BOARD OF DIRECTORS
AGENDA PACKET

Monday, June 11th, 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

June 11, 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 May 14, 2018 meeting (ACTION)*
   B. SCTA Items
      3.2. Measure M – amend contract with KNN Financial Consultants to extend on-call services (ACTION)*
      3.3. Measure M – cooperative amendment and appropriation – Santa Rosa Creek Trail, Dutton Avenue Access West Side (ACTION)*
      3.4. Measure M – cooperative agreement and appropriation request, City of Rohnert Park, access across 101 (ACTION)*

4. Regular Calendar
   A. SCTA/RCPA Items
      4.1. SR37 – presentation from Resilient by Design team on vision for the corridor (REPORT)
      4.2. Electric Vehicles – resilience strategy for charging infrastructure; partnership with PG&E in implementation plan (REPORT)*
      4.3. Community Affairs Report – (REPORT)*
      4.4. Legislative – update on legislation (REPORT)
   B. SCTA Items
      4.5. SCTA Planning
         4.5.1. Planning Activities Report – (REPORT)*
      4.6. SCTA Projects and Programming
         4.6.1. MTC – results of Regional Measure 3 (REPORT)
         4.6.2. Measure M – report from ad hoc committee related to 2018 ballot measure (ACTION)
         4.6.3. Measure M – programming for projects in the 2019 Strategic Plan update (ACTION)*
         4.6.4. Highways Report – update on State Highway projects (REPORT)
   C. RCPA Items
      4.7. RCPA Projects and Planning
         4.7.1. RCPA Activities 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 **July 9, 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 2:31 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 Gurney, City of Sebastopol; Director Landman, City of Cotati; Director Mansell, City of Healdsburg; Director Miller, City of Petaluma; Director Rabbitt, Supervisor, Second District; Director Salmon, Town of Windsor; Director Zane, Supervisor, Third District.

2. Public comment on items not on the regular agenda

N/A

3. Consent Calendar

A. SCTA/RCPA Concurrent Items

3.1. Admin – Minutes of the April 9, 2018 meeting (ACTION)*

B. SCTA Items

3.2. Measure M – Airport Blvd Landscaping Project, County of Sonoma Cooperative Agreement M 30210-05-A6 (ACTION)*

Director Landman abstained from Item 3.1: Minutes of the April 9, 2018 meeting due to the absence from the previous meeting.

Directors Salmon and Zane were not present at the time of approving the consent calendar.

The consent calendar was approved unanimously following a motion by Vice Chair Gorin, and a second by Director Miller.

4. Regular Calendar

A. RCPA Items

4.1. RCPA Projects and Planning

4.1.1. GHG Inventory – (REPORT)*

Initial Findings of the full 2015 Green House Gas Inventory update:

Julian Ruzzier-Gaul described the preliminary snapshot for the 2015 greenhouse gas inventory for Sonoma County. Countywide emission levels remained 9% below the 1990 levels in 2015, population grew 4%, and countywide gross domestic product increased 22%.

RCPA aims to help achieve countywide emission reductions 25% below 1990 levels by 2020.

Transportation sector:

Emissions from the transportation sector have increased from 55% in 2010 to 61% of the overall county portfolio in 2015, which is partially from population growth and an increase in the overall economic growth countywide.

The Shift Sonoma County Plan is poised to be the road map moving forward to assist with the reduction of transportation related GHG emissions from the transportation sector in Sonoma County.

Livestock and fertilizer sector:

Livestock and fertilizer emissions are the third largest emission source in Sonoma County, following transportation and building energy use.
This increase is associated with updated methods for converting livestock and fertilizer activity to emissions, the revival of backyard egg production and the increase of commercial poultry breeding.

Wastewater sector:

Although a smaller sector, wastewater emissions have increased as a result of better monitoring and reporting practices.

Chair Russell opened for comments and questions from the Board of Directors.

Director Coursey asked, noting the slight decrease in vehicle miles travelled (VMT) per capita, if there is an indication of more efficient travel with regards to the emissions per VMT.

Mr. Ruzzier-Gaul responded that VMT increased at a slightly lower rate than population growth, adding that there are several factors in the analysis to specifically answer whether travel has become more efficient.

Director Rabbitt wondered if it is possible to track VMT per capita.

Mr. Ruzzier-Gaul responded in the affirmative and described the continued development of the methodologies in tracking GHG emissions.

Suzanne Smith added the Sustainable Community Strategy includes a per capita metric. Although this metric is not used in the 2015 inventory update, this is an approach that is familiar in regional planning.

Sam Salmon wondered how the City of Santa Rosa has the lowest VMT per capita.

Mr. Ruzzier-Gaul responded that one can speculate that less individuals in Santa Rosa are driving long distances to work or school given the relative density of the city as compared to other cities in the county. That said, additional analysis would be required to better understand this trend.

The final 2015 inventory update that will be released in the summer will contain a city-by-city description of emissions by sector.

Director Mansell asked how to know the accuracy of the data.

Mr. Ruzzier-Gaul responded the transportation data is derived from the Sonoma County Transportation Model.

Ms. Smith added that the travel model takes into account parcel level data, what the uses are, and that SCTA has begun the process of revalidating the model.

Director Mansell requested the need for more, specific information and evidence.

Director Gurney commented on the differences between downtown Sebastopol versus rural Sebastopol.

Vice Chair Gorin recalled in the previous Board of Directors meeting, an item for additional funding to update the transportation model to capture the data for weekend, tourism travel was discussed.

Ms. Smith affirmed that the previous Board of Directors meeting approved a contract for the model validation. The basis of the travel behavior study is that several jurisdictions have expressed an interest in this data for the purpose of having a better base of knowledge for travel behavior on weekends, and also for updating general and specific plans.

Vice Chair Gorin spoke on the importance of the SCTA travel model in regard to development in Sonoma County.

Director Zane commented that the data feels dated.

Ms. Smith responded that efforts are made to update the inventory every two years, and explained that the data takes time to become available.
Director Zane commented further and explained the inventory update does not describe air quality and toxins. Spare the Air has demonstrated improvements in air quality, but challenges still exist.

Chair Russell opened for public comment.

Steve Birdlebough, Sonoma County Transportation and Land Use Coalition, expressed appreciation for the work completed for the 2015 GHG update and further stated the comments made about compact development and the reduction of VMT are verified by various other studies. There is lower VMT and GHG emissions in compact developed areas as opposed to areas that are spread out.

Mr. Birdlebough further added that data sources are estimates and are continuously refined year to year and the methodology will become better in time and suggested to consider the amount of gasoline sold to better understand air quality impacts.

Tom Conlon, resident, Sonoma Valley, thanked the RCPA staff for the time spent on this project and expressed enthusiasm for the comments brought by the board.

Mr. Conlon conveyed that the main message is that Sonoma County took four steps forward in the reduction of GHG in the building energy sectors, but three steps back in transportation by driving more miles and remained hopeful that further understanding of the data and collective community action will help to address this challenge.

4.1.2. Activities Report – (REPORT)*

Aleka Seville discussed the continued work on zero waste, explaining that staff is building on existing work that has already been done. Specifically, RCPA staff plan to help coordinate efforts to increase food rescue to reduce methane production in our landfills.

Ms. Seville further reported that RCPA decided not to pursue a proposal focused on food rescue for the BAAQMD Climate Protection Grant Program due to capacity issues of key partners in that effort. Instead, RCPA staff submitted a proposal focused on increasing incentives for clean transportation solutions.

Furthermore, PG&E is seeking input from the RCPA for sighting resilient EV charging infrastructure areas within Sonoma County. RCPA staff will continue to work with county partners to continue to inform PG&E’s planning and funding efforts on this issue.

Carolyn Glanton spoke on BayREN, the Bay Area Regional Energy Network.

Staff has been able to provide technical assistance to property owners of over 1,900 multifamily housing units in Sonoma County. 400 multifamily units have been upgraded with incentives awarded nearing $317,250.

Ms. Glanton shared data and testimonials on the programs offered through BayREN in Sonoma County.

The data provided is since Quarter 4, 2013.

Chair Russell opened for comments from the Board of Directors.

Director Coursey asked for an example of what is being upgraded in the homes.

Ms. Glanton responded there is a list of core measures from windows to insulation. These are mostly items that are permanent in the building.

Director Coursey further inquired on the ability to include the switch from natural gas to electricity and how the program is promoted.

Ms. Glanton responded that more work needs to be done to understand whether fuel switching is an eligible solution to promote through our BayREN programs.
Promotion is done through the RCPA and various social media outlets, paid advertisements, word-of-mouth, and public outreach.

Further information can be found at: www.bayren.org

Vice Chair Gorin asked if this program administers loans or would contractors be required to sign off on these upgrades.

Ms. Glanton responded that a rebate is offered with participating contractors.

Vice Chair Gorin further asked if BayREN is going to capture the energy savings.

Ms. Glanton referenced the BayREN Annual Report, included in the agenda packet, as the source where these savings are aimed to be captured.

Director Mansell commented on the interest to include the young people in these activities and suggested that more internships should be available to provide opportunities for the younger individuals to be involved.

Suzanne Smith acknowledged the comment and responded that SCTA-RCPA has offered fellowships and internships over the past years.

Director Zane, in response to Director Mansell’s comment, spoke on the importance of technical trainings and the idea for more collaboration with nonprofit organizations to engage more young individuals.

Chair Russell commented on vocational trainings and the importance of vocational trainings that would create an environment to cross pollinate ideas.

Tom Conlon asked the Board of Directors a series of questions: what is the trend for the BayREN program; how much is the rebate as a portion of the total budget for single family home basic upgrades; are contractors still participating in this program; and, lastly, in response to the youth being involved, Mr. Conlon referenced the Rising Sun Energy organization as a suggestion on how to deploy young people.

B. SCTA Items

4.2. SCTA Planning

4.2.1. Activities Report – (REPORT)*

Janet Spilman reported that the transportation model revalidation has begun and updated the Board of Directors on the ongoing pilot car (Zipcar) and bicycle share programs. These are both in the interest to reduce greenhouse gas emissions.

Director Miller inquired on the status of Urban Footprint.

Suzanne Smith responded that most of the jurisdictions are receiving licenses to be able to use the program.

Director Mansell asked about the communication between the SCTA and jurisdictions, such as Healdsburg, in relaying this information.

Ms. Spilman responded that communication between the SCTA and the jurisdictions are made through the advisory committees.

Director Mackenzie expressed curiosity as to the work to establish accurate information related to housing being built and the collaboration with MTC staff.

Ms. Spilman responded that the SCTA Planning Advisory Committee is used as a means to communicate the data and are working with the ABAG representative to receive the real data.

4.3. SCTA Projects and Programming

4.3.1. Bike/Ped – FY 18/19 Transportation Development Act, Article 3 projects (ACTION)*

Dana Turrey described the Transportation Development Act, Article 3. This is an annual call
for projects with funding generated from a state wide sales tax. Funding is allocated to Sonoma County jurisdictions based on population. Jurisdictions are allowed to borrow ahead up to two years.

SCTA received two project submittals: the City of Santa Rosa for Class II bicycle lanes and the Town of Windsor for crosswalk installation and improvements.

The proposed list of projects were recommended by the SCTA Countywide Bicycle and Pedestrian Advisory Committee and the Santa Rosa and Windsor councils for approval.

Staff is requesting the Board of Directors approval.

Director Agrimonti asked to explain how the funds are distributed.

Ms. Turrey explained the funding is distributed statewide to the counties based on the respective county’s population. In Sonoma County, funding is then based on the jurisdictions population.

Director Miller moved to accept the proposed list of projects, Director Zane seconded. The FY 18/19 TDA, Article 3 projects were approved unanimously.

4.3.2. Alternative Modes – FY 18/19 Transportation for Clean Air projects (ACTION)*

Dana Turrey described the Transportation Fund for Clean Air FY 18/19 Program of Projects. The funds are generate by the surcharge on vehicular registration.

Jurisdictions eligible for this funding must be within the boundaries of BAAQMD. The funding is twofold: first, an off-the-top portion, generally programmed to transit operators, based on the population of the City of Santa Rosa, the City of Petaluma, and the remaining portion of the County within the BAAQMD boundaries; second, a comparative portion that is first available to jurisdictions not included in the guaranteed portion. This proposal includes four projects.

These proposals are in compliance with the TFCA guidelines and have been reviewed by the SCTA Technical Advisory Committee in April.

Director Agrimonti inquired, in regards to Sonoma County Transit’s application for an electric bus, if this to operate the bus for one year.

Ms. Turrey responded the application and the funding would be for the purchase the electric bus.

Director Mansell wondered how to develop more collaboration with staff in Healdsburg.

Suzanne Smith responded that the SCTA is reliant on local jurisdictions to inform staff how to assist with local projects.

Director Miller moved to adopt the FY 18/19 TFCA Program of Projects, Director Coursey seconded. The motion was unanimously approved.

