Technical Advisory Committee

MEETING AGENDA
SCTA Headquarters Office

January 24, 2019 – 1:30 p.m.
Sonoma County Transportation Authority
Large Conference Room
PLEASE NOTE NEW ADDRESS
411 King Street, Second Floor
Santa Rosa, California  95404
Nearest Public Parking is available in the 5th Street Garage

ITEM
1. Introductions
2. Public Comment
3. Approval of Minutes, December 6, 2018*
4. SCTA Travel Modeling Program Update  DISCUSSION / ACTION
   4.1 Travel Behavior Study: Fehr& Peers Presentation
   4.2 SB-743 Update
5. TFCA/TDA3 Quarterly Report  DISCUSSION
6. Measure M  DISCUSSION
   6.1. Measure M Invoicing/Obligation Status*
   6.2. 2019/20 LSR/LBT Revenue Estimates Due to Jurisdictions by 2/1/19
   6.3. 17/18 Maintenance of Effort due from all Local Street Rehabilitation recipients by 2/15/2019*
   6.4. Road Repair and Accountability Act (SB-1), Local Partnership Program (LPP)
7. Regional Information Update  ACTION
   7.1 Inactive Federal Obligation Status*: project sponsors should be prepared to address status of inactive obligations at the meeting;  http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm
   Currently Inactive: Sonoma County, Santa Rosa, Healdsburg, Sebastopol, and Windsor
   7.2 Advanced Traffic Management Systems (Caltrans) Coordination
   7.3 State and Regional Active Transportation Programs (ATP) Update
8. NB Regional Workshop/Training  DISCUSSION
   8.1 Encroachment Permits, PEERs, and Cooperative Agreements with Caltrans
   Reminder: Workshop is scheduled for January 30th, 10 A.M. to 12:00 P.M. at NVTA. Agenda to follow. Space is limited: 1-2 per jurisdiction only.
9. Other Business / Comments / Announcements **DISCUSSION**

10. Adjourn **ACTION**

*Materials attached.
**Materials distributed separately

The next **S C T A** meeting will be held **February 4th, 2018**
The next **TAC** meeting will be held on **February 28th 2019**

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 411 King St, Santa Rosa, during normal business hours.

**TAC Voting member attendance – (6 Month rolling 2018/2019)**

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<th>June</th>
<th>August</th>
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*One Vote between all
**One Vote between all

**NB:** No meeting held in February, July, October or November 2018
ITEM

1. Introductions

Meeting called to order at 1:39 p.m. by Chair Katherine Wall.
Committee Members: Katherine Wall, Chair, City of Sonoma; Nancy Adams, City of Santa Rosa; Steve Urbanek, Sonoma County Transportation and Public Works; Eric Janzen, City of Cloverdale; Jeff Stutsman, City of Petaluma; Mona Ibrahim, Town of Windsor; Kari Svanstrom, City of Sebastopol.
Staff: Seana Gause; Drew Nichols.

2. Public Comment

N/A

3. Approval of Minutes, September 27th, 2018* - ACTION

Approved as submitted, with abstentions by Nancy Adams and Kari Svanstrom.

4. Measure M – DISCUSSION/ACTION

4.1. Measure M Invoicing/Obligation Status*

Seana Gause reminded the committee the Measure M Invoicing/Obligation status was developed to ensure funds programmed in the current fiscal year are appropriated and are within the allowable time frame for invoicing.

Ms. Gause reminded that projects must be invoiced no less than every six months, as described in the Measure M policy and Strategic Plan.

4.2. 2019 Strategic Plan Update

The Strategic Plan was approved by the SCTA Board of Directors in November and the document is currently being printed.

Ms. Gause stated the printed copies will be distributed at the next meeting.

4.3. 17/18 Maintenance of Effort due from all local street Rehabilitation recipients by 2/15/19

Seana Gause announced the MOE reporting is due by February 15, 2019.

4.4. Road Repair and Accountability Act (SB-1), Local Partnership Program (LPP)

Seana Gause described the Local Partnership Program (LPP) to the committee. LPP of SB-1 rewards self-help counties, counties with a sales tax and/or fees for transportation.

The LPP programs have a formulaic program and a competitive program.

SCTA, as the taxing authority, is the eligible applicant for both programs and will be submitting the competitive applications. Staff is currently developing an application process for the jurisdictions to submit project proposals.

The competitive program has $100 million available statewide and the guidelines were described to the committee. There is also included a 1:1 match and requires administration by the Caltrans Division of Local Assistance.

Ms. Gause discussed the previous cycles of the program, recalling funding was awarded to Santa Rosa for bicycle and pedestrian improvements around the Coffey Park area, the Marin-Sonoma
Narrows, and secondarily, the County of Sonoma for bicycle and pedestrian improvements in multiple locations.

Ms. Gause further described the development of evaluation metrics and requested input from the committee on how to program the funding.

Steve Urbanek suggested the idea of a rotated approach in awarding the funding.

Katherine Wall spoke on the potential challenge for the larger cities in a rotated approach.

The committee continued discussing the matching requirements and the schedule of the program was described.

5. Regional Information Update – Discussion
   5.1. Inactive Federal Obligation Status*

MTC is making a hard push to make sure Transportation Authorities are working to reduce the amount of inactive federal obligations.

SCTA has implemented a status update and reviewed each project with the respective jurisdiction.

Each jurisdiction present and listed was asked to provide an update on their listed inactive projects.

6. SCTA Travel Modeling Program Update
   6.1. Travel Behavior Study

Seana Gause updated the committee on the Travel Behavior Study.

