

Citizens Advisory Committee

AGENDA

October 25, 2004 – 4:00 p.m.

Sonoma County Transportation Authority
520 Mendocino Avenue, Suite 240A, Santa Rosa, California

Directors

Paul Kelley, Chair
Sonoma County

Robert Jehn, V. Chair
Cloverdale

Steve Allen
Windsor

Bob Blanchard
Santa Rosa

Joe Costello
Sonoma

Patricia Gilardi
Cotati

Mike Healy
Petaluma

Linda Kelley
Sebastopol

Mike Kerns
Sonoma County

Lisa Schaffner
Healdsburg

Tim Smith
Sonoma County

Vicki Vidak-Martinez
Rohnert Park

SCTA Staff

Suzanne Wilford
Executive Director

Janet Spilman
Sr. Transportation Planner

Elijah Henley
Sr. Transportation Planner

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ITEM

- I.** Introductions
- II.** Consent Items - **DISCUSSION/ACTION**
 - A. Approval of Minutes from August 30, 2004
 - B. Approval of Agenda
- III.** Announcements/Reports – **DISCUSSION/ACTION**
 - A. TPLUS Meeting report
 - B. Regional Bike Program – Call for Projects
 - C. Caltrans funding issues
 - D. SMART report
- IV.** SCTA Sales Tax Measure Update – **DISCUSSION/ACTION**
 - A. Measure M
 - B. Other sales tax measures in the Bay Area
- V.** Transit Forum Report – **DISCUSSION/ACTION**
- VI.** Announcements / Other Business - **DISCUSSION**
- VII.** Adjournment - **ACTION**

The next **S C T A** meeting will be held **November 8, 2004**
The next **C A C** meeting will be held **November 29, 2004**

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

SONOMA COUNTY TRANSPORTATION AUTHORITY CITIZENS ADVISORY COMMITTEE

MINUTES
Monday, August 30, 2004

ATTENDEES

Bob Anderson, United Winegrowers	Jack Macy, Central Sonoma County
Dennis Battenberg, PCCA	Dusty Rhodes, Senior Community
Steve Birdlebough, Friends of SMART	Willard Richards, League of Women Voters
Linda Branscomb, 2 nd District	Don Sanders, Sierra Club
George Ellman, Transportation & Land Use Coalition	Pat Siefers, SCTA
Dennis Harter, Sonoma County Alliance	George Steffensen, Operating Engineers #3
Kathy Hayes, North Bay Realtor Association	Len Swenson, Conservation Action
Elijah Henley, SCTA	Suzanne Wilford, SCTA
Jim Killean, Local Union Operating Engineers #3	

ITEM

I. Introductions

II. Consent Items - **DISCUSSION/ACTION**

A. Approval of Minutes from June 21, 2004

Mr. Richards pointed out that his name was incorrect on the list of attendees and on page 3 of the minutes. Mr. Richards also mentioned that Dennis Harter's name was also incorrectly spelled on page 3. The minutes were approved unanimously with these corrections.

B. Approval of Agenda

The agenda was approved unanimously.

III. Announcements/Reports – **DISCUSSION/ACTION**

A. Update on Caltrans projects

Ms. Wilford reported that the 12 to Steele project that SCTA was working very closely with Caltrans and CTC to get the bid out this year is not going to happen. The 12 to Steele project will be delayed until 2005/06. There is not any money. The State is not doing any allocations at this time. We had hoped that they would allocate in August. However, they announced they would not be doing any allocations until at least December. That's pending the outcome of Proposition 68, and 70. If those measures fail then there is potentially \$1.2 billion that will be made available to transportation as part of the loan payback. \$6 billion total has been loaned from transportation to the General Fund. If that payback occurs then they may allocate some projects in December, January or February. If that

happens we may be able to move forward with the Steele Lane Interchange component of the project in 2004/05 and come back with the mainline in 2005/2006. We are looking at a year delay for the mainline and that does not even address the cost increase issues of the project.