4.3.3. Transit – Lifeline Transportation Program Cycle 5 (ACTION)*

Dana Turrey explained the Lifeline Transportation Program is designed to support mobility. MTC has designated SCTA to be the distributor of these program funds in Sonoma County.

Staff has elected to distribute the funds to the three bus operators. Four applications were received. These projects are set to benefit Sonoma County’s lower income communities.

The SCTA Transit-Technical Advisory Committee has recommended approval of the proposed program of programs.

Director Landman moved to approve the Lifeline Transportation Program Cycle 5 projects, Director Coursey seconded. The motion was approved unanimously.
4.3.4. **Highways** – update on State Highway projects

James Cameron updated the Board of Directors on highway projects

**Project 6: MSN B-2 (Petaluma River Bridge and Petaluma Blvd. South Interchange)**

The traffic switch onto the new bridge has successfully been completed. The California Transportation Commission (CTC) Board members were able to observe the new bridge at their recent visit in Sonoma County.

**Project 10: MSN C2 (Central Petaluma HOV lanes)**

The CTC has recommended funding of $85 million for this project. The design is moving forward, and design and right of way is set to be ready by the end of year. Construction is aimed to being in 2019.

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

The project, which will extend the HOV lanes from Lakeville Highway to the Sonoma County line, has been awarded and approved to Ghilotti Construction.

The carpool lanes are set to be opened by end of 2019.

**Project 12: State Route 37 Corridor Protect and Enhancement Project**

The Highway 37 Policy Committee meeting has been rescheduled from July 5th to July 20th. The items for the tentative agenda include: Corridor Plan comments, online survey and focus group results, transit updates – rail, ferry, and bus service – and Resilient by Design recommendations. The committee will also review the guiding principles by the Solano Transportation Authority and Regional Measure 3 project funding.

C. **SCTA/RCPA Items**

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

Brant Arthur briefly reported on SB-1 funding and Bike to Work day. Additionally, the City of Santa Rosa saw the largest growth in electric vehicles.

Mr. Arthur also reported on nominations from the Board of Directors on the RCPA Climate Action Advisory Committee. Terms for nominees are now set for two years. The deadline for nominations is May 31st and next CAAC meeting will be held on July 13th.

4.5. **Admin** – FY 18/19 Preliminary Budgets

4.5.1. Transportation Fund for Clean Air

Suzanne Smith recalled the TFCA project list was approved under Item 4.3.2. The budget presented to the Board of Directors operationalized the projects.

Ms. Smith described the methodology behind the preliminary budgets. Each May, staff presents the preliminary budget and a finalized budget is presented in October.

Director Miller moved to approve the TFCA preliminary budget, Vice Chair Gorin seconded. The FY 18/19 TFCA Preliminary budget was approved unanimously.

4.5.2. Measure M

A complete preliminary Measure M budget was provided to the Board of Directors.

Suzanne Smith explained that Measure M is divided into various projects. The basic assumptions of the sale tax growth are made at 3% and historically has been a fairly reasonable amount for the Measure M program.
Director Mackenzie spoke on a MTC briefing that suggested some indication that economic challenges may arise in the future.

Director Agrimonti moved to approve the FY 18/19 Measure M preliminary budget, Director Coursey seconded. The FY 18/19 Measure M Preliminary budget was approved unanimously.

4.5.3. RCPA operations
Suzanne Smith explained grant revenues from the CEC, BayREN, and local contributions from regional partners and local jurisdictions were included in the FY 18/19 preliminary budget. Staff is not seeking additional increases. Furthermore, this budget includes the second and final litigation payment.

Director Agrimonti moved to approve the FY 18/19 RCPA preliminary budget, Vice Chair Gorin seconded. The FY 18/19 RCPA preliminary budget was approved unanimously.

4.5.4. SCTA operations
Director Mansell left the meeting early due to a previously scheduled appointment.

Suzanne Smith described the SCTA operations budget. Revenues are down from prior years due to the STIP being lower.

Director Miller moved to approve the SCTA preliminary budget, Vice Chair Gorin seconded. The FY 18/19 SCTA Preliminary budget was approved unanimously.

5. Reports and Announcements

5.1. Executive Committee report
Suzanne Smith reported the Executive Committee discussed the preliminary budgets and SCTA’s increased role in housing.

5.2. Regional agency Report
Sonoma Clean Power:

Director Landman discussed Senate Bill 1088, expressing as the California legislative season begins, this legislation ought to be watched. SB 1088 seeks to improve the approach to housing mitigation.

MTC:
Director Mackenzie announced MTC will be discussing the Plan Bay Area 2040 action plan. This was specifically added upon approval of the Plan last July and suggested staff to consider an agenda item for review.

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
Meeting adjourned at 4:43 p.m.
Issue:
Should the Sonoma County Transportation Authority (SCTA) execute a fifth addendum to its agreement with KNN Public Finance, a Division of Zions Public Finance, Inc. (KNN) to provide on-call financial advisor services?

Background:
On May 15, 2006, SCTA executed an agreement with KNN to provide financial advisor services on an on-call basis. The scope of on-call services is defined as providing analysis, consultation, and support for all financial investment and other related matters affecting the capital and operating finances of the SCTA, including the issuance of sales tax revenue notes, bonds, or other appropriate financing instruments. The scope includes providing assistance to SCTA in preparing strategic plan updates, management of sales tax and other revenue, and delivery of projects listed in the Measure M Expenditure Plan.

The agreement specifies that for the actual transaction services, such as the issuance of revenue bonds, Consultant will negotiate fixed fees that will be contingent upon the successful sale of bonds. It further stipulates that such fees, along with other costs of issuance (bond counsel, rating agency, underwriter, trustee, etc.) are to be paid from the proceeds of the bond.

Addendum No. 1 was for fees associated with the 2008 Bond offering and Addendum No. 2 was for fees associated with the 2011 Bond Offering. Addendum No. 3 was for general on-call financial advisor services outlined in the original agreement and Addendum No. 4 was for fees associated with the 2015 Bond Offering. Addendum No. 5 is for general on-call financial advisor services outlined in the original agreement. Addendum No. 5 is for time only and extends the term of the services agreement to June 30, 2021.

Policy Impacts:
There are no policy impacts as a result of this proposed Addendum to the KNN Agreement.

Fiscal Impacts:
There are no fiscal impacts as the cost of financial services is included in the current Measure M budget under the Administration program fund.
**Staff Recommendation:**

Staff recommends that the Board authorize staff to negotiate and for the Chair to execute Addendum No. 5 to the Agreement No. SCTA06005 with KNN for financial advisor services, subject to final review and approval by legal counsel.
FIFTH ADDENDUM TO AGREEMENT WITH KNN PUBLIC FINANCE and SONOMA COUNTY TRANSPORTATION AUTHORITY

This Fifth Addendum is made as of June 11, 2018, by and between KNN Public Finance, a division of Zions Public Finance, Inc. (hereinafter referred to as “CONSULTANT”), and the Sonoma County Transportation Authority (hereinafter referred to as “SCTA”).

RECITALS

WHEREAS, CONSULTANT and the SCTA entered into an Agreement under which CONSULTANT provides the SCTA with general financial advisory services; and

WHEREAS, CONSULTANT is well qualified to provide financial advisory services to the SCTA; and

WHEREAS, the SCTA desires to continue to retain the professional services of the CONSULTANT to act as the SCTA’s municipal financing consultant; and

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto mutually agree as follows:

AGREEMENT

3. Section 3 of the Agreement is deleted in its entirety and replaced with the following language:

   3. **TERM OF AGREEMENT**: This Agreement shall be effective as of June 11, 2018 and shall continue in full force and effect until June 30, 2021. This Agreement may be extended for an additional three (3) years upon written direction of the SCTA Executive Director. No Agreement extension shall result in the amendment or alteration of any terms and conditions of this Agreement.

4. Except to the extent the Agreement is specifically amended or supplemented hereby, together with exhibits and schedules is, and shall continue to be, in full force and effect as originally executed, and nothing contained herein shall be construed to modify, invalidate or otherwise affect any provision of the Agreement or any right of SCTA arising there under.
5. CONSULTANT warrants the person affixing his or her signature hereto is authorized to execute this agreement on behalf of CONSULTANT.

IN WITNESS WHEREOF, the parties hereto have executed this Fifth Addendum as set forth below.

CONSULTANT

DATED: ________________  By: ________________________________

David Leifer, Managing Director, KNN Public Finance
A DIVISION OF ZIONS Public Finance Inc.

SONOMA COUNTY TRANSPORTATION AUTHORITY

DATED: ________________  By: ________________________________

Chair, SCTA

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

DATED: ________________  By: ________________________________

Suzanne Smith, Executive Director, SCTA

APPROVED AS TO FORM:

DATED: ________________  By: ________________________________

County Counsel
Staff Report

To: Sonoma County Transportation Authority

From: Seana L. S. Gause, Senior – Programming and Projects

Item: 3.3 – Measure M Bicycle and Pedestrian Project Coop Amendment and Appropriation – Santa Rosa Creek Trail, Dutton Avenue Access West Side

Date: June 11, 2018

Issue:
Shall the Board approve an amendment to Cooperative Funding Agreement M70106? Shall the Board subsequently approve an appropriation for the Measure M Bicycle and Pedestrian Program project known as Santa Rosa Creek Trail (See attached letter) with the attached resolution 2018-010?

Background:
The SCTA previously entered into Cooperative Funding Agreement #M70106 with the City of Santa Rosa for the completion of the Santa Rosa Creek Trail bicycle and pedestrian project. The cooperative funding agreement financial page and project delivery schedule have been revised to bring them up to date. Staff is seeking approval of the revision of the amended cooperative agreement.

The SCTA also 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 has submitted an appropriation request (attached) dated 5/16/18 in the amount of $52,000 for the Santa Rosa Creek Trail Project, Dutton Avenue Access West Side phase. The appropriation request is summarized below.

<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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</thead>
<tbody>
<tr>
<td>M70106-A1</td>
<td>Santa Rosa</td>
<td>Bike/Ped</td>
<td>SRCT Dutton West Side</td>
<td>Scoping/ENV</td>
<td>$52,000</td>
</tr>
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<tr>
<td>TOTAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$52,000</td>
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</tbody>
</table>

Policy Impacts:
None
**Fiscal Impacts:**

Consistent with the *Strategic Plan*, Measure M funds in the amount of $52,000 will be made available to the City of Santa Rosa to complete Scoping of the next phase of the Santa Rosa Creek Trail. The appropriation is consistent with the funding availability defined in the Measure M cash-flow model.

**Staff Recommendation:**

Staff recommends that the Board approve the amended cooperative agreement and subsequently approve the aforementioned appropriation request with Resolution Number 2018-010.
May 16, 2018

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

FUNDING APPROPRIATION REQUEST
PROJECT NAME: SANTA ROSA CREEK TRAIL – DUTTON AVENUE ACCESS (WEST SIDE)
AGREEMENT NO. M70106

Dear SCTA Chair:

The City of Santa Rosa hereby requests that the Sonoma County Transportation Authority (SCTA) take action to appropriate funds for the Santa Rosa Creek Trail – Dutton Avenue Access (West Side) at its next Board meeting.

The City has entered into a cooperative funding agreement with the SCTA (Cooperative Funding Agreement No. M70106) and is ready to begin work on the Scoping phase of the project. Below is the specific appropriation request information.

<table>
<thead>
<tr>
<th>Project Name &amp; Description:</th>
<th>Santa Rosa Creek Trail – Dutton Avenue Access (West Side)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Category</td>
<td>Bike/Ped Project</td>
</tr>
<tr>
<td>Development Phase of this Appropriation:</td>
<td>Scoping</td>
</tr>
<tr>
<td>Amount of Measure M Appropriate Request:</td>
<td>$52,000</td>
</tr>
<tr>
<td>Amount of Local Funding Match:</td>
<td>$0</td>
</tr>
<tr>
<td>Sources of Local Funding Match:</td>
<td>n/a</td>
</tr>
<tr>
<td>Total Project Cost:</td>
<td>$633,000</td>
</tr>
</tbody>
</table>

The current schedule for the Santa Rosa Creek Trail – Dutton Avenue Access (West Side) is as follows:

<table>
<thead>
<tr>
<th>Project Development Phase</th>
<th>Begin</th>
<th>Complete</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scoping</td>
<td>July 2018</td>
<td>September 2018</td>
</tr>
<tr>
<td>Environmental</td>
<td>September 2018</td>
<td>March 2019</td>
</tr>
<tr>
<td>Right of Way</td>
<td>March 2019</td>
<td>September 2019</td>
</tr>
<tr>
<td>PS&amp;E</td>
<td>March 2019</td>
<td>June 2020</td>
</tr>
<tr>
<td>Construction</td>
<td>July 2020</td>
<td>May 2022</td>
</tr>
</tbody>
</table>

Thank you for your consideration.