The Study has received contributions from Cotati, Petaluma, and Sonoma County. Staff will meet with the consultants from TKJM next week to discuss the next steps.

6.2. Travel Model Validation Status

TJKM is compiling and reviewing the travel data received. The project is on track to wrap up soon.

7. Possible Workshop/Training
   7.1. Encroachment Permits, PEERs, and Cooperative Agreements with Caltrans

Recently there was a discussion about encroachment permit issues and Caltrans’s lanes six policy.

To be hosted by NVTA.

8. Other Business / Comments / Announcements – Discussion

Katherine Wall spoke on the idea of on-call consultant services and asked the group for their ideas.

9. Adjourn Action

The committee adjourned at 2:34 p.m.
Staff Report

To: Technical Advisory Committee

From: Chris Barney, Senior Transportation Planner

Item: Sonoma County Travel Behavior Study – Status and Feedback Requested

Date: 1/24/2019

Issue:

What is the status of the Sonoma County Travel Behavior Study? What kinds of input and feedback have project consultants (Fehr & Peers) requested that will guide their work on the study and associated data collection efforts?

Background:

SCTA is conducting a countywide travel behavior study focused primarily on the collection and analysis of “big data” including mobile-source/cell phone data, GPS location data, and travel data to gather information on travel flows, average trip lengths (miles and minutes), travel modes, major destinations, trip purposes, travel peaks, etc. Deliverables for this project will include a final report summarizing travel flows, trends, and behavior for Sonoma County jurisdictions along with background data and graphics that can be used to support local general plan updates, provide information useful in the development of station area and area specific plans, and to support other local planning and engineering activities. As part of this project, SCTA will be making a number of improvements to the Sonoma County Travel Model and a portion of the budget will focus on providing local support for SB743 implementation. These improvements will be based on data collected as part of the travel behavior study.

Study Area:

The project study area is Sonoma County and Sonoma County jurisdictions along with neighboring counties and other external locations. Fehr & Peers has recommended that more detailed origin and destination and travel data should be collected within Sonoma County and that simplified travel information be collected for external locations. Possible external travel locations that will be examined include:

- Mendocino/Lake Counties
- Napa/Solano Counties
- Marin County
- San Francisco/Peninsula
- East Bay
- San Jose
- Sacramento
Please identify important locations within or outside of your jurisdiction that represent important travel origins or destinations. These could be identified specifically as part of the travel behavior study. Examples include major business parks or employment locations (Airport Business Park, Downtown Santa Rosa, etc), major commercial/retail hubs, major visitor locations, large schools and universities, and other important travel destinations. Fehr and Peers is still investigating the number of zones we will be able to use to summarize origins and destinations in this study, but they will be able to identify at least a few specific areas for more detailed analysis within each jurisdiction.

Generalized locations and descriptions can be provided or you can identify specific traffic analysis zones or groups of traffic analysis zones that represent these importation locations. SCTA maintains an online TAZ viewer that you can use to identify TAZ locations in Sonoma County (link provided below) that represent importation locations in your jurisdiction.

**Online Sonoma County Travel Model Traffic Analysis Zone viewer:**

http://arcg.is/1mKKeW

**Study Period:**

Fehr and Peers have recommended that data from Spring 2017 be used to develop the travel behavior study. This time span will allow travel behavior to be compared for time periods when school is in and is not in session. Data for 2017 also represents a compromise between the updated travel model base year of 2015 and using more recent data, and represents pre-fire travel conditions in the county. Fehr & Peers have proposed gathering simplified data from 2018 in order to provide some information and analysis of post-fire travel conditions.

**Travel Topics and Questions:**

Project consultants can customize data gathering and analytic work based on topics and questions that we would like to address. Please identify specific questions or topics that the travel behavior study and associated data collection could help answer. Possible topics or questions could include:

- How much pass-through travel is moving through my jurisdiction?
- How much in and out commuting is occurring in my jurisdiction?
- How much visitor travel is entering my jurisdiction?
- How many people from neighboring counties are visiting my jurisdiction each day?
- Where do people visiting an important site in my jurisdiction travel from?
- How far does an average resident of my jurisdiction travel each day?

**SB743 Support Deliverables:**

The project scope includes a task focused on providing support with local implementation of SB743 requirements. The scope directed consultants to recommend possible deliverables for this task. SCTA staff
recommends that the consultant work with SCTA, the TAC, and PAC to prepare the following SB 743 deliverables:

- **Project level VMT calculator for Sonoma County** – Adapt the San Jose VMT calculator for use in Sonoma County using information collected as part of the Sonoma County Travel Behavior Study and using information from the Sonoma County Travel Model. **SCTA staff will also need to provide staff support on this item.**

- **White paper providing guidance and recommendations on setting VMT thresholds** – Use information collected as part of the Sonoma County Travel Behavior Study, data from the Sonoma County Travel Model, and other data and resources to provide guidance and recommendations on setting local VMT thresholds in Sonoma County.

- **SB743 Implementation Toolkit** – Develop and deliver a policy toolkit to aid with local SB743 implementation. This toolkit would include model documents that could be adopted at the local level.

- **VMT screening maps** – Develop VMT screening maps for Sonoma County using information collected as part of the Sonoma County Travel Behavior Study and using data provided by the Sonoma County Travel Model. **SCTA staff will need to provide staff support on this deliverable.**

**Policy Impacts:** The Sonoma County Travel Behavior study will provide information on travel flows, origins and destinations, and travel behavior in Sonoma County, which could influence policy decisions. SB743 requires that local jurisdictions set VMT thresholds and that VMT be used to estimate transportation impacts in CEQA documents.