Ms. Wilford reported that the draft environmental document was released last month for Wilfred Avenue. The comments period is closed already but copies are available online at the Caltrans website. That project is moving forward in terms of the environmental work getting completed yet the construction funds got pushed out to 2008/09.

Ms. Wilford gave a brief report on the increase of the Bay Bridge costs.

B. State funding crisis in transportation

Ms. Wilford stated that there are several levels of funding problems at the State. The first is Proposition 42; at the state level 70% of the voters voted for it, yet we got virtually no money from that. It was moving the sales tax from the gasoline to fund transportation. Every year they declare a fiscal emergency and that money goes back to the General Fund. There is an effort to try and prevent this from happening again. There is an effort to try and fix proposition 42, and backfill the gap as well. This issue won't be addressed until next year. There is also discussion to try and firewall transportation funding.

Related to this item Ms. Wilford handed out a news article (green) and a press release (white) from the Transportation Agency for Monterey County.

C. Release of adopted Comprehensive Transportation Plan

Ms. Wilford handed out the latest version of the updated and final adopted Comprehensive Transportation Plan (CTP) to the CAC members. Ms. Wilford gave a brief overview of the new layout of the document.

There was discussion among the group about some of the maps in the document with an explanation provided by Mr. Henley.

D. Regional Bike Program – Call for Projects by MTC

Ms. Wilford reported that MTC would be issuing a call for projects in the near future for their regional bike program. This is a funding source that is competitive throughout the nine Bay Area counties. The local jurisdictions can submit projects. The projects have to be part of the regional bike program and the local bike plan. All of our projects match up and there might be some projects submitted from Sonoma County for this funding source.

IV. SCTA Sales Tax Measure Update – **DISCUSSION/ACTION**

A. Measure M

Ms Wilford handed out a news article (blue) from the Marin Independent Journal about who opposes the sales tax plan in Marin County and it is not dissimilar from Sonoma County. They have drawn opposition from the taxpayers association. The Sierra Club and other environmental organizations in Marin are supporting their measure.

The SCTA sales tax is now officially Measure M. A campaign committee has been formed called the Taxpayers For Better Transportation. They are in the process of raising money, hiring consultants, and developing a strategy to educate the voters. The good news is that they conducted a preliminary poll and it shows clearly that once voters knew what the projects were and how much it would cost they supported it by 71%. Without that education it is between 62-67%. It is tailoring the message and targeting that last 7% or 8% in our direction.

There was discussion about adding a human element to the measure.

B. Other sales tax measures in the Bay Area

Ms. Wilford handed out a list from the Self-Help Counties Coalition of Countywide Transportation Sales Tax Measures on the Ballot in November 2004 throughout the state. They are all half cent except for Sonoma County.

There was discussion about the cost per capita, and what is the biggest opposition to the tax measure.

Mr. Birdlebough gave a brief update on the conservation efforts.

There was discussion on the marketing approach that would target voters.

V. Transit Forum – **DISCUSSION/ACTION**

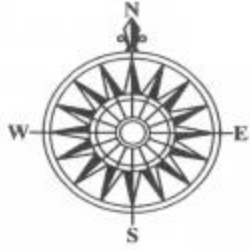
Mr. Battenburg announced that a Transit Forum would be held on September 22, 2004. The Transit Forum is an open discussion on public transportation. Ms. Wilford passed out the Transit Forum Flyers to the group with an open invitation.

VI. Announcements / Other Business - **DISCUSSION**

Mr. Birdlebough handed out a copy of a sample letter that was passed out today at the campaign meeting that can be used to obtain endorsements.

VII. Adjournment - **ACTION**

The meeting adjourned at 5:05 PM.



