by both parties.

13.8 **Survival of Terms.** All express representations, waivers, indemnifications, and limitations of liability included in this Agreement will survive its completion or termination for any reason.

13.9 **Time of Essence.** Time is and shall be of the essence of this Agreement and every provision hereof.

    IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the Effective Date.
CONSULTANT: _______________

____________________________________

By: ________________________
Name: _______________________
Title: ________________________
Date: ________________________

SCTA: SONOMA COUNTY
TRANSPORTATION AUTHORITY

By: ______________________________
   Chair, SCTA
Date: ______________________

CERTIFICATES OF INSURANCE ON
FILE WITH AND APPROVED AS TO
SUBSTANCE FOR SCTA:

By: ______________________________
   Executive Director
Date: ______________________

APPROVED AS TO FORM FOR SCTA:

By: ______________________________
   County Counsel
Date: ______________________
EXHIBIT A
SCOPE OF WORK

PROJECT OBJECTIVE
The Sonoma County Transportation Authority (SCTA) uses a combination of digital databases, computer software, and scientific theory to replicate the real world transportation system in the Authority’s travel demand modeling program. SCTA’s travel demand model is used to forecast future travel patterns and demand based on changes to the transportation system (new roads, changes in capacity, etc.), housing and employment growth (changes in residential densities, or locations, new job sites, etc.), and changing demographics and travel preferences.

SCTA is currently updating base year land use inputs for the Sonoma County Travel Model (SCTM) from 2010 to 2015. Model forecasts of population and employment are currently based on 2040 estimates from Plan Bay Area 2040 and local general and area specific plans. Model traffic analysis zones and highway/road and transit networks have been updated to reflect changes to the transportation system and to reflect future changes to the countywide road and transit network.

The current SCTM was last calibrated and validated, or ground-truthed using observed data, for a base year of 2010. SCTA proposes recalibrating and revalidating the model to a base year of 2015 and performing sensitivity and reasonableness checks on updated future year model scenarios.

TASK 1: 2015 MODEL CALIBRATION/VALIDATION

Travel demand models are calibrated and validated in order to ensure that they provide reasonable estimates of current and future travel. Model calibration is the adjustment of constants and other model parameters in estimated or asserted models in order to make the models replicate observed data for a base year. Model validation is the application of the calibrated model and comparison of the results against observed data. SCTM was last calibrated and validated to a base year of 2010 and should be recalibrated and revalidated to a base year of 2015 using travel and traffic data from that year.

A number of evaluation and reasonableness checks should be performed to enhance the model’s forecasting ability, and validation work should follow the guidelines provided in Travel Model Validation and Reasonableness Checking Manual Second Edition (Federal Highway Administration 2010).

Before work begins on the SCTM 2015 update the consultant and SCTA staff shall review this scope of work and revise as necessary based on the recommendations of the consultant.

Calibration:

Each step of the SCTM should be recalibrated using the most recent available versions of the US Census (TPP, Journey to Work, etc.), CA SWTS, National Travel Survey, Bay Area Travel Survey, HPMS, Caltrans traffic counts, local traffic counts, local transit ridership data and other travel data as recommended by the consultant.

Sonoma County has experienced significant economic “boom” and “bust” periods over the past decade. The consultant should account for abnormal economic conditions that may
be observed for the calibration/validation year and the past decade and propose a method for ensuring that the base year validation can reasonably be used to forecast the future under a variety of economic conditions.

Validation:

Upon completion of the first round of calibration, the consultant should perform a model validation by comparing the calibrated model to year 2015 observed traffic counts and transit boarding data. Upon evaluating the first round of validation results, model components may need to be adjusted. The consultant should recommend and implement model revisions in all rounds of calibration and validation, and recommend the number of model revision iterations that should be performed to ensure adequate model validation. Model validation should include static and dynamic validation testing.

Sonoma County has experienced significant economic “boom” and “bust” periods over the past decade. The consultant should account for abnormal economic conditions that may be observed for the calibration/validation year and the past decade and propose a method for ensuring that the base year validation can reasonably be used to forecast the future under a variety of economic conditions.

Static validation tests should include evaluation of the following along with other static validation tests as recommended by the consultant:

- Trip length frequency by purpose
- Average travel times by purpose
- Mode split by purpose
- Roadway segment model-to-count ratios
- Screenline ratios
- Model speed vs. observed speed
- Transit system ridership

Dynamic validation tests should include testing model input changes of the following with other dynamic validation tests as recommended by the consultant:

- Household location, density, diversity, and other household attributes
- Employment location, density, diversity, and type
- Roadway network
- Transit service
- Parking and other pricing policies
- Travel demand management programs

Forecast Year Reasonableness/Sensitivity Testing:

The SCTM currently includes a future forecast year of 2040 based on regional Plan Bay Area 2040 estimates of future housing and employment growth. SCTA and local jurisdiction planning staff are updating SCTM’s future forecast year to 2040 using current local planning estimates and the most recent Plan Bay Area Sustainable Communities Strategy population and employment estimates being developed by the MTC and ABAG. The consultant should perform reasonableness and sensitivity tests on the future forecast year scenario, recommend, and then execute model revisions based on future year model testing.
Deliverables:
  • Recalibrated and revalidated travel model.
  • Model validation report documenting the final model parameters, model calibration results, model validation results, as well as the basic process followed for model calibration and validation, and major decisions made during the process. This validation report should include base year validation and should include a chapter discussing future year reasonableness and sensitivity testing. Two (2) hard copies and one (1) digital copy of this report should be provided.
  • Digital media copies of model files including all travel data collected as part of this project.
## EXHIBIT B
Hourly Billing Rates and Project Budget

### Hourly Billing Rates

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<thead>
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<th>Team Member</th>
<th>Billing Rate</th>
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<tr>
<td>Nayan Amin</td>
<td>$220/hour</td>
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<td>Lin Zhang</td>
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<td>Todd Tregenza</td>
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<tr>
<td>Jing Li</td>
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</tbody>
</table>

### Reimbursable Expenses

- Plotting (per sheet) $18.00
- Mileage (based on IRS standard mileage rates) $0.54

### Staffing Plan and Project Budget

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<tr>
<th>PIC &amp; QA/QC</th>
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<th>Planner</th>
<th>Modeler</th>
<th>Production Staff</th>
<th>Hours</th>
<th>Budget</th>
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<td>Lawrence Liao</td>
<td>Todd Tregenza</td>
<td>Jing Li</td>
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</table>
EXHIBIT C
Insurance Requirements

INSURANCE: With respect to the performance of work hereunder, CONSULTANT shall maintain, and shall require all of its subcontractors, subconsultants, and other agents to maintain, insurance as described below:

1. **Workers’ Compensation Insurance:** Workers’ compensation insurance with statutory limits as required by the Labor Code of the State of California. Said policy shall be endorsed with the following specific language:

   (1) “This policy shall not be canceled or materially changed without first giving thirty (30) days’ written notice to the Sonoma County Transportation Authority.”

2. **General Liability Insurance:** Commercial general liability insurance covering bodily injury and property damage using an occurrence policy form, in an amount no less than one million dollars ($1,000,000.00) combined single limit for each occurrence. Said commercial general liability insurance policy shall either be endorsed with the following specific language or contain equivalent language in the policy:

   (1) “Sonoma County Transportation Authority, its officers and employees, is named as additional insured for all liability arising out of the operations by or on behalf of the named insured in the performance of this Agreement.”

   (2) “The inclusion of more than one insured shall not operate to impair the rights of one insured against another insured, and the coverage afforded shall apply as though separate policies had been issued to each insured, but the inclusion of more than one insured shall not operate to increase the limits of the company’s liability.”

   (3) “The insurance provided herein is primary coverage to the Sonoma County Transportation Authority with respect to any insurance or self-insurance programs maintained by SCTA.”

   (4) “This policy shall not be canceled or materially changed without first giving thirty (30) days’ written
notice to the Sonoma County Transportation Authority.”

3. **Automobile Insurance:** Automobile liability insurance covering bodily injury and property damage in an amount no less than one million dollars ($1,000,000.00) combined single limit for each occurrence. Said insurance shall include coverage for owned, hired, and non-owned vehicles. Said policy shall be endorsed with the following language:

   (1) “This policy shall not be canceled or materially changed without first giving thirty (30) days’ written notice to the Sonoma County Transportation Authority.”

4. **Professional liability insurance:** Professional liability insurance for all negligent and professional activities of CONSULTANT arising out of or in connection with this Agreement in an amount no less than one million ($1,000,000) combined single limit for each occurrence. Said policy shall be endorsed with the following specific language or contain equivalent language in the policy:

   (1) “This policy shall not be canceled or materially changed without first giving thirty (30) days’ written notice to the Sonoma County Transportation Authority.”

5. **Documentation:** The following documentation shall be submitted to SCTA:

   1) Properly executed Certificates of Insurance clearly evidencing all coverages, limits, and endorsements required above. Said Certificates shall be submitted prior to SCTA’s execution of this Agreement.

   (2) Signed copies of the specified endorsements for each policy. Said endorsement copies shall be submitted within thirty (30) days of SCTA’s execution of this Agreement.

   (3) Upon SCTA’s written request, certified copies of insurance policies. Said policy copies shall be submitted within thirty (30) days of SCTA’s request.

6. **Policy Obligations:** CONSULTANT’s indemnification and other obligations shall not be limited by the foregoing insurance requirements.
7. **Material Breach:** If CONSULTANT, for any reason, fails to maintain the insurance coverage required by this Agreement, the same shall be deemed a material breach of contract. SCTA, in its sole discretion, may terminate this Agreement pursuant to the provisions of paragraph 4.2 and obtain damages from CONSULTANT resulting from said breach. Alternatively, SCTA may purchase the required insurance coverage, and without further notice to CONSULTANT, SCTA may deduct from sums due to CONSULTANT any premium costs advanced by SCTA for such insurance. These remedies shall be in addition to any other remedies available to SCTA.
Staff Report

To: RCPA Board of Directors

From: Carolyn Glanton, Climate Action Program Manager

Item: 4.1.1 – Sonoma County Zero Waste Initiative

Date: April 9, 2018

Issue:
Information only.

