
Congestion Management Agency (CMA) Block Grant Program Guidance and Call for Projects

General Policies

Sonoma County Transportation Authority will be administering the Surface Transportation Program (STP) and the Congestion Management/Air Quality (CMAQ) Program under the general policies and procedures laid out by the Metropolitan Transportation Commission. All recipients of STP/CMAQ funds are subject to these policies. For a complete listing of said policies, please refer to http://www.mtc.ca.gov/funding/STPCMAQ/1_RES-3925_Attach-A.pdf

Sonoma County Transportation Authority has approved a Strategic Plan for administering the Congestion Management Agency (CMA) Block Grant Program, and is attached hereto as Attachment 1. This strategic plan describes the block grant approach, as well as the amount of funding that the SCTA will be using for administration of the Block Grant Program. It identifies the expected funding levels for the Regional Bike Program, the Transportation for Livable Communities Program and the Local Streets and Roads Shortfall Program. The document states the minimum grant amounts and match requirements for each program within the Block Grant approach.

Applicants may apply for more than one program with a single project if requirements for each program are met. Applications should indicate which elements of a project would be funded with a given program and how much funding of each source is requested.

Project applications will be reviewed and ranked by SCTA staff based on how well a proposed project meets program criteria, other recent federal aid grants received, and past delivery history of the applicant. Selected projects will be forwarded to the appropriate SCTA advisory committee for recommendation to the Board. The SCTA Board will provide approval of the final list of projects for the CMA Block Grant Program for Sonoma County.

Application Requirements:

Applications must include:

Project Description	Amount of Funding Requested (per funding source)
Project Length	Amount/Source of Match
Project Location Map	Finance Plan for all project phases
Photo of Project Area	Proof of funding through Construction
How Project fulfills evaluation criteria	Cover letter on Agency Letterhead
Proof of 5 year life extension for LSRS projects	(Screen Shot of Street Saver)

Once applications have been accepted by SCTA, applicants must complete an electronic application on MTC's website program Fund Management System (FMS), including the complete streets checklist, and provide a resolution of local support at the time of electronic application submission.

Schedule for CMA Block Grant Program Cycle 1.

Call For Projects Released	April 1, 2010
Applications Due to SCTA	April 30 by 5:00 P.M.
Draft Project List to TAC	May 20, 2010
Draft Project List to CBPAC	May 26, 2010
Draft List of Projects to SCTA	July 12, 2010
Final List of Projects to MTC	July 30, 2010
Final PSE and Request for Authorization to Caltrans Local Assistance Deadline for FY 10/11	February 1, 2011
Obligation Deadline of FY 10/11 Funding	April 30, 2011
Final PSE and Request for Authorization to Caltrans Local Assistance Deadline for FY 11/12	February 1, 2012
Obligation Deadline of FY 11/12 Funding	April 30, 2012
County and Regional TLC programs will be coordinated and any agency applying for both will	

Cycle 1 Programs:

Local Streets and Roads Shortfall Program

General Program Information

MTC is committed to maintaining the regionally important system of state highways and local roads, identified as the Metropolitan Transportation System (MTS). To assist jurisdictions with the local streets and roads maintenance, MTC has set aside Surface Transportation Program (STP) funds for local streets and roads pavement rehabilitation and preventive maintenance projects.

Local Streets and Project Eligibility

Purpose of Rehabilitation and Preventive Maintenance Projects. The purpose of pavement rehabilitation and preventive maintenance projects is to preserve and extend the service life of an existing facility. This includes work on non-pavement items listed in Table 3, placement of additional pavement surfacing and/or other work necessary to return an existing structure or roadway, including shoulders, to a serviceable condition. Pavement rehabilitation and preventive maintenance strategies should extend the service life of a facility for a minimum of 5 years. This program does not fund routine maintenance projects.

