
**SONOMA COUNTY
TRANSPORTATION AUTHORITY**

**SCTA MEETING
AGENDA PACKET**

**Monday, July 22, 2002
3:15 p.m.**

**Sonoma County
Permit & Resource Management Department
2550 Ventura Avenue
Planning Commission Hearing Room
Santa Rosa, California**

SONOMA COUNTY TRANSPORTATION AUTHORITY

A G E N D A

July 22, 2002

3:15 p.m.

Sonoma County Permit & Resource Management Department
2550 Ventura Avenue
Planning Commission Hearing Room
Santa Rosa, California

Directors

Jake Mackenzie, Chair
Rohnert Park

Paul Kelley, V. Chair
Sonoma County

Steve Allen
Windsor

Joe Costello
Sonoma

Geoffrey Fox
Cotati

Mike Healy
Petaluma

Robert Jehn
Cloverdale

Mike Kerns
Sonoma County

Lisa Schaffner
Healdsburg

Tim Smith
Sonoma County

Sam Spooner
Sebastopol

Sharon Wright
Santa Rosa

ITEM

- I.** Public Comment
- II.** Consent Item (Attachment) - **ACTION**
Minutes of the June 10, 2002 Meeting
- III.** Reports - **INFORMATION/ACTION**
 - A. Executive Committee Report (Chair Mackenzie)
 - B. North Coast Rail Authority (NCRA) Report (Chair Mackenzie)
 - C. Metropolitan Transportation Commission (MTC) Report (Dir. Wright)
 - D. SCTA Staff Report (Suzanne Wilford, Exec. Dir.)
 - 1. Bay Area Partnership Activities
 - 2. Joint Marin/Sonoma Activities
 - 3. SCTA Committee Reports
 - 4. Staff Report
- IV.** Caltrans Report & Highway 101 Issues – **DISCUSSION/ACTION**
 - A. Status Report on Highway 101 Projects
 - B. HOV Lane Designation Process and Input from SCTA
 - C. Rohnert Park Cooperative Agreement with Caltrans
 - D. Approve Disadvantaged Business Enterprise Program for SCTA
 - E. Authorize contract with Parsons for the Highway 101 EIR/EIS
- V.** Golden Gate Bridge District Financial Issues – **DISCUSSION**
- VI.** TEA Reauthorization Priorities – **DISCUSSION/ACTION**
- VII.** FY2002/03 Preliminary Budget Issues – **DISCUSSION/ACTION**
 - A. Adopt FY2002/03 TFCA Budget, Resolution No. 2002-010
 - B. Cost of Living Adjustment
- VIII.** 2000 Census Impacts on Transit Funding – **DISCUSSION/ACTION**
- IX.** Other Business/Director Announcements – **DISCUSSION**
- X.** Adjourn – **ACTION**

SCTA Staff

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Executive Director

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Transportation Planner

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The next **SCTA** meeting will be held on **September 9, 2002.**

SONOMA COUNTY TRANSPORTATION AUTHORITY

MINUTES JUNE 10, 2002

ATTENDEES

Director Mackenzie
Director Kelley
Director Costello
Director Gilardi
Director Healy

Director Jehn
Director Kerns
Director Salmon
Director Smith
Director Spooner

Chair Mackenzie called the meeting to order.

ITEM

I. Public Comments

There were none.

II. Consent Item

A. Minutes of the May 13, 2002 Meeting

Director Kelley made the motion to approve the minutes.

Director Smith seconded the motion and the minutes were approved as written with Directors Mackenzie, Gilardi, Salmon and Spooner abstaining.

III. Reports

A. Executive Committee

The Executive Committee did not meet.

B. North Coast Railroad Authority (NCRA)

Chair Mackenzie stated that a private individual has expressed an interest in purchasing the entire NCRA right of way. This topic will be discussed tomorrow in NCRA's closed session meeting. The assessments required to satisfy CTC's concerns and the environmental activities needed will be concluded by the end of the month. The NCRA has released a request for proposals for a freight operator for the NWP line. Please refer to the NCRA website for additional information. www.northcoastrailroad.org

Ms. Wilford stated that she received a call from Paul Payne of the Press Democrat stating that there will be a story in the paper in the next few days regarding a proposal for hauling nuclear waste on the NWP rail line from the decommissioned power plant.

Chair Mackenzie stated that he received the same phone call. Mr. Payne was concerned about the stability of the track. The chair stated that the NCRA is attempting to deal with that issue through its environmental assessments and studies. Clearly, before anything can run on the NWP there is an immense amount of work to be done involving the stabilization of the track.

C. Metropolitan Transportation Commission (MTC) Report

Ms. Wilford state that the Transportation for Livable Communities (TLC) program that MTC funds on a regular basis just announced their most recent awards for capital grants. They had 55 applications totaling \$59 million in requests and they only had \$9.5 million to program. They selected twelve projects, none of which were in Sonoma County.

D. SCTA Staff Report

Suzanne Wilford presented the following reports.

1. Bay Area Partnership Activities

Ms. Wilford stated that the May revise of the State budget included a larger loan from the State Highway Account and a larger loan from the Traffic Congestion Relief Program and is likely to include reduced staffing at Caltrans. Staff met with all the CMA directors and the Caltrans District 4 director. Caltrans stated that they should be able to juggle the projects and put a few on the back burner that are less than easy to deal with such as the Caldecot Tunnel. They stated that they would continue to work on the Narrows project. Staff will work with Caltrans to help them to organize and prioritize projects. They are optimistic that they will be able to move forward with all of the project planning work on the Hwy 101 projects. They are also looking into the possibility of transferring people from different state departments who specialize in environmental work to Caltrans.

2. Joint Marin/Sonoma Activities

The next SMART meeting will be held on June 19 at the Novato City Council Chambers at 2 p.m. AB2224 passed out of the Assembly two weeks ago and will be set in the Senate Transportation Committee on July 2, 2002. There are still some negotiations and discussions taking place with the NCRA. Staff has not received a firm response from NCRA on anything specific to the offer presented to them related to membership on the board.

Chair Mackenzie stated that he will help represent the interests who have been working on the legislation at the NCRA meeting next week.

3. SCTA Committee Reports

Dennis Battenberg, Chair of the Paratransit Coordinating Committee (PCC), stated that the PCC has been working on their bylaws for the last six months and has finalized the changes. Any question regarding the changes in the bylaws can be directed to Janet Spilman. The Unmet Transit Needs meeting no longer needs to take place but last year the PCC held a Transit Forum to discuss the needs of the elderly and disabled. The PCC will hold another Transit Forum this fall. Suggestions for the forum can be directed to Janet Spilman.

Janet Spilman stated that the bylaws were last revised in 1992. The PCC revised the bylaws to reflect the current interests and activities of the committee. The PCC is mandated in statute. Staff consulted county counsel and MTC to ensure that the changes were in conformance. Another change was that the committee memberships include people of limited means and staff will do an outreach program there as well.

Chair Mackenzie requested that the staff send a copy of the revised PCC bylaws to the SCTA directors.

IV. Caltrans Report

A. Status Report on Highway 101 Projects

Nino Cerruti, Caltrans Project Manager, gave an update on the following projects.

Marin/Sonoma Narrows – the environmental and engineering studies are ongoing. At the last PAG meeting Caltrans was asked to begin preparations for a funding strategy for the project. The next PAG meeting is September 20 at the Petaluma Community Center of Petaluma.

Highway 101 Rohnert Park Expressway to Santa Rosa Avenue – Caltrans met with the Federal Highway Administration (FHWA) last month to request if the draft document can be submitted with the data that has been accumulated thus far. Caltrans has done one season of plant and salamander surveys. FHWA concurred so Caltrans will circulate the draft document mid November this year. Caltrans has committed to doing a second season of surveys and documentation of that will occur in the final document.

Highway 101 widening – Route 12 to Steele Lane – The writing of the administrative draft is continuing. The draft environmental document is scheduled for release to the public in September of this year with the final approval in April 2003. Last week Caltrans met Santa Rosa Public Works staff and the Main Street Group and took a walking tour of the downtown area. They looked at different buildings and structures and at the architectural treatments to try to incorporate some of the architectural treatment into the aesthetics for the bridge structures and the sound walls on the project.

Manny Caluya, Caltrans Project Manger, gave an update on the following projects.

Highway 101 widening Wilfred Avenue to Route 12 – 55% of the work is complete with 55% of time elapsed. The opening of the HOV lanes is scheduled for late October 2002. The Santa Rosa offramp has been opened with temporary traffic signals and permanent ones will be installed at the end of the project. Roadway widening is being done at Todd Road, Baker Avenue and Hearn Avenue off-ramps. This week the k-rail will be moved around and next week excavation will begin in the median. The coordination with MTC for the HOV hours will begin soon internally at Caltrans.

Chair Mackenzie directed staff to advise Director Wright as the MTC representative to meet and discuss this issue and provide feed back to the SCTA. He also directed staff to agendize the HOV hours item for the next SCTA meeting.

Director Kelley stated that the SCTA should draft a letter informing MTC and Caltrans of this agency's interest in having input in the HOV hours of operation and the number of people in a carpool.

Chair Mackenzie directed staff to advise Director Wright as the MTC representative to meet and discuss this issue and provide feed back to the SCTA. He also directed staff to agendize the HOV hours issue for the next SCTA meeting and to draft a letter for his signature to Caltrans and MTC addressing this issue.

Highway 101 Wilfred Avenue to Route 12 Soundwalls – due to additional drainage design and the required survey work the construction date has been pushed back from spring to summer 2003.

Highway 101 Petaluma southbound Auxiliary Lane – The environmental document is schedule to be complete in summer 2002. Through the preliminary engineering portion of the environmental process it has been determined that it is not feasible to construct a soundwall on the eastern side of the highway. To properly analyze the full effectiveness of the soundwall it would require final geometrics of the freeway widening, which will be done in the Marin Sonoma Narrows project. The proposal is to have the soundwall analyzed in the Marin Sonoma Narrows project and also be constructed as part of that project. Construction of the auxiliary lane is scheduled for summer 2004.

Southbound Highway 101/116 Bridge Separation project – Design is ongoing with construction scheduled for spring 2003.

Highway 101 Rohnert Park Expressway park and ride lot and southbound loop ramp – design is ongoing with construction to begin in spring 2003. Caltrans is working with the City of Rohnert Park on a Coop Agreement.

Director Salmon expressed his concern of the condition of the southbound lane of Highway 101 between Hopper and Steele Lane. The lane has deteriorated and it needs to be addressed. This is included in one of the highway widening projects but the lane is hazardous now and should not wait for when the widening project construction.

Chair Mackenzie directed staff to send a letter to Caltrans regarding the maintenance needed on that section of the freeway.