Background:
The Sonoma County Zero Waste Task Force (ZWTF) was established in 2017 by the Sonoma County AB 939 Local Task Force on Integrated Waste Management as a collaborative of citizens, local business and stakeholder groups, including:

- Son Co Waste Management Agency
- 350 Sonoma
- North Bay Jobs with Justice
- Sierra Club Redwood Chapter
- Compost Coalition of Sonoma County
- Zero Waste Sonoma County
- North Bay Labor Council
- Regional Climate Protection Authority
- Sonoma County Conservation Action
- Recology Sonoma-Marin
- Sonoma County Resource Recovery

The Zero Waste Task Force has drafted a document, Zero Waste Initiative Request to Sonoma County Jurisdictions, asking the County and cities to adopt a 2018 Zero Waste Ordinance with substantive goals and policies, and to initiate the development of a comprehensive Zero Waste Plan by 2019. In support of this request, the Zero Waste Task Force has collected 38 initiatives for jurisdictions to consider (see attached).

RCPA staff have participated in Task Force meetings, contributed to the documents, and shared with the Climate Action Staff Working Group in February and March.

The Zero Waste Task Force will perform outreach to Sonoma County local governments, residents, businesses, non-profits and stakeholders on the Zero Waste Initiative beginning in April/May. Activities will include zero waste classes, meetings, presentations, work sessions, and media outreach. The Zero Waste Task Force plan to offer at least one public presentation/meeting in each town and city. Presentations to each Council and the Board of Supervisors will follow public outreach (tentatively Summer 2018).
The Sonoma County Zero Waste Symposium will be held May 10th at 9 AM - 6 PM, Sonoma Mountain Village Event Center, 1100 Valley House Drive, Rohnert Park, California 94928.

**Policy Impacts:**

None at this time. If jurisdictions considered a zero waste ordinance, it would support Climate Action 2020 goals to increase solid waste diversion (9-R1 and 9-L1).

**Fiscal Impacts:**

None at this time.

**Staff Recommendation:**

Information only.
Draft 2018 Zero Waste Initiative Request
To Sonoma County Jurisdictions

The Sonoma County Zero Waste Task Force (ZWTF) hereby asks the County of Sonoma and each of its jurisdictions to adopt a 2018 Zero Waste Ordinance with substantive goals and policies, and to initiate the development of a comprehensive Zero Waste Plan by 2019. In support of this request, the ZWTF has presented 38 initiatives in the companion document, 2018 Sonoma County Zero Waste Initiatives.

The ZWTF was established in 2017 by the Sonoma County AB 939 Local Task Force as a collaborative of stakeholders, including the Sonoma County Waste Management Agency, 350 Sonoma, North Bay Jobs with Justice, Sierra Club Redwood Chapter, Compost Coalition of Sonoma County, Zero Waste Sonoma County, North Bay Labor Council, Sonoma County Regional Climate Protection Authority, Sonoma County Conservation Action, Recology Sonoma-Marin, Sonoma County Resource Recovery, local businesses and engaged citizens.

With Zero Waste as a mutual goal, Sonoma County jurisdictions can regain national and statewide leadership through development and implementation of innovative plans, policies and programs that:

- Reduce waste generation and maximize diversion of resources from disposal;
- Reduce greenhouse gas emissions by progressive reduction in the use of landfills;
- Protect public and environmental health by preventing pollutants from entering our air, land, and water;
- Create quality, equitable jobs and inspiring new enterprises, thus strengthening our local economy;
- Protect and preserve our beautiful and thriving county for future generations.

The ZWTF asks all Sonoma County jurisdictions to:

- SET a goal to divert 100% of waste from landfills by 2030. Make a commitment to reduce the pounds per person per day – currently 46, by at least 10% each year.
- SIGN on to the UN Environmental Program Urban Environmental Accords which includes commitments to Zero Waste, Manufacturer Responsibility and Consumer Responsibility;
- LEAD BY EXAMPLE by immediately implementing high diversion and Zero Waste programs for all government facilities and events;
- EDUCATE the public by expanding the on-going information on the environmental and communal benefits of reducing wasteful consumption and increasing diversion through reuse, repair, composting and recycling;
- MANDATE all residents, businesses and agencies to reduce, reuse, compost and recycle;
- EMPOWER jurisdictions and consumers to use their buying power to demand less toxic, easily reused, fully recyclable or compostable, recycled and/or compostable products;
- ENCOURAGE manufacturers to produce and market less toxic and more durable, repairable, reusable and recyclable products, utilizing recycled materials whenever possible;
- LOBBY regional, state and federal legislators to implement laws, policies and regulations that promote Zero Waste, Manufacturer Responsibility and Environmentally Preferred Purchasing;
- REQUIRE service providers to embrace and collaborate in these efforts.
- SUPPORT equitable pay and safe working conditions for material management workers;
- ADOPT environmentally preferable procurement policies (EPP) and extended producer responsibility (EPR);
- ENSURE fiscal sustainability by developing a sound financial model that can sustain high diversion and Zero Waste programs and enable long-term delivery of quality services to the community.
GLOBAL WARMING
Approximately 42 percent of U.S. greenhouse gas (GHG) emissions are associated with the energy used to produce, process, transport, and dispose of the food we eat and the goods we use. In 2015, Sonoma County residents and businesses sent 388,000 tons of material to the landfill, generating about 173,000 MTCO2e (metric tons of carbon dioxide equivalent) from decomposing organic matter in the landfill. State legislation (Senate Bill 32) requires that there be a reduction in GHG emissions to 40% below the 1990 levels by 2030 and increasing population and employment means more solid waste and associated GHG emissions in the future without further action.

- Sonoma County Regional Climate Protection Authority, *Climate Action 2020 and Beyond* and *2015 Greenhouse Gas Inventory Update*
- *Waste Management Planning to Mitigate the Impact of Climate Change*, USEPA, 2018

FOOD WASTE
In 201x, xx percent of Sonoma County households were food insecure at some time during the year. That is xx million Americans, of which xx million are children, living in food insecure households. Food is the largest stream of materials in American trash. It is estimated that at the retail and consumer levels in the United States, food loss and waste totals $161 billion dollars per year.


ORGANICS OUT OF LANDFILLS
When organic materials such as yard trimmings, food scraps and soiled paper products are landfilled, they decompose anaerobically and create methane, a greenhouse gas that is 72 times more potent than carbon dioxide over a 20-year period. This can be easily avoided if these materials are composted instead. In addition, utilizing compost promotes carbon sequestration and long-term storage of atmospheric carbon dioxide in the soil as well as improving soil health.

EQUITABLE JOBS
The BLS Census of Fatal Occupational Injuries Summary, 2016 listed refuse and recyclable material collectors as the fifth most dangerous US occupation. Yet it is a common industry practice to shortchange workers – some who are long term temporaries, by not providing appropriate pay, benefits or training.

- *Safe & Sustainable Recycling: Protecting Workers who Protect the Planet*, GAIA, 2015

# # #
Draft 2018 Sonoma County Zero Waste Initiatives

The Sonoma County Zero Waste Task Force (ZWTF) has collected 38 initiatives to support its companion document, 2018 Zero Waste Initiative Request to Sonoma County Jurisdictions. The initiatives are organized in six sections: Reduce, Recover/Reuse, Education and Outreach, EPR/EPP, Service Providers and Workforce, and Fiscal Sustainability.

**REDUCE**
- Support programs and incentives to reduce the manufacture and use of materials that are non-recyclable or hazardous.
- Incentivize use of locally extracted, manufactured or recycled and reused materials including construction materials, compost and mulches.
- Advocate for products designed for on-going use, are 100% recyclable and incorporate the highest postconsumer recycled content possible.
- Foster the development and commercialization of technologies that support Zero Waste goals including collection, sorting, and processing of segregated discards.
- Require and incentivize restaurants, grocery stores, venues and other businesses to donate excess edible food to programs that distribute food to people who need it.
- Expand and develop ordinances to reduce distribution of single-use goods (such as single-use plastic bags not covered by current policy, take-out food packaging, straws, etc.). Continue support of “Sip it Sonoma” campaign where restaurants provide straws to customers only upon request.
- Adopt and implement voluntary then mandatory sales and disposal bans for toxic, recyclable or compostable materials as well as single-use, disposable, and problematic products.
- Support not-for-profit organizations that remove debris from our watersheds and beaches, rescue surplus food, repair durables, and collect and redistribute reuseable goods.
- Create a Construction and Demolition Reuse and Recycling Ordinance

**RECOVER/REUSE**
- Develop incentive programs to promote the establishment and expansion of local businesses that recycle and reuse materials as feedstocks, such as paper, compost and construction materials.
- Provide economic incentives and establish ‘clean manufacturing zones’ which encourage manufacturers to use locally recycled materials.
- Promote the development of reuse infrastructure. Such as take back programs for reusable glass containers, refillable personal and bulk beverage containers (growlers and kegs) and propane tanks.
- Incentivize establishment and expansion of bulk sections in grocery and hardware stores.
- Enhance the promotion of re-use networks like Free-Cycle and events like Repair Fairs, Clothing Swaps and Tool Exchanges.
- Establish and support tool lending libraries, equipment repair businesses and creative reuse by schools and artists.
EDUCATION AND OUTREACH

- Further educate residents and businesses on the environmental and communal benefits of reducing wasteful consumption and increasing diversion as well as the processing and marketing of compostable and recyclables.
- Partner with local school districts to expand waste reduction and recycling programs including Zero Waste Lunch and Green Schools programs.
- Expand multi-family outreach programs for owners, property managers and residents.
- Ensure recycle bins with clear instructions are accessible in public places and businesses.

ENVIRONMENTALLY PREFERABLE PROCUREMENT POLICIES (EPP) AND EXTENDED PRODUCER RESPONSIBILITY (EPR)

- Incorporate EPP and EPR principles and practices into all government operations and events.
- Update and expand the County Green Purchasing policy as well as relevant regulations, specifications and solicitation language.
- Support and adopt EPR policies which demand that producers, not the general public or ratepayers, cover the costs of recycling and disposal of products especially hard to manage items like pharmaceuticals, carpets, mattresses, etc.
- Encourage local businesses to adopt EPP and EPR principles and practices and recognize businesses that showcase exemplary EPP and EPR practices.

