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Healdsburg

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Sonoma County

Planning Advisory Committee

AGENDA

Thursday March 17, 2005

9:00am – 11:00 am
SCTA Conference room

520 Mendocino Ave, Suite 240, Santa Rosa

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- I. Introductions and public comment on items not on agenda
 - II. Consent Items – DISCUSSION/ACTION
 - A. Approval of the Agenda
 - B. Approval of Minutes
 - III. Reports – INFORMATION/DISCUSSION
 - A. SCTA - Update on Measure M*
 - B. SMART*
 - C. MTC – HIP call for projects due March 25, next TLC call for projects early 2006.
 - IV. Presentation by MTC of TOD Policy* – DISCUSSION
 - V. Modeling Information sheet** – DISCUSSION/ACTION
 - VI. Adjourn – ACTION

*attachment included

**attached as separate document

SCTA Staff

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The next **PAC** meeting is April 21, 2005
The next **SCTA** meeting is April 11, 2005

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

SONOMA COUNTY TRANSPORTATION AUTHORITY PLANNING ADVISORY COMMITTEE

MINUTES
Thursday, February 17, 2005

ATTENDEES

Ron Bendorff, City of Rohnert Park	Mike Moore, City of Petaluma
Greg Carr, Sonoma County PRMD	Chuck Regalia, City of Santa Rosa
Peter Chamberlin, Town of Windsor	Steve Schmitz, Sonoma County Transit
Wayne Goldberg, City of Santa Rosa	Janet Spilman, SCTA
Elijah Henley, SCTA	Richard Spitler, City of Healdsburg
Rick Jones, Town of Windsor	Kenyon Webster, City of Sebastopol
Harvey Katz, GGBHTD	Suzanne Wilford, SCTA
Bruce Kibby, City of Cloverdale	David Woltering, City of Cotati

ITEM

I. Introductions and public comment on items not on agenda

A round of introductions were made.

Ms. Wilford gave a brief historical background on the TAC and the formation of the new Planning Advisory Committee (PAC).

II. Selection of Chair and Vice-Chair – DISCUSSION/ACTION

Ms. Wilford asked for nominations to elect officers to serve as Chair and Vice-Chair. Mr. Moore of the City of Petaluma volunteered to Chair the PAC. Mr. Carr of Sonoma County PRMD volunteered Jennifer Barrett Vice-Chair.

III. Consent Items – DISCUSSION/ACTION

A. Approval of the Agenda

B. Approval of Meeting Schedule

The consent items were approved unanimously.

IV. Function of Planning Advisory Committee – DISCUSSION/ACTION

A. Roster of Participants

B. Transportation Land Use Work Plan with MTC

Ms. Spilman reviewed the work plan that SCTA is engaged in with MTC regarding Transportation and Land Use issues.

Ms. Spilman handed out copies of the Comprehensive Transportation Plan. The plan has played an important factor in our sales tax measure.

C. Function/tasks

The issues and tasks of the PAC were discussed – they include long range transportation planning, transportation land use policy development and cumulative traffic impact analysis.

Mr. Henley gave an overview of the staff report that was presented to the SCTA Board of Directors regarding the status of the SCTA Travel Demand Modeling Program.

There was discussion surrounding the issues and concerns of the development of a regional mitigation fee program.

A suggestion was made to eliminate the association of the regional congestion mitigation fee, which is a policy matter and is controversial and generate disagreement so as not to jeopardize the modeling project. The new model should also look at the Lake County commute and the Mendocino County commute and single family occupancy of homes.

Another suggestion was made that the model needs to have the technical capability to assess and differentiate the county and city impacts.

II. Development of Best Practices Manual – DISCUSSION/ACTION

A. TOD/Smart Growth policies, countywide policy development

Ms. Spilman stated that a best practices manual for Transit Oriented Development needs to be prepared and a funding program needs to be implemented by the SCTA.

Ms Spilman stated that many jurisdictions in Sonoma County have addressed Smart Growth or Transit Oriented Development polices as part of their general planning process. Ms. Spilman requested that the PAC review the general plan information in the staff report and if found to be outdated that the jurisdictions submit updated General Plans to SCTA.

There was discussion about common elements and terminology used in the general plans.

A policy document with principles and goals is needed by the end of 2005 to aid in the list of projects eligible for the local TLC programs.

Ms. Spilman stated that the TPLUS ad hoc committee has met several times to discuss these issues. The goal is to focus on a broad policy recommendation that will be brought back to the PAC for refinement and to make practical and implement able. The policy would then be adopted by the SCTA.