**Fiscal Impacts:** Local jurisdictions are contributing to help fund the Sonoma County Travel Behavior Study and consultant support for SB743 implementation. SCTA is funding travel model validation and a portion of the travel behavior study and model improvement projects. The County of Sonoma is contributing additional funds to implement model improvements to support the County’s general plan update.

**Staff Recommendation:** Consider providing feedback on:

- Important locations in and outside of your jurisdiction which should be considered in the study
- Important travel flow or behavior questions or issues for your jurisdiction that could be addressed by the study
- Time period used for data gathering and analysis
- SB743/VMT support deliverables

Staff requests that feedback be provided by **February 20, 2019** so that this information can be provided to Fehr and Peers as they develop the final data gathering framework for the travel behavior study.
Staff Report

To: Technical Advisory Committee
From: Chris Barney, Senior Transportation Planner
Item: SB 743 Update
Date: January 24, 2019

Issue:
What is the status of SB 743 implementation?

Background:
SB 743 directed the California Governor’s Office of Planning and Research (OPR) to amend CEQA guidelines for analyzing transportation impacts. OPR has recommended using vehicle miles travelled (VMT) to replace level of service (LOS) for measuring transportation impacts in CEQA.

The California Natural Resources Agency certified and adopted the CEQA Guidelines including Senate Bill 743 implementation in December 2018. Information on the CEQA Guidelines update can be accessed on the Natural Resources Agency website:
http://resources.ca.gov/ceqa/

OPR has developed a Technical Advisory which provides recommendations on VMT assessment, thresholds of significance, and possible mitigation measures. OPR will update this document based on improvements to modeling and VMT assessment methods. The latest OPR Technical Advisory was released in December 2018 and is available on the OPR website:
http://opr.ca.gov/docs/20181228-743_Technical_Advisory.pdf

Policy Impacts:
Delay or LOS was the primary metric for measuring transportation impacts in CEQA previously. SB 743 has changed how transportation impacts will be analyzed and assessed under CEQA. New guidance requires that SB 743 be implemented by July 1, 2020.

Fiscal Impacts:
Additional analysis could be required to estimate VMT impacts of projects as part of the CEQA process. Environmental analysis costs could change based on new requirements.

Staff Recommendation:
Information Item.
Staff Report

To: SCTA Technical Advisory Committee
From: Dana Turréy, Transportation Planner
Item: Quarterly Status Report of TDA3 and TFCA Projects – FYE 2019 Q2
Date: January 24, 2019

Issue: This report provides the status of TDA3 and TFCA projects not yet fully expended as of December 31, 2018. Projects in red have upcoming expiration dates.

Background:

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Project Description</th>
<th>ID</th>
<th>Programmed Amount</th>
<th>Funds Expended</th>
<th>Funds Remaining</th>
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<tbody>
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Project costs must be incurred prior to the TDA3 expiration date (typically June 30). Sponsors must submit invoices no later than August 31 for any funds expiring June 30. Please submit invoices to MTC Accounts Payable acctpay@bayareametro.gov, and copy SCTA (Dana Turréy dana.turrey@scta.ca.gov).
## Transportation Fund for Clean Air (TFCA) Projects, County Program Manager Fund

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<tr>
<th>Jurisdiction</th>
<th>Project</th>
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*reimbursement pending*

**Final Reports for TFCA projects completed before December 31, 2018 are due in May 2019.**

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

Please contact Dana Turréy at dana.turrey@scta.ca.gov with any questions.
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<td>$345,281</td>
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<td>Santa Rosa Creek Trail</td>
<td>Bike/Ped</td>
<td>$0</td>
<td>$52,000</td>
<td>$52,000</td>
<td>6/11/18</td>
<td>1/2/19</td>
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<td>Access Across 101</td>
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<td>$0</td>
<td>$250,000</td>
<td>$250,000</td>
<td>6/11/18</td>
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<td>Approp req to Board 6/11/18 for 18/19</td>
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<td>Bike/Ped</td>
<td>$35,981</td>
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<td>12/14/18</td>
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<td>(PSE=$62,203.23); (PAED=$165,640.96)</td>
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<td>$3,779,889</td>
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$312,000  $302,000  $4,304,413  $3,779,889  Bike Ped Remaining  $524,524  total remaining  $524,524  LSP Remaining

Projects that are approaching or past 6 months for invoicing or appropriation
or projects that are programmed for 18/19 that have not been appropriated.
### Measure M Maintenance of Effort - Policy 14

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

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>FY11/12</th>
<th>FY12/13</th>
<th>FY13/14</th>
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<th>FY23/24</th>
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<td>5%</td>
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<td>6%</td>
<td>6%</td>
<td>6%</td>
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<tr>
<td>Cotati</td>
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<td>2%</td>
<td>3%</td>
<td>19%</td>
<td>20%</td>
<td>20%</td>
<td>20%</td>
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<td>3%</td>
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<td>Rohnert Park</td>
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</table>

2. Due February 15, 2019 to allow for completion of audits.

Shaded Cell indicates below baseline percentage.

**POLICY 14**

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

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

**Submit to SCTA Requires:**

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

To: Sonoma County Transportation Authority – Technical Advisory Committee

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

Item: UPDATE: Road Repair and Accountability Act (SB-1), Local Partnership Program (LPP)

Date: January 24, 2019

Issue:
What is the status of the formulaic and competitive programs of the Local Partnership Program in the Road Repair and Accountability Act of 2017? UPDATE.