B. Approve Disadvantaged Business Enterprise Program for SCTA

Ms. Wilford stated that the SCTA needs to complete a Disadvantaged Business Enterprise program in order to comply with federal regulations and receive the federal funds through the STIP to hire a consultant to do the EIR/EIS work for Highway 101. Initial discussions with Caltrans resulted in an agreement that Sonoma County's DBE program would qualify to cover the SCTA. A month or so after that staff was informed that FHWA would require SCTA do their own DBE program. Several years ago the SCTA did have a DBE program but this was before significant legislation was passed. An extensive document will need to be prepared that analyzes the potential available resources that qualify as DBE. The SCTA will not be able to enter into a contract with Parsons Transportation or expend any funds until the SCTA has an approved DBE program in place. Staff had anticipated a July start date for Parsons but that has been pushed back to October. Vali Cooper & Associates have contacted Padilla & Associates. They charge \$8500 to do the initial program with annual updates of \$6300. They could have a draft ready by the next SCTA meeting.

Director Kelley was concerned that the environmental work schedule would be thrown off track.

Ms. Wilford stated that Parsons' schedule would have to be adjusted. The good news is that they can still start before the wet season begins.

Director Kelley stated that during the interview process Parsons stated that they would have a significant amount of personnel on the project to help keep the tight timeline that was needed. With the start date pushed back, that personnel has probably been moved to other paying projects. He would like to know how Parsons would handle that.

C. Approve Contract for Vali Cooper and Associates for the Highway 101 EIR/EIS

The original contract with Vali Cooper was for \$150,000 for the project management and oversight for two project study reports. The actual amount spent was closer to \$25,000. There was still money and time left in the contract for Connie Preston to work on the development of the RFP for the environmental services. At this time the SCTA will need to expand the length of time for the contract and add some additional funding in order to cover the project management and oversight for the actual EIR documents. The contract will now be for \$250,000??? and will go until June 2005.

Director Kelley made a motion to approve the contract amendments and to direct the Chair to sign the new contract.

Director Healy seconded the motion and it passed unanimously.

V. Marin/Sonoma Narrows Funding Strategy

Ms. Wilford stated that it is clear that there is adequate funding for the environmental, design and right of way phases of this project but the large element that remains unfunded is construction. At the last Policy Advisory Group meeting Caltrans was requested to identify a financing plan to help achieve the \$300 million needed. The main issue that is driving it is the reauthorization of TEA 21 that will take place next year. Both counties will likely make a request for funds through that process.

Director Healy stated that this topic arose out of some good news that Caltrans stated that they would be able to shave about 7 months off of their environmental schedule. In term of approaching congress next year

in the TEA reauthorization, what kind of package is in place to show that if the money is received this is how it will be used. The PAG was asking the SCTA and Marin CMA to jointly put together some sort of a funding strategy for the Narrows project that would include local, state and federal funds as appropriate. He proposed that a working group be formed consisting of staff and directors of the SCTA and Marin CMA.

Tom Roth, from Congresswoman Woolsey's office, stated that there are informational hearings taking place in Washington to look at the need for funds. They will get started early next year with the very serious work of putting this bill together.

Joel Woodhull, Transportation and Land Use Coalition, stated that the report said there were five alternatives for the Narrows project but it seems like only alternative #2 is being given serious consideration, which is to build six lanes all the way. He suggested a modification of alternative #5. There would be some widenings, which might not be under a pure TSM. The goal of this alternative would be to facilitate greater passenger and freight flows without increasing VMT. Everyone understands that a normal HOV installation where it's a complete HOV has the same affect as adding another general use lane. By not having it go all the way you add HOV lanes in a few places where it is economical to do so, so that HOVs can by pass the cues that are on the lanes. This would lead to considerably higher vehicle occupancies and less VMT than the current favored alternative and it would also be less costly. When the alternatives are compared in order to justify the expenditures, there should be a discussion of the net benefits with a limited fuel supply beginning at about 2010. That is the current estimate of when petroleum production will begin to decline and the price of gas will go up. Also there should be an analysis of how the Narrows project will delay other transportation improvements in Sonoma County.

Chair Mackenzie asked what TSM stood for.

Mr. Cerruti responded that TSM stood for Transportation Systems Management and consists of types of components that would encourage nonuse of a vehicle such as telecommuting, developing telecommuting center, ramp metering and HOV lanes.

Director Healy stated that the PAG made the recommendation that the decision about the actual alternative would be made sometime down the road. Caltrans stated that \$350 million was a reasonable ballpark figure for putting together a funding package.

Director Jehn suggested including TAC members of both counties in this working group.

Chair Mackenzie stated that there is a meeting on June 24 with the Chairs and staff of the SCTA and Marin CMA. He suggested that the SCTA enter into discussions with Marin regarding this issue.

Director Salmon was concerned that the Narrows project competes with local projects and competes head to head with commuter rail. It fails to provide a benefit to a majority of Highway 101 users in Sonoma County. It promotes the use of the automobile and at some point the high gasoline use will have to be addressed. There are a number of projects in the county that would bring much more reward to people here than the Narrows. If Congress is going to fund the project with federal money that's fine but not if there is a local match or local money being used. The working group should also include people in the northern county so that they have a fair say.

Director Spooner stated that even if the fuel does not run out in 2010, we have no business burning it given the current environmental footprint.

Director Costello stated that the figure of \$350 million has been discussed as a target amount. Depending on which alternative is chosen, is there a range on how low the figure could be depending on the choice.

Mr. Cerruti responded that that figure came out of the three PSRs that were done and the costs were escalated to the 2008/09 fiscal year. There were three different scopes, one was to widen in the existing median, possibility of interchanges in the narrows section and then also the construction of frontage roads. Those costs have not been drawn out to match the alternatives.

Director Costello suggested that the Narrows project be a type of toll road, which might encourage people to get off the freeway and use the rail line. If the toll road was conceivable than perhaps the tolls could be used to fund the maintenance of the rail line, which could make it easier to get the public to pass the ballot measure.

Director Smith stated that SMART has conducted a number of studies relative to the ridership. The studies that have been done show that the rail and highway don't compete. The reports are available on the SMART website. www.sonomamarintrain.org

Director Kerns stated that SMART's potential ridership study shows that it has increased dramatically to 5000 one way trips a day at start up. The county needs to fix the highway and it needs rail for the future. The Narrows project is not just a congestion relief project but there is a huge safety issue involved. That stretch of roadway was not designed to accommodate the kind of traffic that it has.

Chair Mackenzie suggested forming a working group now so that meetings can take place before September and to advise Congresswoman Woolsey and the state representatives of the funding needs of the Marin Sonoma Narrows project. He did not believe that local money should be used to fund this project.

Ms. Wilford suggested that the working group develop a range of costs and needs for the project as well as various alternatives for the funding such as percentages from different levels of government. To clarify the local contribution element of it, in the regional transportation plan it calls for \$10 million from each county. The project is now 17 miles long and it includes a portion in the north that originally was not in the narrows project as defined and was really the responsibility of the SCTA similar to the other segments it's worked on. When it refers to local money it means local STIP shares.

Chair Mackenzie stated that the working group will be made up of five SCTA directors, three of whom are on the PAG and two from cities who are not impacted by the Narrows project. He directed staff to include this issue on the agenda for the Joint Chairs of SCTA and Marin CMA meeting.

Tom Roth stated that Congressman James Oberstar who is one of the prime molders of ISTEA and TEA 21 will be coming out on August 7 to meet with local transportation agencies regarding the reauthorization. Invitations will be mailed out shortly.

VI. LAFCO Resolution No. 2390

Chair stated that this involves TR21 in the Rohnert Park City General Plan. TR 21 laid out working with Sonoma, City of Santa Rosa, City of Cotati, City of Petaluma and the Sonoma County Transportation Authority to plan and implement selected improvements necessary to mitigate impacts of increased traffic congestion on major roads that intersect in Penngrove. This was known as the Regional Mitigation Plan. It shall include those roadways and other improvements necessary to mitigate impacts of increased traffic congestion on major roads that intersect in Penngrove and Regional Mitigation Projects (RMP) and a financing plan that explains how those improvements will be funded and determines each contributing jurisdictions share. The City of Rohnert Park shall contribute its share of the total cost of the RMP provided that the City's participation is roughly proportional to the traffic impacts in new development in Rohnert Park. Supervisors Smith and Kerns, Councilmembers Vidak-Martinez and Jake Mackenzie from Rohnert Park, Pia Jensen from Cotati and Pam Torliatt from Petaluma all worked together to develop what became TR21. That was presented as part of Rohnert Park's application for expansion of its sphere of influence to LAFCO earlier this year. At the LAFCO meeting there was a resolution passed discussing the EIR of the Rohnert Park General Plan 2000. It made findings in the statement of overriding considerations adopting a municipal services review and approving a sphere of influence amendment for the City of Rohnert Park. At that time the SCTA was designated the lead agency to coordinate this Regional Mitigation Plan. He requested Mayor Amando Flores to write a letter to the Chair of the SCTA to start work towards implementing this policy. The Chair hoped to bring together the parties mentioned in the policy and to start a process of developing a Regional Mitigation Plan. On another note, Caltrans Office of Community Planning is about to embark in another round of granting funds. There will be a process through Caltrans and District 4 where the SCTA will be notified of the availability of community planning grants.

Steve Sharp, LAFCO Executive Officer, pointed out that the LAFCO Commission did not necessarily designate but rather recognized the efforts of the SCTA in helping to resolve regional transportation problems and possibly as a source seeking a Regional Mitigation Plan. Also as a regional planning agency the Commission is interested in being there to assist the SCTA.

David Hurst, County Counsels Office, stated that the Commission does not have the authority to designate the SCTA as the regional agency responsible for creating a Regional Mitigation Plan. The language in the resolution was the intent on the part of the Commission to simply express the recognition of your status.

Director Smith stated that Rohnert Park's request to expand it's sphere of influence brought about an interest that there is no regional intra-county road program or transportation program. Each jurisdiction has various information included in their general plans and transportation/circulation elements but it doesn't get into how are we going to finance these and how the decision making process will go. It seems like the SCTA is the right place to begin discussion since the county and all cities are represented.

Chair Mackenzie directed staff to bring back a proposal for implementing Rohnert Park's TR21 as observed by LAFCO.

Director Salmon stated that the Authority should be wary that Penngrove is one area of many and that those jurisdictions that are impacted need to not be just basically pushing the responsibility for a regional traffic mitigation on a county body and that this doesn't become the tail that wags the dog.