Pavement Management System. MTC recognizes the importance of having effective pavement management tools available to jurisdictions. MTC's pavement management system, StreetSaver[®], is used by all 109 cities and counties in the Bay Area and the software has been instrumental in accurately establishing the rehabilitation needs of local streets and roads in the region. In addition to providing meaningful estimates on the future financial rehabilitation needs of the local streets and roads, the system also uses decision rules to help jurisdictions determine the most cost effective treatments for rehabilitating a facility.

The proposed projects must be based on the analysis results from an established PMS for a jurisdiction. Local jurisdictions can access their pavement management database at www.streetsaveronline.com. The sponsoring agency must have a certified Pavement Management System (PMS), MTC's or equivalent, for submitting rehabilitation and preventive maintenance projects. MTC is responsible for verifying the certification status. A list of jurisdiction certification status can be found at www.mtcpms.org/ptap/cert.html.

Project Eligibility. The LSRS Shortfall Program funding is reserved for pavement rehabilitation and preventative maintenance projects located on the Federal-Aid System. Capacity-expansion projects, right of way purchases, channelization, routine maintenance, spot application, seismic retrofit, and structural repair on bridges are not eligible activities. Non-pavement enhancements, such as streetscape projects and new traffic calming features, are also not eligible for this program. Generally, the non-pavement activities and projects are replacement of features that currently exist on the roadway facility. Refer to Table 3 for a list of eligible non-pavement project types.

Federal-Aid Eligible Facilities. All public roads functionally classified above rural minor collector are eligible for STP funding. The functional classification system for roadway facilities is further separated between urban and rural classification systems to reflect the fundamentally different travel characteristics of these two classes.

The urban functional classification system is hierarchically represented by four functional categories: 1) principal arterials, 2) minor arterials, 3) collector streets, and 4) local streets. Projects located on facilities classified as collector streets and above are eligible for funding in the urban system. Projects located on a facility classified as a local street in the urban functional classification is not eligible for funding.

The rural functional classification system is separated into five categories: 1) principal arterials, 2) minor arterials, 3) major collectors, 4) minor collectors, and 5) local streets. For facilities in the rural classification system, projects located on major collectors and above are eligible for funding. Projects located on facilities classified as minor collectors and local streets are not eligible for funding.

Caltrans maintains a database of the functional classifications for a majority of the roadways in California. For a general description of the functional classification system, please see http://www.dot.ca.gov/hq/tsip/hseb/func_clas.html.

The California Road System (CRS) maps are accessible online at http://dot.ca.gov/hq/tsip/hseb/crs_maps/index.php.

For more information, please contact Malcolm Gilmour, District 4 Caltrans, at (510) 286-5553 for a functional classification change or verification of a particular roadway.

County Funding Targets

LSRS Program Fund Distribution: Under the Cycle 1 Program, \$9,160,000 is available for the Local Streets and Roads Shortfall (LSRS) Program. Funding targets for each jurisdiction to program local streets and roads projects, as well as a 2.5% reduction of each share to be used for planning purposes are shown below. Each target is rounded to the nearest thousand for programming purposes in the Transportation Improvement Program (TIP). The Cycle 1 round of the local streets and roads rehabilitation program distributes funding to counties based on a performance-based formula that was developed and approved by the LS&R Working Group and the Partnership Board. The allocation formula contains four factors:

Weight	Factor
25%	Population
25%	Arterial and Collector Lane Mileage
25%	Arterial and Collector Shortfall
25%	Preventive Maintenance Performance

Distribution by Jurisdictional Share

Jurisdiction	Total Share	2.5% Reduction	Reduced Share*
County of Sonoma	\$5,038,000	\$125,950	\$4,912,000
Cloverdale	0	0	0
Cotati	0	0	0
Healdsburg	0	0	0
Petaluma	\$1,062,560	\$26,564	\$1,036,000
Rohnert Park	\$577,080	\$14,427	\$563,000
Santa Rosa	\$2,125,120	\$53,128	\$2,072,000
Sebastopol	0	0	0
Sonoma	0	0	0
Windsor	\$357,240	\$8,931	\$348,000
County TOTAL*	\$9,160,000	\$229,000	\$8,931,000