Background:
The Local Partnership Program of SB-1 has two sub programs, the Formulaic program and the Competitive program, and receives $200 million annually. SCTA receives funding from the formulaic program on an annual basis based on a formula derived from the population of the county, the amount of funding brought in by our transportation sales tax (Measure M) and a proportional distribution between the northern and southern half of the state.

Competitive Program
SCTA, as the taxing authority, is the eligible recipient for these funds. SCTA did not apply for the Competitive program of funds in the first cycle (2017/18 through 2019/20) because the call for projects was released on October 20, 2017 and projects were encouraged to be big, “shovel ready.” The county was in the midst of the Tubbs/Nunns Fires recovery, thus SCTA determined to postpone the call for projects for the competitive program until the second cycle of funding became available. The California Transportation Commission will begin revisions to the guidelines in 2019 and will release a call for projects after any revisions to the guidelines are approved. SCTA staff will be working in the coming months to develop a call for projects of its own in order to be prepared to submit projects for the Competitive program when funding next becomes available. The current Competitive Program evaluation criteria are shown below.

The Commission will give higher priority to the following:

- Projects that are more cost effective
- Projects that can commence construction or implementation earlier
- Projects that leverage more committed funds per program dollar
- Projects that can demonstrate quantifiable air quality improvements, including significant reduction in vehicle-miles travelled.
- Projects that can demonstrate regional and community project support
• Within a Metropolitan Planning Organization, projects that further the implementation of the sustainable communities strategy

2018 Competitive program applications submitted:
http://catc.ca.gov/programs/sb1/lpp/docs/sb1_lpp_021318_Competitive_Receipt_Log.pdf

2018 Competitive programs amended adoption was October 17, 2018
http://catc.ca.gov/programs/sb1/lpp/competitive/docs/101718_Amended_Competitive_LPP.pdf

Match was a minimum of 1:1 but successful projects in the Bay Area had ratios of as much as 26:1. Statewide the match ratios were similar. Types of successful projects in the Bay Area included purchase of hybrid buses, HOV/HOT lane construction, complete streets/road diet improvements, and on-and off-ramp improvements (six total) that received total of $95,582,000. State-wide the types of successful projects, in addition to the types found in the Bay Area included Bus Rapid Transit corridor improvements, soundwalls, transit station and new railroad track construction, signal synchronization projects and roadway rehabilitations. A total of 27 projects were funded statewide. When a jurisdiction submits multiple projects they must be prioritized and will likely not all be funded.

**Formulaic Program**

The Formulaic Program has had two cycles available thus far. The first cycle was two years and the following cycles will be programmed annually after completion of the first cycle. CTC will release the formulaic shares each August and program adoption will occur each December. SCTA, as the taxing authority, is the eligible recipient for these funds. According to the guidelines, a project nomination may identify another entity as the implementing agency, and that agency assumes responsibility and accountability for the use and expenditure of the program funds. In practical application, SCTA will approve the project applications and submit on behalf of other entities (agencies who have a master agreement with Caltrans for the Local Assistance process).

During the first cycle, again, the county was in the midst of fire recovery and the City of Santa Rosa was reeling from the impacts to Coffey Park and the rest of the City. The Formulaic funds, similar to the Competitive funds were encouraged to be programmed to “shovel ready” projects. SCTA programmed funding to the City of Santa Rosa ($573K) for pedestrian and bicycle improvements in and around Coffey Park in order to aid with Fire Recovery, and to the Marin Sonoma Narrows project ($579) which was in need of a small amount of funding and was through the design phase of the project and well over matched with additional funding.

When the second cycle was made available (2019/20 programming year), the election was fast approaching and the projects were again encouraged to be “ready to go” to have projects programmed and before the public before the election occurred. Because the County was also affected by the fires, funding was programmed to the County of Sonoma for a safety pedestrian improvement project in multiple locations ($551K).

The last two cycles of formulaic funds have been programmed to “larger” jurisdictions. Because this is the case, SCTA is encouraging the “smaller” jurisdictions to submit projects for consideration in the formulaic program when a call for projects is issued early next year.

A list of the full 2019 statewide formulaic program adoption is located at:
http://www.catc.ca.gov/programs/sb1/lpp/formulaic/docs/2019_Adopted_Formulaic_LPP.pdf
The Local Partnership Program guidelines are located here: http://catc.ca.gov/programs/sb1/lpp/docs/062719+Amended_LPP%20Guidelines.pdf

**Important details include:**

- 1:1 match of local dollars to program dollars. Matching funds cannot come from other programs allocated by the CTC.
- Matching funds must be expended concurrently and costs incurred prior to allocation may not be counted as match.
- Committed funds shall not be supplanted with LPP funds.
- Program funds must be allocated by the CTC and administered by the Caltrans Division of Local Assistance.

A schedule for milestones that are known so far is as follows:

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>CTC begins Guidelines revisions</td>
<td>Early 2019</td>
</tr>
<tr>
<td>SCTA begins formulaic and competitive application development</td>
<td>Early 2019</td>
</tr>
<tr>
<td>CTC releases formulaic shares for 2020-21 Cycle</td>
<td>June 2019</td>
</tr>
<tr>
<td>SCTA approves formulaic project(s) for submittal</td>
<td>November 2019</td>
</tr>
<tr>
<td>CTC approves formulaic List of projects statewide</td>
<td>December 2019</td>
</tr>
</tbody>
</table>

Update as of 1/24/19:

MTC staff has consulted with CTC and reported at a recent regional partnership working group meeting that the schedule for the competitive program will likely be delivered as follows:

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>CTC holds Guidelines revision workshops</td>
<td>Spring/Summer 2019</td>
</tr>
<tr>
<td>CTC adopts Guidelines revisions</td>
<td>Late 2019</td>
</tr>
<tr>
<td>CTC releases call for LPP Competitive Program</td>
<td>Early 2020</td>
</tr>
<tr>
<td>Proposed Projects due to CTC</td>
<td>Summer/Fall 2020</td>
</tr>
<tr>
<td>Adoption of Competitive Program</td>
<td>Late 2020</td>
</tr>
</tbody>
</table>

MTC staff indicated that they would be seeking information about potential regional projects (to be submitted to this program) this Spring.