SERVICE PROVIDERS AND WORKFORCE

- Establish Zero Waste as a goal within the franchise hauling agreement with phased diversion milestones, reasonable rates and financial incentives, transparent reporting and rigorous annual compliance reviews to ensure services are of the highest caliber and that all materials are put to the highest and best use.
- Give preferential hiring to local workers and develop training partnerships with community colleges, workforce agencies and apprenticeship programs.
- Bar long-term use of temporary workers and encourage full-time employment by requiring part-time employees be offered additional hours before new employees are hired;
- Support whistleblower protections for those who point out violations of labor or health and safety laws, noncompliance with a union contract provisions, or inefficiencies and lack of quality control.
FISCAL SUSTAINABILITY

- Develop and maintain a sound financial model that can sustain high diversion and Zero Waste programs and enable long-term delivery of quality services. Include responsible phase-out of the landfill when it ceases to be operationally cost effective. Explore opportunities and methods to harvest buried resources from existing landfills. Consider environmental and social costs in all decision-making and budget decisions.
- Increase recycling market development programs utilizing funding at the state level.
- Develop long-term fee-based options to address the impact of waste diversion activities on the General Fund and Integrated Waste Management Fund. Explore alternative revenue streams such as implementing Solid Waste Development Impact Fees or Extended Producer Responsibility Fees. Track remaining landfill capacity to assess future alternatives to the Disposal Facility Tax.
- Continue to support the statewide landfill surcharge to fund local programs and facilities, including an exemption for locally enacted landfill fees or other statewide solutions to address low-cost regional landfill issues.
Staff Report

To: RCPA Board of Directors
From: Carolyn Glanton, Climate Action Program Manager
Item: 4.1.2 – RCPA Activities Report
Date: April 9, 2018

Issue:
Information only.

Background:

Planning and Coordination

RCPA Coordination Committee
The March Coordination Committee featured a discussion on the UC Davis Three Revolutions in Urban Transportation Report and Conference, specifically looking at impacts of electrification, automation, and sharing on the future of transportation and mobility in Sonoma County. Local jurisdiction and agency staff attended.

Climate Action Staff Working Group
The Staff Working Group met on March 28th to discuss the Shift Sonoma County local government actions, greenhouse gas inventories, jurisdiction updates, and upcoming grant opportunities.

Sonoma County Zero Waste Task Force
RCPA staff continued to work with the Zero Waste Task Force on drafting a Zero Waste Policy for Sonoma County Cities and County for consideration. The Task Force will be presenting the draft Zero Waste Initiative at the April Mayors and Councilmembers Association meeting.

Fire Recovery
RCPA staff continue to assist government and community partners with information resources and staff support for recovery and planning needs.

Electric Vehicle Coordination
Staff continues to meet with SCP staff bi-weekly to coordinate on electric vehicle and charging infrastructure programs.
**Energy Program Coordination**

Staff continues to meet with Energy and Sustainability Division staff bi-weekly to coordinate events and program details relating to energy programs.

**Policy**

*Greenhouse Gas Emissions Reduction and Climate Action Resolution*

In November 2017, the RCPA Board adopted a Resolution to adopt updated greenhouse gas (GHG) targets, and goals for reducing GHGs and preparing for climate impacts. The Board also agreed to promote a model resolution to RCPA members as an option to create consistent countywide policy impetus behind coordinated climate action. Below is a status update adoption across the jurisdictions.

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Cloverdale</td>
<td>Adopted January 9, 2018</td>
</tr>
<tr>
<td>City of Cotati</td>
<td>Adopted March 27, 2018</td>
</tr>
<tr>
<td>City of Healdsburg</td>
<td>Adopted March 5, 2018</td>
</tr>
<tr>
<td>City of Petaluma</td>
<td>Adopted January 22, 2018</td>
</tr>
<tr>
<td>City of Rohnert Park</td>
<td>Adopted March 13, 2018</td>
</tr>
<tr>
<td>City of Santa Rosa</td>
<td>Not yet adopted, RCPA and City staff working on modifications for language related to the Santa Rosa Climate Action Plan.</td>
</tr>
<tr>
<td>City of Sebastopol</td>
<td>Adopted December 5, 2017</td>
</tr>
<tr>
<td>City of Sonoma</td>
<td>Adopted November 21, 2016</td>
</tr>
<tr>
<td>Town of Windsor</td>
<td>Adopted on December 6, 2017</td>
</tr>
<tr>
<td>County of Sonoma</td>
<td>Not yet adopted, RCPA and County staff working on staff report. Tentatively scheduled for May 8th.</td>
</tr>
</tbody>
</table>

RCPA staff will continue to support member jurisdiction staff in developing agenda items and presenting to their jurisdiction.
Implementation

**Greenhouse Gas Inventory**

The RCPA is currently updating the community-wide GHG inventory, based on 2015 data. Staff has previously presented updates from building energy use, water conveyance, and solid waste. Staff will be releasing a complete initial inventory in mid-April.

**Bay Area Regional Energy Network**

**Bay Area Multifamily Building Enhancement Program**

The Bay Area Multifamily Building Enhancement Program is now offering Resiliency Technical Assistance Pilot for 5-10 multifamily properties in Sonoma County. Property owners will receive relevant resiliency findings and recommendations in the energy audit report. A workshop is scheduled for April 17th in Santa Rosa.

**Codes and Standards**

RCPA staff works with BayREN to support the efforts of local residents, businesses, and governments to help buildings comply with energy code and achieve zero net carbon emissions. RCPA staff continues to attend Redwood Empire Association of Code Officials (REACO) monthly meetings and support energy code training. The March REACO meeting a presentation from the California Energy Commission.

Staff held a Residential Zero Net Energy seminar at the Construction Technology Expo held in Santa Rosa on March 22nd. Over 30 building industry professionals attended and received resources.

The first quarterly BayREN Forum was held on March 27th and featured the topic of microgrids and resiliency. The Forum received over 100 registrations.

**Water Bill Savings Program**

RCPA staff works with BayREN staff to support the development of a regional water bill savings program, an on-bill repayment of efficiency retrofits that the RCPA has helped to pioneer in California, enabled by the Water Bill Savings Act (SB 564 – McGuire). RCPA staff is working with Grounded Research and Consulting team who is conducting a Process Evaluation Study on the Water Bill Savings Program.

**Single Family Home Upgrade**

The BayREN Single Family Program received a total of 137 new Home Upgrade reservations and 26 new Advanced Home Upgrade Assessment Incentive reservations. In addition, there were a total of 81 Home Upgrade projects paid. BayREN Contractor Services handled 33 individual support cases resulting in over 117 contractor interactions. Total incentives (reserved funds plus paid funds) through February 28th for Home Upgrade are $14,590,010.00 and $732,294.40 for Assessment Incentives.
Funding

**BAAQMD Climate Protection Grant Program**

In support of its 2017 Clean Air Plan, the Bay Area Air Quality Management District is launching a one-time Climate Protection Grant Program to accelerate the implementation of GHG reductions in communities across the Bay Area. The grant program will be offered to local governments, and will fund projects in two program areas: reducing GHGs from existing buildings and fostering innovative strategies (in multiple sectors). Final guidelines are expected to be released with the call for projects in March/April.

RCPA staff has held multiple discussions on grant topics that might compete well. The leading topic based on our current understanding of the guidelines is a study on the feasibility of a local/regional carbon cap and dividend program. Carbon pricing programs can be implemented at the local, state or national level and are already in use in many other areas. Examples including Boulder, CO where a climate action plan tax is levied on city residents and businesses based on the amount of electricity they consume. States have considered similar carbon taxes, recently including Washington State. The purpose of the study would be to explore the economic impacts of carbon pricing and its use in reducing GHG emissions. Staff would like direction to proceed with the grant topic of a local carbon cap-and-dividend study and submit to BAAQMD.

**PG&E Better Together Resilient Communities Grant**

PG&E is requesting grant proposals of $100,000 that will help communities prepare for and withstand extreme heat events. Eligible applications will include research, planning, or demonstration projects that better position communities to manage for a future with a greater frequency and duration of heatwaves. The deadline for applications is May 11, 2018.

RCPA staff is exploring the grant opportunity and possibility to partner with community organizations and national leaders.

**Policy Impacts:**

None.

**Fiscal Impacts:**

None.

**Staff Recommendation:**

Information only.
Staff Report

To:  Sonoma County Transportation Authority  
From: Dana Turrey, Transportation Planner  
Item:  4.2.1 – FY18/19 Coordinated Claim for Transit Funding  
Date:  April 9, 2018

**Issue:**
Shall the Sonoma County Transportation Authority (SCTA) approve the Coordinated Claim for Fiscal Year 2018-2019 related to state and local transit funding?

**Background:**
Each year a Coordinated Claim for Transportation Development Act (TDA), State Transit Assistance (STA), and Measure M funds is developed by the jurisdictions of Sonoma County. These funds are the primary source of operating revenue for all of Sonoma County’s local bus transit operators. Because the service areas of transit operators in Sonoma County cross jurisdictional boundaries, the Metropolitan Transportation Commission (MTC) requires that a Coordinated Claim for these funds be prepared and adopted before May 1 each year by the SCTA.

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

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

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

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

i) Population-Based Funds are distributed through a County Block Grant for local transit.

ii) Revenue Based Funds are allocated to operators eligible for TDA Article 4: Sonoma County Transit, Santa Rosa CityBus, Petaluma Transit, Golden Gate Transit, and Sonoma Marin Area Rail Transit.

Measure M fund are local revenues also derived from sales tax receipts (0.25%) with bus transit receiving 10% and SMART receiving 5% of the incoming revenue. Measure M is administered by SCTA. Local bus operators generally use Measure M funds to support fixed-route and paratransit. SMART’s portion of Measure M is for capital costs in development of the rail system.
The revenue streams from all of these sources are affected by changes in the economy, as well as changes in legislation and programs; thus, operators must deal with funding instability as a constant condition.

Population is another variable since it is used as a method of distribution of funding. From the FY06/07 Coordinated Claim until now, the Sonoma County Transit service area population percentage (i.e., 100% minus Santa Rosa and Petaluma) has decreased from 55.44% to 52.93%; Santa Rosa has increased from 32.74% to 35.00%; Petaluma has increased from 11.82% to 12.06%, of total county population.

**FY18/19 Funding Coordination:**

**TDA**

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

Based on a contribution formula established in FY96/97, all Sonoma County entities contribute to Golden Gate Transit (GGT). Collectively, as required by MTC resolution 2858, these contributions provide an amount equal to 25% of Sonoma County’s fiscal year TDA funds.

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

**STA Population-Based**

In February 2018, MTC established a new policy framework for the use of STA Population-Based funds in the region. Beginning in FY18/19, under the new policy framework, SCTA is responsible for coordinating the development of a STA Population-Based distribution program to STA-eligible operators in Sonoma County through a County Block Grant. The STA County Block Grant is accompanied by several policy conditions, largely aimed at improving transit coordination and efficiency while stabilizing funding.

In the FY18/19 Coordinated Claim, staff proposes distribution of STA Population-Based funds to Sonoma County Transit, Santa Rosa CityBus, and Petaluma Transit based on population, consistent with the historical division among operators in Sonoma County.