VII. Update and Expansion of Countywide Transportation Plan

Chair Mackenzie requested that the SCTA re-examine the CTP and make sure that everyone is in agreement with it's direction and discuss how to implement the plan. He directed staff to agendize this item for the September meeting.

VIII. Project Delivery

Ms. Wilford stated that the obligation deadline is September 30 of this year. Attached to the staff report is the list of projects that are program in Sonoma County. To date, ten projects have been fully obligated. The bulk of the projects remaining have received partial obligations or are part way through the process of fully obligating the funds. The Petaluma Transit Bus Purchase project was cancelled and the funds were transferred to two other transit agencies. One project will not be obligated and that is the Overlay Project in Petaluma for \$150,000.

Chair asked that the Directors review their projects and follow up with their public works departments.

IX. Other Business/Director Announcements

There were none.

X. Adjourn

The meeting was adjourned at approximately 4:53 p.m.

Respectfully submitted,

Jeanette Wood
Executive Assistant

SONOMA COUNTY TRANSPORTATION AUTHORITY STAFF REPORT

DATE: July 22, 2002

TO: Sonoma County Transportation Authority (SCTA)

FROM: Suzanne Wilford, Executive Director

SUBJECT: ITEM III: Reports

A. NCRA Report

See updated report at www.northcoastrailroad.org.

B. Metropolitan Transportation Commission Report

Information will be provided at the SCTA meeting.

C. SCTA Staff Report

1. Bay Area Partnership Activities

The Smart Growth Strategy – Regional Livability Footprint Project being conducted throughout the Bay Area by various regional and local agencies has released a status report. (Attached) The “Alternatives Report” that was used for the second round of workshops in the Bay Area is available at the ABAG web site – www.abag.ca.gov – under the planning section. (A copy is enclosed for Directors)

Staff attended and the Partnership TAC meeting on July 15, the full Partnership meeting on July 16 and the CTC meeting on July 18. Topics covered at those meetings will be reported to the Board at the SCTA meeting.

Legislative update:

State Budget – The Senate has approved the state budget by a vote of 27-12. The budget increases revenues by about \$3.9 billion from such sources as an increased vehicle registration fee and an increased cigarette tax. The Senate has adjourned and gone home. At the time this memo was prepared the Assembly still needed four votes to pass the budget.

Cuts to Caltrans in the budget will cause reduced staffing, but no lay offs are anticipated. Most of the cuts will be in the capital outlay support program which designs and engineers state highway projects.

SB1243 (Torlakson) – The MTC/ABAG merger bill has passed the Senate and has been double referred to the Assembly Local Government Committee and the Assembly Transportation Committee. The bill will not likely be heard until August. MTC has taken an oppose unless amended position with the requested amendments centered on the alternative growth scenarios being developed in the Regional Smart Growth Project mentioned above.

PCL Initiative – The Planning & Conservation League has successfully placed on the November 2002 ballot the “Traffic Congestion Relief Act,” an initiative that would redirect 30% of the sales tax on the lease and purchase of new and used motor vehicles from the General Fund to transportation – an estimated \$950 million annually. The funds would be allocated to 17 different accounts, each with a specific purpose, including STA funding (\$148M), transit capital (\$162M), Traffic Congestion Relief Program (\$71M with annual increases), senior and disabled

transportation needs (\$19M) and transportation mitigation projects (\$33M) among others. More information can be found at www.pcl.org/transportation/summary.html .

2. Joint Marin/Sonoma Activities

The SMART Commission met July 17. The SMART legislation has passed out of the Senate Transportation Committee and will now go to the Senate Appropriations Committee on August 5.

The next Narrows Policy Advisory Group meeting will be held on September 19 at 9:30 AM in Petaluma.

Assembly Member Joe Nation held a hearing of the Select Committee on Housing and Transportation in the North Bay in Marin County on June 19 to discuss AB2224, the SMART District legislation.

3. Committee Reports

The TAC met in June to discuss project delivery, TIP amendments, highway projects, upcoming funding cycles and the Golden Gate Bridge District's financial situation. The next TAC meeting is scheduled for August 22.

The next CAC meeting is scheduled for August 26.

The PCC will meet tomorrow, July 23.

The next CBAC meeting is Monday, July 29 and they will discuss updating the countywide bike plan and hear a presentation from Caltrans on bike lanes on Highway 116 between Sebastopol and Cotati.

**SMART GROWTH STRATEGY
REGIONAL LIVABILITY FOOTPRINT PROJECT**

DATE: June 28, 2002
TO: Bay Area Planning Directors
FROM: Victoria Eisen, ABAG
RE: **STATUS REPORT OF SMART GROWTH STRATEGY/
REGIONAL LIVABILITY FOOTPRINT PROJECT**

BACKGROUND

In September and October 2001 over 1,000 people from throughout the region participated in a series of nine Round One Smart Growth Strategy/Regional Livability Footprint Project public workshops. The resulting 105 countywide smart growth scenarios were then distilled into three regionwide thematic alternatives.

These three alternatives were the subject of a meeting of 100 planning directors and representatives of the "3 Es" in December 2001. Refinements were made as a result of their input. An analysis was done of the final three alternatives (#1, Central Cities; #2, Network of Neighborhoods; and #3, Smarter Suburbs) and the results were published in the Alternatives Report in April 2002.

In April and May 2002, a second round of public workshops was held throughout the region. At each, participants (again numbering more than 1,000) selected one of the alternatives as a starting point, then agreed on guiding principles for modifications. By the end of the day, each county workshop had created a single preferred countywide alternative that specified the level of housing and job growth and, using the place type menu, the character and density of that growth in planning areas throughout the county.

Contra Costa County's local Shaping Our Future process held Contra Costa's spring workshop using the countywide job and housing totals in each of our three alternatives as a starting point for its mapping exercise. We are working with Shaping Our Future staff to ensure that the results of subsequent sub-county workshops are included in the final regionwide vision.

Throughout this process we have made every effort to keep you informed about the process and have encouraged your participation. Thank you for your continued participation as the project proceeds.

THE COUNTYWIDE VISIONS THAT EMERGED FROM THE WORKSHOP PROCESS

When we look at all nine preferred alternatives, we see a development *pattern* that, by and large, looks like Alternative 2, the Network of Neighborhoods. Participants in most all of the workshops envisioned compact, mixed use and mixed income development near public transit stations and in town centers. However, participants in some counties chose to reduce development foreseen under Alternative 2, while participants in other counties added development at either transit stations or in peripheral development areas. Following is a brief summary of the visions developed in each county:

SMART GROWTH STRATEGY REGIONAL LIVABILITY FOOTPRINT PROJECT

Alameda County workshop participants selected Alternative 2 (described above), but with more growth focussed at the county's transit stations. Specifically, they called for a five percent increase in residential densities in neighborhoods throughout the northern part of the county (equal to one second unit for every 20 homes) and new mixed-use development along the Mission Blvd, Hesperian Blvd/Union City Blvd and Alvarado Niles Road corridors and around BART stations throughout the county. Participants also eliminated development in existing undeveloped areas around future potential BART stations in Livermore, while increasing development in downtown areas such as Livermore and Fremont.

Contra Costa County We are awaiting sub-county workshop data.

Marin County participants desired the growth levels of Alternative 1 (which are less than are projected under current trends) and the pattern of Alternative 2. This translates to small increases in residential densities in existing neighborhoods through the addition of second units in San Rafael as well as mixed-use and town center development around NWP railroad station sites in Larkspur, San Rafael (except St. Vincent's Silveira) and Novato and in downtown Sausalito, Mill Valley, Corte Madera and Fairfax.

Napa County participants chose the growth levels of Alternative 1 (again, less than projected), but spread throughout all five cities. The vision includes primarily mixed-use development in downtown Napa and American Canyon and some commercial development at the Airport. It also shows a small level of town center and mixed-use development in development in Calistoga and Yountville, and a small new residential development in St. Helena.

San Francisco workshop participants selected the pattern of Alternative 2, but with the higher housing levels of Alternative 1. This translates to a denser and larger downtown, extending up Market to the mid-Market area, new mixed-use development along the Third Street corridor, Mission Street and Muni Metro lines and slightly increased residential densities through second units throughout the city's residential areas.

San Mateo County workshop participants liked both the pattern and the level of growth of Alternative 2, which locates mixed-use development along the El Camino Real Corridor and town center/downtown development around all of the county's Caltrain stations. Participants reduced the density of development around selected stations and moved this growth to new small town centers in Half Moon Bay and Pacifica.

Santa Clara County participants began with Alternative 2, which calls for mixed use development around Caltrain stations from Palo Alto to Gilroy and all of VTA's light rail stations. They added additional development in downtown San Jose to support the new BART extension and also added new development along the Tasman corridor and in Morgan Hill.

Solano County participants chose the pattern of Alternative 2, but with increased job growth to achieve an improved jobs/housing balance. This would mean new mixed-use and town center development in Vallejo (particularly on Mare Island), Benicia, Fairfield, Suisun City, Vacaville and Dixon as well as increased residential densities through limited addition of second units in all

SMART GROWTH STRATEGY REGIONAL LIVABILITY FOOTPRINT PROJECT

existing residential areas. Participants also added additional job growth in several existing business parks and corridors.

Sonoma County participants, like those in the other North Bay counties of Marin and Napa, favored the growth levels of Alternative 1 (again less than projected) and the pattern of Alternative 2. This translated into increased densities in all existing residential areas (with second units) and new town centers and/or mixed-use development around NWP rail station sites.

OPPORTUNITIES FOR LOCAL REVIEW

Although the growth patterns envisioned by workshop participants are clear, the housing and job numbers we have at this point are raw results and are now undergoing review to correct any unintended consequences of the computerized mapping exercise. On August 21, 2002, the Regional Agencies Smart Growth Steering Committee will review the results of the workshop process. We will send you data for your jurisdiction along with the incentives and regulatory changes that are being considered. Please contact us with any comments you might have. Other opportunities to review and comment on the alternative projections include:

- **Local review of preliminary alternative projections in late fall 2002.** Once the Steering Committee has reviewed and accepted a vision generated principally by workshop participants, ABAG will begin the development of an alternative set of housing and job projections based on this vision. Just as you are given the opportunity to review draft current trends forecasts, we will send you draft alternative data for your comments.

At this point, we will also update you on the regulatory changes and fiscal incentives being considered and will request your attention to both these changes and the projections themselves. We acknowledge smarter growth is but a vision at this point and that it will require significant regulatory change and incentives to achieve. We hope you will consider this revised regulatory and fiscal climate, not simply your general plan, when reviewing how the smart growth vision developed through the workshop process plays out in your community.

- **ABAG Executive Board consideration of adoption in early 2003.** At the appropriate ABAG Executive Board meeting, staff plans to present the alternative projections along with comments from local governments. As with the process of developing the current trends forecast, you will have the opportunity to comment on the alternative projections at this time.