**Policy Impacts:**

None
Fiscal Impacts:

Formulaic Program: SCTA will be issuing a call for projects later this year. The amount of funds available is expected to be between $500K and $600K annually for the formulaic program.

Competitive Program: SCTA will be issuing a call for projects shortly after the guidelines are revised by the CTC. This is expected to occur in late 2019. The amount of funds available is expected to be a minimum request size of $2M for the competitive program.

Staff Recommendation:

None, this item is for discussion purposes only.
Memorandum

TO: Joint Partnership Local Streets and Roads/Programming and Delivery Working Group

DATE: January 10, 2019

FR: Craig Bosman

RE: Affordable Housing and Sustainable Communities Program – Call for Projects

Affordable Housing and Sustainable Communities (AHSC) Program

The AHSC program, funded through Cap and Trade auction proceeds, provides funding for affordable housing as well as supportive transportation infrastructure. Awarded projects typically include the construction of affordable housing, associated infrastructure, and transportation improvements such as improved sidewalks, bicycle facilities, and transit upgrades.

The Strategic Growth Council (SGC) administers the program. A Notice of Funding Availability was recently released for approximately $395 million statewide. Applications are due February 11, 2019.

Cities and counties have a great opportunity for funding sustainable transportation infrastructure through this program and are key partners in successful applications. For more information please refer to the following links:

- Notice of Funding Availability and Application Website: [http://www.hcd.ca.gov/grants-funding/active-funding/ahsc.shtml](http://www.hcd.ca.gov/grants-funding/active-funding/ahsc.shtml)

MTC staff can answer questions about the program and assist in making partnerships between cities, counties, transit agencies, and affordable housing developers.

Please feel free to reach out to Craig Bosman at (415) 778-6770 or cbosman@bayareametro.gov.
Memorandum

TO: Joint Partnership Local Streets and Roads/Programming and Delivery Working Group

DATE: January 10, 2019

FR: Kenneth Kao

RE: Infrastructure for Rebuilding America (INFRA) Program – FY 2019 Notice of Funding Opportunity

Infrastructure for Rebuilding America (INFRA) Program
The Office of the Secretary of Transportation, U.S. Department of Transportation, released a FY 2019 Notice of Funding Opportunity for the INFRA Program. The Nationally Significant Freight and Highway Projects (INFRA) program provides Federal assistance to highway and freight projects of national or regional significance. This notice solicits applications for awards under the program’s fiscal year (FY) 2019 funding, subjected to the availability of appropriated funds. For the full Notice of Funding Opportunity visit https://federalregister.gov/d/2018-27695.

Applications must be submitted through www.Grants.gov. Only applicants who comply with all submission requirements described in this notice and submit applications through www.Grants.gov will be eligible for the award. Applications must be submitted by 8:00 p.m. EST March 4, 2019.

For further information regarding this notice, please contact the Office of Secretary via email at INFRAgrants@dot.gov, or call Paul Baumer at (202) 366-1092. In addition, up to the application deadline, the Department will post answers to common questions and requests for clarifications on USDOT’s website at https://www.transportation.gov/buildamerica/INFRAgrants.

Attachment:
- DOT INFRA Notice of Funding Opportunity
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Active Carried Over Projects - All Projects

Inactive Obligations - Local, State Administered/Locally Funded and Rail Projects

Updated on 01/17/2019
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<tr>
<th>Project No.</th>
<th>Status</th>
<th>Agency Action Required</th>
<th>Reason for Delay</th>
<th>Description</th>
<th>Last Expenditure Date</th>
<th>Last Action Date</th>
<th>Program Codes</th>
<th>Total Cost (Amount)</th>
<th>Federal Funds (Amount)</th>
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<td>WOHLER RD. AT MARKWEST CR. BR # 20-0139, REPLACE BRIDGE, LOCAL SEISMIC (TC)</td>
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<td>MULTIPLE SCHOOLS IN WINDSOR UNIFIED SCHOOL DISTRICT, CONDUCT PEDESTRIAN AND BKE SAFETY EDUCATION</td>
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<td>WEST DRY CREEK RD OVER PENA CREEK, BRIDGE REPLACEMENT (TC)</td>
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California Advanced Transportation Management System (CATMS)

Regional Stakeholder Outreach Meeting
December 12, 2018
1. Introductions
2. Existing System Overview
3. Project Needs
4. CATMS Project Overview
5. District 4 Vision
6. Workshop
7. Action Items

Note: Recorded Sessions via MS Teams to Staff for note taking purposes only
Existing District 4 System Architecture
Existing Regional System Interface Example

- Berkeley
- Albany
- El Cerrito
- Richmond
- San Pablo
- Pinole
- Hercules
- Emeryville
- AC Transit
- West CAT
- CCC

**East Bay Smart Corridors (EBSC)**

- Freeway Data
- Video Data
- CCTV Camera Data

- Traffic Signal Data
- Events
  - CMS Data:
    - CMS, IDB, IMS, LUS, VASS, VMS
    - CCTV
    - VDS
    - HAR and EMS