*Rounded to nearest thousand for programming purposes

The distribution formula prioritizes funding for local jurisdictions that are considered high-intensity PDAs. The allocation formula for streets and roads rehabilitation contains four factors, weighted 25% each, including population, lane mileage, arterial and collector shortfall, and preventive maintenance performance. The population and lane mileage factors result in the support of PDAs. Based on percentage share amounts and minimum project sizes, the Sonoma County Transportation Authority has decided to fund only the larger jurisdictions in Cycle 1. The smaller jurisdictions will receive a minimum project amount of \$250,000 in Cycle II.

Pavement Rehabilitation and Preventive Maintenance Projects

Eligible Project Costs

Category: Pavement Rehabilitation and Preventive Maintenance

- A. Material cost
- B. Labor cost
- C. Rental equipment costs related to the project
- D. Pavement striping costs
- E. Replacement of loop detectors
- F. Necessary incidental repairs required by the roadway improvement
(such as repairs/replacement of storm drains, culverts, drainage channels,
curb & gutter, driveway conforms)
- G. Staff costs
- H. Project design costs
- I. Construction engineering/management costs (up to 15% of construction cost)
- J. Contract procurement and advertising costs
- K. Adjustment of storm drain manholes/survey monuments/storm water
inlets/ utility covers and boxes
- L. Traffic control at project site
- M. Dust control measures
- N. Erosion control measures
- O. Repairs to shoulders
- P. Mobilization costs

Non Pavement Rehabilitation Project Types

1. Minor Structures:
 - Drainage –headwalls, CMP, etc
 - Retaining walls
 - Storm damage (slope protection, slide repair)
2. ADA compliance – (ramps)
3. NPDES / Permits
4. Traffic Safety – Signs, signals, stripping, etc
5. Bike path – Class II / III only
Pedestrian – Sidewalks

Regional Bicycle Program

General Program Information

The Regional Bikeway Network (RBN) was developed in 2001 to define bicycling corridors of regional significance. The network includes high priority projects in county or local bicycle plans that fulfilled the criteria to provide connectivity to transit as well as major activity centers.

Transportation 2035 identifies an investment of \$1 billion over 25-years to complete the 2,100 mile long network. This funding will complete all bikeway facilities in every county with the exception of bicycle access over the three bridges (Richmond/San Rafael, San Francisco/Oakland Bay west span and San Mateo/Hayward) where no bicycle access currently exists.

Under the New Act STP/CMAQ Cycle 1 Program, \$1,900,000 has been made available to Sonoma County under the Block Grant Program to fund bicycle improvements.

Project Eligibility Criteria

Projects selection to be funded with Regional Bicycle Program funds must meet the following eligibility criteria.

1. Projects eligible for funding must be part of the Regional Bikeway Network as outlined in the Regional Bicycle Plan (2009 Update) or as incorporated into the network through the update process described below. Eligible projects are capital in nature, resulting in additional bicycle route mileage.
2. Note that Federal guidelines prohibit the use of CMAQ funds for projects purely intended for safety, recreational bicycle trails, as well as for basic repair and rehabilitation of bicycle or pedestrian facilities. In addition projects funded with CMAQ may not limit public access to the facility. The facility is to allow bicycle and pedestrian access 24 hours per day 7 days a week to maximize air quality improvements and the reduction of emissions.
3. As a general guideline, auxiliary elements (e.g. ADA access improvements, utility trenching, drainage work, fire hydrants, landscaping, cosmetic resurfacing, surface improvements, etc.) that are incidental to the overall project should not exceed 20% of the total project cost. Signage designating a bicycle or pedestrian facility is not considered auxiliary elements for this program. Exceptions may be allowed at the discretion of the SCTA.