Sincerely,

Jason Nutt
Director of Transportation and Public Works

c:
Nancy Adams
RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA COUNTY TRANSPORTATION AUTHORITY, COUNTY OF SONOMA, STATE OF CALIFORNIA, APPROPRIATING MEASURE M FUNDS TO THE CITY OF SANTA ROSA IN ACCORDANCE WITH COOPERATIVE FUNDING AGREEMENT NO. M70106-A1

WHEREAS, the 2004 Sonoma County Traffic Relief Act Expenditure Plan (hereinafter "Expenditure Plan") includes $19,000,000 in 2004 dollars, for the Bicycle and Pedestrian funding category; and

WHEREAS, the Sonoma County Transportation Authority (hereinafter “Authority”) and the City of Santa Rosa (hereinafter “City”) have entered into Cooperative Funding Agreement No. 70106 (hereinafter “Cooperative Agreement”) regarding the Santa Rosa Creek Trail (hereinafter "Project"); and

WHEREAS, the City has submitted a Request for Appropriation of Funds dated May 16, 2018 in connection with the Project pursuant to the above referenced Cooperative Agreement, and

WHEREAS, funds are included in the Authority’s Strategic Plan and annual budget for such projects.

NOW, THEREFORE, BE IT RESOLVED that the Authority finds the Request for Appropriation Adjustment of funds consistent with the Expenditure Plan, the Strategic Plan, and the Cooperative Agreement; and

BE IT FURTHER RESOLVED, that the Authority appropriates the amount of $52,000 in programmed funding to the City pursuant to the Cooperative Agreement to be used for the purposes set forth in Attachment A attached hereto, and

BE IT FURTHER RESOLVED, that funds will be disbursed to the City in accordance with the provisions of the Cooperative Agreement but shall not exceed on an annual basis, the amounts programmed by fiscal year, as shown in the Program of Projects in the 2017 Strategic Plan, as such plan may be amended from time to time; and

BE IT FURTHER RESOLVED, that the funds appropriated by the Authority under the Cooperative Agreement are hereby reflected in Attachment B; and

BE IT FURTHER RESOLVED, that this appropriation adjustment shall expire three years from the date of this Resolution.
Resolution No. 2018-010  
Cooperative Agreement Number: M70106-A1  
Project Sponsor: City of Santa Rosa  
Amount: $52,000  
June 11, 2018

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:

______________________________  
Carol Russell, Chair

This RESOLUTION was entered into at a meeting of the Sonoma County Transportation Authority held June 11, 2018 in Santa Rosa, California

Attest:

Suzanne Smith, Executive Director  
Clerk, Sonoma County Transportation Authority

Attachment:  “A” Use of Appropriated Funds  
“B” Chronological Listing of Fund Appropriation Resolutions
ATTACHMENT A
Use of Appropriated Funds

SONOMA COUNTY TRANSPORTATION AUTHORITY
RESOLUTION NO. 2018-010

Date: June 11, 2018

Amount of Funds: $52,000
Appropriated to: City of Santa Rosa
Program Category: Bicycle/Pedestrian Program
Specific Project: Santa Rosa Creek Trail
Appropriated For: Scoping and Environmental Compliance for the development of the Dutton Access West phase of the Santa Rosa Creek Trail Project ($52,000 for FY18/19).
Scope of Work: Scope the project to determine the best, most practical alternative to developing creek access through multiple utilities, easements and rights of way. Complete environmental compliance documentation for viable alternative(s).
Other Conditions: None
Staff Comments: This is the first appropriation for this phase of the SRCT project. It is the sixth appropriation for the project overall.
# ATTACHMENT B

Chronological Listing of Fund Appropriation Resolutions

**COOPERATIVE FUNDING AGREEMENT NO. M70106-A1**

Between the Sonoma County Transportation Authority

and the City of Santa Rosa

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Resolution Number</th>
<th>Date</th>
<th>Funds Appropriated</th>
<th>Cumulative Total</th>
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<td>M70106</td>
<td>2006-008</td>
<td>June 12, 2006</td>
<td>$35,000</td>
<td>$35,000</td>
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<td></td>
<td>2008-010</td>
<td>May 12, 2008</td>
<td>$105,000</td>
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<tr>
<td></td>
<td>2010-032</td>
<td>Sept. 13, 2010</td>
<td>$50,000</td>
<td>$190,000</td>
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<tr>
<td></td>
<td>2011-032</td>
<td>July 11, 2011</td>
<td>($15,000)</td>
<td>$175,000</td>
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<td></td>
<td>2011-032</td>
<td>July 11, 2011</td>
<td>$485,000</td>
<td>$660,000</td>
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<tr>
<td></td>
<td>2013-030</td>
<td>Dec. 9, 2013</td>
<td>$162,000</td>
<td>$822,000</td>
</tr>
<tr>
<td></td>
<td>No Reso</td>
<td>Sept 14, 2014</td>
<td>($55,000)</td>
<td>$767,000</td>
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<td></td>
<td>2018-010</td>
<td>June 11, 2018</td>
<td>$52,000</td>
<td>$822,000</td>
</tr>
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</table>

**TOTAL FUNDS APPROPRIATED** | **$822,000**
AMENDMENT NO. 1 TO COOPERATIVE AGREEMENT M70106
BETWEEN
THE SONOMA COUNTY TRANSPORTATION AUTHORITY
AND
THE CITY OF SANTA ROSA

This Amendment (the "Amendment") is made and entered into as of 2018 (Effective Date) by and between the CITY OF SANTA ROSA, hereinafter referred to as "CITY" and the SONOMA COUNTY TRANSPORTATION AUTHORITY, hereinafter referred to as "AUTHORITY."

RECITALS

1. AUTHORITY adopted that certain 2017 Strategic Plan that sets forth AUTHORITY's program and project implementation policies with regard to the use of funds provided under the 2004 Traffic Relief Act for Sonoma County Expenditure Plan and Ordinance approved by the voters of Sonoma County on November 2, 2004 (hereinafter referred to as "Measure M"). The 2017 Strategic Plan, as such plan may be amended from time to time, is hereinafter referred to as the "Strategic Plan."

2. Consistent with Measure M and the Strategic Plan, AUTHORITY and CITY previously entered into Cooperative Funding Agreement No. M70106 (the "Original Agreement" and collectively referred to with this Amendment, the "Agreement") to identify a local bicycle/pedestrian improvement project under Measure M.

3. CITY and AUTHORITY desire to amend the recitals, project information, Financial Plan and schedule (Exhibit B) to update terms and reflect programming changes.

NOW, THEREFORE, in consideration of the foregoing, AUTHORITY and CITY do hereby agree as follows:

AGREEMENT

I. AMENDMENTS

Paragraph 5 of Recitals is amended to read as follows:

"5. Pursuant to the Strategic Plan and Measure M, Authority is committed to make available up to $1,450,000 to assist with the Project."

Paragraph 6 of Recitals is amended to read as follows:

"6. See Exhibit B-1 for a description of funding sources."

Paragraph 1 of Section II is amended to read as follows:
"1. Reimbursement of CITY Expenses. Consistent with its Strategic Plan, to make available Measure M funds (currently set at $1,450,000) to assist with the Santa Rosa Creek Trail Project, AUTHORITY shall process CITY invoices within forty-five days of receiving an invoice in a form reasonably acceptable to AUTHORITY's Executive Director."

**Paragraph 1 of Section III is amended to read as follows:**

"1. Funding Availability and Needs. The funding available to the Project for expenditure is limited by the funds identified in Exhibit B-1 and to approved appropriations by the SCTA Board. If additional funds beyond those identified in Exhibit B-1 are necessary to complete the Project, AUTHORITY will cooperate with CITY to identify and secure new or increased fund commitments; however, completion of the Project remains the responsibility of CITY."

**Paragraph 5 of Section III is amended to read as follows:**

5. Notices. Any notice which may be required under this Agreement shall be in writing, shall be effective when received, and shall be given by personal service, or by certified or registered mail, return receipt requested, to the addresses set forth below or to such addresses which may be specified in writing to parties hereto.

**To CITY**

Jason Nutt  
Director of Transportation and Public Works  
City of Santa Rosa  
69 Stony Circle  
Santa Rosa, CA 95401  
707-543-3800  
jnutt@srcity.org

**To AUTHORITY**

Suzanne Smith  
Executive Director  
Sonoma County Transportation Authority  
490 Mendocino Avenue, Suite 206  
Santa Rosa, CA 95401  
707-565-5373  
Suzanne.smith@scta.ca.gov
Exhibits. The following Exhibit in the Original Agreement is replaced by the Exhibit attached hereto:

Exhibit B is replaced with Exhibit B-1. All references in the Original Agreement to Exhibit B shall be read to refer to Exhibit B-1.


Except to the extent the Agreement is specifically amended or supplemented by this Amendment No. 1, the Agreement, together with exhibits and schedules, is and shall continue to be, in full force and effect as originally executed, and nothing contained herein shall be construed to modify, invalidate or otherwise affect any provision of the Agreement or any right of AUTHORITY or CITY arising there under.
CITY OF SANTA ROSA
By: [Signature]
Mayor

APPROVED AS TO LEGAL FORM
FOR CITY:
By: [Signature]
City Attorney

SONOMA COUNTY
TRANSPORTATION AUTHORITY
By: [Signature]
Carol Russell, SCTA Chair

APPROVED AS TO SUBSTANCE:
By: [Signature]
Suzanne Smith, Executive Director

APPROVED AS TO LEGAL FORM
FOR AUTHORITY:
By: [Signature]
Legal Counsel
Authority
COOPERATIVE FUNDING AGREEMENT NO.030706-AI
BETWEEN
THE SONOMA COUNTY TRANSPORTATION AUTHORITY

AND

THE CITY OF SANTA ROSA

EXHIBIT B-1

FINANCIAL PLAN AND SCHEDULE (2004 Dollars)

TOTAL BUDGET (July 2017-June 2021):

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Prior</th>
<th>FY17/18</th>
<th>FY18/19</th>
<th>FY19/20</th>
<th>FY20/21</th>
<th>Totals</th>
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<tbody>
<tr>
<td>Phase I</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Measure M</td>
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<td>Phase II</td>
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<tr>
<td>Measure M</td>
<td></td>
<td>$382,000</td>
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<td>$382,000</td>
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<tr>
<td>Phase III</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Measure M</td>
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<td>$52,000</td>
<td>$110,000</td>
<td>$471,000</td>
<td>$633,000</td>
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<tr>
<td>Totals</td>
<td></td>
<td>$817,000</td>
<td>$52,000</td>
<td>$110,000</td>
<td>$471,000</td>
<td>$1,450,000</td>
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</table>

Phase I-Streamside Drive to Mission Circle

<table>
<thead>
<tr>
<th>Project Development Phase</th>
<th>Begin</th>
<th>End</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scoping</td>
<td>September 2005</td>
<td></td>
</tr>
<tr>
<td>Project Approval/Environmental Doc (PAED)</td>
<td>November 2010</td>
<td></td>
</tr>
<tr>
<td>Right of Way</td>
<td>December 2011</td>
<td></td>
</tr>
<tr>
<td>Plans, Specs, Estimates (PSE)</td>
<td>December 2011</td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td>November 2014</td>
<td></td>
</tr>
</tbody>
</table>
Phase II - Dutton Avenue access (east side)

<table>
<thead>
<tr>
<th>Project Development Phase</th>
<th>Begin</th>
<th>End</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scoping</td>
<td></td>
<td>March 2006</td>
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<tr>
<td>Project Approval/Environmental Doc (PAED)</td>
<td></td>
<td>December 2010</td>
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<tr>
<td>Right of Way</td>
<td></td>
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<tr>
<td>Plans, Specs, Estimates (PSE)</td>
<td></td>
<td>January 2011</td>
</tr>
<tr>
<td>Construction</td>
<td></td>
<td>October 2012</td>
</tr>
</tbody>
</table>

Phase III – Dutton Avenue access (west side)

<table>
<thead>
<tr>
<th>Project Development Phase</th>
<th>Begin</th>
<th>End</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scoping</td>
<td>July 2018</td>
<td>September 2018</td>
</tr>
<tr>
<td>Project Approval/Environmental Doc (PAED)</td>
<td>September 2018</td>
<td>March 2019</td>
</tr>
<tr>
<td>Plans, Specs, Estimates (PSE)</td>
<td>March 2019</td>
<td>June 2020</td>
</tr>
<tr>
<td>Right of Way</td>
<td>March 2019</td>
<td>September 2019</td>
</tr>
<tr>
<td>Construction</td>
<td>July 2020</td>
<td>May 2022</td>
</tr>
</tbody>
</table>
RESOLUTION NO. RES-2018-068

RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA ROSA APPROVING AMENDMENT NO. 1 TO MEASURE M COOPERATIVE FUNDING AGREEMENT NO. M70106-05 WITH SONOMA COUNTY TRANSPORTATION AUTHORITY FOR THE SANTA ROSA CREEK TRAIL – DUTTON AVENUE ACCESS (WEST SIDE) PROJECT

WHEREAS, on November 30, 2005, the City of Santa Rosa entered into Measure M Cooperative Funding Agreement M70106-05 with the Sonoma County Transportation Authority (SCTA) enabling the City to receive $1,450,000 funding for Santa Rosa Creek Trail Improvements; and

WHEREAS, Santa Rosa Creek Dutton Avenue Access (east side) – Phase II was completed in 2012; and

WHEREAS, in 2014 the City completed the construction of a pathway along Santa Rosa Creek between Streamside Drive to Mission Circle – Phase I; and

WHEREAS, entering into this amended Cooperative Funding Agreement would continue to allow the City to complete Phase III of the Santa Rosa Creek trail improvements; and

WHEREAS, the 2017 Measure M Strategic Plan includes $162,000 between Fiscal Year 2017/2018 and Fiscal Year (FY) 2018/2019 for the scoping, environmental, design and right of way phases for the Santa Rosa Creek Dutton Avenue Access (west side) – Phase III which will be appropriated as part of the FY 2018/2019 Capital Improvement Program pending City Council approval.