- Ramp Controller Data
- Traffic Signal Data

**Caltrans District 4**

- Freeway Data
- Video Data
- Arterial CMS Data
- Traffic Signal Data
Project Needs

- Aging Hardware
- End of Life Software Modules
- Outdated User Interface
- System Scalability
- Multiple Systems and User Interfaces
  - ATMS
  - Traffic Signals
  - CCTV
  - Smart Corridors
  - Logging
- Transportation System Management and Operations
Project Need Example: 1-80 Response Process

1. Verify Incident
2. Input into System
3. System Generates Response Plan
4. Check Local Conditions
5. Implement Response Plan
6. Contact Local Agencies
7. Monitor and Adjust
8. Sequentially Deactivate Response Plans
9. Notify Local Agencies
10. Review Performance Data
California Focus Areas
Transportation System Management & Operations (TSMO)

• Transportation Management System
  ➢ Build-out (TMS)
  ➢ Active Traffic Management
  ➢ Adaptive systems, big data and analytics

• Emergency Management
  ➢ System Monitoring & Performance Measurement
  ➢ Incident Management & Disaster Planning
  ➢ Traveler Information (Regional & Statewide)

• Integrated Corridor Management
  ➢ Integrated Freeway & Arterial Operations
  ➢ Transit/Rail, Pedestrians, & Bicyclists

• Operational Improvements & System Completion
  ➢ Express or High Occupancy/Toll Lanes
  ➢ Strategic Improvements

• Embrace New Technology
  ➢ Connected/Automated Vehicles & Infrastructure
SB1 & TMS Program Asset Management Approach

• Transportation Asset Management Plan
• Core Asset Classes: Pavement, Bridges, Drainage, and TMS
• Performance Measures and Targets
• TMS Performance Goals:
  ✓ Life Cycle Health – 90% by 2027
  ✓ Up-time (Operational) Health – 90% by 2027
• SHOPP Investment Priority “fix it first”
• District Asset Management Performance Plan
  ✓ 10-yr Plan Project Portfolio (performance goals, fiscal target, balance plan)
An Opportunity To Standardize and Upgrade

Statewide Perspective

BAIRS
DIAL
TMCAD
TMCAL

D4 ATMS
D7 ATMS
D3-8-11-12 ATMS
IRIS D1-2-5-10

D1 SOP
D2 SOP
D3 SOP
D4 SOP
D5 SOP
D6 SOP
D7 SOP
D8 SOP
D9 SOP
D10 SOP
D11 SOP
D12 SOP

$$$$$ INEFICIENCEY
LACK OF CROSS-DISTRICT FUNCTIONALITY
CATMS Project Overview

- Create standardized SOPs for all TMCs
- Develop and implement a “standard” ATMS for use in all districts
- Consolidate systems and processes (As Needed)
- Upgrade TMCs (Separate Contract)

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District 4 Vision

- TMS (ITS) Build Out
- Asset Management and Maintenance
- Corridor Management
  - Lessons Learned from previous Smart Corridors and ICM
- CATMS and Next Generation Traffic Management
  - Automation and Analytics
  - Cities / Regional Integration
  - Joint Operations
  - Data Sharing
  - Performance Metrics
  - Modeling
  - Asset Management
  - Express Lanes
  - Transit integration
  - CAV Integration
Key Caltrans Staff

• Project Manager:
  – Sean Eagen
  – Aung Maung

• System Managers and Program Advisors:
  – David Man
  – Lester Lee
  – Raoul Maltez

• Headquarters Traffic Operations
  • Stan Slavin
  • Alan Benson
  • Brian Simi
  • Consultants

Sean J. Eagen, P.E.
sean.j.eagen@dot.ca.gov
Branch Chief
TMS Asset Management
Division of Traffic Operations
California Department of Transportation
– District 4
(510) 286-5537 (desk)
Workshop

Michael E. Krueger ESEP, PMP
ASE Services, INC
Workshop Topics

• Regional Needs Assessment
• Regional Concept of Operations View
• Regional Interfaces
• Risks and Institutional Issues
A Leveraged Starting Point – Not Starting over

- 1990 – Goals and Objectives – Cornerstone
- 2006 – Statewide Needs, Priority Final Report
- 2006 – Concept of Operations Statewide
- 2015 – Bay Area Regional Operational Forums
- 2016 – District 4 Concept of Operations and Needs Assessments
Cornerstone Goals and Objectives

Goal 1: Improve Safety
• **Objective: Reduce Probability of Accidents**
  – Strategy 1: Reduce traffic turbulence
  – Strategy 2: Warn travelers of unusual conditions
  – Strategy 3: Support construction, maintenance, and event traffic management
• **Objective: Re-establish Conditions of Maximum Safety**
  – Strategy 1: Reduce incident duration
  – Strategy 2: Warn travelers of incident conditions
  – Strategy 3: Support Incident Command System procedures

Goal 2: Improve Efficiency
• **Objective: Maintain Operating Capacity**
  – Strategy 1: Manage available roadway capacity
  – Strategy 2: Reduce traffic turbulence
  – Strategy 3: Inform travelers of traffic conditions
  – Strategy 4: Minimize operational impacts of construction, maintenance, and event
• **Objective: Regain Operating Capacity**
  – Strategy 1: Reduce incident duration
  – Strategy 2: Inform travelers of traffic conditions
  – Strategy 3: Support Incident Command System procedures
  – Strategy 4: Manage currently available capacity