Flexibility to Accommodate Funding Requests Not Currently on the Network

In the event that MTC is interested in providing a Regional Bicycle Program grant to a project supported by local planning, which has not been previously incorporated into the Regional Bicycle Network, flexibility may be allowed. MTC will consider SCTA requests to add projects to the Regional Bikeway Network to make projects eligible for program funding through the following process:

- a) Submitted projects must meet at least one of the three network criteria (below) as part of a regional destination, regional connection or regional route.
- b) A countywide Bicycle Advisory Committee (BPACs) (and if desired other committees with bicycle and pedestrian interests) must review the projects submitted to MTC for consideration for inclusion on the network.
- c) The Regional Bicycle Working Group must evaluate and recommend to staff which projects are included on the network. Staff will approve projects to be amended into the network.
- d) Any new projects submitted to the network will be identified for inclusion in the next update to the Regional Bikeway Network prior to the next Regional Transportation Plan update. It is expected that Cycle 2 will be programmed after the RTP update and at that time we will decide whether to require a substitution process to constrain the network to the current cost estimates or to allow the network to grow in both mileage and costs

Regional Bikeways Criteria

1. Regional Destinations

- Create connections to the regional transit system – including transit centers and ferry terminals (including BART stations, light rail stations, significant bus stops, airports and commuter rail) – from the four directions surrounding each station.
- Provide access to and through the major central business districts of the region or sub region.
- Establish connections to regionally significant activity centers, including selected commercial districts, universities and community colleges, hospitals, regional parks, and recreational venues.

2. Regional Connections

- Selected connections across county lines.
- Selected connections across barriers created by the regional transportation system (e.g., freeways, interchanges, railroads) and natural barriers (e.g., rivers, creeks and bays.)
- Within current or planned Priority Development Areas (PDAs)

3. Regional Routes

- San Francisco Bay Trail.
- Other regional bicycle routes that serve multiple jurisdictions or connect to adjoining regions (e.g., Iron Horse Trail, Pacific Coast Bikeway, SMART corridor).

County Funding Targets

Under New Act Cycle 1, \$1,949,000 is available for the Sonoma County projects on the Regional Bikeway Network. This distribution is based on a performance based formula developed by MTC in conjunction with the Regional Bicycle Working Group, P&D Working Group and the CMAs. The formula is comprised of the following factors:

Formula for Regional Bicycle Program

Weight	Factor
25%	Costs of bikeway network
25%	Miles of bikeways
50%	Population share

Adjustment to Reconcile Population Share Guarantees from MTC Regional Bicycle and Pedestrian Program under SAFETEA-LU

The Regional Bicycle Pedestrian Program, guided by the *Transportation 2030 Plan* and funded under SAFETEA-LU, included \$32 million over six years divided up into two portions: 25% of the total funds towards a regionally competitive program (\$8 million) and the remaining 75% of the funds designated to the counties (\$24 million) based on their population share. All of these funds have been programmed. MTC Resolutions 3615, 3644 and 3625 call for all counties to receive their population share of the regional share (\$8 million) over twelve years. Due to the program's competitive nature, the mix of projects selected under the regional program resulted in over-programming to three counties by a total of \$1.8 million more than their population shares and under-programming to the remaining counties relative to their population shares.

Counties will be credited and debited their share from the previous program in the New Act bicycle program. \$1.8 million will be split between Cycle 1 and 2 off the top and be used to repay each of the six counties the amount it was under funded in the Regional Bike and Pedestrian Program. A total of \$919 thousand will be deducted from Cycle 1; the remaining \$18.5 million would be allocated to each county by the formula adopted for the new Regional Bicycle Program.

County Transportation for Livable Communities (TLC)

General Program Information

For the past ten years, the Transportation for Livable Communities (TLC) program has served as one of the Bay Area's primary tools for fostering smart growth. By promoting compact, mixed-use development in existing communities, smart growth aims to accommodate a growing population by providing housing options, and reduced automobile dependency, while protecting open space and agricultural resources.