B. Schedule

The Committee agreed to the schedule as presented. The PAC will meet at 9:00am on the 3rd Tuesday of every month (unless notified otherwise).

III. TLC/HIP funding program - DISCUSSION/ACTION description, begin developing list of projects

Ms. Spilman reported that there is a funding program under umbrella of the Transportation for Livable Communities (TLC). Funding is available in the amount of \$4.748 million to spend for specific projects over a 3-year period. This is transportation money, federal money with program guidelines. The SCTA needs to create a local program that is Sonoma County

oriented. SCTA would need to consider a list of criteria determine how to administer these funds.

Mr. Kibby asked staff to provide a simple outline of criteria eliminating the information that Sonoma County does not meet the qualifications.

Ms. Spilman pointed out that the TAC will also be considering criteria as well and joint meetings may be required.

IV. Items for future meetings: SMART Station Area Planning, Transportation Land Use Nexus – GIS Applications

Mr. Kibby recommended that the PAC begin working on the policies and best practices manual.

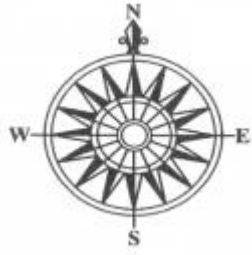
Ms. Spilman announced that at the next PAC meeting MTC will present their proposed TOD Policy and discuss station area planning.

Mr. Henley clarified that they would be looking at the rail corridor and establishing quantitative thresholds that could be reasonable, attainable and applied to the corridor. Not looking at each station individually but looking at it as a transportation corridor.

The next meeting will be held on Thursday, March 17, 2005 at 9:00 a.m.

V. Adjourn – ACTION

The meeting adjourned at 10:42 a.m.



Staff Report

To: Sonoma County Transportation Authority
From: Suzanne Wilford
Re: Item V-A: Strategic Plan Table of Contents
Date: March 14, 2005

Issue:

How should the content of the 2005 Strategic Plan be organized?

Background:

Below is a proposed Table of Contents for the 2005 Strategic Plan.

1. Executive Summary – Letter from the Chair
2. Background/Highlights of Measure M Program – History, mission, goals
3. Approach
 - i) Program Categories
 - ii) Programs and Projects
 - iii) Role of Project Sponsor
 - iv) Amendment Process
4. Program of Projects
 - i) Finance Plan
 - ii) Revenue Projections
 - iii) Debt Finance Plan
 - iv) First 5-Year Programming Cycle
 - v) Project Information Sheets
5. Appendices
 - i) Definitions
 - ii) Sample Funding Agreement
 - iii) Reporting Requirements & Performance Standards
 - iv) Sample Project Reporting Letter
 - v) Allocation Request Form
 - vi) Sample Resolution
 - vii) Project Information Sheet
 - viii) Population/Road Mile Formula
 - ix) Measure M Accounting Practices
 - x) Audit Requirements
 - xi) Traffic Relief Act for Sonoma County – Measure M Expenditure Plan

Policy Impacts:

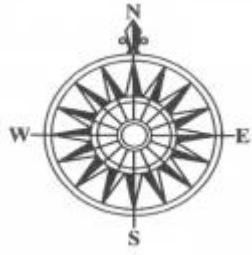
The 2005 Strategic Plan will guide the development of the Measure M sales tax program by providing policy guidance and programming funds to specific programs and projects.

Fiscal Impacts:

This item does not have a fiscal impact.

Staff Recommendation:

Consider the proposed table of contents for the 2005 Strategic Plan and provide direction to staff.



Staff Report

To: Sonoma County Transportation Authority

From: Suzanne Wilford

Re: Item V-B: Policy Issues – Measure M Implementation Approach

Date: March 14, 2005

Issue:

Shall the SCTA adopt certain policies related to the implementation of Measure M?

Background:

The SCTA is required to adopt a strategic plan to implement Measure M and that plan should provide policy guidance on a variety of issues such as: the definition of programs and projects, the role of the project sponsor, borrowing, investment principles, project amendments, etc.

The previous agenda item addressed the overall content of the 2005 Strategic Plan. This item focuses on item 3 in the table of contents – Approach. To guide the discussion on how to approach a number of policy related issues, the SCTA developed a list of questions ranging from how funds should be distributed to the detail of reporting on the status of a project. As the TAC, CAC and CBPAC worked through those questions and developed consensus on appropriate responses the SCTA staff began to develop the Approach section of the Strategic Plan.