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Santa Rosa approves Amendment No. 1 to Measure M Cooperative Funding Agreement No. M70106-05 between the Sonoma County Transportation Authority (SCTA) and the City of Santa Rosa for the Santa Rosa Creek Trail – Dutton Avenue Access (west side) project.

BE IT FURTHER RESOLVED that Exhibit A is made part of this Resolution.

IN COUNCIL DULY PASSED this 8th day of May, 2018.

AYES: (5) Mayor Coursey, Vice Mayor Rogers, Council Members Combs, Sawyer, Tibbetts
NOES: (0)
ABSENT: (2) Council Members Olivares, Schwedhelm
ABSTAIN: (0)

ATTEST: [Signature]
City Clerk

APPROVED: [Signature]
Mayor

APPROVED AS TO FORM:
[Signature]
City Attorney
Staff Report

To: Sonoma County Transportation Authority

From: Seana L. S. Gause, Senior – Programming and Projects

Item: 3.4 – Measure M Access Across 101 cooperative agreement and appropriation request, City of Rohnert Park

Date: June 11, 2018

**Issue:**

Shall the Board approve a cooperative agreement with the City of Rohnert Park to initiate a Measure M Project within the Bicycle and Pedestrian Program? Shall the SCTA then appropriate for FY18/19 funds to the City of Rohnert Park for the Access Across 101 Project, Rohnert Park Phase in the amount of $250,000 for a feasibility study?

**Background:**

The 2017 Strategic Plan identifies within the Measure M Bicycle and Pedestrian Program a project known as Access Across 101. Funding for this project will be used for feasibility studies and be provided to four jurisdictions along the 101 corridor on a first come, first served basis, and will not exceed $250,000 per jurisdiction. The City of Rohnert Park is the third jurisdiction along the 101 corridor to apply for these funds. The Board approved funding to be programmed to the City as part of the 2017 Measure M Strategic Plan. At the City’s request, a draft cooperative agreement was drawn up and circulated between SCTA and Rohnert Park. A final version was approved by the City Council and is attached hereto.

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 Measure M funds. Pursuant to the Strategic Plan and the associated cooperative agreements, each jurisdiction must submit an appropriation request (attached) to initiate reimbursement of Measure M funding for the fiscal year in which the funds are programmed.

<table>
<thead>
<tr>
<th>Coop Funding Agreement</th>
<th>Jurisdiction</th>
<th>Category</th>
<th>Description</th>
<th>Phase</th>
<th>Appropriation Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>M71405</td>
<td>Rohnert Park</td>
<td>Bike/Ped</td>
<td>Access Across 101</td>
<td>Rohnert Park</td>
<td>$250,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Total</td>
<td>$250,000</td>
</tr>
</tbody>
</table>

**Policy Impacts:**

None. It is within existing policy for the Board to approve such an agreement. Additionally, the appropriation is within the established policies outlined in the Measure M Strategic Plan, Chapter 4, Policy 7.
**Fiscal Impacts:**

None, The SCTA Board approved the program of projects in the 2017 Strategic Plan which affords the jurisdictions along 101 the opportunity to use these funds.

The approval of the appropriation is consistent with the Strategic Plan, making $250,000 available to the City of Rohnert Park for the Access Across 101 Project. Appropriation of these funds is consistent with the funding availability defined in the Measure M cash flow model.

**Staff Recommendation:**

Staff recommends that the Board approve and authorize the Chair and the Executive Director to sign and execute the agreement. Staff also recommends that subsequent to that action, the Board approve resolution 2018-011, thus approving the City of Rohnert Park's Access Across 101 appropriation request.
May 24, 2018

Carol Russell, Chair
Sonoma County Transportation Authority
490 Mendocino Avenue, Suite 206
Santa Rosa, CA 95401

FUNDING APPROPRIATION REQUEST
Rohnert Park Highway 101 Bicycle/Pedestrian Crossing Feasibility Study
AGREEMENT NO. M71405

Dear Chair Russell:

The City of Rohnert Park hereby requests that the Sonoma County Transportation Authority (SCTA) take action to appropriate funds at its next Board meeting for the Rohnert Park Highway 101 Bicycle/Pedestrian Crossing Feasibility Study.

The City has entered into a cooperative funding agreement with the SCTA (Cooperative Agreement No. M71405) and is ready to begin work on the study. Below is the specific appropriation request information.

<table>
<thead>
<tr>
<th>Project Name &amp; Description:</th>
<th>Rohnert Park Highway 101 Bicycle/Pedestrian Crossing Feasibility Study</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Category:</td>
<td>Bicycle/Pedestrian Project Program</td>
</tr>
<tr>
<td>Phase Development Phase of this Appropriation:</td>
<td>Feasibility Study</td>
</tr>
<tr>
<td>Amount of Measure M Appropriate Request:</td>
<td>$250,000</td>
</tr>
<tr>
<td>Amount of Local Funding Match:</td>
<td>$20,000</td>
</tr>
<tr>
<td>Sources of Local Funding Match:</td>
<td>Gas Tax proceeds</td>
</tr>
<tr>
<td>Total Project Cost:</td>
<td>$270,000</td>
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</tbody>
</table>

The current schedule for the Rohnert Park Highway 101 Bicycle/Pedestrian Crossing Feasibility Study is as follows:

<table>
<thead>
<tr>
<th>Project Development Phase</th>
<th>Begin</th>
<th>Complete</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop and issue request for proposals</td>
<td>7/2018</td>
<td>8/2018</td>
</tr>
<tr>
<td>Award consultant contract</td>
<td>9/2018</td>
<td>9/2018</td>
</tr>
<tr>
<td>Conduct feasibility study</td>
<td>10/2018</td>
<td>10/2019</td>
</tr>
<tr>
<td>Final invoicing for Measure M funds</td>
<td>11/2019</td>
<td>12/2019</td>
</tr>
</tbody>
</table>

Thank you for your consideration.

Sincerely,

Mary Grace Pawson,
Director of Development Services
WHEREAS, the 2004 Sonoma County Traffic Relief Act Expenditure Plan (hereinafter “Expenditure Plan”) includes $250,000 in 2004 dollars, for the Bicycle and Pedestrian funding category; and

WHEREAS, the Sonoma County Transportation Authority (hereinafter “Authority”) and the City of Rohnert Park (hereinafter “City”) have entered into Cooperative Funding Agreement No. 71405 (hereinafter “Cooperative Agreement”) regarding the Access Across 101 projects (hereinafter “Project”); and

WHEREAS, the City has submitted a Request for Appropriation of Funds dated May 24, 2018 in connection with the Project pursuant to the above referenced Cooperative Agreement; and

WHEREAS, funds are included in the Authority’s Strategic Plan and annual budget for such projects.

NOW, THEREFORE, BE IT RESOLVED the Authority finds the Request for Appropriation of funds consistent with the Expenditure Plan, the Strategic Plan, and the Cooperative Agreement; and

BE IT FURTHER RESOLVED, the Authority appropriates $250,000 to the City pursuant to the Cooperative Agreement to be used for the purposes set forth in Attachment A attached hereto; and

BE IT FURTHER RESOLVED, funds will be disbursed to the City in accordance with the provisions of the Cooperative Agreement but shall not exceed on an annual basis, the amounts programmed by fiscal year, as shown in the Program of Projects in the 2017 Strategic Plan, as such plan may be amended from time to time; and

BE IT FURTHER RESOLVED, the funds appropriated by the Authority under the Cooperative Agreement are hereby reflected in Attachment B; and

BE IT FURTHER RESOLVED, this appropriation shall expire three years from the date of this Resolution.

THE FOREGOING RESOLUTION was moved by Director , seconded by Director , and approved by the following vote:
Resolution No. 2018-011
Cooperative Agreement Number: M71405
Project Sponsor: City of Rohnert Park
Amount: $250,000
June 11 2018

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

____________________________________
Carol Russell, Chair

This RESOLUTION was entered into at a meeting of the Sonoma County Transportation Authority held June 11, 2018 in Santa Rosa, California

Attest: ______________________
Suzanne Smith, Executive Director

Attachment:        “A” Use of Appropriated Funds
                  “B” Chronological Listing of Fund Appropriation Resolutions
ATTACHMENT A
Use of Appropriated Funds

SONOMA COUNTY TRANSPORTATION AUTHORITY
RESOLUTION NO. 2018-011

Date: June 11, 2018

Amount of Funds: $250,000

Appropriated to: City of Rohnert Park

Program Category: Bicycle/Pedestrian Program

Specific Project: Access Across 101 – Phase RP

Appropriated For: Scoping (Feasibility Study $250,000 for FY 18/19)

Scope of Work: Identify key east-west access points across Highway 101

Other Conditions: None

Staff Comments: This is the first and only appropriation for this project. This appropriation will fund completion of a Feasibility Study
### Chronological Listing of Fund Appropriation Resolutions

**COOPERATIVE FUNDING AGREEMENT NO. M71405**

**Between the Sonoma County Transportation Authority**  
and the City of Rohnert Park

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Resolution Number</th>
<th>Date</th>
<th>Funds Appropriated</th>
<th>Cumulative Total</th>
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<td>2018-011</td>
<td>June 11, 2018</td>
<td>$250,000</td>
<td>$250,000</td>
<td>Scope</td>
</tr>
</tbody>
</table>

**TOTAL FUNDS APPROPRIATED**  
$250,000
This Agreement is made and entered into as of __________, 2018 ("Effective Date") by and between the City of Rohnert Park hereinafter referred to as "CITY" and the SONOMA COUNTY TRANSPORTATION AUTHORITY hereinafter referred to as "AUTHORITY."

RECITALS

1. AUTHORITY adopted that certain 2017 Strategic Plan that sets forth AUTHORITY’s program and project implementation policies with regard to the use of funds provided under the 2004 Traffic Relief Act for Sonoma County Expenditure Plan and Ordinance approved by the voters of Sonoma County on November 2, 2004 (hereinafter referred to as "Measure M"). The 2017 Strategic Plan as such plan may be amended from time to time is hereinafter referred to as the "Strategic Plan".

2. Pursuant to the Strategic Plan and Measure M, AUTHORITY and CITY desire to enter into a Cooperative Funding Agreement to define a framework to enable the two parties to work cooperatively in developing transportation improvements in Sonoma County (hereinafter referred to as "Bicycle and Pedestrian Projects Program").

3. In connection with the Bicycle and Pedestrian Projects Program, CITY desires to complete a study to evaluate the need and feasibility of constructing a bicycle and pedestrian crossing of Highway 101 within the City limits, as more particularly described in Exhibit A to this Agreement (hereinafter referred to as the “Project”).

4. CITY has submitted a financial plan and schedule for completion of the Project which is attached hereto as Exhibit B (hereinafter referred to as the “Project Plan”).

5. Pursuant to the Strategic Plan and Measure M, AUTHORITY is committed to make available up to $250,000 in 2004 dollars to assist with the Project.

6. Pursuant to the Strategic Plan, CITY is committed to make available up to $20,000 in local funds toward the Project.

NOW, THEREFORE, in consideration of the foregoing, AUTHORITY and CITY do hereby agree as follows:
SECTION I

CITY AGREES:

1. City Contribution. To provide $20,000 in local funds towards the Project.

2. Project Completion. To timely complete the Project as described in Exhibit A in accordance with the deadlines set forth in the Project Plan.

3. Invoices. Should CITY desire reimbursement of its expenses in connection with this Agreement, CITY shall do so by requesting a specific appropriation of Measure M funding by submitting to AUTHORITY a Request for Funding Appropriation in the form attached hereto as Exhibit C (hereinafter referred to as “Appropriation Request”). Once an Appropriation Request is approved by AUTHORITY, CITY may submit to AUTHORITY invoices for reimbursements for expenses authorized under the terms of this Agreement and an approved Appropriation Request. Invoices shall be submitted to AUTHORITY no more frequently than monthly, and no less frequently than every six months following initial appropriation, provided however that if CITY is unable to invoice in this time frame a written request for time extension shall be provided or the funds may be deobligated. Invoices shall be in a form reasonably acceptable to AUTHORITY’s Executive Director.