Finally, it is critical to understand that the alternative projections will not constitute an allocation of future growth; rather it will reflect the vision of each community's future that locally-elected officials, staff, developers, environmentalists, equity advocates, neighborhood representatives and others have developed in a series of workshops over the past year.

If you have any questions, please do not hesitate to call me at 510/464-7960 after July 29. If you would like more immediate assistance, please contact ABAG's Planning Director, Gerry Raycraft at 510/464-7927.

SONOMA COUNTY TRANSPORTATION AUTHORITY STAFF REPORT

DATE: July 22, 2002

TO: Sonoma County Transportation Authority (SCTA)

FROM: Suzanne Wilford, Executive Director

SUBJECT: ITEM IV: Caltrans Report & Highway 101 Issues

ISSUES

- A) What is the status of previously programmed projects on Highway 101?
- B) What is the HOV lane designation process and timeline and what input would the SCTA like to provide to Caltrans and MTC?
- C) What is the status of the cooperative agreement between Rohnert Park and Caltrans for the Rohnert Park Expressway southbound loop and park and ride project? What role shall the SCTA play in that project?
- D) Shall the SCTA approve a Disadvantaged Business Enterprise Program for the SCTA for FY2002/03?
- E) Shall the SCTA authorize the Chair to execute a contract with Parsons for EIR/EIS work on two Highway 101 improvement projects?

BACKGROUND

- A) Caltrans will provide a report on the active projects on Highway 101.
- B) At the last SCTA meeting staff was directed to send a letter to Caltrans and MTC requesting information on the process and timeline for determining the operations of the soon-to-be-opened High Occupancy Vehicle (HOV) lane on Highway 101. The letter also informed the two agencies that the SCTA wanted to provide input during the decision making process. A copy of the letter is attached.

To date not formal response or information has been provided to the SCTA but Caltrans staff has indicated they would welcome comments on the operational issues from the SCTA. MTC staff has responded similarly.

- C) The City of Rohnert Park and Caltrans have been working on improvements to the Rohnert Park Expressway interchange for over ten years. The City has completed the widening of the over-crossing and the northbound loop, funded with \$3.2 million in local funds, and Caltrans is preparing to go to construction on the southbound ramp improvements and a new park and ride lot. These components of the project have received funding from a federal earmark (\$500,000), the City of Rohnert Park (\$600,000), the STIP (\$300,000) and the CMAQ program (\$2,281,000). The SCTA approved the STIP and CMAQ funding for the project in 2000. These funds were sought jointly by Caltrans and Rohnert Park in order to fully fund the project.

Prior to construction commencing, a cooperative agreement between Rohnert Park and Caltrans must be signed to identify roles and responsibilities, particularly those related to funding. As part of the cooperative agreement, an entity and/or source must be identified that will be responsible for any cost overruns associated with the project. The project budget currently has a 5% contingency and an additional \$200,000 in funds available through the state's G-12 process. These two sources would be the first to be used if cost overruns occur. However, in the cooperative agreement an additional source must be included in case the overruns go beyond

the 5% and the additional \$200,000.

There are four options to consider:

- 1) List the City of Rohnert Park as the responsible agency to provide the necessary funds for any additional costs.
- 2) List the SCTA as the responsible agency and use future STIP or CMAQ funds to cover any additional costs.
- 3) Scale back the project by eliminating specific elements. These have not been identified but could potentially be reviewed prior to issuing the bid on the project.
- 4) A combination of two or more of the above options.

If option two is selected Caltrans will need to bring any requests for additional funding back to the SCTA for approval. Staff is working with Caltrans on what the specific language of the cooperative agreement will be if option two is selected and that will be presented at the SCTA meeting.

D) In order to enter into federally funded contracts with individuals or firms, the Sonoma County Transportation Authority (SCTA) is required by Title 49, Code of Federal Regulations, Part 23 (49CFR23) to adopt a Disadvantaged Business Enterprise (DBE) program. DBE's are minority owned and women owned businesses. The last DBE program adopted by the SCTA was in 1998. Since SCTA will administer a contract funded with STIP funds it is necessary to adopt a new DBE. The process and rules associated with developing a DBE program have changed dramatically since 1998. Padilla and Associates, working with our project manager from Vali Cooper and Associates, is in the process of creating the DBE program for approval by the SCTA and submittal to Caltrans. The draft DBE program will be presented at the SCTA meeting.

E) Parsons was the consultant team selected to conduct the work related to two EIR/EIS documents for two projects on Highway 101 – from Steele Lane to Windsor River Road and from Old Redwood Highway in Petaluma to Rohnert Park Expressway. If staff is able to negotiate the contract and the scope of work prior to the July 22 meeting, the information will be presented at the SCTA meeting. If not, this item will be moved to the July agenda.

REQUESTED ACTION

- A) No action required.
- B) Discuss any information provided by Caltrans and MTC and provide input to both agencies as to how the SCTA would prefer to see the HOV lanes operated.
- C) Review the information included in the cooperative agreement and provide direction to staff as to how to proceed with negotiations with Caltrans and the City of Rohnert Park.
- D) Review DBE program (to be presented at the SCTA meeting) and consider approval.
- E) Review the Parsons contract (to be presented at the SCTA meeting) and consider approval.

S C T A

SONOMA COUNTY TRANSPORTATION AUTHORITY

Directors

Jake Mackenzie, Chair
Rohnert Park

Paul Kelley, V. Chair
Sonoma County

Steve Allen
Windsor

Joe Costello
Sonoma

Geoffrey Fox
Cotati

Mike Healy
Petaluma

Robert Jehn
Cloverdale

Mike Kerns
Sonoma County

Lisa Schaffner
Healdsburg

Tim Smith
Sonoma County

Sam Spooner
Sebastopol

Sharon Wright
Santa Rosa

June 13, 2002

Randall Iwasaki, Acting District Director
Dept. of Transportation, Dist. 4
P.O. Box 23660
Oakland, CA 94623

Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Dear Mr. Iwasaki and Mr. Heminger:

The first Highway 101 widening project in Sonoma County is under construction and set to be opened in October of this year. As you know, the primary component of the project is the addition of HOV lanes in each direction. It is the understanding of the Sonoma County Transportation Authority (SCTA) that Caltrans District Four and MTC coordinate the operational aspects of HOV lanes, including establishing the hours of operation and the number of passengers.

The SCTA would like to be involved in the decision making process related to establishing the hours of operations and the number of passengers required to be eligible to use the HOV lane. We look forward to working with your staff in order to make the transition from a four lane facility to a six lane facility with HOV lanes a smooth one.

In order to bring the SCTA Directors and members of the public up to speed on the process we would greatly appreciate any information you have related to the schedule for establishing hours and passenger standards, the criteria used to set hours and passenger standards and how other communities have handled these issues. This item will be included on the July 8 SCTA agenda for discussion.

Thank you for your consideration and we look forward to working with you.

Sincerely,

Suzanne Wilford
Executive Director, SCTA

SCTA Staff

Suzanne Wilford
Executive Director

Janet Spilman
Transportation Planner

Jeanette Wood
Executive Assistant

Cc: SCTA Directors
Lenka Culik-Caro, Caltrans
Nino Cerruti, Caltrans
Alan Elliot, MTC
Lisa Klein, MTC

<p style="text-align: center;">SONOMA COUNTY TRANSPORTATION AUTHORITY S T A F F R E P O R T</p>
--

DATE: July 22, 2002

TO: Sonoma County Transportation Authority (SCTA)

FROM: Suzanne Wilford, Executive Director

SUBJECT: **ITEM V:** Golden Gate Bridge District Financial Issues

ISSUE

What is the financial status of the Golden Gate Bridge, Highway and Transportation District?

BACKGROUND

In June the Golden Gate Bridge District elected to increase tolls on the bridge to \$5. The staff report provided by the District's staff is attached.

Even with the additional revenue generated by the toll increase the District is anticipating an additional shortfall of over \$300 million in the next five years. The first year shortfall has been addressed by using reserves however it is likely the District will be looking at fare increases and service reductions in the remaining four years. A second staff report from the District is attached related to the long term financial stability of the District.

The District will hold a meeting in Santa Rosa on August 2 and will include a report on an initial set of service reductions that could be implemented in December.

REQUESTED ACTION

This is an information item. No action is required.

Potential Golden Gate Toll Increase

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June 27 Finance Report with the Staff Recommended Toll Increase

Agenda Item No. 4

To: Finance-Auditing Committee/Committee of the Whole
Meeting of June 27, 2002

From: Joseph M. Wire, Auditor-Controller
Celia G. Kupersmith, General Manager

Subject: APPROVE ADOPTION OF GOLDEN GATE BRIDGE TOLL OPTION G: \$5 CASH/\$4 FASTRAK AND RELATED ACTIONS

Recommendation

The Finance-Auditing Committee recommends that the Board of Directors approve implementation of Golden Gate Bridge Toll Option G: \$5 Cash/\$4 FasTrak as summarized below and detailed in the attached ordinance, effective September 1, 2002.

- 1) Basic Auto Rate (2-axle): Cash \$5.00; FasTrak \$4.00
- 2) Axle Rate (per axle if more than 2) \$2.50
- 3) NO change to Toll Rate for Persons with Disabilities with valid Golden Gate Bridge District identification card
- 4) NO change to free hours for Motorcycles and Carpools (3+). Hours are: weekday (except holidays) 5 am to 9 am and 4 pm to 6 pm.

Summary

Today's staff recommendation comes as the culmination of a process that began in late November 2001, when the Board of Directors met in a workshop to discuss the financial condition of the District. On February 7, staff recommended that the District begin a formal process of toll increase analyses with an extensive public outreach component included. A series of twelve toll options were identified for study, ranging from a status quo/no change option to a maximum toll rate option of \$5 for all two-axle vehicle crossings. Staff studied the financial impacts of each option as well as the environmental impacts of each. Concurrently, staff developed a ten-year needs assessment that clearly demonstrated and catalogued the District's financial needs over this period. The revenue-producing capacity of each toll option was then considered in light of the needs assessment.

Throughout the analysis process, there were numerous opportunities for public review and input on the topic. As of June 19, more than 5000 comments were received by means of traditional and non-traditional outreach efforts on behalf of the District. It is interesting to note that about 46 percent of the comments received regarding the auto toll rate expressed support for some form of toll increase. The largest number of comments received were in opposition to a potential bicycle and pedestrian toll. The potential toll increase was on the agenda of 10 publicly noticed Committee and Board meetings and for the first time ever, six Open Houses were held spread over three counties (Marin, Sonoma and San Francisco) to allow opportunity for increased participation in the process.