In 2017, Sonoma Marin Area Rail Transit (SMART) became an eligible STA operator and recipient of STA Revenue-Based funds. Staff proposes to develop an updated framework for distribution of STA Population-Based funds that includes SMART for implementation in the FY19-20 Coordinated Claim.

Through FY17/18, STA Population-Based funds were divided among three categories; regional paratransit, formula funds, and the Lifeline Transportation Program. Senate Bill 1 (SB-1), the Road Repair and Accountability Act of 2017, augmented the STA program from the increase in the diesel sales tax. STA funds collected though the SB-1 program in FY17/18 are now available for allocation to transit operators through the previous funding framework. The additional FY17/18 regional paratransit and population formula STA funds are included in the attached Coordinated Claim.
**STA Revenue-Based**

The State allocates STA Revenue-Based funds to transit operators based on their revenue as defined by PUC 99314 (b). STA Revenue-Based funds for Golden Gate Transit and SMART are systemwide and are not specific to operations in Sonoma County.

**Measure M**

Measure M funds for local bus transit are divided among Sonoma County Transit, Santa Rosa CityBus, and Petaluma Transit based on population.

**Cap-and-Trade / Senate Bill 1 / Measure Q**

Attachment 1 of the FY18/19 Coordinated Claim shows estimated FY18/19 funds from additional sources for information purposes. The California Cap-and-Trade program provides auction revenues to transit operators through the Low Carbon Transit Operations Program (LCTOP) for operating and capital assistance projects that reduce greenhouse gas emissions and improve mobility. The Road Repair and Accountability Act of 2017 (SB-1) established new funding programs for transit through additional fuel tax revenue and a new Transportation Improvement Fee (a value-based vehicle registration fee). The State of Good Repair (SGR) Program is funded through the Transportation Improvement Fee and is focused on supporting transit capital state of good repair projects. The State Rail Assistance program, funded through new diesel fuel taxes, provides commuter and intercity rail agencies with revenue for operations and capital purposes. Golden Gate Transit and SMART’s revenues from LCTOP, State of Good Repair, and State Rail Assistance are for their entire systems and are not specific to their operations in Sonoma County.

Measure Q is a one-quarter cent sales tax approved by Sonoma and Marin voters in 2008 for the construction, ongoing operations, and maintenance of the SMART system. Attachment 1 of the Coordinated Claim shows estimated Measure Q revenues collected in Sonoma County.

**Fiscal Impacts:**

The combined total from the TDA, STA, and Measure M funding sources is estimated at $33,943,749 million.

**Requested Action:**

Staff recommends that the Board review and approve the attached FY18/19 Coordinated Claim, including the distribution of FY17/18 STA/SB-1 Increment Funds. The Transit Technical Advisory Committee (TTAC) recommended SCTA approval at their March 14, 2018 meeting. The Transit Paratransit Coordinating Committee (TPCC) recommended SCTA approval at their March 20, 2018 meeting.

WHEREAS, the Cities and County of Sonoma are eligible for Transportation Development Act (TDA), State Transit Assistance (STA), and Measure M funds; and

WHEREAS, the Metropolitan Transportation Commission has adopted rules and regulations governing the administration of these funds; and

WHEREAS, consistent with the adopted rules and regulations the Sonoma County Transportation Authority (SCTA) is required to adopt a Sonoma County Coordinated Claim for Transportation Development Act (TDA), State Transit Assistance (STA) and Measure M funds developed in coordination with all the Cities and the County, and transit districts serving Sonoma County; and

WHEREAS, the Metropolitan Transportation Commission Resolution Number 4321, adopted February 28, 2018, established a new programming and allocation policy for State of Good Repair and STA funds, which reserves 70% of the STA Population-Based funds for programming to STA-eligible operators by Congestion Management Agencies; and

WHEREAS, on June 30, 2017, the Sonoma Marin Area Rail Transit District (SMART) began revenue service in Sonoma and Marin counties, and became eligible for STA funds; and

WHEREAS, the Sonoma County Transportation Authority has historically allocated STA funds to Sonoma County Transit, Santa Rosa Transit, and Petaluma Transit on a population basis; and

WHEREAS, consistent with the adopted rules and regulations of the Metropolitan Transportation Commission, the Transit Paratransit Coordinating Committee (TPCC) has endorsed the Coordinated Claims; therefore be it

RESOLVED, that the Sonoma County Transportation Authority will work in coordination with the transit operators that serve Sonoma County and the Metropolitan Transportation Commission to update the policy framework for distribution of STA population-based funds that includes SMART, prior to adoption of the Fiscal Year 2019-2020 Coordinated Claim; and

RESOLVED, that the Board of Directors of the Sonoma County Transportation Authority does hereby adopt the attached Sonoma County TDA/STA Coordinated Claims for Fiscal Year 2018/2019 and the distribution of Fiscal Year 2017/2018 STA Senate Bill 1 increment funds,
THE FOREGOING RESOLUTION was moved by ________________, seconded by ________________, and adopted by the following vote:

Director Agrimonti  ______  Director Mansell  ______
Director Coursey  ______  Director Miller  ______
Director Gorin  ______  Director Rabbitt  ______
Director Gurney  ______  Director Russell  ______
Director Landman  ______  Director Salmon  ______
Director Mackenzie  ______  Director Zane  ______

Ayes:  ______  Noes:  ______  Absent:  ______  Abstain:  ______

I, the undersigned, certify that the foregoing resolution was duly adopted at a regular meeting of the Board of Directors of the Sonoma County Transportation Authority held on April 9, 2018.

SO ORDERED

__________________________
Suzanne Smith, Executive Director
Clerk, Sonoma County Transportation Authority
## FY 2018-19 TDA / STA / Measure M - Fund Summary

<table>
<thead>
<tr>
<th></th>
<th>TDA</th>
<th>STA</th>
<th>MEASURE M</th>
<th>Total TDA / STA / MEASURE M</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Forecasted Revenue:</strong></td>
<td>$24,900,000 (100.00%)</td>
<td>$7,949,919 (100.00%)</td>
<td>$2,490,000 (100.00%)</td>
<td>$35,339,919 (100.00%)</td>
</tr>
<tr>
<td><strong>MTC Contributions:</strong></td>
<td>871,500 (3.50%)</td>
<td>-----</td>
<td>-----</td>
<td>871,500 (2.47%)</td>
</tr>
<tr>
<td><strong>County Administration (Auditor)</strong></td>
<td>45,000 (0.18%)</td>
<td>-----</td>
<td>-----</td>
<td>45,000 (0.13%)</td>
</tr>
<tr>
<td><strong>Article 3 - Bicycle &amp; Pedestrian Projects</strong></td>
<td>479,670 (1.93%)</td>
<td>-----</td>
<td>-----</td>
<td>479,670 (1.36%)</td>
</tr>
<tr>
<td><strong>FY 2018-19 Funds to Transit Operators</strong></td>
<td>$23,503,830 (94.39%)</td>
<td>$7,949,919 (100.00%)</td>
<td>$2,490,000 (100.00%)</td>
<td>$33,943,749 (96.05%)</td>
</tr>
<tr>
<td>Petaluma Transit</td>
<td>1,757,377 (7.48%)</td>
<td>632,317 (7.95%)</td>
<td>300,410 (12.06%)</td>
<td>2,690,104 (7.93%)</td>
</tr>
<tr>
<td>Santa Rosa CityBus</td>
<td>6,268,954 (26.67%)</td>
<td>1,862,804 (23.43%)</td>
<td>871,535 (35.00%)</td>
<td>9,003,292 (26.52%)</td>
</tr>
<tr>
<td>Sonoma County Transit*</td>
<td>9,601,543 (40.85%)</td>
<td>2,759,673 (34.71%)</td>
<td>1,318,056 (52.93%)</td>
<td>13,679,270 (40.30%)</td>
</tr>
<tr>
<td>Golden Gate Transit</td>
<td>5,875,958 (25.00%)</td>
<td>1,883,922 (23.70%)</td>
<td>-----</td>
<td>7,759,880 (22.86%)</td>
</tr>
<tr>
<td>SMART</td>
<td>811,203 (10.20%)</td>
<td>811,203 (10.20%)</td>
<td>-----</td>
<td>811,203 (2.39%)</td>
</tr>
<tr>
<td><strong>Totals by Funding Source</strong></td>
<td>$23,503,831 (100.00%)</td>
<td>$7,949,919 (100.00%)</td>
<td>$2,490,000 (100.00%)</td>
<td>$33,943,749 (100.00%)</td>
</tr>
<tr>
<td><strong>% by Funding Source</strong></td>
<td>69.24%</td>
<td>23.42%</td>
<td>7.34%</td>
<td>100.00%</td>
</tr>
</tbody>
</table>
I. TDA Funds Available

<table>
<thead>
<tr>
<th>TDA Forecast</th>
<th>SCTA Adopted Coordinated Claim Distribution</th>
<th>Adopted FY 2018 TDA Estimate: $23,700,000</th>
<th>Revised FY 2018 TDA Estimate (1-2018): $24,000,000</th>
<th>Auditor’s FY 2019 Estimate: $24,900,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2018-19</td>
<td>FY 2017-18</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$24,900,000</td>
<td>$23,700,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MTC Administration</td>
<td>124,500</td>
<td>118,500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MTC Planning</td>
<td>747,000</td>
<td>711,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>County Administration</td>
<td>46,000</td>
<td>45,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Subtotal:</td>
<td>23,983,500</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less: Article 3 Pedestrian/Bicycle Funding (2.5%)</td>
<td>479,670</td>
<td>456,510</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total:</td>
<td>Article 4 and 8 available</td>
<td>$23,503,830</td>
<td>$22,368,990</td>
<td></td>
</tr>
</tbody>
</table>