Staff Report

To: TPLUS Steering Committee
From: Janet Spilman
Re: Item 3: Guidelines for TPLUS Steering Committee
Date: September 29, 2004

Thank you for agreeing to participate in SCTA's TPLUS Steering Committee. This group will be an important part of SCTA's development of our Transportation and Land Use policy statement. Your recommendations will help to develop local TLC and HIP funding programs and will lead to the production of a Best Practices Toolkit. To establish appropriate expectations and sense of purpose for the group, we want to lay out the following guidelines to help define and focus the TPLUS effort.

(1) Mission: The TPLUS Steering Committee will serve in an advisory role to the SCTA and make recommendations on the development of SCTA's draft policy statement for implementation of the TLC/HIP programs and for the creation of a Best Practices Manual.

(2) Membership: The Steering Committee will be most effective if it consists of a range of stakeholders including:

- City and County Planning Commissioners
- City and County Planning and Public Works Department staff
- Transit Operators (including SMART)
- Neighborhood representatives
- Affordable housing advocates
- Environmental advocates
- Bicycle and pedestrian advocates
- Representatives from development and business

Our goal is to get input from as broad a spectrum of interests as possible while still keeping the Steering Committee focused and at a manageable size.

(3) Process: The Steering Committee will provide expert input to SCTA staff who will make recommendations to SCTA's advisory committees and eventually the Board. Your viewpoints, opinions, and recommendations will be considered with highest regard. Ideally, the Steering

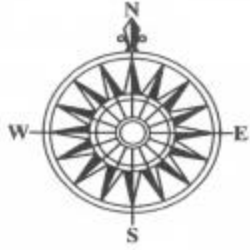
Committee will work towards consensus and general agreements, but we also want to leave room for alternative points of view and differing opinions.

(4) Timing: The Steering Committee will be constituted only for the period of time needed to perform its functions and achieve its mission, which we anticipate will take between 6 and 10 months. The Steering Committee is expected to meet at least monthly, sometimes more. A Call for Projects is anticipated for next fall.

(5) Meetings: The Steering Committee will participate in general and focused meetings (possible presentations include: SMART train presentation; Bus transit; Private Sector – developers, financing, HUD; Success stories around the Bay Area and elsewhere.

(6) Scope of Work: MTC has nearly completed its Transportation and Land Use Platform and TLC/HIP guidelines. The outcome of these meetings will be the production of a policy statement for implementation of the TLC/HIP programs and for the creation of a Best Practices Manual that complements these efforts.

Again, thank you in advance for your time and commitment to this critical effort. We look forward to your input, ideas and recommendations.



Staff Report

To: TPLUS Steering Committee
From: Janet Spilman
Re: Item 6: Draft Transportation and Land Use principles
Date: September 29, 2004

The development of a set of principles is the first step in the creation of a Transportation and Land Use policy statement, which will serve as basis for the implementation of the TLC and HIP funding programs and the Best Practices Manual.

In 1999 the Citizens Advisory Committee (CAC) of the SCTA hosted a series of Townhall Meetings around the county. From those meetings a series of vision statements were created to address each mode of transportation and land use. These statements were then compiled into the report *Getting Around Sonoma County in 2020 – A Vision for the Future*, adopted by the SCTA Board and subsequently incorporated into the 2001 Countywide Transportation Plan for Sonoma County. In 2003 the planning process began for the CTP update and the vision statements were discussed and adjusted.

The vision statements included in the 2004 CTP are:

- An improved jobs/housing balance that reduces the distance workers commute. This can be achieved through the active encouragement of projects that incorporate the principles of pedestrian or transit-oriented development (TOD) which connect housing to important activities of daily life such as: work, school, daycare, shopping, community events, etc.
- Communities that are walkable and pedestrian friendly.
- Local General Plans that will focus on city-centered growth.
- A transportation system that supports mixed-use developments.
- A transportation system that does minimal harm to air and water quality.

These should be considered a template for policy development as we move forward.