Goal 3: Improve Quality of Life
• **Objective: Enhance Traveler Comfort**
  – Strategy 1: Assist stranded travelers
  – Strategy 2: Reduce traffic turbulence
  – Strategy 3: Maintain consistent travel times
  – Strategy 4: Inform travelers of traffic conditions
  – Strategy 5: Reduce travel times
• **Objective: Improve Environmental Quality**
  – Strategy 1: Reduce vehicle-generated pollutants
  – Strategy 2: Reduce energy consumption
  – Strategy 3: Reduce freeway noise levels
  – Strategy 4: Support economic vitality

Goal 4: Improve System Administration
• **Objective: Support Transportation Planning, Design, Operations, and Maintenance**
  – Strategy 1: Collect and maintain system performance and usage data
  – Strategy 2: Support interagency coordination
  – Strategy 3: Support system wide congestion management programs
• **Objective: Support TOS Evaluation and Improvements**
  – Strategy 1: Improve system reliability and efficiency
  – Strategy 2: Improve system safety
  – Strategy 3: Support travel demand management
Regional Partners Need Areas

• Strengths of Caltrans Traffic Management – with respect to Caltrans what is working well in your region?

• Improvements needed for normal, special events, and incidents?

• What are the current Key Transportation Technologies used in your region/city?

• Current of Future needs on Traveler and incident Information?

• Future Needs specific for Real Time Traffic Management?

• What are the Key Transportation Technologies planned in the next 5 years in your region/city
TO BE Concept Of Operations

• What Strategies should be considered for:

Examples:

- Incident detection
- Pre-Trip Traveler Information
- En-Route Traveler Information
- Incident Monitoring
- Traffic flow Optimization
- Data & Resource Sharing
- Dynamic Route Guidance
- Adaptive Ramp & Traffic Signal Operations
- Active Traffic Management (Variable Speeds, Dynamic Lanes)
- Congestion pricing
- Demand management
Incident Management:
The TMC operators and dispatchers need CATMS to provide a real time and accurate picture of the Transportation system and the environment (weather, icing, and fog).

Detection
CATMS detects (Detection, video image), and alerts the operator, or the operator is alerted from an external source (CAD, phone, weather, News) of possible incidents (weather or vehicle) and associated location is displayed as unconfirmed. Or if CHP CAD has made the notification as confirmed the operator moves to the response step. The operator documents the needed information. In the near term, duplication of the CAD information will be necessary. In the long term it is highly desirable that a link is developed between CHP CAD and the TMC operator’s workstation, and the appropriate information is transferred across automatically.

Verification
The operator would verify the incident through displaying a CCTV image and/or through communication with a trusted source. The operator documents the needed details from the verification source, and the incident becomes confirmed.

Response
CATMS would provide response plans and project impact of the plans; applicable notifications and distribution lists associated with the response plans. The Operator will validate the list, and then send notifications with a single-entry (fax, email, txt). The response plans provide the basic texts for the response; all the operator does is to appropriately modify it. The activated steps in the response plan are carried out (if steps that were not deactivated are skipped CATMS will alert the operator and record the actions). As the operator monitors the event, CATMS is recording and time stamping each action as the incident continues.

Clearing
At times, the CHP leaves the scene without notification to TMC staff and leaves the incident in an unknown state; CATMS should alert the operator to close out the incident.

Logging and Distribution:
In the background, CATMS monitors all actions and populates the appropriate logs. At the completion, the log results are displayed to the operator for review. The intent is that the logging function is a concurrent process, and the appropriate information for MIDB, CHIN, Activity logs, CMS, HAR, etc. have been properly entered.
Regional Interfaces

- What interfaces (in addition to Smart Corridor) are needed between Caltrans and your agencies – both electronic or other?

- Who do we transportation data with?

- Sharing of regional incident or event information with Caltrans?
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**Total: $265,666** $218,780 $20,453 $58,376 $73,184 $66,767

* Prior to programming Caltrans will contact applicant for project clarifications.

† As a condition of programming, a replacement project implementor must be designated by January 16th, 2019.

‡ Recommended funding year(s) programming differs from proposed for deliverability purposes.

§ This project requested $5,140,000, however only $2,742,000 of programming capacity remains. Staff will work with the agency to ensure a fully funded project.

CON: Construction Phase
DAC: Benefit to Disadvantaged Communities
SRTS: Safe Routes to School
PA&ED: Environmental Phase
PS&E: Plans, Specifications & Estimate Phase
ROW: Right-of-Way Phase
CON NI: Non-Infrastructure
S: Small
L: Large
R: Right-of-Way Phase
S: Small
L: Large
## 2019 Active Transportation Program - Small Urban and Rural Component