% Change- FY 2018 Adopted Estimate vs. FY 2019 Auditor’s Estimate: 5.00%

II. Distribution of TDA Funds

A. Distribution by Apportionment Area

<table>
<thead>
<tr>
<th>Area</th>
<th>Population*</th>
<th>Percent</th>
<th>FY 2018-19 Apportionment</th>
<th>FY 2017-18 Apportionment</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cloverdale</td>
<td>8,931</td>
<td>1.7681%</td>
<td>$415,570</td>
<td>$393,272</td>
<td>$22,298</td>
</tr>
<tr>
<td>Cotati</td>
<td>7,272</td>
<td>1.4397%</td>
<td>338,375</td>
<td>318,762</td>
<td>19,613</td>
</tr>
<tr>
<td>Healdsburg</td>
<td>11,800</td>
<td>2.3361%</td>
<td>549,068</td>
<td>521,347</td>
<td>27,721</td>
</tr>
<tr>
<td>Petaluma</td>
<td>60,941</td>
<td>12.0647%</td>
<td>2,835,657</td>
<td>2,690,514</td>
<td>145,143</td>
</tr>
<tr>
<td>Rohnert Park</td>
<td>42,067</td>
<td>8.3281%</td>
<td>1,957,427</td>
<td>1,871,796</td>
<td>85,631</td>
</tr>
<tr>
<td>Santa Rosa</td>
<td>176,799</td>
<td>35.0014%</td>
<td>8,226,666</td>
<td>7,828,315</td>
<td>398,351</td>
</tr>
<tr>
<td>Sebastopol</td>
<td>7,579</td>
<td>1.5004%</td>
<td>352,660</td>
<td>335,429</td>
<td>17,231</td>
</tr>
<tr>
<td>Sonoma</td>
<td>10,989</td>
<td>2.1755%</td>
<td>511,331</td>
<td>484,181</td>
<td>27,150</td>
</tr>
<tr>
<td>Windsor</td>
<td>27,371</td>
<td>5.4187%</td>
<td>1,273,605</td>
<td>1,204,593</td>
<td>69,012</td>
</tr>
<tr>
<td>County</td>
<td>151,371</td>
<td>29.9673%</td>
<td>7,043,471</td>
<td>6,720,781</td>
<td>322,690</td>
</tr>
<tr>
<td>Total</td>
<td>505,120</td>
<td>100.0000%</td>
<td>$23,503,830</td>
<td>$22,368,990</td>
<td>$1,134,840</td>
</tr>
</tbody>
</table>

* California Department of Finance - January 1, 2017 - Based on published population by entity - Table E-1.

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

<table>
<thead>
<tr>
<th>Area</th>
<th>Distribution</th>
<th>FY 2018-19 Allocation</th>
<th>FY 2017-18 Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cloverdale</td>
<td>10.08093%</td>
<td>$41,893</td>
<td>$39,631</td>
</tr>
<tr>
<td>Cotati</td>
<td>28.80146%</td>
<td>97,457</td>
<td>91,740</td>
</tr>
<tr>
<td>Healdsburg</td>
<td>10.08093%</td>
<td>55,351</td>
<td>52,538</td>
</tr>
<tr>
<td>Petaluma</td>
<td>28.80146%</td>
<td>816,711</td>
<td>774,330</td>
</tr>
<tr>
<td>Rohnert Park</td>
<td>28.80146%</td>
<td>563,768</td>
<td>538,703</td>
</tr>
<tr>
<td>Santa Rosa</td>
<td>25.00000%</td>
<td>2,056,667</td>
<td>1,957,079</td>
</tr>
<tr>
<td>Sebastopol</td>
<td>10.08093%</td>
<td>35,551</td>
<td>33,802</td>
</tr>
<tr>
<td>Sonoma</td>
<td>10.08093%</td>
<td>51,547</td>
<td>48,793</td>
</tr>
<tr>
<td>Windsor</td>
<td>10.08093%</td>
<td>128,391</td>
<td>121,391</td>
</tr>
<tr>
<td>County</td>
<td>28.80146%</td>
<td>2,028,623</td>
<td>1,934,241</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>$5,875,958</td>
<td>$5,592,248</td>
</tr>
</tbody>
</table>

25.00% 25.00% of County TDA
C. Contribution to Sonoma County Transit for intercity services between Petaluma and Santa Rosa:
(Sonoma County Transit Routes 44 & 48)

<table>
<thead>
<tr>
<th>Area</th>
<th>FY 2018-19</th>
<th>Percent of Route Budget*</th>
<th>Fixed-Route Allocation</th>
<th>Paratransit Allocation**</th>
</tr>
</thead>
<tbody>
<tr>
<td>Petaluma</td>
<td></td>
<td>14.64%</td>
<td>$217,974 (1)</td>
<td>$43,595</td>
</tr>
</tbody>
</table>

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

(1) - includes contribution for maintenance of the Petaluma Transit Mall.

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

<table>
<thead>
<tr>
<th>Area</th>
<th>FY 2017-18 Contribution</th>
<th>80% of TDA</th>
<th>20% of TDA</th>
<th>80% of TDA</th>
<th>20% of TDA</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Total</td>
<td>Fixed Route</td>
<td>Paratransit</td>
<td>Total</td>
<td>Fixed Route</td>
</tr>
<tr>
<td>Cotati</td>
<td>$178,062</td>
<td>$142,450</td>
<td>$35,612</td>
<td>Remainder</td>
<td>$189,481.00</td>
</tr>
<tr>
<td>Sebastopol</td>
<td>143,587</td>
<td>114,870</td>
<td>28,717</td>
<td>Remainder</td>
<td>151,072</td>
</tr>
<tr>
<td>Healdsburg</td>
<td>289,926</td>
<td>231,941</td>
<td>57,985</td>
<td>Remainder*</td>
<td>305,762</td>
</tr>
<tr>
<td>Cloverdale</td>
<td>239,057</td>
<td>191,246</td>
<td>47,811</td>
<td>Remainder*</td>
<td>253,296</td>
</tr>
<tr>
<td>Windsor</td>
<td>763,519</td>
<td>610,815</td>
<td>152,704</td>
<td>Remainder</td>
<td>809,355</td>
</tr>
<tr>
<td>Rohnert Park</td>
<td>494,556</td>
<td>395,645</td>
<td>98,911</td>
<td>Remainder</td>
<td>512,693</td>
</tr>
<tr>
<td>Sonoma</td>
<td>202,625</td>
<td>162,100</td>
<td>40,525</td>
<td>Remainder</td>
<td>215,243</td>
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<tr>
<td>Total</td>
<td>$2,311,332</td>
<td>$1,849,066</td>
<td>$462,266</td>
<td>$2,436,922</td>
<td>$1,949,538</td>
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</table>

E. Other contract services between apportionment areas:

<table>
<thead>
<tr>
<th>Area</th>
<th>FY 2018-19 Contribution</th>
<th>Claiming Agency</th>
<th>Purpose</th>
<th>FY 2017-18 Contribution</th>
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</thead>
<tbody>
<tr>
<td>Cloverdale</td>
<td>$120,381</td>
<td>County</td>
<td>Local Route 68</td>
<td>$114,583</td>
</tr>
<tr>
<td>County</td>
<td>98,957</td>
<td>Santa Rosa</td>
<td>Support for Santa Rosa Transit Mall Operations</td>
<td>94,188</td>
</tr>
<tr>
<td>Cotati Total FR * PT</td>
<td>51,437</td>
<td>County</td>
<td></td>
<td>48,960</td>
</tr>
<tr>
<td>Cotati*</td>
<td>41,150</td>
<td>County</td>
<td>Local Routes 10 &amp; 11</td>
<td>39,168</td>
</tr>
<tr>
<td>Cotati**</td>
<td>10,287</td>
<td>County</td>
<td>Local Paratransit Contribution**</td>
<td>9,792</td>
</tr>
<tr>
<td>Healdsburg</td>
<td>187,934</td>
<td>County</td>
<td>Local Route 67</td>
<td>178,883</td>
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<tr>
<td>Rohnert Park Total</td>
<td>880,967</td>
<td>County</td>
<td></td>
<td>838,537</td>
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<tr>
<td>Rohnert Park*</td>
<td>704,774</td>
<td>County</td>
<td>Local Routes 10,11,12,14</td>
<td>670,830</td>
</tr>
<tr>
<td>Rohnert Park**</td>
<td>176,193</td>
<td>County</td>
<td>Local Paratransit Contribution**</td>
<td>167,707</td>
</tr>
<tr>
<td>Sebastopol FR &amp; PT Total</td>
<td>166,037</td>
<td>County</td>
<td></td>
<td>158,040</td>
</tr>
<tr>
<td>Sebastopol*</td>
<td>132,831</td>
<td>County</td>
<td>Local Route 24</td>
<td>126,433</td>
</tr>
<tr>
<td>Sebastopol**</td>
<td>33,206</td>
<td>County</td>
<td>Local Paratransit Contribution**</td>
<td>31,607</td>
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<tr>
<td>Sonoma FR &amp; PT Total</td>
<td>244,541</td>
<td>County</td>
<td></td>
<td>232,763</td>
</tr>
<tr>
<td>Sonoma*</td>
<td>195,633</td>
<td>County</td>
<td>Local Routes 32 &amp; 34</td>
<td>186,211</td>
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<tr>
<td>Sonoma**</td>
<td>48,908</td>
<td>County</td>
<td>Local Paratransit Contribution**</td>
<td>46,552</td>
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<tr>
<td>Windsor FR &amp; PT Total</td>
<td>335,859</td>
<td>County</td>
<td></td>
<td>319,683</td>
</tr>
<tr>
<td>Windsor*</td>
<td>268,688</td>
<td>County</td>
<td>Local Route 66 ***</td>
<td>255,747</td>
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<tr>
<td>Windsor**</td>
<td>67,171</td>
<td>County</td>
<td>Local Paratransit Contribution**</td>
<td>63,936</td>
</tr>
</tbody>
</table>

* Contributions assume a 5.06% change over FY 2017-18 (from page 1).
** Assumes 20% of fixed-route contribution for ADA complementary paratransit services.
*** Includes contribution for maintenance of the Windsor Intermodal Facility.
F. Paratransit Contributions

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

Prior-Year Revenue Adjustment*

*Prior year revenue adjustments are reflected in "Prior Year TDA Funds Available" on page 4. Balances are in accordance with MTC's Regional Fund Estimate dated February 28, 2018.

IV. Distribution of TDA Article 3 Pedestrian/Bicycle Funds

<table>
<thead>
<tr>
<th>Area</th>
<th>Population</th>
<th>Apportionment</th>
<th>Current-Year Funds Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cloverdale</td>
<td>1.7681%</td>
<td>$8,481</td>
<td>$0</td>
</tr>
<tr>
<td>Cotati</td>
<td>1.4397%</td>
<td>6,906</td>
<td>0</td>
</tr>
<tr>
<td>Healdsburg</td>
<td>2.3361%</td>
<td>11,205</td>
<td>0</td>
</tr>
<tr>
<td>Petaluma</td>
<td>12.0847%</td>
<td>57,871</td>
<td>0</td>
</tr>
<tr>
<td>Rohnert Park</td>
<td>8.3281%</td>
<td>39,947</td>
<td>0</td>
</tr>
<tr>
<td>Santa Rosa</td>
<td>35.0014%</td>
<td>167,891</td>
<td>0</td>
</tr>
<tr>
<td>Sebastopol</td>
<td>1.5004%</td>
<td>7,197</td>
<td>0</td>
</tr>
<tr>
<td>Sonoma</td>
<td>2.1765%</td>
<td>10,435</td>
<td>0</td>
</tr>
<tr>
<td>Windsor</td>
<td>5.4167%</td>
<td>25,892</td>
<td>0</td>
</tr>
<tr>
<td>County</td>
<td>29.9673%</td>
<td>143,744</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>100.0000%</td>
<td>$479,670</td>
<td>$0</td>
</tr>
</tbody>
</table>

Projected FY 2019 Apportionment $479,670
- Other

FY 2018-19 Article 3 Funds Available for Distribution 479,670

Projected Prior-Year Fund Balance* 855,390

Total Article 3 Funds Available $1,335,060

* Per MTC Regional Fund Estimate 02-28-18.