4. Compliance with Laws. With regard to administering and completing the Project, CITY shall at all times comply with all applicable laws of the United States, the State of California, the County, and with all applicable regulations promulgated by federal, state, regional, or local administrative and regulatory agencies, now in force and as they may be enacted, issued, or amended during the term of this Agreement.

5. Records. To allow AUTHORITY to audit all expenditures relating to the Project funded through this Agreement. For the duration of the Project, and for five (5) years following completion of the Project, or earlier discharge of the Agreement, CITY shall make available to AUTHORITY all records relating to expenses incurred in performance of this Agreement.

6. Reporting Requirements. To provide annual updates on the PROJECT to AUTHORITY in the form attached hereto as Exhibit D.

SECTION II

AUTHORITY AGREES:

1. Reimbursement of CITY Expenses. Consistent with its Strategic Plan, to make available Measure M funds (currently set at $250,000 in 2004 dollars) to assist with the
Project. **AUTHORITY** shall process **CITY** invoices within forty-five (45) days of receiving an invoice in a form reasonably acceptable to **AUTHORITY**'s Executive Director.

2. **Notice of Audit.** To provide timely notice to **CITY** if an audit is to be conducted.

**SECTION III**

**IT IS MUTUALLY AGREED:**

1. **Funding Availability and Needs.** The funding available to the Project for expenditure is limited by the funds identified in Exhibit B and to approved appropriations by the SCTA Board. If funds beyond those identified in Exhibit B are necessary to complete the Project, **AUTHORITY** will cooperate with **CITY** to identify and secure new or increased fund commitments; however, completion of the Project remains the responsibility of **CITY**.

2. **Term.** This Agreement will remain in effect until discharged as provided in Paragraph 3 or 13 of this Section III.

3. **Discharge.** This Agreement shall be subject to discharge as follows:

   a. This Agreement may be canceled by a party for breach of any obligation, covenant or condition hereof by the other party, upon notice to the breaching party. With respect to any breach which is reasonably capable of being cured, the breaching party shall have thirty (30) days from the date of the notice to initiate steps to cure. If the breaching party diligently pursues cure, such party shall be allowed a reasonable time to cure, not to exceed sixty (60) days from the date of the initial notice, unless a further extension is granted by the non-breaching party. On cancellation, the non-breaching party retains the same rights as a party exercising its right to terminate under the provisions of paragraph 3(b), except that the canceling party also retains any remedy for breach of the whole contract or any unperformed balance. If the Agreement is cancelled by **AUTHORITY** because **CITY** has failed to wholly or partially complete the Project, **AUTHORITY** may, at its option, demand repayment of all unexpended funds and funds determined by audit not to have been expended as provided for in this Agreement, with interest accrued thereon as would have accrued had such funds been invested in the Sonoma County Treasury Pool; and, further, to offset such balances due **AUTHORITY** from any other Measure M funds due **CITY**.

   b. By mutual consent of both parties, this Agreement may be terminated at any time. Upon termination by mutual consent, **CITY** shall repay to **AUTHORITY** any unexpended funds originally provided to **CITY** under this Agreement, and any interest that has accrued thereon.
4. Indemnity. **CITY** agrees to accept all responsibility for loss or damage to any person or entity, including but not limited to **AUTHORITY**, and to defend, indemnify, hold harmless, reimburse and release **AUTHORITY**, its officers, agents, employees, successors and assigns from and against any and all actions, claims, damages, disabilities, liabilities and expense including, but not limited to attorneys’ fees and the cost of litigation incurred in the defense of claims as to which this indemnity applies or incurred in an action by **AUTHORITY** to enforce the indemnity provisions herein, whether arising from personal injury, property damage or economic loss of any type, that may be asserted by any person or entity, including **CITY**, arising out of or in connection with the receipt or use of funds provided pursuant to this Agreement, whether or not there is concurrent negligence on the part of **AUTHORITY**, but, to the extent required by law, excluding liability due to the sole or active negligence or due to the willful misconduct of **AUTHORITY**. If there is a possible obligation to indemnify, **CITY**’s duty to defend exists regardless of whether it is ultimately determined that there is not a duty to indemnify. **AUTHORITY** shall have the right to select its own legal counsel at the expense of **CITY**, subject to **CITY**’s approval, which approval 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 **CITY** or its agents under workers’ compensation acts, disability benefits acts, or other employee benefit acts.

5. Notices. Any notice which may be required under this Agreement shall be in writing, shall be effective when received, and shall be given by personal service, or by certified or registered mail, return receipt requested, to the addresses set forth below, or to such addresses which may be specified in writing to the parties hereto.

To **CITY**: Mary Grace Pawson  
Director of Development Services, City of Rohnert Park  
130 Avram Avenue  
Rohnert Park, CA 94928  
(707) 588-2234  
mpawson@rpcity.org

To **AUTHORITY**: Suzanne Smith,  
Executive Director Sonoma County Transportation Authority  
490 Mendocino Avenue, Suite 206  
Santa Rosa, CA 95401  
(707) 565-5373  
suzanne.smith@scta.ca.gov

6. Additional Acts and Documents. Each party agrees 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.

7. Integration. This Agreement represents the entire agreement of the parties with respect to the subject matter hereof. No representations, warranties, inducements or oral agreements have been made by any of the parties except as expressly set forth herein, or in other contemporaneous written agreements.

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

9. Independent Agency. CITY renders its services under this Agreement as an independent agency. None of the CITY’s agents or employees shall be agents or employees of the AUTHORITY.

10. Assignment. The Agreement may not be assigned, transferred, hypothecated, or pledged by any party without the express written consent of the other party.

11. Successors. This Agreement shall be binding upon the successor(s), assignee(s) or transferee(s) of the AUTHORITY or CITY as the case may be. This provision shall not be construed as an authorization to assign, transfer, hypothecate or pledge this Agreement other than as provided above.

12. Severability. Should any part of this Agreement be determined to be unenforceable, invalid, or beyond the AUTHORITY of either party to enter into or carry out, such determination 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.

13. Limitation. All obligations of AUTHORITY under the terms of this Agreement are expressly subject to AUTHORITY’s continued authorization to collect and expend the sales tax proceeds provided by Measure M. If for any reason AUTHORITY’s right to collect or expend such sales tax proceeds is terminated or suspended in whole or part, AUTHORITY shall promptly notify CITY, and the parties shall consult on a course of action. If, after twenty-five (25) working days, a course of action is not agreed upon by the parties, this Agreement shall be deemed terminated by mutual or joint consent; provided, that any future obligation to fund from the date of the notice shall be expressly limited by and subject to (i) the lawful ability of AUTHORITY to expend sales tax proceeds for the purposes of the Agreement; and (ii) the availability, taking into consideration all the
obligations of **AUTHORITY** under all outstanding contracts, agreements to other obligations of **AUTHORITY**, of funds for such purposes.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the Effective Date.

CITY OF ROHNERT PARK

By: ________________________________
City Manager Darrin Jenkins

ATTEST:
By: ________________________________
City Clerk

APPROVED AS TO LEGAL FORM
FOR CITY:
By: ________________________________
City Attorney

SONOMA COUNTY TRANSPORTATION AUTHORITY

By: ________________________________
SCTA Chair

APPROVED AS TO SUBSTANCE:
By: ________________________________
Executive Director

APPROVED AS TO LEGAL FORM
FOR AUTHORITY:
By: ________________________________
Legal Counsel Authority

Cooperative Funding Agreement No. M71405
City of Rohnert Park
Page 6 of 13
The Rohnert Park Highway 101 Bicycle/Pedestrian Crossing Feasibility Study project will study existing and potential bicycle and pedestrian crossings of Highway 101 within the Rohnert Park City Limits and immediately north and south as appropriate for crossings that would benefit Rohnert Park residents, businesses and other stakeholders. The feasibility study may include, but is not limited to:

- Documentation of existing plans and policies that support the development of bicycle/pedestrian crossings of Highway 101;
- Survey of existing and potential locations and alignments for bicycle/pedestrian crossings;
- Examination of available and projected travel demand data; identification of types of walking, biking and other non-car trips across and through Rohnert Park; and assessment of a wide range of safety factors from collision history to personal security and public health;
- Consideration of the potential environmental, engineering, operational and permitting issues associated with each alignment;
- Planning level project costs of alignment alternatives; and
- Outline of next steps and considerations for the permitting, environmental clearance, design, and funding of the preferred crossing alignment(s).
COOPERATIVE FUNDING AGREEMENT NO. M71405
BETWEEN
THE SONOMA COUNTY TRANSPORTATION AUTHORITY
AND
CITY OF ROHNERT PARK

EXHIBIT B

FINANCIAL PLAN AND SCHEDULE (2004 Dollars)

<table>
<thead>
<tr>
<th></th>
<th>Prior</th>
<th>17/18</th>
<th>18/19</th>
<th>19/20</th>
<th>20/21</th>
<th>Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase 1 Measure M</td>
<td>$0</td>
<td>$250,000*</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$250,000</td>
</tr>
<tr>
<td>Local Match</td>
<td>$5,000</td>
<td>$15,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$20,000</td>
</tr>
<tr>
<td>Totals</td>
<td>$255,000</td>
<td>$15,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$270,000</td>
</tr>
</tbody>
</table>

* Contract encumbrance in FY 2017-18, with feasibility study to be conducted through FY 2017-18 and FY 2018-19. Project to be completed and Measure M funds invoiced by June 2019.
COOPERATIVE FUNDING AGREEMENT NO. M71405
BETWEEN
THE SONOMA COUNTY TRANSPORTATION AUTHORITY
AND
CITY OF ROHNERT PARK

EXHIBIT C

REQUEST FOR FUNDING APPROPRIATION
[Date]

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

FUNDING APPROPRIATION REQUEST
Rohnert Park Highway 101 Bicycle/Pedestrian Crossing Feasibility Study
AGREEMENT NO.__________

Dear SCTA Chair:

The City of Rohnert Park hereby requests that the Sonoma County Transportation Authority (SCTA) take action to appropriate funds at its next Board meeting for the Rohnert Park Highway 101 Bicycle/Pedestrian Crossing Feasibility Study.

The City has entered into a cooperative funding agreement with the SCTA (Cooperative Agreement No. [number of agreement]) and is ready to begin work on the study. Below is the specific appropriation request information.

<table>
<thead>
<tr>
<th>Project Name &amp; Description:</th>
<th>Rohnert Park Highway 101 Bicycle/Pedestrian Crossing Feasibility Study</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Category:</td>
<td>Bicycle/Pedestrian Project Program</td>
</tr>
<tr>
<td>Phase Development Phase of Appropriation:</td>
<td>Feasibility Study</td>
</tr>
<tr>
<td>Amount of Measure M Appropriation Request:</td>
<td>$250,000</td>
</tr>
<tr>
<td>Amount of Local Funding Match:</td>
<td>$20,000</td>
</tr>
<tr>
<td>Sources of Local Funding Match:</td>
<td>Gas Tax proceeds</td>
</tr>
<tr>
<td>Total Project Cost:</td>
<td>$270,000</td>
</tr>
</tbody>
</table>

The current schedule for the Rohnert Park Highway 101 Bicycle/Pedestrian Crossing Feasibility Study is as follows:

<table>
<thead>
<tr>
<th>Project Development Phase</th>
<th>Begin</th>
<th>Complete</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop and issue request for proposals</td>
<td>2/2018</td>
<td>4/2018</td>
</tr>
<tr>
<td>Award consultant contract</td>
<td>5/2018</td>
<td>5/2018</td>
</tr>
<tr>
<td>Conduct feasibility study</td>
<td>6/2018</td>
<td>5/2019</td>
</tr>
<tr>
<td>Final invoicing for Measure M funds</td>
<td>5/2019</td>
<td>6/2019</td>
</tr>
</tbody>
</table>

Thank you for your consideration.

Sincerely,

NAME
Title

130 Avenue Avenue • Rohnert Park CA • 94928 • (707) 983-2226 • Fax (707) 981-5248
www.rpacity.org

Cooperative Funding Agreement No. M71405
City of Rohnert Park
Page 10 of 13
COOPERATIVE FUNDING AGREEMENT NO. M71405
BETWEEN
THE SONOMA COUNTY TRANSPORTATION AUTHORITY
AND
CITY OF ROHNERT PARK

EXHIBIT D

PROJECT REPORTING LETTER
[Date]

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

Rohnert Park Highway 101 Bicycle/Pedestrian Crossing Feasibility Study
Measure M Annual Reporting Letter – FY ________

Dear SCTA Chair:

The City of Rohnert Park is pleased to present information related to Measure M funding for the following project for FY ________ Reported:

Work was performed on the following project using Measure M funds including:

<table>
<thead>
<tr>
<th>A. Project Name:</th>
<th>Project Phase/Development Phase:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

B. Amount Appropriated in Previous Fiscal Years  $ -
C. Total Amount of Unexpended Appropriations from Prior FY  $ -
D. Amount Appropriated in FY   $ -
E. Reimbursements Received in FY  $ -
F. Amount of Matching Funds Provided  $ -
G. Total Measure M Reimbursements Received in Prior Years  $ -
H. Total Measure M Funding Reimbursed to Date  $ -
I. Total Appropriation Remaining Balance to Rollover to FY  $ -

J. Describe work completed this fiscal year.

K. How were bike/pedestrian needs considered?

L. Overall Status of Project by Phase  % Complete  Est. Completion Date
   Scoping
   Environmental
   Design
   Right of Way
   Construction & Construction Management

M. Describe where you displayed the Measure M logo, such as on signs at the construction site or on vehicles? Please enclose pictures.