After extensive staff and public review of the District's financial needs and the various toll options to help address those needs, the staff recommends that Toll Option G: \$5 Cash/\$4 FasTrak be approved for implementation on September 1, 2002. This option makes a significant contribution to the financial needs of the District, reduces the degree of service reductions, provides a discount to regular users of the Bridge by means of FasTrak, and supports regional efforts to improve air quality, reduce congestion, and provide mobility options.

Background

Golden Gate Bridge Highway and Transportation District (District) operates the Golden Gate Bridge as well as Golden Gate Transit and Golden Gate Ferry services which are provided as an alternative to automobile usage, resulting in approximately 6 million fewer trips across the Golden Gate Bridge every year. The District funds its multi-modal operations primarily with tolls and transit fare revenue.

The District is facing a serious financial crisis due primarily to four reasons. First, the District has not raised tolls since 1991 and during the past eleven years, inflation has eaten away at the buying power of these toll dollars. The \$3.00 toll implemented in 1991 now buys only \$1.80 worth of goods and services. We have lost 40¢ of every dollar to inflation.

Second, costs have increased even faster than inflation. While inflation has averaged 3% over the past eleven years, cost growth has averaged 4.5% over that time. Much of this cost increase has been due to factors out of our control such as fuel prices, insurance costs, and materials and supplies. For example, insurance costs have increased fifteen to over one hundred percent, depending on the type of insurance. The dual impact of inflation eating away at an unchanging toll rate, coupled with rising costs, has contributed to our crisis.

Third, the District is now facing several very expensive capital projects. The 65-year old Bridge is in good condition overall but due to its age is facing several major maintenance projects. These include repainting the main cable (\$19 million), repainting the north end (\$33 million), and repairing the bridge deck floor beams and trusses (\$65 million). And the completion of the third phase of the seismic retrofit project (\$160 million) remains a high priority. In past experience, major maintenance projects were considered regular business activities and grant funds were not available. In the case of the seismic retrofit, grant funds are available but may cover only half the cost of the full project. In the past, the federal monies routinely funded 80% of a project. Today, that number is closer to 50%, which leaves a significant shortfall. We now expect to have to come up with tens of millions of dollars extra to complete projects.

Fourth, an on-going economic slowdown here in the Bay Area has negatively impacted revenues, while security responsibilities are heightened following the September 11 terrorist attacks. The recession has resulted in less state sales tax funding for transit operations (down \$4 million), and security costs have greatly increased, both for security systems and personnel.

In summary, next year's budget totals \$132.3 million. Current revenues for next year total \$104.1 million, leaving a shortfall of \$28.2 million. If the Board adopts Toll Option G: \$5 Cash/\$4 FasTrak, effective September 1, the shortfall is reduced to \$6.2 million. The last toll increase occurred in 1991 and that \$3 toll has lasted for 11 years instead of the five years that was studied at the time. The District has known for several years, however, that its existing revenue streams are not sufficient to continue the current levels of service. In an effort to begin keeping pace with rising costs, in 1998, the District instituted a 5-Year Annual Transit Fare Increase Program. Additionally, during the past three years, a wide range of cost containment strategies have been implemented. Grant funds have also been received in record amounts and from new sources as the District sought help to fund projects and stretch limited resources.

It has now been determined that current revenue streams over the next five to ten years will not be sufficient to fully fund the current levels of service provided nor the necessary capital improvement projects required to maintain and protect District assets. The District's financial needs over ten years total \$2.5 billion, or \$1 billion more than projected revenues. Over five years, the financial needs total \$1.3

billion, \$753 million in operating expenses and \$545 million in capital expenses. The projected revenue over those five years is \$857 million, resulting in a \$441 million shortfall.

In response to this shortfall in funding, the Board authorized staff to conduct an analysis of the potential environmental and economic impacts of 12 different toll options including a "no change" option. The study found that the 11 options that included toll increases would provide additional revenue and have positive impacts such as increased transit ridership, increased carpool usage, reduced auto emission, and reduced fuel consumption. Increase options could create a financial hardship for some. The "no change" option could significantly reduce transit services resulting in increased traffic, increased fuel consumption and auto emissions, and would also create financial hardship for some.

On May 23, 2002, the Board selected three of the original 12 options, plus an alternative version of the original Option G, for further review. The table on the following page shows the net revenues, in millions, produced by the four options in each of the five years and for the total five-year period.

Toll Option	Year 1	Year 2	Year 3	Year 4	Year 5	Cumulative 5-Year
G (\$5 cash/\$4 FasTrak)	\$22 million	\$27	\$28	\$28	\$29	\$134
I (\$5 cash/\$5 FasTrak)	\$25 million	33	34	34	35	161
J (\$5 cash/\$3-\$4 over 5 yrs. FasTrak)	\$19 million	25	26	27	28	125
G Alternative (\$5 cash/\$4-\$5 over 3yrs. FasTrak)	\$22 million	28	33	33	34	149

Summary of Public Involvement

At the start of the toll study process, staff was directed to undertake comprehensive public involvement intended to inform the public about the District's financial needs in the future, to discuss various toll options under consideration, and to seek public input on these options as well as solicit other ideas for examination. Public outreach included:

- Six informational open houses held in Marin, Sonoma, and San Francisco counties. Various Board members were in attendance at each Open House.
- Between February 2002 and mid-June 2002, the potential toll increase was on the agenda of five publicly noticed Finance-Auditing Committee meetings (February 7, March 7, April 25, May 9, May 23) and five publicly noticed Board of Directors meetings (February 8, March 22, May 10, May 24, May 30). A convenient on-line comment form was launched in February.
- On-line registration to receive e-mail alerts about the process was made available and e-mails were issued to those registered announcing the open houses and the formal public hearing.
- A special website section was established to include all information developed on a potential toll increase.
- Staff made numerous presentations to community groups.
- Flyers were sent to individuals on various mailing lists maintained in several District departments' databases announcing the open houses and the formal public hearing.
- Posters were distributed widely announcing open houses and the formal public hearing.
- Thirty-seven (37) display ads were placed in seven local newspapers announcing open houses and the formal public hearing.
- Legal notices were placed in local newspapers announcing the formal public hearing.
- Numerous print and broadcast media interviews were conducted.
- Editorial board meeting were held with the San Francisco Chronicle, San Francisco Examiner, Marin Independent Journal, Press Democrat and San Francisco Independent.
- Staff made guest appearances on various radio talk shows.

The Board held a Public Hearing on June 13 in Marin City, California at 6:00 p.m. to hear and receive formal public comment. There were 105 attendees and 36 speakers at the Hearing. Prior to the Hearing, there

were a total of six Open Houses held in three different counties. There were 439 individuals who attended one or more of the Open Houses. Several Board members also attended the Open Houses and met directly with interested members of the public. By means of all of the various mechanisms for making public comment on the proposed toll increase, a total of approximately 5000 comments were registered as of June 19. Updated information on comments received between June 20 and June 27 will be provided to the Board.

Comments received through this process ranged from expressions of support for a specific toll option to opposition of any toll increase. Numerous comments were received indicating a preference for a discount for local or regular users of the Bridge such as FasTrak users. Some comments requested a sunset clause be approved for the toll increase. Concerns were expressed about the potential impact of increased tolls on low income and disabled persons. Concerns were also expressed about tolls being used as subsidy for transit with many indicating a preference for transit service reductions and fare increases. Comments also expressed interest in seeing any toll increase balanced with internal cost cutting initiatives. Comments were also received that called for the District to be disbanded and the Bridge to be transferred to Caltrans ownership and operation. Under this scenario, comments suggested that sales tax elections be held in Marin County and Sonoma Counties to fund the transit services. Other comments suggested that public transit services only be provided if able to cover all costs through farebox revenues.

All comments received have been broadly categorized in Attachment A. Responses to the primary category of comments are included in Attachment B.

Staff recommends that Toll Option G: \$5 Cash/\$4 FasTrak be approved for implementation, effective September 1, 2002. The selection of a toll increase option does not bring an end to the District's effort to balance its budget over the next five years. In addition to the toll increase, transit fare increases are going into effect on July 1, 2002 and further increases are under consideration. Staff has also prepared a plan for Board consideration that outlines a series of revenue enhancement and expense reduction programs that will be pursued over the coming year to achieve long-term financial stability. This material is covered in Agenda Item No. 8 of today's Finance-Auditing meeting.

Fiscal Impact

Implementation of *Toll Option G: \$5 Cash/\$4 FasTrak*, effective September 1, 2002, will generate net revenues of \$22 million in Fiscal Year 2003. It is forecasted to generate net revenues of \$134 million over the next five years.

Attachments

[Attachment A](#)

[Attachment B](#)

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Tolls Increase September 1, 2002

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Strategic Plan For Achieving Long-Term Financial Stability

The Golden Gate Bridge, Highway, and Transportation District faces a serious financial crisis in the next few years. To increase our major revenue sources, the Board has approved a toll increase and transit fare increase, both to be implemented in FY 2003. Future bus and ferry fare increases have also been approved for study by staff. It has become clear, however, that toll and fare increases alone will not raise enough revenue to meet our financial needs over the next five years. Additionally, we do not have enough money in our reserves to carry us through this time period. We find ourselves needing to slow down spending in order to balance our budgets.

Facing this magnitude of problem, the Board has directed staff to begin work on several pathways to achieve long-term financial viability. This *Strategic Plan for Achieving Long-Term Financial Stability* report presents an action plan as approved by the Board of Directors on June 28, 2002.

NEW AND ENHANCED REVENUE STRATEGIES:

Staff is now looking at new revenue sources such as Bridge sidewalk access fees, further bus and ferry fare increases, additional grant funds, and ideas that focus on making money through non-traditional means:

- An initial report on a proposed procedure for collecting a Bridge sidewalk access fee and an estimate of the costs and revenues associated with such a fee will be brought to the Board for review in late August. A voluntary donation program such as a "milk-jar by the check out register" is also being examined as an alternative to a mandatory fee for sidewalk access.
- A continuation of the program of annual bus and ferry fare increases is underway. Staff is also investigating the feasibility of a supplemental fare increase in January. The analysis of fare increases will include consideration of continuing the current incremental increase program for the next several years with various rates of increase per year examined. Staff will also factor in consideration of private ferry operator prices. The Board has previously approved a timeline for this project that calls for initial reports to come to the Board in late fall, a spring Public Hearing, and implementation next July. Staff is reviewing this timeline in light of other opportunities for revenue generation and cost savings and may recommend a modification of the timeline.
- Work is underway on development of a strategy for collecting parking fees at Larkspur Ferry Terminal. This project may be slightly delayed due to the medical leave of absence of the Ferry Manager but will proceed in coordination with the ferry fare increase analysis due to the direct interrelationship between parking fees and ferry service fares.
- Staff believes that providing extra staff resources within the Grants Department would enable the District to more aggressively pursue both traditional and nontraditional grant funds. We are reviewing the potential impacts of transferring an existing employee into the grants area. It is likely that additional training for this individual would be necessary and there may be an offsetting decrease in staff level elsewhere in the organization. We anticipate having a proposal for Board consideration later this summer. Specifically, staff will pursue federal Homeland Security funds that may become available for use in District projects.
- Staff will examine potential revenue from the Federal Highway Administration and Bay Area Air

Quality District associated with implementation of value pricing of tolls.