Article 3 claimants should confirm their prior-year balance with SCTA prior to submitting a claim to MTC.
### III. Summary of TDA Fund Activity

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Cloverdale</td>
<td>415,570</td>
<td>($41,893)</td>
<td>($202,637)</td>
<td>($120,381)</td>
<td>($50,659)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Cotati</td>
<td>338,375</td>
<td>(97,457)</td>
<td>(151,585)</td>
<td>(41,150)</td>
<td>(48,184)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Healdsburg</td>
<td>549,066</td>
<td>(55,351)</td>
<td>(432,560)</td>
<td>---</td>
<td>(61,156)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Petaluma</td>
<td>2,635,657</td>
<td>(816,711)</td>
<td>(217,974)</td>
<td>---</td>
<td>(43,595)</td>
<td>1,757,377</td>
<td>752,536</td>
<td>2,509,913</td>
<td></td>
</tr>
<tr>
<td>Rohnert Park</td>
<td>1,957,427</td>
<td>(563,768)</td>
<td>(410,154)</td>
<td>(704,774)</td>
<td>(278,732)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Santa Rosa</td>
<td>8,226,666</td>
<td>(2,056,667)</td>
<td>---</td>
<td>98,954</td>
<td>---</td>
<td>6,268,954</td>
<td>1,979,568</td>
<td>8,248,522</td>
<td></td>
</tr>
<tr>
<td>Sebastopol</td>
<td>352,660</td>
<td>(35,551)</td>
<td>(120,856)</td>
<td>(132,831)</td>
<td>(63,421)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Sonoma</td>
<td>511,331</td>
<td>(51,547)</td>
<td>(172,194)</td>
<td>(195,633)</td>
<td>(91,956)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Windsor</td>
<td>1,273,805</td>
<td>(128,391)</td>
<td>(847,484)</td>
<td>(298,688)</td>
<td>(229,042)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>County</td>
<td>7,043,471</td>
<td>(2,028,623)</td>
<td>2,355,446</td>
<td>1,364,502</td>
<td>866,745</td>
<td>9,601,543</td>
<td>3,505,215</td>
<td>13,106,758</td>
<td></td>
</tr>
<tr>
<td>GGT</td>
<td>---</td>
<td>5,875,958</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>5,875,958</td>
<td>90,490</td>
<td>5,966,448</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>23,503,830</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>23,503,830</td>
<td>$6,327,809</td>
<td>$29,831,640</td>
</tr>
</tbody>
</table>

* From MTC’s Regional Fund Estimate dated 02-28-18. Claimants should confirm prior-year balances with MTC prior to submitting a claim for prior-year funds.

### Measure M Transit Distribution

| FY 2018-19 | TDA Forecast $24,900,000 |
| FY 2018-19 | Measure M Forecast $24,900,000 |

<table>
<thead>
<tr>
<th>Measure M Distribution to Transit (19%)</th>
<th>$4,731,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distribution for Bicycle &amp; Pedestrian Projects (4%)</td>
<td>996,000</td>
</tr>
<tr>
<td>Distribution to SMART (5%) - Capital</td>
<td>1,245,000</td>
</tr>
<tr>
<td>Distribution to Transit Operators (10%)</td>
<td>2,490,000</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Distribution</th>
<th>Petaluma Transit 12.0647% 300,410</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distribution</td>
<td>Santa Rosa CityBus 35.0014% 871,535</td>
</tr>
<tr>
<td>Distribution</td>
<td>Sonoma County Transit 52.9340% 1,318,056</td>
</tr>
<tr>
<td>Total</td>
<td>100.0000% $2,490,000</td>
</tr>
</tbody>
</table>
### Consolidated Summary of TDA Claims by Eligible Operator

<table>
<thead>
<tr>
<th>Apportionment Area / Claimant</th>
<th>FY 2018-19 TDA Distribution</th>
<th>Initial FY 2018-19 Contributions to GGT</th>
<th>Percent to GGT</th>
<th>Subtotal</th>
<th>FY 2018-19 Contributions to SCT</th>
<th>Contract Contributions</th>
<th>TDA Distribution to SCT Funds</th>
<th>TDA Distribution</th>
<th>Coordinated Claim Entitlement</th>
<th>Percent</th>
<th>Available*</th>
<th>Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>Petaluma - Petaluma Transit</td>
<td>2,835,657</td>
<td>12.06%</td>
<td>(816,711)</td>
<td>2,018,946</td>
<td>8.59%</td>
<td>(217,974)</td>
<td>(43,595)</td>
<td>1,757,377</td>
<td>7.48%</td>
<td>752,536</td>
<td>2,509,913</td>
<td></td>
</tr>
<tr>
<td>Santa Rosa - Santa Rosa CityBus</td>
<td>8,226,666</td>
<td>35.00%</td>
<td>(2,056,667)</td>
<td>6,170,000</td>
<td>26.25%</td>
<td>98,954</td>
<td></td>
<td>6,268,954</td>
<td>26.67%</td>
<td>1,979,568</td>
<td>8,248,522</td>
<td></td>
</tr>
<tr>
<td>County - Sonoma County Transit</td>
<td>12,441,507</td>
<td>52.93%</td>
<td>(3,052,581)</td>
<td>9,389,926</td>
<td>40.16%</td>
<td>217,974</td>
<td>(88,954)</td>
<td>9,601,541</td>
<td>40.85%</td>
<td>3,505,215</td>
<td>13,108,756</td>
<td></td>
</tr>
<tr>
<td>GGT - Golden Gate Transit</td>
<td>---</td>
<td>---</td>
<td>5,875,958</td>
<td>5,875,958</td>
<td>25.00%</td>
<td>---</td>
<td></td>
<td>5,875,958</td>
<td>25.00%</td>
<td>90,490</td>
<td>5,966,448</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$23,503,830</strong></td>
<td><strong>100.00%</strong></td>
<td><strong>$23,503,830</strong></td>
<td><strong>100.00%</strong></td>
<td><strong>$23,503,830</strong></td>
<td><strong>100.00%</strong></td>
<td><strong>$23,503,830</strong></td>
<td><strong>100.00%</strong></td>
<td><strong>$6,327,809</strong></td>
<td><strong>$29,831,639</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* From MTC's Regional Fund Estimate dated 02-28-18. Claimants should confirm prior-year balances with MTC prior to submitting a claim for prior-year funds.

### Claim Summary by Apportionment Area - FY 2018-19 TDA Funds

<table>
<thead>
<tr>
<th>Claimant</th>
<th>Petaluma Apportionment Area</th>
<th>Santa Rosa Apportionment Area</th>
<th>Sonoma County Apportionment Area***</th>
<th>FY 2018-19 TDA Entitlement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Petaluma - Petaluma Transit</td>
<td>1,757,377</td>
<td></td>
<td></td>
<td>1,757,377</td>
</tr>
<tr>
<td>Santa Rosa - Santa Rosa CityBus</td>
<td>6,170,000</td>
<td>98,954</td>
<td>6,268,954</td>
<td></td>
</tr>
<tr>
<td>County - Sonoma County Transit</td>
<td>261,569</td>
<td>9,339,972</td>
<td>9,601,541</td>
<td></td>
</tr>
<tr>
<td>GGT - Golden Gate Transit</td>
<td>816,711</td>
<td>2,056,667</td>
<td>3,052,581</td>
<td></td>
</tr>
<tr>
<td><strong>Total by Apportionment Area</strong></td>
<td><strong>$2,835,657</strong></td>
<td><strong>$8,226,666</strong></td>
<td><strong>$12,441,507</strong></td>
<td><strong>$23,503,830</strong></td>
</tr>
<tr>
<td>Operator</td>
<td>Population*</td>
<td>% Population</td>
<td>STA Block Grant</td>
<td>Total</td>
</tr>
<tr>
<td>--------------------------</td>
<td>-------------</td>
<td>--------------</td>
<td>-----------------------</td>
<td>------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Population-Based**</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Revenue-Based***</td>
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<td></td>
<td></td>
<td></td>
<td>Total</td>
<td></td>
</tr>
<tr>
<td>Petaluma Transit</td>
<td>60,941</td>
<td>12.0647%</td>
<td>$579,296</td>
<td>$632,317</td>
</tr>
<tr>
<td>Santa Rosa CityBus</td>
<td>176,799</td>
<td>35.0014%</td>
<td>$1,680,625</td>
<td>$1,862,804</td>
</tr>
<tr>
<td>Sonoma County Transit</td>
<td>267,380</td>
<td>52.9340%</td>
<td>$2,541,674</td>
<td>$2,759,673</td>
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<tr>
<td>Golden Gate Transit</td>
<td>----</td>
<td>----</td>
<td>$1,883,922</td>
<td>$1,883,922</td>
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<tr>
<td>SMART</td>
<td>----</td>
<td>----</td>
<td>$811,203</td>
<td>$811,203</td>
</tr>
<tr>
<td>Total</td>
<td>505,120</td>
<td>100.0000%</td>
<td>$4,801,595</td>
<td>$7,949,919</td>
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</table>

* California Department of Finance - January 1, 2017 - Based on published population by entity - Table E-1.
** Reflects balance available to operators after $25,000 contribution to SCTA to assist with funding a Multi-County Highway 37 Transit Study.
### Distribution of FY 2017-18 - STA/SB-1 Increment Funds