N. Provide digital pictures of projects before, during and after construction.

O. Did you identify Measure M on your web site? Please provide link.

P. Identify project benefits and discuss how Measure M funds assisted in project delivery.
To meet our reporting requirements we are submitting an original signed copy on our letterhead. In addition we have also emailed an electronic copy to the SCTA.

We have also attached prints of photographs and/or have provided the same photos in jpeg file format.

If you have any questions regarding this project information please contact:

Name: Eydie Tacata, Management Analyst
Phone: (707) 588-2205
Email: etacata@rpcity.org

Sincerely,

[Name]
[Title (City Manager or Public Works Director)]
Staff Report

To: SCTA/RCPA Board of Directors
From: Brant Arthur, Community Affairs Specialist
Item: 4.2 – Electric Vehicles, resilience strategy for charging infrastructure; partnership with PG&E in implementation plan
Date: June 11, 2018

**Issue:**
What is the status of siting recommendations for a PG&E proposal for resilient EV charging in wildfire affected areas?

**Background:**
The California Public Utilities Commission (CPUC) is collaborating with the California Air Resources Board and the California Energy Commission to implement requirements set forth by California Senate Bill (SB) 350 to support widespread transportation electrification. In September 2016, the CPUC issued guidance setting forth the requirements for the investor-owned utilities to propose transportation electrification applications.

The Pacific Gas and Electric Company (PG&E) is preparing a short term (i.e. one year) project proposal with a maximum budget of $4M to “leverage ongoing rebuilding efforts in disaster-affected areas within PG&E service territory.” PG&E proposes to address the limited EV charging infrastructure in Napa and Sonoma. The project aims to develop EV charging that is resilient and widespread to support residents and emergency and evacuation operations.

**SCTA/RCPA role**
In 2017, the SCTA and RCPA developed a county-wide EV Charging Infrastructure Siting Framework in order to inform EV charging infrastructure investment for local governments, EV service providers, utilities, employers and developers. The recommended level of public and workplace charging from the framework reflect a goal of 100,000 electric vehicles operating in Sonoma County by 2030.

In order to better inform the siting of resilient charging stations, the SCTA and RCPA have developed detailed scenarios prioritizing potential resilient charging sites based on the Shift EV Siting Framework. If the CPUC approves funding for the development of this infrastructure, it could prove to be an important step in achieving Sonoma County’s greenhouse gas goals and rebuilding Sonoma County as a more resilient community.

An interactive map displaying information from the Shift EV Charging Infrastructure Siting Framework can be found online: [http://arcg.is/1Xe19m](http://arcg.is/1Xe19m)
A similar map also showing fire risk zones and evacuation centers can also be found online: [http://arcg.is/1unnGT](http://arcg.is/1unnGT)

More information on the Shift Sonoma County Low-Carbon Transportation Plan can be found on the SCTA website: [http://scta.ca.gov/planning/shift/](http://scta.ca.gov/planning/shift/)

**Policy Impacts:**
None

**Fiscal Impacts:**
None

**Staff Recommendations:**
Informational item.
Sonoma County resiliency charging scenarios
PG&E Wildfire PRP

Updated May 1, 2018

Sonoma County Transportation Authority
Regional Climate Protection Authority
About this project

The Sonoma County Transportation Authority and Regional Climate Protection Authority support PG&E’s proposal to develop resilient charging stations that can assist EV drivers during an emergency while also supporting the transition to clean transportation. In order to better inform the siting of potential resilient charging stations, the SCTA and RCPA have developed five scenarios detailing potential sites.

In 2017, the SCTA and RCPA developed a county-wide EV Charging Infrastructure Siting Framework in order to inform EV charging infrastructure investment for local governments, EV service providers, utilities, employers and developers. The recommended level of public and workplace charging from the framework reflect a goal of 100,000 electric vehicles operating in Sonoma County by 2030.

In building the framework, the Shift team developed a methodology to characterize the likelihood that EVs will travel to a particular catchment area or geography. The methodology is based on socioeconomic indicators and the results of the Sonoma County Travel Model. The team used data including income, tenure or property ownership, and dwelling type, along with vehicle registration data.

The framework uses Origin-Destination trip tables from the Sonoma County Travel Model which indicate the number of trips from an origin traffic analysis zone (TAZ) to a destination TAZ. The trip types include home-based work (HBW), home-based other (HBO), and non home-based (NHB) trips. The five scenarios use two scores from the siting framework.

- **Workplace Charging Infrastructure Siting** - Multiplies the bundled residential score for each TAZ by the number of HBW trips originating in the corresponding TAZ. The number of trips that end (i.e., the destination) in each TAZ are subsequently summed and used to develop the areas with the most likely workplace charging needs.

- **Opportunity Charging Infrastructure Siting** - The Shift team has focused on Level 2 charging infrastructure, recognizing that DC fast charging is a corridor travel option that is addressed via other initiatives. For Level 2 charging infrastructure, a methodology similar to the workplace charging analysis is used; however, instead of multiplying the residential score by HBW trips, it multiplies by HBO trips as a proxy for opportunity charging.

An interactive map displaying information from the Shift EV Charging Infrastructure Siting Framework can be found online: [http://arcg.is/1Xe19m](http://arcg.is/1Xe19m)

A similar map also showing fire risk zones and evacuation centers can also be found online: [http://arcg.is/1unnGT](http://arcg.is/1unnGT)

More information on the Shift Sonoma County Low-Carbon Transportation Plan can be found on the SCTA website: [http://scta.ca.gov/planning/shift/](http://scta.ca.gov/planning/shift/)
1. Santa Rosa Large Evacuation Center

**Priority Restoration** and **Emergency Management** | Current public chargers (map): 61 Level-2, 9 DCFC

**Scenario:** During the October 2017 Wildfires, many residents fled to large evacuation centers in Santa Rosa from the surrounding areas to the North and East of the city using Highway 12, Mark West Springs, Calistoga Road and other local roadways. Examples of potential large evacuation centers include the Finley Community Center, Santa Rosa Veterans Memorial Building and the Sonoma County Fairgrounds. The locations could serve events, park and ride and some commercial activity outside of emergencies.

**Potential locations:**

<table>
<thead>
<tr>
<th>Site</th>
<th>Name</th>
<th>Address</th>
<th>Type</th>
<th>L2</th>
<th>DC</th>
<th>Opportunity Score</th>
<th>Workplace Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Finley Community Center</td>
<td>2060 W College Ave, Santa Rosa</td>
<td>Evac Center</td>
<td>3</td>
<td>0</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>2</td>
<td>Sonoma Veterans Memorial Building</td>
<td>126 1st St W, Santa Rosa</td>
<td>Evac Center</td>
<td>4</td>
<td>0</td>
<td>Low</td>
<td>Med</td>
</tr>
<tr>
<td>3</td>
<td>Santa Rosa City Hall</td>
<td>100 Santa Rosa Ave, Santa Rosa</td>
<td>Govt. Building</td>
<td>6</td>
<td>0</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>4</td>
<td>Sonoma County Fairgrounds</td>
<td>1350 Bennett Valley Rd, Santa Rosa</td>
<td>Evac Center</td>
<td>4</td>
<td>0</td>
<td>Low</td>
<td>Med</td>
</tr>
<tr>
<td>5</td>
<td>Coddingtown Mall</td>
<td>733 Coddingtown Ctr, Santa Rosa</td>
<td>Evac Center</td>
<td>15</td>
<td>0</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>6</td>
<td>St Eugene Cathedral</td>
<td>2323 Montgomery Dr, Santa Rosa</td>
<td>Evac Center</td>
<td>8</td>
<td>0</td>
<td>Med</td>
<td>High</td>
</tr>
</tbody>
</table>

**Map (with potential locations and wildfire risk):**
2. Sonoma Valley, Highway 12

Emergency Evacuation | Current public chargers (map): 8 Level-2, 0 DC Fast Chargers

Scenario: During the October 2017 Wildfires, many residents fled using Highway 12 through Sonoma Valley (both North and South). Highway 12 serves as the main arterial for travel in Sonoma Valley, with the unincorporated town of Glen Ellen at the intersection of 12 and Bennett Valley Road (another connector between parts of Santa Rosa and Sonoma Valley). Examples of potential charging locations that could be used in an emergency include Glen Ellen Market, Jack London Plaza and the City of Sonoma. These locations could serve local tourism and fill a gap between Sonoma and Santa Rosa.

Potential locations:

<table>
<thead>
<tr>
<th>Site</th>
<th>Name</th>
<th>Address</th>
<th>Type</th>
<th>L2</th>
<th>DC</th>
<th>Opportunity Score</th>
<th>Workplace Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Sonoma State Historic Park</td>
<td>5729, 20 E Spain St, Sonoma</td>
<td>Parking</td>
<td>7</td>
<td>0</td>
<td>Med</td>
<td>Med</td>
</tr>
<tr>
<td>2</td>
<td>Sonoma Community Center</td>
<td>276 E NAPA ST</td>
<td>Evac Center</td>
<td>7</td>
<td>0</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>3</td>
<td>Sonoma Marketplace</td>
<td>201 W Napa St, Sonoma</td>
<td>Shopping Center</td>
<td>7</td>
<td>0</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>4</td>
<td>Glen Ellen Market</td>
<td>13751 Arnold Dr, Glen Ellen</td>
<td>Market</td>
<td>3</td>
<td>2</td>
<td>Med</td>
<td>Med</td>
</tr>
<tr>
<td>5</td>
<td>Jack London Plaza</td>
<td>17805 Arnold Dr, Glen Ellen</td>
<td>Shops</td>
<td>3</td>
<td>2</td>
<td>Med</td>
<td>Med</td>
</tr>
<tr>
<td>6</td>
<td>Dunbar Elementary</td>
<td>11700 Dunbar Rd, Glen Ellen</td>
<td>Evac Center</td>
<td>6</td>
<td>0</td>
<td>High</td>
<td>Med</td>
</tr>
<tr>
<td>7</td>
<td>Sonoma Valley Health Care Dst</td>
<td>347 Andrieux St, Sonoma</td>
<td>Evac Center</td>
<td>7</td>
<td>0</td>
<td>High</td>
<td>High</td>
</tr>
</tbody>
</table>

Map (with potential locations and wildfire risk):
3. Healdsburg

**Emergency Evacuation | Current public chargers (map): 16 Level-2, 0 DCFC**

**Scenario:** Healdsburg is a transportation and commercial nub for many households living in an area of high fire danger. The city is also situated along Highway 101 and would provide one of the northernmost opportunities for DC Fast Charging in the Bay Area. Healdsburg has a number of civic buildings close to an active downtown with significant tourism.

**Potential locations:**

<table>
<thead>
<tr>
<th>Site</th>
<th>Name</th>
<th>Address</th>
<th>Type</th>
<th>L2</th>
<th>DC</th>
<th>Opportunity Score</th>
<th>Workplace Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Healdsburg City Hall</td>
<td>205 W 1st St, Cloverdale</td>
<td>Govt. building</td>
<td>4</td>
<td>2</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>2</td>
<td>Healdsburg Community Center</td>
<td>1557 Healdsburg Ave</td>
<td>Evac Center</td>
<td>2</td>
<td>2</td>
<td>Med</td>
<td>Med</td>
</tr>
</tbody>
</table>

**Map (with potential locations and wildfire risk):**
4. Petaluma

Emergency Evacuation | Current public chargers (map): 39 Level-2, 7 DCFC

Scenario: Petaluma was not directly affected by the October 2017 Wildfires, though many residents fled to large evacuation centers in Petaluma and emergency response services used the city as a staging ground. Petaluma is on the southern end of Highway 101 in Sonoma County and could serve as a transportation hub with additional DC Fast Chargers.