- Staff is already investigating opportunities to expand concession opportunities at the Bridge. Initial ideas have included bike rentals and audio tours. In both cases, the revenue-generating potential was much smaller than expected and the staff support necessary to implement and monitor the programs was significant. We are continuing to examine other concepts, including Bridge tours, which may have more significant revenue generation potential.
- Staff has begun work on expanding the parking meter program at the Bridge so visitor revenue is increased while continuing to allow staff to park at their worksite. Staff will also explore the possibility of charging a parking fee for tour buses at the Bridge. We are looking at ways to maximize revenues from visitor-related services through reduced operating costs for the gift shop and cafe as well as through increased revenue generation. The FY 2003 budget includes funds for marketing of the gift shop to local residents in addition to visitors. Staff will also explore the possibility of establishing a jointly operated Gift Center at Vista Point with the State of California, Department of Transportation.
- Staff will pursue opportunities for one-time and on-going revenue streams from the Metropolitan Transportation Commission (MTC) and Caltrans. It is our intent to approach both organizations for assistance in funding on-going activities such as annual bridge maintenance, tow truck services, and transit operations. It is not possible to estimate the impact of this initiative but staff believes that funds can be made available in partnership with the District.
- Staff will work to ensure that the District's funding needs are included in any state-wide or county-level funding initiatives that may go to the voters for consideration.
- Staff will review arrangements and agreements with local agency partners, such as Marin and Sonoma Counties, to determine if the District's interests and needs are adequately and fairly addressed in light of our financial crisis.
- Staff will investigate the feasibility of implementing, in conjunction with Caltrans, electronic toll collection transponder charges.
- Staff will work with the local jurisdictions to seek their help in subsidizing specific bus routes that the District may seek to discontinue but the local community may be desirous of maintaining.
- Staff will explore the possibility of creating a non-profit support organization to solicit, accept and grant monies for specific District projects and activities.
- Staff will explore the benefit of instituting a Golden Gate Bridge credit card and/or license plate program.

Additionally, staff will develop a program for public review and discussion of toll rates and the needs for changes to the toll rates on a regular basis, approximately every one to three years. In this way, the Board of Directors will be able to make a timely determination regarding the need for further toll or transit fare increases. This will be carried out as an integral part of the budget development and financial planning activities of the District.

EXPENSE REDUCTION STRATEGIES:

The Board has also discussed several methods for attaining cost reductions and cost containment in addition to revenue enhancement. These discussions have included a wide range of ideas for further consideration and action.

- Over the past three years, staff has incrementally downsized the bus service by judiciously trimming non-productive trips from the system. Thus far, this trimming has impacted less than 25% of the service on any individual route. Staff is now developing a program for significant, system-wide service reductions that result in reduced costs over the long-term. This expansion of service reduction activities is likely to result in impacts that exceed the 25% level. Public outreach and a public hearing will be necessary before these more significant service changes can be implemented. Staff intends to approach the system downsizing in an incremental fashion with implementation dates tied to the driver sign-up dates in December 2002 and March 2003 and beyond. Reports will be made to the Board at several key points throughout the process as we work towards downsizing. The process will include multiple opportunities for public input and a public hearing. Non-core transit services will also be subject to elimination.
- Ferry services have grown during the past four years with the introduction of two fast ferries. Staff now intends to review the effectiveness of each ferry trip and the cost savings associated with elimination of individual trips. This review will include a focus on non-peak service and weekend service. We will also examine the seasonality of ridership to determine if certain services should be offered only some months of the year. Non-core services that do not fully cover their costs will also be subject to elimination.
- In addition to these significant cost reduction strategies, staff is examining opportunities to reduce costs through increased efficiencies and cost sharing. Recent examples of this include partnering with MTC to reprint FasTrak brochure and materials to include TravInfo information also. This saves the District \$130,000 in this budget year. Administrative costs for the workers compensation program have also been reduced by \$90,000 per year due to better management of cases and a reduced number of outstanding cases.
- Staff intends to approach the Union Coalition in conjunction with the negotiations that will get underway in approximately nine months regarding a program of cost containment strategies for discussion and consideration. These will be followed by discussions with the Amalgamated Transit Union as well. It is not our intention to open negotiations at this time but instead to take advantage of the upcoming window of opportunity to develop sustainable solutions that maintain the District's reputation as a good place to work while reducing costs effectively.
- Staff will prepare information for Board consideration regarding implementation of a two-year salary freeze for District employees, particularly for non-represented staff. Staff will also consider efforts to reduce Health Plan benefit costs through implementation of a cap on benefit levels.
- Staff is also working on developing proposals for employee "early-outs." This program will take advantage of the recently approved "2% at 55" retirement option. Staff will examine further improvements to that aspect of our retirement program but anticipates that they will be too costly to implement, based on earlier reviews of this issue. Other inducements, however, will be examined with the goal being a financially sound approach to downsizing that minimizes the need for layoffs. It is important to understand that an "early-out" program applied across the Board may leave the District without employees in key positions. Our goal is not to end up needing to hire people as a result of any "early-out" program. Therefore, staff is taking a deliberative approach to development of such a program so that it works to the benefit of the organization and the employees who choose to take advantage of this potential window of opportunity.
- A comprehensive staff suggestion program is being implemented that expands upon the success of such programs in some of our departments. Suggestion boxes are being placed throughout the District and an e-mail mailbox that is available from work or home e-mail systems is in the works as well. District employees have received a letter from the General Manager outlining our financial problem and encouraging them as the front-line job experts to submit any idea they may have for reducing costs. These ideas will be reviewed first by the Auditor-Controller's office to determine their potential for cost savings and to ensure that all ideas are looked at with fresh perspective.

- Staff will investigate opportunities to work with personnel from the U.S. Treasury Department's Secret Service to assist agencies such as the District in our security efforts.
- Staff will explore the financial advantages and disadvantages of being self-insured.

A significant component of the District's effort to achieve a sustainable financial future will include development for Board consideration of a proposal to place a maximum limit on the amount of toll revenues that are used annually to subsidize transit services. This is expected to come before the Board for consideration later this year.

This *Strategic Plan* includes a system of revenue enhancements and cost reductions that should eliminate the need to spend from our greatly reduced reserves in Fiscal Year 2004. It will take several months for all of the strategies listed above to be fully developed and we are committed to working with the Board to achieve this financial goal.

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SONOMA COUNTY TRANSPORTATION AUTHORITY STAFF REPORT

DATE: July 22, 2002

TO: Sonoma County Transportation Authority (SCTA)

FROM: Suzanne Wilford, Executive Director

SUBJECT: **ITEM VI:** TEA Reauthorization Priorities & the Marin/Sonoma Narrows Funding Plan

ISSUE

What are the priorities for the SCTA for the upcoming TEA reauthorization process? How shall the SCTA respond to the letter from Marin County about this matter? Shall the SCTA establish a Marin/Sonoma Narrows working group to review and advise the SCTA on funding mechanisms available to the Narrows project?

BACKGROUND

Every six years Congress reauthorizes the federal transportation legislation that governs transportation policies and funding. The next reauthorization will take place in 2003 and our federal representatives have requested information on our top transportation priorities that could receive federal funds. Additionally, Marin County has requested information on the priorities of the Sonoma County Transportation Authority and the Sonoma County Board of Supervisors. (See attached letter)

In October 2001 the SCTA unanimously adopted the *2010 Construction Strategy* for Highway 101. This policy position addresses a funding and implementation approach for the Highway 101 element of the *Countywide Transportation Plan*. Under the *2010 Construction Strategy* Highway 101 has been divided into seven segments – including one in Marin – and a funding approach has been identified for each segment. To date, four of the projects are fully funded and two projects are partially funded and will use GARVEE bonds for the construction phase. The last project, the Marin/Sonoma Narrows, has received adequate funding for the environmental, design and right of way phases but still needs construction funds totaling approximately \$400 million. Both the Marin and Sonoma Boards of Supervisors have passed resolutions of support for the *2010 Construction Strategy* and the Marin Congestion Management Agency and the Business Transportation and Housing Agency have expressed support.

The *2010 Construction Strategy* calls on state and federal discretionary funds as the primary source of revenue for constructing the Marin/Sonoma Narrows project. Caltrans is in the process of creating a funding plan. The preliminary estimates of the plan call for \$160 million in federal funding, \$160 million in state discretionary funding and approximately \$40 million each from the Sonoma County & Marin County STIP shares.

Obtaining the \$160 million in federal funds can only be done through the reauthorization process by obtaining an earmark for a demonstration project.

The second major component of the *Countywide Transportation Plan* is passenger rail service on the Northwestern Pacific rail line. The SCTA is actively involved in the development of this service in Sonoma and Marin Counties. Specifically, the SCTA has supported efforts to secure funding from the state and federal governments through the Traffic Congestion Relief Program (\$37 million) and federal transit appropriations (\$7 million) and has supported the development of the necessary planning and

engineering studies associated with a start up rail system. Additionally, the SCTA supports legislation to create the SMART District that will consolidate ownership of the rail line and be responsible for future operations.

Obtaining additional federal transit appropriations for the SMART project can occur annually through the transit program. Strategically it is not a good approach to seek an earmark as a demonstration project for several reasons. First, even if an earmark were secured the Federal Transit Agency would disallow access to the funds until an operating source is in place. Second, an earmark would directly compete with the Narrows project. Third, there is a regional agreement that lists two rail projects as the highest priority in the Bay Area. If Sonoma and Marin challenge that agreement by seeking an earmark it could result in the loss of support from the Bay Area delegation for the Narrows project and harm the North Bay's standing as a regional partner. Finally, the SMART project does not need significant capital funding at this juncture but could use annual appropriations to further develop station sites. Presently federal funds are being used to develop multi-modal facilities in Healdsburg, Windsor, Petaluma and Cotati.

Staff proposes the following recommendation.