The four elements for the regional TLC program framework include:

1. Incentivize development in Priority Development Areas (PDA)
2. Increase maximum grant size to \$6 million, no grant minimum.
3. Expand eligible program categories
4. Establish Regional/County shares – 2/3 regional, 1/3 local

County Funding Targets

Two thirds of the funds will be administered through the regional TLC Program, and one third will be administered through the county programs. For Cycle 1, in December 2009, MTC approved a total of \$85 million for the TLC program. \$56.7 million will be allocated to the region (2/3), while \$28.3 million will be allocated to the counties (1/3) based on population. Sonoma's allocation for TLC is \$1,844,000.

Project Eligibility Criteria

County TLC funds must be invested in FOCUS PDAs. MTC staff is encouraging SCTA to use the Commission-approved scoring criteria or similar to it. TLC funds require a 20% match

What is eligible:

Streetscape projects focusing on high-impact, multi-modal improvements

Non-transportation Infrastructure Improvements*: projects could include sewer upgrades as a result of new TOD units

Transportation Demand Management: projects could include TOD parking**, carsharing or TransLink®-related projects

Density Incentives*: projects could include density bonuses, land banking or site assembly

* *These projects will require funding exchanges. Contact MTC staff for further details.*

** If requesting funds for parking structures, project sponsors must have completed an analysis of the costs and benefits of the parking structure using pricing, unbundling/cash-out, shared parking, shuttles and other locally appropriate Transportation Demand Management Strategies.

Eligible uses:

Transportation Infrastructure-

- Station Improvements-
 - plazas
 - station access
 - pocket parks
- Streetscape Improvements associated with high density housing/mixed use and transit

- bulb outs, sidewalk widening, cross walk enhancements, audible signal modification
- mid block crossing and signal
- new stripping for bicycle lanes and road diets
- pedestrian street lighting,
- medians, pedestrian refugees
- way finding signage, pedestrian scaled
- street furniture including bus shelters, tree grates, benches, bollards, magazine racks, garbage and recycling bins
- permanent bicycle racks, signal modification for bicycle detection
- street trees, raised planters, planters
- costs associated with on- site storm water management, permeable paving
- Connectivity Projects- connecting high density housing/jobs/mixed use to transit
 - class one bicycle/pedestrian paths
 - pedestrian/bicycle bridges
- Non-transportation Infrastructure Improvements*
 - sewer upgrade, minimum densities required
 - water supply upgrade
- Transportation Demand Management*
- Transit Pass Programs- TransLink®,
- Car Share and Rideshare Programs
- TOD parking facilities (structured or below grade), must have parking demand and alternative access analysis completed and utilize innovative parking strategies.
- Density Incentives*
- Land Assembly
- Site Acquisition
- Entitlements of development project

(*) projects require a funding exchange plan

Ineligible Uses of TLC Funding:

- County Road Improvements
- Road overlay projects
- Non pedestrian or bicycle traffic signals and modification
- Surface parking
- Private building construction, or building rehabilitation and improvements to interior or exterior
- Interior demolition
- Housing “affordability gap” and “value gap” financing
- Pollution cleanup and related expenses

- Applicants administrative overhead
- Project Coordination
- Activities prior to the date of the grant award
- Local permits, licenses or authorization fees
- Travel expenses
- Costs associated with preparing grant proposals

- Operating expenses
- Prorated lease and salary costs
- Marketing Costs
- Comprehensive plan preparation costs
- Costs associated with master plans or redevelopment plans

Who is eligible: Cities, Counties or Transit Operators with high-impact projects located in Priority Development Areas (PDA).