Potential locations:

<table>
<thead>
<tr>
<th>Site</th>
<th>Name</th>
<th>Address</th>
<th>Type</th>
<th>L2</th>
<th>DC</th>
<th>Opportunity Score</th>
<th>Workplace Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Keller Garage</td>
<td>120 KELLER ST</td>
<td>Parking lot</td>
<td>10</td>
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<td>High</td>
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<tr>
<td>2</td>
<td>Petaluma Community Center</td>
<td>320 N MCDOWELL BLVD</td>
<td>Evac center</td>
<td>8</td>
<td>2</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>3</td>
<td>East Washington Place - Target</td>
<td>401 KENILWORTH DR</td>
<td>Retail store</td>
<td>8</td>
<td>2</td>
<td>Med</td>
<td>Med</td>
</tr>
</tbody>
</table>

Map (with potential locations and wildfire risk):
5. Northern Sonoma County, 101

**Emergency Evacuation and Management** | Current public chargers (map): 2 Level-2, 0 DC Fast Chargers

**Scenario:** Cloverdale is surrounded by steep rural hills that are home to many households living in an area of high fire danger. The city is also situated along Highway 101 and would provide one of the northernmost opportunities for DC Fast Charging in the Bay Area. Cloverdale has a number of civic buildings close to an active downtown, which also connects to Highway 128.

**Potential locations:**

<table>
<thead>
<tr>
<th>Site</th>
<th>Name</th>
<th>Address</th>
<th>Type</th>
<th>L2</th>
<th>DC</th>
<th>Opportunity Score</th>
<th>Workplace Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Cloverdale Citrus Fairgrounds</td>
<td>1 Citrus Fair Dr, Cloverdale</td>
<td>Evac Center</td>
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<td>High</td>
<td>Med</td>
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<tr>
<td>2</td>
<td>Cloverdale Vets. Memorial Bldg.</td>
<td>205 W 1st St, Cloverdale</td>
<td>Evac Center</td>
<td>9</td>
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<td>Med</td>
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<td>3</td>
<td>Cloverdale Grange #456</td>
<td>201 Commercial St, Cloverdale</td>
<td>Evac Center</td>
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</tr>
<tr>
<td>4</td>
<td>Jefferson Elementary School</td>
<td>315 North St, Cloverdale</td>
<td>Evac Center</td>
<td>6</td>
<td>0</td>
<td>High</td>
<td>Med</td>
</tr>
<tr>
<td>5</td>
<td>CVS Pharmacy Inc</td>
<td>1111 S Cloverdale Blvd, Cloverdale</td>
<td>Store</td>
<td>9</td>
<td>0</td>
<td>High</td>
<td>High</td>
</tr>
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</table>

**Map** (with potential locations and wildfire risk):
6. Bodega Highway

Emergency Evacuation and Priority Restoration | Current public chargers (map): 9 Level-2, 4 DCFC

Scenario: The Bodega Highway connects Sebastopol (and Highway 12) with the coastal town of Bodega Bay and Highway 1. Charging along this route would serve evacuees seeking cleaner air and safety (as happened during the October 2017 Wildfires). Given Bodega Bay’s location on Highway 1, Level 2 or DC Fast Chargers would encourage more clean transportation outside of emergencies and also provide better charging options for a large rural area west of the Santa Rosa Plain.

Potential locations:

<table>
<thead>
<tr>
<th>Site</th>
<th>Name</th>
<th>Address</th>
<th>Type</th>
<th>L2</th>
<th>DC</th>
<th>Opportunity Score</th>
<th>Workplace Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Bodega Bay Elementary School</td>
<td>1200 Canon St, Bodega Bay</td>
<td>Evac Center</td>
<td>9</td>
<td>2</td>
<td>High</td>
<td>Med</td>
</tr>
<tr>
<td>2</td>
<td>O'Reilly Media</td>
<td>1005 Gravenstein Hwy N, Sebastopol</td>
<td>Evac Center, Office Park</td>
<td>5</td>
<td>0</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>3</td>
<td>The Tides Wharf Restaurant &amp; Bar</td>
<td>835 Hwy 1, Bodega Bay</td>
<td>Shopping</td>
<td>9</td>
<td>0</td>
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<td>Med</td>
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<tr>
<td>4</td>
<td>Analy High School</td>
<td>6950 Analy Ave, Sebastopol</td>
<td>Evac Center</td>
<td>4</td>
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</table>

Map (with potential locations and wildfire risk):

![Map](image_url)
7. River Road, West County

**Emergency Evacuation** | Current public chargers (map): 1 Level-2, 0 DC Fast Chargers

**Scenario:** The North-West section of Sonoma County is home to many rural households living in an area of high fire risk. The unincorporated towns of Guerneville, Duncan’s Mills and Jenner act as service centers for many of these households, with Guerneville being the largest, and connect the corridors of River Road and Highway 116. During the October 2017 Wildfires, many fire-fighters set up camp in this area due to the cleaner air and availability of shelter. New charging sites could serve local tourism and provide EV charging for rural residents as they use services in town.

**Potential locations:**

<table>
<thead>
<tr>
<th>Site</th>
<th>Name</th>
<th>Address</th>
<th>Type</th>
<th>L2</th>
<th>DC</th>
<th>Opportunity Score</th>
<th>Workplace Score</th>
</tr>
</thead>
<tbody>
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<td>Guerneville Veterans Memorial Building</td>
<td>1st St &amp; Church St, Guerneville</td>
<td>Evac Center</td>
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<td>Guerneville Elementary School</td>
<td>14630 Armstrong Woods Rd, Guerneville</td>
<td>Evac Center</td>
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<td>3</td>
<td>Odd Fellows-Redwood Lodge #1200</td>
<td>16219 1st St, Guerneville</td>
<td>Evac Center</td>
<td>9</td>
<td>2</td>
<td>High</td>
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<tr>
<td>4</td>
<td>Saint Hurbert’s Hall</td>
<td>14095 Woodland Dr, Guerneville</td>
<td>Evac Center</td>
<td>9</td>
<td>2</td>
<td>High</td>
<td>High</td>
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</tbody>
</table>

**Map** (with potential locations and wildfire risk):
Staff Report

To: SCTA/RCPA Board of Directors
From: Brant Arthur, Community Affairs Specialist
Item: 4.3 – Community Affairs Report
Date: June 11, 2018

News

Funding for Hwy 101 widening with carpool lanes near Petaluma (MSN C2)

New carpool lanes are coming to Hwy 101 in Petaluma thanks to $85M in funding just approved by the California Transportation Commission. The 3.3 mile segment of HOV lanes is made possible by SB1, the Road Repair and Accountability Act of 2017. In addition to carpool lanes, the project will include two new bridges, two widened bridges, four sound walls, and intelligent transportation systems (including ramp metering and message signs).

Resilient by Design, Grand Bayway Proposal

Resilient by Design is a collaboration with numerous local entities that recently wrapped up a year-long Bay Area Challenge, which resulted in nine innovative proposals for adapting to sea level rise in nine vulnerable locations around the Bay.

The Grand Bayway is an ambitious proposal from Resilient by Design addressing State Route 37; creating a scenic causeway elevated on columns 20 feet high, allowing tidal flows and marsh migration to return to a natural condition. New proposed infrastructure would add access to cyclists, runners, kayakers, campers, and fishermen. For more information visit: [http://www.resilientbayarea.org/san-pablo-bay/](http://www.resilientbayarea.org/san-pablo-bay/)

Hwy 101 “Big Pave”

The 2nd phase of work resumed last month on a round of paving across a 14-mile segment of 101 from Geyserville to Healdsburg. The next focus will be the final 10-mile stretch between Geyserville and Cloverdale. For more information: [http://www.dot.ca.gov/d4/101windsor-geyserville/docs/son-101-rehab-fact-sheet-4-6-17.pdf](http://www.dot.ca.gov/d4/101windsor-geyserville/docs/son-101-rehab-fact-sheet-4-6-17.pdf)

Upcoming Events

Partner news

Advanced Energy Rebuild

Sonoma Clean Power (SCP), Pacific Gas and Electric Company (PG&E), and Bay Area Air Quality Management District are collaborating to help homeowners affected by the October 2017 firestorms rebuild energy-efficient, sustainable homes. The program is an enhancement to PG&E’s long-standing California Advanced Homes Program, and offers two incentive packages tailored to Sonoma and Mendocino Counties. Each package has a flexible performance pathway or a simple prescriptive menu. For more information visit: https://sonomacleanpower.org/advancedenergyrebuild/

1. **Advanced Energy Home**
   - **$7,500**
   - **Flexible Performance Path**
     - 20% above Title 24 energy code
     - 220V outlet at stove/range, water heater, and clothes dryer
     - Design roof for additional structural loads associated with solar panels, and add conduit for future installation
     - Electric Vehicle Charging Station - Equipment free from Sonoma Clean Power

2. **All Electric Home**
   - **$12,500**
   - **Flexible Performance Path**
     - 20% above Title 24 energy code, all electric end uses
     - Design roof for additional structural loads associated with solar panels, and add conduit for future installation
     - Electric Vehicle Charging Station - Equipment free from Sonoma Clean Power

**$7,500 Simple Menu-Based Path**
- 2016 Title 24 High Performance Walls or 2016 Title 24 High Performance Attics* (note: unvented attic can qualify)
- 2019 Code windows (Max U-factor 0.30, SHGC 0.23)
- High efficiency water heater: Heat Pump Water Heater w/ EF of 3.0+ or gas tankless w/ EF of 0.91 and 220v outlet
- Heating/cooling ducts that are well sealed, insulated (R-8), and located primarily in conditioned space (note: buried ducts as defined by Title 24 can qualify)
- WaterSense efficient plumbing fixtures
- Water efficient landscaping
- Energy Star Appliances
- 220V outlet at stove/range and clothes dryer
- Electric Vehicle Charging Station – Equipment free from Sonoma Clean Power

*Must meet requirement of CEC Climate Zone 4. See program handbook.

**$12,500 Simple Menu-Based Path**
- 2016 Title 24 High Performance Walls
- 2016 Title 24 High Performance Attics* (note: unvented attic can qualify)
- Insulation inspected by a HERS Rater (QI)
- Building Enclosure Airtightness verified by a HERS Rater (less than 3 ACH50)
- “Cool” Roof
- 2019 Title 24 Windows (Max U-factor 0.30, SHGC 0.23)
- NEEA Tier 3 Heat Pump Water Heater w/ grid-integration controls installed
- High efficiency heat pump for heating/cooling (EER of 12.5+, HSPF of 9.5+)

*Must meet requirement of CEC Climate Zone 4. See program handbook.

Add solar to either option

**$5,000**
- Solar panel system designed to offset annual electric usage with 7.5 kWh battery storage system
- OR
- Pre-purchase of 20-year premium on 100% local renewable power (e.g., EverGreen).
Annual transportation awards for Sonoma County

The California Transportation Foundation has recognized Sonoma County this year with two awards for transportation excellence. Santa Rosa CityBus and Sonoma County Transit received the annual Emergency Response Award for their role in providing critical evacuation services during the Tubbs and Nuns Fire disaster. Meanwhile, the Sonoma-Marin Area Rail Transit system has been named "Transit/Rail Project of the Year". For more information visit: https://transportationfoundation.org/transportation-awards/

MTC Grants to Support North Bay Fire Recovery

New funding was recently approved by MTC to update the SMART station area plan in downtown Santa Rosa and help expand housing capacity to accommodate growing demand spurred by the launch of SMART and last fall’s North Bay fires.

MTC also approved $600k to reimburse SMART, Sonoma County Transit, Santa Rosa City Bus and other North Bay transit operators for the costs of evacuating residents, running shuttle services and providing free rides.

For more information visit: https://mtc.ca.gov/whats-happening/news/new-planning-grants-reflect-regional-commitment-support-north-bay-fire-recovery

Electric buses coming to Sonoma County

Starting later in the summer, Sonoma County Transit will roll out the first of two electric buses on order. Santa Rosa City Bus is also pursuing two electric buses that would be the first in the fleet.
Social media / Community outreach

SCTA Facebook:
- 503 page likes
- 4,635 people reached in the last month
- 1,413 post engagements in the last month

RCPA Facebook:
- 556 page likes
- 93 people reached in the last month
- 67 post engagements in the last month

CA37 Facebook:
- 546 page likes
- 564 people reached in the last month
- 406 post engagements in the last month

Newsletter:
- Monthly newsletters for SCTA and RCPA were sent April 5, 2018
- The SCTA newsletter was sent to 336 recipients with a 28% open and 7% click rate
- The RCPA newsletter was sent to 236 recipients with a 40% open and 8% click rate

Other notes:
- SCTA website is averaging 119 visits/day
- RCPA website is averaging 161 visits/day
- Top SCTA webpages are the Homepage, Measure M, Staff, Meetings, and Library.
- Top RCPA webpages are the Homepage, CA2020, GHG Inventory, Staff and Data Blog.
- Twitter has relatively low public interest (SCTA 76 followers, RCPA 121 and SR37 11)
Media coverage

Climate change ruining California’s environment, report warns
San Francisco Chronicle – May 8, 2018

SMART coming to Windsor, pending ballot measure
Sonoma West Times & News – May 9, 2018

Report details ways to get 25,000 more housing units in Sonoma County
Sonoma Index-Tribune – May 11, 2018

Petaluma in line for $85M in highway funding
Argue Courier – May 11, 2018

State approves funding for Highway 101 in Petaluma
North Bay Business Journal – May 17, 2018
http://www.northbaybusinessjournal.com/northbay/sonomacounty/8337466-181/state-approves-funding-for-highway

$660M Promised For Sonoma Hwy 101 Widening, 13 Bay Area Projects
Petaluma Patch – May 18, 2018

California Focus: June 5 ballot to see cap-and-trade, water bond among other propositions
Sonoma Index-Tribune – May 21, 2018
http://www.sonomanews.com/opinion/8349612-181/california-focus-june-5-ballot

Santa Rosa wildfire rebuild policies can inform construction regulations long term, architect says
North Bay Business Journal – May 22, 2018

SMART Receives Rail Project Of The Year Award
San Rafael Patch – May 25, 2018
https://patch.com/california/sanrafael/smart-receives-rail-project-year-award

Ragle Road and West Sebastopol Traffic and Transportation Forum, June 6
Sonoma West Times & News – May 28, 2018
Photos
5/24/18 – 29th Annual CTF Transportation Awards

5/24/18 – 29th Annual CTF Transportation Awards

5/24/18 – 29th Annual CTF Transportation Awards
Staff Report

To: Sonoma County Transportation Authority
From: Janet Spilman, Director of Planning
Item: Planning Activities Report
Date: June 11, 2018

Issue:
Information only.