Agenda Item 4c (i)

METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Programming and Allocations Committee

DATE: April 14, 2004

FR: Executive Director

W.I.:

RE: Regional Bicycle and Pedestrian Programming Policies

Background

In December 2003 the Commission created a \$200 million Regional Bicycle and Pedestrian Program to fund the construction of the Regional Bicycle Network (as outlined in the Regional Bicycle Plan, adopted by the Commission in December 2001) and regionally significant pedestrian projects (to be determined). With the passage of Resolution 3609, the Commission requested that staff develop a proposal to “allow counties to credit some percentage of flexible dollars back to any county that has dedicated local funds to implementing elements of that county’s portion of the regional bike plan and regional pedestrian projects.”

In January 2004, the Bay Area Partnership requested that a task force comprised of CMA staff and bike/pedestrian advocates explore options for funding the Regional Bicycle/Pedestrian Program established by Resolution 3609. This group met on February 4th and 23rd to discuss program alternatives, including whether this program would be a regionally discretionary program or if it would be a return-to-source program run by the counties. The Task Force also discussed options for crediting regional funds back to counties.

Synopsis of Task Force Agreements

The Task Force reached consensus on four points outlined below:

1. The Regional Bicycle/Pedestrian Program will fund regionally significant projects (projects in the Regional Bike Plan and regional pedestrian projects to be determined).
2. The Task Force members will work together in the future to develop criteria to prioritize projects for funding through the Regional Bicycle/Pedestrian Program.
3. Allocation of program funds should ensure geographic equity over time (see table below).
4. The Task Force would review the project selection and delivery process after one complete cycle of STP/CMAQ funding is complete.

Regional Bicycle/Pedestrian Program Structure

There are two elements of the program structure that were discussed at greater length with the Task Force and partner agency groups:

1. Program administration
2. Crediting

Program Administration

The group generally agreed that, given the relatively small amount of annual funding in the Regional Bike/Ped Program, it should either be administered by the counties or MTC. During subsequent discussions with individual Task Force members and the Partnership, a compromise on program administration was reached as outlined below:

- CMAs will develop prioritized project lists with review from their Bicycle and Pedestrian Advisory Committees (BPAC)
- CMAs priorities would be adhered to up to the 75% county minimum (see below)
- Projects above the identified county minimum will be recommended by an advisory group from the prioritized project lists submitted by CMAs and selected by the Commission
- Counties that offer excess local match to projects would receive higher priority for the discretionary portion of the program and be programmed in early years
- Counties will be allowed to pool STP/CMAQ funds for early project delivery of large projects and still maintain geographic equity

Given the annual amount of funding available, staff recommends that funding in the second and third programming cycles be programmed at the same time, as a single four-year program covering FY 2006 to FY 2009. Partner agencies agreed to a 75% county minimum based on county population for the four-year funding cycle. The following table shows minimum guaranteed funding for each county in the upcoming four-year funding cycle totaling \$32 million.

COUNTY	POP SHARE	4-Year Minimum 75%
ALAMEDA	21%	\$ 5,107,755
CONTRA COSTA	14%	\$ 3,356,779
MARIN	4%	\$ 874,874
NAPA	2%	\$ 439,682
SANTA CLARA	25%	\$ 5,952,752
SAN FRANCISCO	11%	\$ 2,747,973
SAN MATEO	10%	\$ 2,501,837
SOLANO	6%	\$ 1,395,835
SONOMA	7%	\$ 1,622,513
Subtotal	100%	\$ 24,00,000
REGIONAL		\$ 8,000,000
Total Four-Year Programming		\$ 32,000,000

Counties would be guaranteed 100% of their county share based on population over a 12-year programming period (two federal authorization periods). This would allow more regional programming flexibility and still guarantee counties their population share over time. Attachment 1 includes a table of additional bicycle and pedestrian funds available over the span of *Transportation 2030*. The vast majority of these other funds feature a return-to-source guarantee for each county.