- Request an earmark of \$160 million in demonstration funds for the Marin/Sonoma Narrows. A portion of this earmark should be designated as funding for a bike/pedestrian path that parallels Highway 101 and the rail line within the limits of the Narrows project.
- Maintain SMART's designation as an eligible project under the New Starts program.
- Develop a five-year plan for requesting annual appropriations for station site development for the SMART project.

While the request for \$160 million may seem a steep hurdle to overcome staff is investigating an option that could allow the funding to be spread over more than one authorization period if necessary but would guarantee the necessary level of participation from the federal level.

In addition to submitting the priority projects to elected officials and monitoring the developments associated with TEA reauthorization, Chair Mackenzie has proposed that a working group made up of members of the SCTA be established to review and validate the funding plan associated with the Marin/Sonoma Narrows and to advise the SCTA. Chair Mackenzie has asked Directors Kerns, Smith, Healy, Allen and Costello to serve on the working group.

REQUESTED ACTION

Consider adoption of a letter to Representatives Woolsey and Thompson, to Senators Boxer and Feinstein and to Marin County on the priority transportation projects in Sonoma County that seek federal funding through the TEA-21 reauthorization process.

Confirm the creation of a Marin/Sonoma Narrows working group for the purposes of reviewing the financial plan for the project.

DEPARTMENT OF PUBLIC WORKS

P. O. Box 4186, San Rafael, CA 94913-4186 • 415/499-6528 • FAX 415/499-3799

COUNTY OF MARIN
www.co.marin.ca.us/pw

Mehdi Madjd-Sadjadi, P. E.
Director

June 25, 2002

Suzanne Wilford, Executive Director
Sonoma County Transportation
Authority
520 Mendocino Avenue, Suite 240
Santa Rosa, CA 95401

Mike Krystal, County Administrator
County of Sonoma
575 Administration Drive
Santa Rosa, CA 95403

Re: TEA-21 Reauthorization

Dear Colleagues:

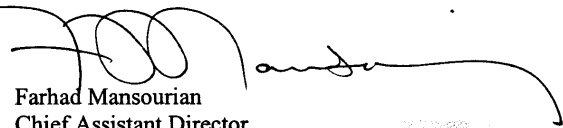
The Marin County Board of Supervisors is preparing to select "project(s)" that would be Marin's choice to be earmarked for TEA-21 Reauthorization Act. At their transportation workshop on June 4th, it was discussed that the mutual interest between Marin and Sonoma Counties in speaking one voice on which projects to select would enhance our chances of bringing badly needed dollars to our counties for transportation.

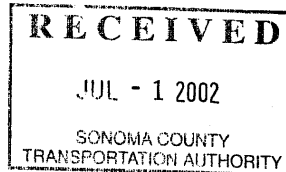
To that end, I have been asked to seek information from you as to which projects the Sonoma County Board of Supervisors and/or Sonoma County Transportation Authority will select for this particular federal earmarking.

Our Board is scheduled to discuss this issue again at their July 22nd transportation workshop meeting; consequently, your response prior to that date, if possible, would be greatly appreciated.

If you have any questions, please call me at 415-499-6570.

Very truly yours,


Farhad Mansourian
Chief Assistant Director



c: Board Members
Mehdi Madjd-Sadjadi
Mark Riesenfeld

FM:mr e:\farhad\scbos62402.doc

ADMINISTRATION
415/499-6570

ACCOUNTING
415/499-6528

AIRPORT
451-A AIRPORT ROAD
NOVATO, CA 94945
415/897-1754
FAX 415/897-1264

BUILDING MAINTENANCE
415/499-6576
FAX 415/499-3250

CAPITAL PROJECTS
415/499-7877
FAX 415/499-3724

ENGINEERING & SURVEY
415/499-7877
FAX 415/499-3724

COUNTY GARAGE
415/499-7380
FAX 415/499-3738

LAND DEVELOPMENT &
FLOOD CONTROL DISTRICT
415/499-6549

PRINTING
415/499-6377
FAX 415/499-6617

COUNTY PURCHASING AGENT
415/499-6371

COMMUNICATION MAINTENANCE
415/499-7313
FAX 415/499-3738

REAL ESTATE
415/499-6578
FAX 415/446-7373

ROAD MAINTENANCE
415/499-7388
FAX 415/499-3656

TRAFFIC ENGINEERING
415/499-6528

TRANSIT DISTRICT
415/499-6099
FAX 415/499-6939

WASTE MANAGEMENT
415/499-6647

SONOMA COUNTY TRANSPORTATION AUTHORITY STAFF REPORT
--

DATE: July 22, 2002
TO: Sonoma County Transportation Authority (SCTA)
FROM: Suzanne Wilford, Executive Director
SUBJECT: **ITEM VII:** FY2002/03 Preliminary Budget Issues

ISSUE

- A) Shall the SCTA adopt the FY2002/03 TFCA Budget?
- B) Shall the SCTA adopt a 3% cost of living adjustment in the FY2002/03 Budget?

BACKGROUND

A) In May the SCTA passed Resolution No. 2002-009 adopting the preliminary budget for the SCTA for FY2002/03. The TFCA attachment to the budget was inadvertently omitted from the Resolution. Staff is requesting the SCTA adopt the preliminary budget with the TFCA budget incorporated as attached to this staff report as Resolution No. 2002-010.

B) The SCTA has historically instituted cost of living adjustments (COLA) for employees in concert with the County as we use the same payroll system and job classification system. For FY2002/03 the County has approved a 3% COLA. This increase has been accounted for in the FY2002/03 preliminary budget however it was not called out specifically in the budget resolution. Appropriate language has been added to Resolution No. 2002-010 to allow the payroll division to make the necessary adjustments. A copy of the job classification table showing the increase is attached.

REQUESTED ACTION

Consider approval of Resolution No. 2000-010.

Resolution No. 2002-010

Sonoma County Transportation Authority
Santa Rosa, California
July 22, 2002

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA COUNTY TRANSPORTATION AUTHORITY, COUNTY OF SONOMA, STATE OF CALIFORNIA, ADOPTING A PRELIMINARY BUDGET FOR FISCAL YEAR 2002/2003

WHEREAS, a Preliminary Budget for Fiscal Year 2002/03 has been prepared by the Executive Director and reviewed by the Sonoma County Transportation Authority.

WHEREAS, the Preliminary Budget includes funding for a 3% cost of living adjustment for SCTA employees for Fiscal Year 2002/03

NOW, THEREFORE, BE IT RESOLVED that the Fiscal Year 2002/03 Preliminary Budget for the Sonoma County Transportation Authority, attached hereto and marked "Exhibit A," is hereby adopted.

BE IT FURTHER RESOLVED that the Sonoma County Transportation Authority shall adopt a final budget at a duly noticed public hearing at 3:15 PM, September 9, 2002 in accordance with the provisions of Section 180108 of the Public Utilities Code and Ordinance No. 1 of the Sonoma County Transportation Authority.

BE IT FURTHER RESOLVED that the Cities and County of Sonoma will contribute revenue as described in "Exhibit A" payable by the end of the first quarter of Fiscal Year 2002/03 to the Sonoma County Transportation Authority.

BE IT FURTHER RESOLVED that the Executive Director, acting as Clerk of the Authority, shall deliver a certified copy of this resolution to the Sonoma County Auditor-Controller.

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

Director Allen
Director Costello
Director Fox
Director Healy
Director Jehn
Director Kelley

Director Kerns
Director Mackenzie
Director Schaffner
Director Smith
Director Spooner
Director Wright

Ayes:

Noes:

Absent:

Abstain:

SO ORDERED

I, the undersigned, certify that the foregoing resolution was duly adopted at a regular meeting of the Board of Directors of the Sonoma County Transportation Authority held on July 22, 2002.

Suzanne Wilford, Executive Director
Clerk, Sonoma County Transportation Authority

Sonoma County Transportation Authority
FY 02-03
Budget Index # 798017

Sub-Object #		Actual 2000-01	Budgeted 2000-01	Estimated 2001-02	Budgeted 2001-02	Requested 2002-03	Amount of Change	Percent Change
Revenues								
1700	Interest	9,408	3,000	2,513	5,000	3,000	(2,000)	-40.00%
2500	State - STIP 2000	4,000	0	137,500	235,000	235,000	0	0.00%
2500	State - STIP 2002	0	0	0	200,000	0	(200,000)	-100.00%
2900	Other	14,590	0	5,000	5,000	0	(5,000)	-100.00%
2900	SMART (1)	0	0	0	0	7,000	7,000	N/A
2901	County	66,219	66,219	71,635	71,636	77,370	5,734	8.00%
2910	Cities	71,181	71,181	78,365	78,364	84,630	6,266	8.00%
2920	MTC Contribution	140,000	140,000	140,000	140,000	140,000	0	0.00%
3980	Prior Year Adjustment	0	0	30,623	0	0	0	0.00%
4040	Miscellaneous	0	0	520	0	0	0	0.00%
4109	Outdate / Cancel Warrant	0	0	0	0	0	0	0.00%
4620	TFCA (1)	9,081	29,900	18,570	30,000	0	N/A	N/A
TOTAL		314,479	310,300	484,726	765,000	547,000	(188,000)	-24.58%
Expenditures								
Salaries and Benefits								
5100	County Employee Salary	151,921	168,756	173,190	188,533	210,000	21,467	11.39%
5110-5400	County Employee Benefits	47,538	47,976	49,664	59,750	75,000	15,250	25.52%
5190	Agency Extra Help	0	0	0	0	0	0	0.00%
5900	Salary Savings	0	3,420	0	182	0	(182)	-100.00%
5904	MOU Balancing Adjustment	0	0	0	(1,465)	0	1,465	0.00%
SUBTOTAL		199,459	220,152	222,854	247,000	285,000	38,000	15.38%
Outside Contracts/Services								
6521/6630	Audit/General Accounting	8,100	7,200	8,700	8,700	9,500	800	9.20%
6629	Fiscal Accounting Services	7,710	13,728	18,228	9,000	20,063	11,063	122.92%
6570	Consultant Services	24,401	39,000	278,038	475,000	140,000	(335,000)	-70.53%
6519/6540	Contract Services	27,717	10,000	600	0	0	0	N/A
6521	County Services Contract	0	18,500	153	0	0	0	N/A
6610/6642	Legal Services	6,961	5,000	12,024	7,500	15,000	7,500	N/A
SUBTOTAL		74,889	93,428	317,743	500,200	184,563	(315,637)	-63.10%
Operational Expenditures								
6820/6889/6890/7402/7450	Computer Services & Hardware	0	5,000	10,165	8,000	8,000	0	0.00%
7400	Data Processing	16,448	0	7,339	5,000	5,000	0	N/A
6400	Office Supplies	3,430	4,000	2,456	4,000	5,000	1,000	25.00%
6410	Postage	4,936	6,000	4,315	6,000	6,000	0	0.00%
6430	Printing Services	9,817	8,000	13,593	10,000	10,000	0	0.00%
6800	Public/Legal Notices	293	750	176	500	500	0	0.00%
6840	Rents/Leases-Bldgs/Imp	18,497	0	19,101	19,500	20,475	0	N/A
6415	Subscriptions	690	500	677	750	1,000	250	33.33%
6103	Liability Insurance	0	0	0	0	5,000	5,000	N/A
6040/6049	Telephones	2,097	3,000	2,146	3,000	3,500	500	16.67%
7302/7303	Travel	11,267	12,500	13,027	12,500	12,500	0	0.00%
SUBTOTAL		67,475	39,750	72,995	69,250	76,975	6,750	9.75%
Reimbursements								
8700	Reimbursements - TFCA (1)	0	0	0	0	(20,000)	(15,000)	-50.00%
SUBTOTAL		0	0	0	0	(20,000)	(15,000)	-50.00%
TOTAL		341,823	353,330	613,592	816,450	526,538	(285,887)	-35.02%
Total Revenue		314,479	310,300	484,726	765,000	547,000	(188,000)	-24.58%
Total Expenditures		341,823	353,330	613,592	816,450	526,538	(285,887)	-35.02%
Change in Fund Balance		(27,344)	(43,030)	(128,866)	(51,450)	20,462	97,887	
FUND BALANCE		162,232		33,366		53,828		

(1) GASB 34 requires the use of expenditures and revenues (or reimbursements) for transfers between funds; operating transfers are no longer used.