Background:

PLANNING

- **Transit Integration and Efficiency Study** – SCTA released an RFP on April 24 and received one proposal (from Nelson Nygaard) on May 22, 2018. An interview will be conducted in early June and a proposed contract will be brought to the SCTA Board of Directors for consideration in July 2018.

- **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.

- **Plan Bay Area 2050** – Staff is participating in early stages of update.

ADMINISTRATION OF ALTERNATIVE TRANSPORTATION FUNDING

- **Transportation Development Act, Article 3 (TDA3)** - staff submitted the program of projects for Fiscal Year 2018-2019 to MTC. Agreements between sponsors and MTC are underway.

- **Transportation for Clean Air Fund, County Program Manager (TFCA, CPM)** – staff submitted the program of projects for Fiscal Year 2018-2019 to BAAQMD. - Next – SCTA contracting with BAAQMD and project sponsors

- **Lifeline Transportation Program (LTP) Cycle 5** – staff submitted program of projects to MTC. Next – MTC approval of program of projects

PROGRAM MANAGEMENT

- **Santa Rosa Car Share Pilot Program** – Zipcar reservations in April were highest to date, with an uptick in usage of the vehicle located at Railroad Square. A new short-term marketing plan has been implemented with a combination of web-based, print, SMART overhead panel advertisement, and incentives for new members. In early July, Zipcar and staff will discuss whether the current agreement expiring in August 2018 will be extended. Santa Rosa residents and employees can take advantage of complementary annual Zipcar memberships subsidized by the grant. [Zipcar.com/SantaRosa](http://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 Request for Proposals was released on May 31. 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 staff has submitted final comments on the draft funding agreement to MTC and is working with the Transportation Authority of Marin (TAM) on a program implementation work plan. Staff anticipates bringing the funding agreement with MTC and cooperative agreement with TAM to the SCTA in July. Funding is anticipated to be available starting July 1, 2018.

**DATA MANAGEMENT AND FORECASTING**

• **Travel Model Update** – Travel model validation and recalibration is underway. Work has focused on reviewing model inputs and refining trip generation parameters. Staff presented a cost-sharing plan to the TAC for additional model improvements and the preparation of a travel behavior study for Sonoma County. These improvements and the travel behavior study would focus on supporting general plan updates and other local planning work and provide support for SB 743 compliance. The cost-sharing plan and revised project scope will be reviewed by the PAC in June.

• **Pending and Permitted Development Tracking** – Work continues on improving the Sonoma County Pending and Permitted Development Database. Local planners are reviewing pipeline projects for their jurisdictions and are identifying project status for housing projects. 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 Highway 101 corridor and City of Santa Rosa. Online maps showing different methods for designating disadvantaged communities in Sonoma County have been updated to include new ATP and CalEnviroScreen 3 criteria.

**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, Active Transportation Working Group, Transportation Demand Management 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 final plan development.

**Policy Impacts:**

All activities are consistent with SCTA policy.

**Staff Recommendation:**

Information only.
Staff Report

To: Sonoma County Transportation Authority
From: Seana L. S. Gause – Senior, Programming and Projects
Item: 4.6.3 – Measure M 2019 Strategic Plan Programming
Date: June 11, 2018

Issue:
Shall the Board approve the proposed programming for the Strategic Plan update?

Background:

Programming for FY18/19 through FY22/23

The Measure M Strategic Plan (Plan) is a five-year programming document. The Plan has been updated five times since the first Plan was approved by the Board in 2005. SCTA staff has been developing the next update and expect to bring a final document before the SCTA Board for approval by December of 2018.

As part of the development of the Plan, staff issued a call for new programming and has reviewed the submitted requests. Staff has met with project sponsors to assess status of projects and deliverability. The TAC was presented with the results of submitted applications for funding the Measure M Local Streets Projects (LSP) and Bike/Ped Projects programs for the FY18/19 through FY22/23 period. The spreadsheets attached to this staff report show the proposed programming approved by the TAC and by the CAC.

The Bike/Ped Project program is estimated to start FY18/19 with a carry-forward balance of $887K. This program has historically been oversubscribed, but for the first time, all requested programming came in within the proposed capacity. Staff used the following principals to recommend the proposed programming for the Bike/Ped Project program:

1. Program those projects that have advanced local funds in accordance with policy 4.8 and have already been constructed first;
2. Keep commitments in 2017 Strategic Plan, unless requested otherwise by sponsor;
3. Assess project deliverability through construction;
4. Assess whether Measure M funds are being used to leverage other fund sources; and
5. Past performance by the project sponsor

Current finances estimate the LSP program is to start FY18/19 with a carry-forward balance of almost $17M. This program continues to accrue funds faster than they are being spent and SCTA is able to meet all of the requests for programming from project sponsors.

Both the Technical and Citizens Advisory Committees recommended the proposed programming for the Board’s approval.

Policy Impacts:
Approving the proposed programming for the attached list of projects is within the Policies and Procedures established in the Measure M Strategic Plan.

**Fiscal Impacts:**
Programming of the recommended funds would allow funding to be available for appropriation and expenditure in the years in which the funds are programmed.

**Staff Recommendation:**
Staff recommends that the Board approve the proposed 2019 Strategic Plan programming.
<table>
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<th>Sponsor</th>
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<th>05/06</th>
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## 2019 Measure M Strategic
Local Streets Projects (LSP) Proposed Programming

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Staff Report

To: RCPA Board of Directors

From: Aleka Seville, Director of Climate Programs

Item: 4.7.1 – RCPA Activities Report

Date: June 11, 2018

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**Issue:**

Information only.

**Background:**

**Planning and Coordination**

*RCPA Coordination Committee*

The June Coordination Committee will meet to discuss updates, policy best practices and barriers to improving building efficiency. Staff will highlight local programs including BayREN’s Home Upgrade and Multifamily Building Enhancement Program, and the Advanced Energy Rebuild Program presented by SCP, PG&E and BAAQMD.

*Climate Action Staff Working Group*

The Staff Working Group met on May 30th to discuss priority climate actions and barriers to implementation. RCPA staff provided more information on the GHG inventory update to be released in July including our plan to meet individually with Staff Working Group members in each city to both highlight opportunities and discuss any barriers that cities are currently experiencing in their efforts to implement the actions outlined in CA 2020. RCPA staff will be working with each city to better understand how we can provide technical, policy and funding assistance to support their efforts as we move closer to our 2020 GHG reduction goals.

**Fire Recovery**

The Bay Area Air Quality Management District, Pacific Gas and Electric Company, and Sonoma Clean Power (SCP) have partnered to offer an integrated incentive program that gives customers access to multiple funding sources through one application process. Advanced energy rebuild incentives are available for property owners in Sonoma and Mendocino counties who are rebuilding homes lost in the October 2017 wildfires. Fire survivors can receive up to $17,500 in incentives for including energy efficient features and equipment, renewable energy systems, electric vehicle charging stations, and water-efficient landscaping design. [https://sonomacleanpower.org/advancedenergyrebuild/](https://sonomacleanpower.org/advancedenergyrebuild/)
RCPA staff continue to assist government and community partners with information resources and staff support for recovery and planning needs. Information provided by the RCPA staff has contributed to a green building page on the Sonoma County Recovers Website: https://www.sonomacountyrecovers.org/green-building-incentives-resources/

**Energy Program Coordination**

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

**Implementation**

**Greenhouse Gas Inventory**

The RCPA is currently updating the community-wide greenhouse gas (GHG) inventory, based on 2015 data. Individual jurisdiction information will be available this summer.

**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.

**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 scheduling energy code classes with jurisdictions.

**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. As per the proposed decision by the CPUC, the Water Bill Savings Program will begin work to design and structure a regional program.

RCPA staff held an in-person kick off meeting for the Regional Water Bill Saving Program design on May 23rd with local and Bay Area stakeholders to discuss issues such as options for program governance structure and financing as well as developing a marketing and outreach strategy for target utilities. The CPUC will vote on the proposed decision for the updated BayREN budget on Thursday, May 31st and we anticipate that the new BayREN budget, including the Regional Water Bill Savings budget, will be available on July 1st. RCPA staff continue to work with our BayREN partners to develop our Regional Water Bill Savings program governance structure, financing and staffing
plan and to design our marketing and outreach strategy to ensure a timely program launch in early to mid-2019.

Policy Impacts:
None.

Fiscal Impacts:
None.

Staff Recommendation:
Information only.
Technical Advisory Committee

MEETING AGENDA
SCTA Headquarters Office

May 24, 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. Approval of Minutes, April 26, 2018*

4. Measure M DISCUSSION / ACTION
   4.1. Measure M Invoicing/Obligation Status*
   4.2 Call for Projects for a possible renewal/reauthorization of Measure M: Results*
   4.3 FY18/19 Citizens Advisory Committee Project presentation schedule*

5. Regional Information Update DISCUSSION
   5.1 Regional ATP Workshops June 1, 4, 2018 in Napa, and San Francisco*
   5.2. BUILD (Formerly TIGER) grant opportunity*
   5.3 Federal Inactive Obligations list updated weekly: http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm

6. Sonoma County Travel Behavior Study Cost Sharing Proposal* DISCUSSION / ACTION

7. Rail Update DISCUSSION

8. Other Business / Comments / Announcements DISCUSSION

9. Adjourn ACTION

*Materials attached.
**Materials handed out at meeting

The next SCTA meeting will be held June 11th, 2018
The next TAC meeting may be held on June 28th 2018

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

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

SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS: Materials related to an item on this agenda submitted to the Technical Advisory Committee after distribution of the agenda packet are available for public inspection in the Sonoma County Transportation Authority office at 490 Mendocino Ave., Suite 206, during normal business hours.
TAC Voting member attendance – (6 Month rolling 2017/2018)

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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.
MEETING AGENDA

May 22, 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: March 27, 2018 - DISCUSSION / ACTION*

3. Public Comment

4. Roundtable updates – Discussion

5. Bike Share Update – Discussion

6. Active Transportation Program, Cycle 4 Call for Projects
   6.3. Updated Disadvantaged Communities Map, http://arcg.is/1S9mem – Discussion


9. TFCA/TDA3 FY 17-18 Quarter 3 Report – Information*

10. Articles and Events of Interest – Information
    10.1. May is Bike Month – Bay Area Bike Challenge - https://www.lovetoride.net/

11. Other Business / Comments / Announcements – Discussion

12. Adjourn – ACTION

*Materials attached
**Materials to be handed out

The next SCTA/RCPA meeting will be held June 11, 2018
The next CBPAC meeting will be held July 24, 2018

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

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Transit Paratransit Coordinating Committee

MEETING AGENDA

May 15, 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: March 20, 2018 - DISCUSSION / ACTION*

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

4. Articles of Interest – Information

5. Public Comment - Discussion

6. Items for Next Agenda – Discussion

7. Other Business / Comments / Announcements

8. Adjourn - ACTION
   *Materials attached
   **Materials to be handed out

The next SCTA/RCPA meeting will be held June 11, 2018
The next TPCC meeting will be held July 17, 2018

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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.
Transit – Technical Advisory Committee

MEETING AGENDA

May 9, 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: April 11, 2018 – ACTION*
3. Emergency Transit / Paratransit Service Coordination - Discussion
4. Transit Operator Updates – Discussion
5. Clipper Update, if available – Discussion
6. Technology Update (real-time information, AVL, passenger counters, fare apps, etc.) – Discussion
7. Measure M Reauthorization Update, if available – Discussion
8. Other Business / Comments / Announcements
9. Adjourn - ACTION

*Materials attached
**Materials to be handed out

The next SCTA/RCPA meeting will be held May 14, 2018
The next T-TAC meeting will be held June 13, 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