<table>
<thead>
<tr>
<th>Operator</th>
<th>Population*</th>
<th>% Population</th>
<th>2017-18 SB-1 Increment</th>
<th>2017-18 SB-1 Increment</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Regional Paratransit</td>
<td>Population-Based</td>
<td></td>
</tr>
<tr>
<td>Petaluma Transit</td>
<td>60,941</td>
<td>12.0647%</td>
<td>$27,018</td>
<td>$120,370</td>
<td>$147,387</td>
</tr>
<tr>
<td>Santa Rosa CityBus</td>
<td>176,799</td>
<td>35.0014%</td>
<td>78,382</td>
<td>349,211</td>
<td>427,593</td>
</tr>
<tr>
<td>Sonoma County Transit</td>
<td>267,380</td>
<td>52.9340%</td>
<td>118,540</td>
<td>528,125</td>
<td>646,665</td>
</tr>
<tr>
<td>Golden Gate Transit</td>
<td>----</td>
<td>----</td>
<td>24,882</td>
<td>----</td>
<td>24,882</td>
</tr>
<tr>
<td>Total</td>
<td>505,120</td>
<td>100.0000%</td>
<td>$248,822</td>
<td>$997,705</td>
<td>$1,246,527</td>
</tr>
</tbody>
</table>

* California Department of Finance - January 1, 2017 - Based on published population by entity - Table E-1.
## Sonoma County
### Other Transit Funding Programs

**Transit TAC Recommended Claim**

*per MTC Fund Estimate dated 02-28-18*

*Updated 3/20/2018*

---

### Transit TAC Recommended Claim per MTC Fund Estimate dated 02-28-18

<table>
<thead>
<tr>
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<th>Operator</th>
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* Per State Controller's Office Letter Dated 2/7/2018

** Rounded

*** Revenues shown for Golden Gate Transit and SMART are systemwide, not specific to operations in Sonoma County.

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### Measure Q Revenues from Sonoma County - SMART

**FY 2018-19 Forecast**

$24,900,000
Staff Report

To: Sonoma County Transportation Authority
From: Janet Spilman, Director of Planning
Item: Planning Activities Report
Date: April 9, 2018

Issue:
Information only.

Background:

PLANNING

- **Transit Integration and Efficiency Study** – Staff has worked with Santa Rosa, Petaluma, and Sonoma County transit and public works staff to develop a scope of work and draft request for proposals (RFP) for consultant assistance. The RFP will be released after final review and revisions with legal counsel, which is expected in April.

- **Bicycle and Pedestrian Planning** - SCTA staff has collected updates to the bicycle and pedestrian project list for Appendix A of the Countywide Bicycle and Pedestrian Master Plan and updated it accordingly. Revised bicycle and pedestrian maps are underway. SCTA staff has been coordinating with Caltrans and the CBPAC on the District 4 Bicycle Plan, which focuses on bicycle network gaps and barriers around the State highway system. [http://www.dot.ca.gov/d4/bikeplan/](http://www.dot.ca.gov/d4/bikeplan/)

- **Bay Area Sustainable Communities Strategy** – MTC has yet to name the next Regional Plan, but they have kicked off the Public Outreach with surveys [https://mtc.ca.gov/whats-happening/news/help-us-plan-future-bay-area](https://mtc.ca.gov/whats-happening/news/help-us-plan-future-bay-area) and staff meetings. The Regional Advisory Working Group (RAWG) has presented a new approach to Regional Planning that “acknowledges risk factors rather than holding them constant across all scenarios evaluated (e.g., housing control totals, tax revenues, or the market share of autonomous vehicles). Peer agencies in Philadelphia, Chicago, and Atlanta have pioneered a “futures”-based planning approach to go beyond the statutorily-required process.”

ADMINISTRATION OF ALTERNATIVE TRANSPORTATION FUNDING

- **Transportation Development Act, Article 3 (TDA3)** funds are used for bicycle lanes, bicycle and pedestrian paths, and related planning and marketing efforts. Sonoma County’s cities/towns and the County of Sonoma are eligible to apply. A call for projects was released on January 16, 2018 and applications were due on March 19, 2018. The proposed program of projects was reviewed by the CBPAC on March 28, will be reviewed by the TAC on April 26, and will be brought to the Board of Directors on May 14, 2018. [http://scta.ca.gov/projects/funding/](http://scta.ca.gov/projects/funding/)

- **Transportation for Clean Air Fund, County Program Manager (TFCA, CPM)** funds may be used for cost-effective projects that reduce on-road motor vehicle emissions within the Bay Area Air Quality Management District’s jurisdiction. Eligible project types include trip reduction, clean air vehicles and infrastructure,
arterial management, and bicycle projects. A call for projects was released on February 1, 2018 and applications were due on March 21, 2018. The proposed program of projects will be reviewed by the TAC on April 26 and brought to the Board of Directors on May 14, 2018.  http://scta.ca.gov/projects/funding/

- **Lifeline Transportation Program (LTP)** funds projects that improve mobility for the region’s low-income communities. Eligible project types include (but are not limited to) operations of new or enhanced transit service, and capital purchases of vehicles or other infrastructure improvements that improve access for residents of low-income communities. A call for projects was released on February 15, a public workshop for applicants was held on Wednesday, March 14, and applications were due on March 30, 2018. The proposed program of projects will be reviewed by the TAC on April 26 and brought to the Board of Directors on May 14, 2018.  http://scta.ca.gov/projects/funding/

**PROGRAM MANAGEMENT**

- **Santa Rosa Car Share Pilot Program** – Zipcar reservations in January and February increased by approximately 60 percent over the average since service began in downtown Santa Rosa and Railroad Square in late August 2017. SCTA staff and Zipcar continue to work on promotion to raise awareness and increase usage of car share. Santa Rosa residents and employees can take advantage of complementary annual Zipcar memberships subsidized by the grant. Zipcar.com/SantaRosa

- **Safe Routes to School** – Staff has received Authorization to Proceed from Caltrans for the Safe Routes to Schools Countywide Program, which is funded through the OBAG program for the upcoming 5-year cycle. The development of a Request for Proposals is underway. Staff continues to work with Sonoma County Bicycle Coalition to administer the gap year (2017/2018) Measure M funded SRTS program.

- **Bike Share Grant** – SCTA and the Transportation Authority of Marin (TAM) are working with MTC on a funding agreement that will make funding available starting July 1, 2018.

**DATA MANAGEMENT AND FORECASTING**

- **Travel Model Update** – SCTA received 3 proposals in response to the 2018 travel model update RFP. Consultant selection interviews were held on March 16th. TJKM was selected to complete work on model revalidation and recalibration. SCTA staff is working on securing funding for additional model improvements and the preparation of a travel behavior study for Sonoma County. Work continues on preparing the travel model and collecting data for the revalidation and recalibration work.

- **Pending and Permitted Development Tracking** – Work continues on developing and updating the Sonoma County Pending and Permitted Development Database. This database tracks countywide pipeline projects and feeds this information into the Sonoma County Travel Model.

- **Modeling and analysis support** - Data, analysis, and mapping support has been provided for projects located in the unincorporated county, the Highway 101 corridor, and the City of Santa Rosa. RCPA and SCTA staff worked on EV suitability analysis and mapping.

- **UrbanFootprint** - Staff continues to work with local planning staff to coordinate the Urban Footprint local data sharing and licensing pilot program for Sonoma County. The final data sharing agreement has been finalized and is being provided to local jurisdiction staff for review and execution. Local planning departments will receive a free UrbanFootprint license through this pilot program by agreeing to share local data for incorporation in the UrbanFootprint data explorer and scenario analysis tool.

**COORDINATION & OUTREACH**

**Local Activities**

- Spare the Air Resources Team – Worked with the Resources Team on outreach to employers on commute programs and website improvements.
Regional Coordination

- MTC/ABAG committees: Regional Advisory Working Group, Regional Modeling Working Group; Transit Finance Working Group
- SB743 – Staff is coordinating with regional and local planning and public works staff on SB743 implementation, which directs lead agencies to shift CEQA transportation impact analysis from LOS to VMT.
- CMA Planners meetings
- Caltrans District 4 Bicycle Plan – Continued coordination between CBPAC members and the Caltrans Bike Plan team on plan development and the project list.

Policy Impacts:
All activities are consistent with SCTA policy.

Staff Recommendation:
Information only.
Staff Report

To: SCTA/RCPA Board of Directors
From: Brant Arthur, Community Affairs Specialist
Re: 4.5 – Community Affairs Report
Date: April 9, 2018

News

101 Marin Sonoma Narrows Southbound Traffic Switch

As part of the continued progress of U.S.101 Marin-Sonoma Narrows Project, Caltrans will shift southbound U.S. 101 traffic to the new alignment between Kastania Road and San Antonio Road/Landfill exits on the evening of Friday, April 6, 2018 (weather dependent). We will be coordinating with Caltrans and our other partners on messaging to the public ahead of the switch.

New alignment for 101 Marin Sonoma Narrows anticipated on Friday, April 6, 2018
New Striping and Signage Coming to SR 37/121 Intersection

Caltrans will soon implement improvements to the intersection of State Highway 37 and 121 in Sonoma County. The intersection has experienced congestion caused in part by queue-jumping in the eastbound lanes of Highway 37. Caltrans will implement a series of improvements consisting of new signage and lane striping that will help improve travel time through the intersection. There have been several delays due to weather and equipment issues and the work is now expected to be completed by the end of April, 2018.

Bike Commuter of the Year

Nominations for Bicycle Commuter of the Year and Bike-Friendly Business of the Year are due by April 3, 2018. Bike-Friendly Business of the Year is a NEW award this year. Find the nomination forms at [http://bikesonoma.org/BTWD](http://bikesonoma.org/BTWD)

101 Bicycle and Pedestrian Bridge Public Meeting

The City of Santa Rosa and Caltrans held a public meeting on Thursday, March 29, 2018 to discuss a proposed Highway 101 Bicycle and Pedestrian Bridge. The bridge would close a gap in east-west bicycle and pedestrian travel caused by Highway 101 in the Junior College area. Project information: [https://srcity.org/750/Highway-101-Bicycle-Pedestrian-Bridge](https://srcity.org/750/Highway-101-Bicycle-Pedestrian-Bridge)
Upcoming Events


- 4/19/18 – Sonoma Valley Earth Day

- 4/21/18 – Santa Rosa's Earth Day On Stage, [https://srcity.org/2139/Earth-Day-OnStage](https://srcity.org/2139/Earth-Day-OnStage)


- 5/10/18 – Sonoma County Zero Waste Symposium, Thursday, May 10 at 9 AM - 6 PM, Sonoma Mountain Village Event Center, 1100 Valley House Drive, Rohnert Park, California 94928, [http://zerowastesonoma.org/registration/](http://zerowastesonoma.org/registration/)


Partner news

MTC’s Draft 2018 Public Participation Plan

The Metropolitan Transportation Commission is inviting public review and comments on its Draft 2018 Public Participation Plan. The Draft 2018 Public Participation Plan highlights opportunities for Bay Area residents to engage in the range of MTC’s planning work and funding allocations. Also included are planning and decision milestones for the pending update to the region’s long-range transportation and land use blueprint, known as Plan Bay Area — slated to be adopted jointly by MTC and the Association of Bay Area Governments in 2021.