Sonoma County Transportation Authority - TFCA PROGRAM
FY 02-03 Budget Index #798108

Sub-Obj.		Actual 2000-01	Budgeted 2000-01	Estimated 2001-02	Budgeted 2001-02	Requested 2002-03	Amount of Change	Percent Change
Revenues								
1700	Interest on Pooled Cash	43,490	0	40,016	0	0	0	0.00%
2900	TFCA Funds - Vehicle Registration Fees	555,244	532,506	576,216	907,602	569,681	-337,921	-37.23%
	Total	598,734	532,506	616,232	907,602	569,681	-337,921	-37.23%
Expenditures								
6573	Administration Costs							
	Transfer Administration Costs (1)	0	0	0	0	20,000	-10,932	-35.34%
	Subtotal	0	0	0	0	20,000	-10,932	N/A
8010	Distribution to Cities							
	Cotati	0	0	0	0	0	0	0.00%
	Petaluma	0	0	117,310	0	256,302	256,302	0.00%
	Rohnert Park	0	56,942	0	35,000	0	-35,000	-100.00%
	Santa Rosa	182,076	205,588	153,615	249,755	287,120	37,365	14.96%
	Sebastopol	0	0	0	0	26,150	26,150	0.00%
	Sonoma	0	0	0	0	0	0	0.00%
	Windsor	0	0	0	0	39,731	39,731	0.00%
	Sonoma County Transit	0	0	0	0	0	0	0.00%
	PY Encumbrances Added to Budget	0	295,563	0	319,075	312,406	-6,669	-2.09%
	Subtotal	182,076	558,093	270,925	603,830	921,709	317,879	52.64%
8032	Distribution to County Agencies							
	Sonoma County Transit	0	134,835	146,165	406,746	244,585	-162,161	-39.87%
	PY Encumbrances Added to Budget	0	0	134,835	134,835	260,581	125,746	93.26%
	Subtotal	0	134,835	281,000	541,581	505,166	-36,415	-6.72%
8620	Operating Transfers- Within a fund							
	Transfer Administration Costs (1)	9,081	29,900	20,570	30,932	0	N/A	N/A
	Subtotal	9,081	29,900	20,570	30,932	0	N/A	N/A
9801	Prior Year Encumb - Contrib Govt.							
	Prior Year Encumb - Contrib Govt. Agency	42,112	151,685	0	55,960	0	-55,960	-100.00%
	Subtotal	42,112	151,685	0	55,960	0	-55,960	-100.00%
	Total	233,269	874,513	572,495	1,232,303	1,446,875	214,572	17.41%
	Total Revenue	598,734	532,506	616,232	907,602	569,681	-337,921	-37.23%
	Total Expenditures	233,269	874,513	572,495	1,232,303	1,446,875	214,572	17.41%
	Change in Encumbrances	-62,623	0	-119,076	0	0	0	
	Change in Fund Balance	302,842	-342,007	-75,339	-324,701	-877,194	-552,493	170.15%
	UNRESERVED FUND BALANCE	435,318		359,978		55,771 (2)		

- (1) GASB 34 requires the use of expenditures and revenues (or reimbursements) for transfers between funds; operating transfers are no longer used. Subobject 6573 will be used for transfers beginning in FY 2002-03.
- (2) Prior year encumbrances affect Reserved Fund Balance and are not included in the Unreserved Fund Balance calculation.

Sub-Obj.	Revenues	Re-Budgeted 2000-01	Re-Budgeted 2001-02	Requested 2002-03
8010	<i>PY Encumbrance Distribution to Cities</i>			
	Cotati	0	0	0
	Petaluma	125,179	125,179	7,869
	Rohnert Park	0	0	35,000
	Santa Rosa	143,153	166,666	242,306
	Sebastopol	20,890	20,890	20,890
	Sonoma	0	0	0
	Windsor	0	0	0
	Sonoma County Transit	6,341	6,341	6,341
	Total	295,563	319,075	312,406
8032	<i>PY Encumbrance Distribution to County Agencies</i>			
	Sonoma County Transit	0	134,835	260,581
	Total	0	134,835	260,581

**50/50 Road Mile / Population Split
SCTA FY2002/03 Preliminary Budget Request**

Jurisdiction	2002/03 50% Road Miles 50% Population	2002/03 Contribution	2001/02 50% Road Miles 50% Population	2001/02 Contribution	Increase Amount	Increase Percent
Cloverdale	0.011296	\$ 1,830	0.010607	\$ 1,621	\$ 209	10.1%
Cotati	0.011434	1,852	0.012080	\$ 1,784	68	7.0%
Healdsburg	0.021571	3,495	0.020938	\$ 3,169	326	9.2%
Petaluma	0.089004	14,419	0.088419	\$ 13,237	1,182	8.2%
Rohnert Park	0.063285	10,252	0.063529	\$ 9,325	927	6.4%
Santa Rosa	0.259185	41,988	0.256622	\$ 39,376	2,612	10.5%
Sebastopol	0.013444	2,178	0.014092	\$ 2,098	80	7.7%
Sonoma	0.016298	2,640	0.016863	\$ 2,507	133	7.6%
Windsor	0.036889	5,976	0.034906	\$ 5,248	728	8.6%
County	0.477595	77,370	0.481944	\$ 71,636	5,734	7.6%
	1	\$ 162,000	1	\$ 150,001	\$ 11,999	8.4%

2002/03 amounts based on Department of Finance population estimates on January 1, 2001 and historic centerline miles.

<p style="text-align: center;">SONOMA COUNTY TRANSPORTATION AUTHORITY STAFF REPORT</p>

DATE: July 22, 2002

TO: Sonoma County Transportation Authority (SCTA)

FROM: Suzanne Wilford, Executive Director

SUBJECT: ITEM VIII: 2000 Census Impacts on Transit Funding

ISSUE

What is the status of transit funding given the 2000 census data?

BACKGROUND

The 2000 Census data has caused two significant changes to the manner in which transit funding will be allocated in Sonoma County. The Census Bureau uses urbanized areas (UZA) to identify how federal transit funding will be distributed. In the past the Santa Rosa UZA was a small UZA (under 200,000) and included the service area in and around the city. Due to population increase, the Santa Rosa UZA will now be a large UZA (over 200,000). Additionally, the Petaluma area has been designated a small UZA. These new designations will result in an increase in funding for the operators in Sonoma County.

Attached is a table that shows the estimated revenues for FY02/03.

The good news is these new funds will be able to backfill the dramatic reductions that have occurred in TDA and STA, the state funding sources for transit. As a result the transit operators do not anticipate cuts in service this year.

Additionally, by becoming a large UZA, the Santa Rosa area will be eligible to receive section 5307 funds for fixed guide-way that can go toward the SMART project.

The downside to these new designations is that Santa Rosa can no longer use federal funds for operations unless they are granted an exception. Efforts are being made to provide that exception for FY02/03 and to change the policy during the reauthorization process next year.

Staff is proposing to send a letter of support to Congress expressing the importance of Santa Rosa being allowed to continue to use federal funds for operating. Staff will also continue to monitor how the new UZA designations will affect transit funding in Sonoma County and report any issues of concern.

REQUESTED ACTION

Review the proposed letter of support to the Sonoma County legislative delegation and provide direction to staff.

Comparison of Regional Transportation Plan Projections (1990 Census UAs) to FTA Preliminary Apportionments (2000 Census)
 FY 2002-03 Section 5307 Funds

Section 5307	1990 Census UA	2001 RTP Projection (Based on 1990 Census)	2000 Census UA	Preliminary Apportionments (Based on June 25th FTA information)	Difference (\$)	Difference (%)
Large UAs	San Francisco-Oakland	\$ 133,723,000	San Francisco-Oakland	\$ 124,613,798	\$ (9,109,202)	-6.81%
	San Jose	\$ 35,308,000	San Jose	\$ 36,605,621	\$ 1,297,621	3.68%
			Antioch	2,814,840	\$ 767,840	37.51%
			Concord	6,014,984	N/A	N/A
			San Rafael-Novato	1,200,220	N/A	N/A
			Santa Rosa	3,275,903	\$ 456,903	16.21%
	SUBTOTAL	\$ 169,031,000	SUBTOTAL	\$ 174,525,366	\$ 5,494,366	3.25%
Small UAs	Fairfield	\$ 1,317,000	Fairfield	1,831,377	\$ 514,377	39.06%
	Napa	\$ 1,054,000	Napa	1,104,562	\$ 50,562	4.80%
	Vacaville	\$ 1,088,000	Vacaville	1,287,350	\$ 199,350	18.32%
	Antioch	\$ 2,047,000	Gilroy-Morgan Hill	913,954	N/A	N/A
	Santa Rosa	\$ 2,819,000	Livermore	1,080,033	N/A	N/A
			Petaluma	806,382	N/A	N/A
			Vallejo	2,721,533	N/A	N/A
	SUBTOTAL	\$ 8,325,000	SUBTOTAL	\$ 9,745,191	\$ 1,420,191	17.06%
	TOTAL	\$ 177,356,000	TOTAL	\$ 184,270,557	\$ 6,914,557	3.90%