### Staff Recommendations ($1,000's)

| Application ID | County                  | Project Title                                                                 | Total Project Cost | Recommended ATP Funding | 19-20 | 20-21 | 21-22 | 22-23 | PA&ED | PS&E | ROW | CON | CON NI | Project Type | DAC | SRTS | Final Score |
|----------------|-------------------------|-------------------------------------------------------------------------------|--------------------|-------------------------|-------|-------|-------|-------|-------|-----|-----|-----|------|-------|----------------|-----|------|-------------|
| 5-Santa Barbara County-1 | Santa Barbara | Modoc Road Multimodal Path Gap Closure                                      | $6,990             | $5,351 $388 631 | 4,342 388 543 78 4,342 | Infrastructure - M | X   | X   | 89   |
| 5-Santa Barbara-1 | Santa Barbara | U.S. 101 State Street Undercrossing Active Transportation Improvements      | $5,961             | $4,756 412 596 | 3,748 412 551 45 3,748 | Infrastructure - M | X   | X   | 89   |
| 5-Transp Agency for Monterey County-1 *‡ | Monterey | Fort Ord Regional Trail & Greenway: Highway 218 Segment | $12,397           | $10,379 1,198 | 9,181 | Infrastructure - L | X   | X   | 89   |
| 3-Chico-1 | Butte | Bikeway 99 Phase 5 - 20th Street Pedestrian/Bicycle Overcrossing          | $15,464           | $12,356 2,252 | 10,104 | Infrastructure - M | X   | X   | 89   |
| 1-Willits-1 | Mendocino | City of Willits Rail with Trail Project                                  | $6,162            | $6,162 350 | 400 5,612 350 | Infrastructure + NI - M | X   |     | 87   |
| 3-Corning-2 | Tehama | Olive View School Connectivity Project                                   | $1,123            | $1,118 30 | 150 80 858 | Infrastructure + NI - S | X   | X   | 86   |
| 5-UC Santa Cruz-1 * | Santa Cruz | UCSC Bike Path Safety Improvement Phase 2/Bike Safety Education | $1,499            | $799 799 | 65 369 | Infrastructure + NI - S | X   |     | 86   |
| 5-Santa Barbara-4 | Santa Barbara | Lower Eastside Community Connectivity Active Transportation Plan  | $344              | $344 344 | 344 | Plan | X   | X   | 86   |
| 2-Corning-1 | Tehama | West Street School Connectivity Project                                   | $1,309            | $1,304 30 | 185 80 1,009 30 | Infrastructure + NI - S | X   | X   | 86   |
| 5-Goleta-1 *§ | Santa Barbara | San Jose Multi-Purpose Path                                                 | $20,179           | $987 987 | 987 | Infrastructure - L | X   | X   | 85   |

| 5-Santa Barbara County-1 | Santa Barbara | Modoc Road Multimodal Path Gap Closure                                      | $6,990             | $5,351 $388 631 | 4,342 388 543 78 4,342 | Infrastructure - M | X   | X   | 89   |
| 5-Santa Barbara-1 | Santa Barbara | U.S. 101 State Street Undercrossing Active Transportation Improvements      | $5,961             | $4,756 412 596 | 3,748 412 551 45 3,748 | Infrastructure - M | X   | X   | 89   |
| 5-Transp Agency for Monterey County-1 *‡ | Monterey | Fort Ord Regional Trail & Greenway: Highway 218 Segment | $12,397           | $10,379 1,198 | 9,181 | Infrastructure - L | X   | X   | 89   |
| 3-Chico-1 | Butte | Bikeway 99 Phase 5 - 20th Street Pedestrian/Bicycle Overcrossing          | $15,464           | $12,356 2,252 | 10,104 | Infrastructure - M | X   | X   | 89   |
| 1-Willits-1 | Mendocino | City of Willits Rail with Trail Project                                  | $6,162            | $6,162 350 | 400 5,612 350 | Infrastructure + NI - M | X   |     | 87   |
| 3-Corning-2 | Tehama | Olive View School Connectivity Project                                   | $1,123            | $1,118 30 | 150 80 858 | Infrastructure + NI - S | X   | X   | 86   |
| 5-UC Santa Cruz-1 * | Santa Cruz | UCSC Bike Path Safety Improvement Phase 2/Bike Safety Education | $1,499            | $799 799 | 65 369 | Infrastructure + NI - S | X   |     | 86   |
| 5-Santa Barbara-4 | Santa Barbara | Lower Eastside Community Connectivity Active Transportation Plan  | $344              | $344 344 | 344 | Plan | X   | X   | 86   |
| 2-Corning-1 | Tehama | West Street School Connectivity Project                                   | $1,309            | $1,304 30 | 185 80 1,009 30 | Infrastructure + NI - S | X   | X   | 86   |
| 5-Goleta-1 *§ | Santa Barbara | San Jose Multi-Purpose Path                                                 | $20,179           | $987 987 | 987 | Infrastructure - L | X   | X   | 85   |

* Prior to programming Caltrans will contact applicant for project clarifications.
† Recommended programming funding year(s) differs from proposed for deliverability purposes.
‡ This project requested $17,959,000, however only $987,000 of programming capacity remains. Staff will work with the agency to ensure a fully funded project.
# SONOMA COUNTY TRANSPORTATION AUTHORITY / REGIONAL CLIMATE PROTECTION AUTHORITY
## 2019 PROPOSED COMMITTEE MEETING DATES

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<th>CBPAC</th>
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**MEETING LOCATION**
- SCTA/RCPA Board Room, 411 King Street, Santa Rosa, CA 95404
- SCTA/RCPA Conference Room, 411 King Street, Santa Rosa, CA 95404

*This is rescheduled from its regular date due to a County Holiday.**

**This is rescheduled from its regular date due to holidays.**

- **SCTA/RCPA** Sonoma County Transportation Authority / Sonoma County Regional Climate Protection Authority Board of Directors Committee
- **TAC** SCTA Technical Advisory Committee
- **CAC** SCTA Citizens Advisory Committee
- **TPCC** SCTA Transit Paratransit Coordinating Committee
- **CBPAC** SCTA Countywide Bicycle Pedestrian Advisory Committee
- **TTAC** SCTA Transit Technical Advisory Committee
- **PAC** SCTA Planning Advisory Committee
- **RCPACC** Regional Climate Protection Authority Coordination Committee
- **RCPA CAAC** Regional Climate Protection Authority Climate Action Advisory Committee

Please note that some meeting dates may have been changed from their regularly scheduled dates due to holidays. Dates also change due to unforeseen circumstances. Changes will be noticed on meeting agendas in advance.