TLC Scoring Criteria

Section	TLC Scoring Criteria	Points Available	% of Total Points Available
Location of Project in Planned PDA	High Impact potential PDAs with a specific or precise plan underway will be awarded 10 points	20	13%
Project Impact	Housing in proximity to essential services (shopping, medical, schools, etc.). Demonstrated ability of the project area to help meet current Regional Housing Needs Allocation (as percentage and total number of units). Extent to which project area exceeds standards for affordable housing	20	45%
	Jobs in proximity to housing and transit	10	
	Evidence of California Department of Housing and Community Development-certified housing element by close of application period	5	
	Extent to which project area improves transportation choices for all income levels – i.e. produces fewer vehicle trips/vehicle miles travelled, increases current/future transit ridership and reduces walking distance to transit, shops, and services (mixed use development)	20	
	Consistency with Transportation for Livable Communities design guidelines	15	
Community Engagement	Extent to which local community has been engaged in planning processes and project development and extent to which any community opposition has been addressed or negotiated	5	3%
Neighborhood Parking Policies	Extent to which project area incorporates innovative parking management strategies, such as pricing, unbundling/cash-out, shared parking, shuttles, car-sharing, TransLink® for Transit Oriented Development (TOD)/EcoPass. If requesting funds for parking structures, project sponsors must have completed an analysis of the costs and benefits of the parking structure using parking management strategies, noted above, or other locally appropriate TDM strategies. Funding of parking structures requires implementation of best practices parking strategies/TDM strategies, to be developed in concert with MTC.	10	6%
Accessibility	Extent to which project area exhibits design guidelines that address the needs of the growing elderly and disabled population that go beyond ADA access standards and comply with federal Fair Housing standards, including both habitability of housing units, including townhomes (universal design) in the project area and path of access to/from transit and TOD housing and local essential services	10	6%
Supplemental Greenhouse Gas Reduction	Extent to which project area minimizes the environmental footprint and incorporates green building practices, such as LEED and GreenPoint standards	10	6%
Matching Funds	Amount of matching funds committed to the project	10	6%
Project Readiness (based on project type)	35% construction drawings, completed feasibility studies, secured entitlements and permits (where applicable), and project delivery capacity. MTC will assist in identifying and overcoming interagency coordination challenges	20	13%
Total		155	100%

SCTA Program Contacts

Seana L. S. Gause, Program/Project Analyst sgause@sctainfo.org (707) 565-5372
Programming and CMA Block Grant Administration

John Maitland, Deputy Dir., Programming and Projects jmaitla1@sctainfo.org (707) 565-5377

Attachment 1

CMA Block Grant Strategic Plan

In anticipation of the new federal Surface Transportation Authorization Act, the Metropolitan Transportation Commission has adopted criteria for selecting projects and a process for programming funds through Cycle I of the act (fiscal years 2009-10 through 2011-12). One component of this process is the new CMA block grant program. Though the block grant, each CMA will recommend projects to be funded through three separate programs:

1. Regional Bicycle Program
2. County portion of the Transportation for Livable Communities (TLC) Program
3. Local Streets and Roads Shortfall (LSRS) Program

In addition, the CMAs are to “lead” the development of a process for allocating funding through a new MTC-defined and federal Congestion Management-Air Quality-funded Safe Routes to Schools (SRTS) program.

This Strategic Plan outlines the Authority’s approach to implementing the block grant program within Sonoma County.

Summary of Strategic Plan

(a) Overall Policies

<i>Funds for Planning</i>	The authority proposes to set aside \$325,000 (2.5% of the Cycle I funds) for administration of the four programs (TLC, RBP, LSRS, SRTS)
<i>Fund Shifts among Programs</i>	No specific shifts are proposed. Adjustments may be made between the programs of up to 20% of the overall program depending on the funding requests made.
<i>Minimum Grant Size</i>	MTC policies require a minimum grant size of \$250,000 for a county with Sonoma’s population.
<i>Unified Call for Projects</i>	Release calls for projects for the three programs at the same time and encourage sponsors to consider improvements that would make use of multiple programs.
<i>Programming by Year</i>	Program funds for projects based on time needed to meet federal programming deadlines and MTC requirement to program 50% of funds in FY10-11 and 50% in FY11-12.
<i>Review and Approval Policy</i>	Summary of applications will be reviewed by the applicable advisory committees and forward to the SCTA Board of Directors for approval before submittal to MTC. All Advisory Committee meetings are publicly noticed and are open to the public for attendance and input.