The draft document can be viewed online at https://mtc.ca.gov/about-mtc/public-participation/public-participation-plan. Comments are due by 4 p.m. Monday, May 7, 2018.

Social media / Community outreach

SCTA Facebook:
- 469 page likes
- 459 people reached in the last month
- 175 post engagements in the last month

RCPA Facebook:
- 551 page likes
- 352 people reached in the last month
- 193 post engagements in the last month

CA37 Facebook:
- 510 page likes
- 2,587 people reached in the last month
- 933 post engagements in the last month

Newsletter:
- Monthly newsletters for SCTA and RCPA were sent March 9, 2018
- The SCTA newsletter was sent to 330 recipients with a 23% open and 5% click rate
- The RCPA newsletter was sent to 231 recipients with a 38% open and 6% click rate

Other notes:
- SCTA website is averaging 113 visits/day
- RCPA website is averaging 221 visits/day
- Top RCPA webpages are the GHG Inventory, Homepage, CA2020, Staff and Meetings.
- Top SCTA webpages are the Homepage, Meetings, Staff, Library and Measure M.
- Twitter has relatively low public interest (SCTA 76 followers, RCPA 114 and SR37 9)
Media coverage

Officials hopeful for highway funding
Argus-Courier – March 7, 2018

County, cities carry on contrarian climate change campaign
Sonoma West Times & News – March 14, 2018

Sonoma County Supervisor Susan Gorin seeks fire aid from federal officials
The Press Democrat – March 20, 2018

Santa Rosa environmental group backs state bill to ban sale of gas-powered cars by 2040
The Press Democrat – March 21, 2018

Highway funding on horizon
Argus-Courier – March 22, 2018
http://www.petaluma360.com/opinion/8118284-181/highway-funding-on-horizon

New report credits Sonoma Clean Power with reducing greenhouse gas emissions
The Press Democrat – March 23, 2018

Sonoma County tourism ‘ambassador’ program drives up visitor spending
North Bay Business Journal – March 26, 2018
http://www.sonomanews.com/business/8155949-181/sonoma-county-tourism-ambassador-program

After Wildfires, Housing Crisis Complicates California’s Rebuild
Governing – April 2018
Photos

Redwood Empire CSI Construction Technology Expo: Residential Zero Net Energy seminar. (3/22/18)

3/22/18, Redwood Empire CSI Construction Technology Expo: BayREN Tabling. (3/22/18)

Directors Mackenzie and Landman at the Clean Cars Campaign launch and rally for AB 1745. (3/22/18)
Citizens Advisory Committee

MEETING AGENDA

March 26, 2018 at 4:00 p.m.
Sonoma County Transportation Authority
SCTA Large Conference Room
490 Mendocino Avenue, Suite 206
Santa Rosa, California 95401

ITEM

1. Introductions
2. Public Comment
3. Administrative - Approval of Notes February 26, 2018* - ACTION
4. Measure M – DISCUSSION/ACTION
   a. Measure M Projects - Sonoma County Transportation & Public Works report on Airport I/C, Airport Landscaping, Forestville 116@Mirabel
   b. Measure Maintenance of Effort*
   c. Measure M Financial Reports*
      i. Monthly Financials*
5. Highway Updates - DISCUSSION
6. Announcements
7. Adjourn

*Materials attached

The next SCTA meeting will be April 9, 2018 Santa Rosa City Council Chambers, 100 Santa Rosa Avenue, Santa Rosa
The next CAC meeting will be April 30, 2018 in SCTA Conference Room

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 Citizens 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.
Technical Advisory Committee

MEETING AGENDA
SCTA Headquarters Office

March 22, 2018 – 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. Election of Officers: Larry Zimmer has taken a new position and is likely unable to continue as chair of this committee. Dan Takasugi, the Vice-Chair from the City of Sonoma, retired from his position last year. New officers need to be selected. Traditionally, this term appointment has been indefinite.

4. Approval of Minutes, January 25, 2017*

5. Measure M DISCUSSION / ACTION
   5.1. Measure M Invoicing/Obligation Status*
   5.2. Strategic Plan Update Schedule*
   5.3. Maintenance of Effort -FY16/17 -Policy 14 and PUC Compliance*

6. Regional Information Update DISCUSSION
   6.1. One Bay Area Grant Cycle 2 Data Requirements*
      a. Statewide Local Street and Road Needs Assessment Survey
         The 2018 Statewide Local Street and Road Needs Assessment is now underway and each jurisdiction’s participation in the information-gathering survey is required. The on-line survey deadline for completion is March 30th, 2018. Each jurisdiction was sent a letter with a unique login and password. Surveys can be completed at
         http://www.savecaliforniastreets.org/
   6.2. One Bay Area Grant Cycle 2 (OBAG 2) Programming*
         Programming required shifting of fiscal years for some projects due to oversubscription of the federal Surface Transportation and Congestion Mitigation/Air Quality Programs.
   6.3. Fund Management System Maintenance and Transportation Improvement Program Update:
         As part of the 2019 TIP Update, all users are requested to login to FMS and review existing projects. Please refer to March 8, 2018 email from Adam Crenshaw of MTC sent out to all FMS users and Local Streets and Roads/Programming and Delivery Working Group (LSRPDWG) mailing list. Deadline is April 2, 2018.
6.4 CalRecycle’s Tire Derived Aggregate presentation given to LSRPDWG Meeting, March 8, 2018.
Information Only:
http://apps.mtc.ca.gov/meeting_packet_documents/agenda_2518/4D_Tire_Derived_Aggregate_Presenta
tion.pdf

7. TFCA Call for Projects* DISCUSSION / ACTION

8. Rail Update DISCUSSION

9. Other Business / Comments / Announcements DISCUSSION

10. Adjourn ACTION

*Materials attached.
**Materials handed out at meeting

The next S C T A meeting will be held April 9th, 2018
The next TAC meeting may be held April 26nd, 2018

Copies of the full Agenda Packet are available at www.scta.ca.gov

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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.
**TAC Voting member attendance – (6 Month rolling 2017)**

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*One Vote

**One Vote

*NB: June and October meetings were cancelled. November meeting held in Early November. December meeting will be held if necessary.*
Countywide Bicycle & Pedestrian Advisory Committee

MEETING AGENDA

March 27, 2018 – 1:30 p.m.

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

ITEM

1. Introductions

2. Approval of Meeting Notes: January 23, 2018 - DISCUSSION / ACTION*

3. Public Comment

4. Roundtable updates – Discussion

5. Measure M Strategic Plan update – Information*

6. Transportation Development Act, Article 3, FY19 Program of Projects – Santa Rosa E Street Class II, Windsor, Crosswalk Installation and Improvements – Brooks Rd South, US101 NB On-Ramp - DISCUSSION / ACTION*

7. Active Transportation Program, Cycle 4 Update – Discussion*
   7.1. Technical Assistance Opportunity, Active Transportation Resource Center*

8. Wayfinding on Regional Networks/Trails – Discussion

9. Bike Share Capital Grant Update – Discussion

10. Caltrans District 4 Bicycle Plan Update – Discussion

11. Articles and Events of Interest – Information
   11.1. Bike to Work Day is Thursday, May 10th: http://www.bikesonoma.org/btwd/
   11.3. Santa Rosa Bicycle and Pedestrian Master Plan Update 2018 – Information and survey online: https://srcity.org/2711/Bicycle-and-Pedestrian-Master-Plan

12. Other Business / Comments / Announcements – Discussion

13. Adjourn – ACTION

*Materials attached
**Materials to be handed out

The next SCTA/RCPA meeting will be held April 9, 2018
The next CBPAC meeting will be held May 22, 2018
Transit Paratransit Coordinating Committee

MEETING AGENDA

March 20, 2018 – 1:30 p.m.

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

ITEM

1. Introductions

2. Approval of Meeting Notes: January 16, 2018 - DISCUSSION / ACTION*

3. Roundtable Updates - Discussion
   3.1. Transit / Paratransit Operators
   3.2. Mobility Partners

4. Coordinated Claim FY 2019 – DISCUSSION / ACTION**

5. Clipper 2.0 Initiative for Paratransit Integration, Staff Report – Discussion*

6. Coordinated Public Transit Human Services Transportation Plan, Adopted February 2018,
   https://mtc.ca.gov/our-work/plans-projects/other-plans/coordinated-public-transit-human-services-
   transportation-plan - Discussion*

7. Public Comment - Discussion

8. Items for Next Agenda – Discussion

9. Other Business / Comments / Announcements
   9.1. Follow up on Smoking Ordinance Item from January meeting - How is the 25 foot no smoking
   area measured at a bus stop? - Discussion

10. Adjourn - ACTION

   *Materials attached
   **Materials to be handed out

The next SCTA/RCPA meeting will be held April 9, 2018
The next TPCC meeting will be held May 15, 2018

Copies of the full Agenda Packet are available at www.scta.ca.gov.

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SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS: Materials related to an item on this agenda submitted to the Transit Paratransit Coordinating 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.

490 Mendocino Ave. #206, Santa Rosa, CA | 707.565.5373 | scta.ca.gov | rcpa.ca.gov
Transit – Technical Advisory Committee

MEETING AGENDA

March 14, 2018 – 10:00 a.m.

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

ITEM

1. Introductions
2. Approval of Meeting Notes: February 14, 2018 – ACTION*
3. Transit GTFS data analysis, Presentation – Discussion
4. Coordinated Claim FY 2019 – ACTION**
5. Transit Operator Updates – Discussion
6. Clipper Update, if available – Discussion
7. Technology Update (real-time information, AVL, passenger counters, fare apps, etc.) – Discussion
8. MTC on-board surveys, 2018 schedules – Discussion
9. Lifeline Call for Projects FY16/17 and 17/18 – Discussion*
   9.1. An Applicant Workshop is scheduled on March 14 at 9:00 a.m. in the SCTA Conference Room
10. Measure M Reauthorization Update, if available – Discussion
11. Other Business / Comments / Announcements
12. Adjourn - ACTION

*Materials attached
**Materials to be handed out

The next SCTA/RCPA meeting will be held April 9, 2018
The next T-TAC meeting will be held April 11, 2018

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TO REDUCE GHG EMISSIONS: Please consider carpooling or taking transit to this meeting. For more information check www.511.org, www.gosonoma.org