(b) Regional Bicycle Program

Criteria Use the Regional Bikeways criteria established by MTC.
Funding Match Requirement 11.47%

(c) Transportation for Livable Communities Program

Criteria Use the Transportation for Livable Communities criteria established by MTC, including the requirement of funds being used in approved or proposed PDAs.
Funding Match Requirement 20%

(d) Local Streets and Roads Shortfall Program

Allocating Funding Funding allocations will be based on the agreed-upon MTC/CMA allocation formulas.
Funding Match Requirement 11.47%

(e) Safe Routes to Schools Program

Fiscal Agent The Authority will serve as the fiscal agent for the SRTS program.

Purpose of Block Grant

The purpose of the Block Grant approach is to provide flexibility to CMAs and project sponsors while encouraging the use of multiple fund sources to create “complete streets.”

Estimated Funding

Table 1 outlines the amount of funding expected for Cycle I (FY2010-11 through FY2011-12) and planning funds to be used by the Authority to administer the programs

Program	Total Funding available	2.5% for Planning	Amount for Projects
RBP	\$1,949,000	\$49,000	\$1,900,000
TLC	\$1,891,000	\$47,00	\$1,844,000
LSRS	\$9,160,000	\$229,000	\$8,931,000
Total	\$13,000,000	\$325,000	\$12,675,000

Deadlines

Each CMA must meet to key deadlines:

- April 1, 2010* Submit a strategic plan outlining its approach for programming their block grants
- July 30, 2010* Submit a final list of projects recommended for funding with the block grant funds.

Local Streets and Roads Shortfall shares

MTC and the CMAs have developed an allocation formula for streets and roads rehabilitation for each jurisdiction. This formula contains four factors, weighted equally (25 percent each), including population, lane mileage, funding shortfall, and preventative maintenance performance.

MTC will be requiring that the CMAs use the same allocation formula for distribution to the jurisdictions. The CMAs may propose some modifications to the distribution formula, including deferring some jurisdiction programming to Cycle II or using local funds, to address the competing objective of adhering to federal grant minimums (\$250,000 for Sonoma County jurisdictions).

Below are the proposed allocation amounts with the 25/25/25/25 distribution formula:

Jurisdiction	Total Share	2.5% Reduction	Reduced Share*
County of Sonoma	\$4,769,815	\$119,245	\$4,650,000
Cloverdale	\$56,626	\$1,416	\$56,000
Cotati	\$89,045	\$2,226	\$87,000
Healdsburg	\$177,125	\$4,428	\$173,000
Petaluma	\$1,015,233	\$25,381	\$990,000
Rohnert Park	\$534,215	\$13,355	\$521,000
Santa Rosa	\$2,032,456	\$50,811	\$1,981,000
Sebastopol	\$76,593	\$1,915	\$75,000
Sonoma	\$69,189	\$1,730	\$67,000
Windsor	\$339,235	\$8,481	\$331,000
County TOTAL*	\$9,160,000	\$229,000	\$8,931,000

*Rounded to the nearest thousand for programming purposes

Because the smaller jurisdictions' percentage shares do not provide a grant sizes large enough to meet the minimum grant requirement, those jurisdictions will defer local street projects until second cycle when they will each receive a grant of \$250,000. The remaining funds in Cycle II will be distributed among the larger jurisdictions based on the 25/25/25/25 formula. The larger jurisdictions will divide the entire Cycle I county share based on the distribution formula as shown below:

Jurisdiction	Total Share	2.5% Reduction	Reduced Share*
County of Sonoma	\$5,038,000	\$125,950	\$4,912,000
Petaluma	\$1,062,560	\$26,564	\$1,036,000
Rohnert Park	\$577,080	\$14,427	\$563,000
Santa Rosa	\$2,125,120	\$53,128	\$2,072,000
Windsor	\$357,240	\$8,931	\$348,000
County Total	\$9,160,000	\$229,000	\$8,931,000

Rounded to nearest thousand for programming purposes.