Attached is the first draft of the Approach section and it includes several specific policy questions that require the direction of the SCTA Board.

Policy Impacts:

The Approach section of the 2005 Strategic Plan will establish policies related to the implementation of Measure M, including how funding is distributed, how projects are prioritized, who is responsible for projects and funds will flow.

Fiscal Impacts:

This item does not have a fiscal impact.

Staff Recommendation:

Consider the policy questions raised in the draft Approach section to the 2005 Strategic Plan and provide direction to staff.

2005 Strategic Plan – Approach to Measure M Implementation

i) Definition of Measure M Program Categories

Measure M provides for investment in three program categories. Each program category will receive a percentage share of sales tax revenues, currently estimated at \$470 million (in 2004 dollars) over a 20-year period.

The program categories include:

- Local Streets (40%),
- Highway 101 (40%), and
- Transit, Passenger Rail and Bicycle (19%).

One percent of the revenue is allocated for administration. Actual tax proceeds will be programmed in accordance with this percentage distribution. All tax proceeds within a category will be used only for projects related to that category.

All costs associated with the issuance of bonds, including debt service payments, issuance costs, interest, reserve requirements, and insurance shall be accounted for within that program category in which the bond proceeds were used.

Policy Question #1: Will borrowing between fund categories be allowed and if so under what conditions?

The SCTA has established a goal to have each program category meet its target on an annual basis. If one category has an unallocated surplus and another has greater need than funding available, funds may be shared between categories to minimize the amount of outside debt financing. Interest will be charged to the program category borrowing the funds based on the annual interest rate earned on other Measure M program categories. The repayment terms of each loan will be included as part of the Finance Plan section of the Strategic Plan.

ii) Measure M Programs and Projects

Measure M calls for the implementation of two specific programs – local street and road maintenance and local transit operations. It also calls for the completion of 36 specific transportation projects including Highway 101, bicycle/pedestrian routes, SMART rail development and local roadway improvements.

The programmatic components will be managed as follows:

Road maintenance funding will be allocated annually to each jurisdiction, unless other arrangements are requested. Allocations will be made during the final quarter of each fiscal year beginning in FY05/06. No later than February 1 of each year, the SCTA will provide each jurisdiction an estimate of the road maintenance allocation for the following fiscal year.

Jurisdictions will be allowed to bank their allocated amounts for no more than three years. If, after the close of the third fiscal year, minimal or no funds have been expended on maintenance projects the SCTA reserves the right to withhold the next year's allocation until the jurisdiction's balance is drawn down.

At the end of each fiscal year, the SCTA requires a letter from each jurisdiction outlining how the Measure M funding was spent, including a full accounting of the Measure M funds (including interest

earned), a description of what projects were completed and how performance standards were met (see Appendix ##).

If a letter including the required information is not received from a jurisdiction, the SCTA may withhold the next year's allocation until the requirement is met. The SCTA will conduct a random sample of audits on Measure M projects including local maintenance projects.

Bus transit funding will be allocated quarterly to each transit operator, beginning with the first allocation at the end of the first quarter of FY05/06. The annual estimate of Measure M funding will be included in the annual Coordinated Claim.

Transit operators will be required to submit a letter to the SCTA on an annual basis outlining how the Measure M funding was spent, including a full accounting of the Measure M funds (including interest earned), a description of what projects were completed and how performance standards were met (see Appendix ##).

If a letter including the required information is not received from a transit operator, the SCTA may withhold the next year's allocation until the requirement is met. Each transit operator must submit a copy of its annual audit that includes Measure M as a revenue source.

Policy Question #2: How will projects be prioritized in the Strategic Plan?

The projects specifically identified in Measure M will be managed as follows:

- a. Project sponsors will be required to complete a Project Information Sheet prior to the project being considered for inclusion in the Strategic Plan. Upon review, projects requesting funding will be prioritized based **two key criteria: project readiness by phase and available matching funds.**
- b. In completing and reviewing project information sheets, overall project benefit or expected performance of a project, geographic equity, past performance in project delivery (this will not apply in the first round of programming), overall size/cost of project and on the ground activity (i.e. construction) will be the next tier of evaluation criteria.
- c. Once Project Information Sheets have been prioritized, capacity within Measure M cash flow will to be assessed and a determination made about the use of debt financing or a pay-go system.
- d. As the projects are prioritized and the cash flow needs addressed, the programming element of the Strategic Plan will be developed. Measure M funding will be programmed in five-year increments in the Strategic Plan and updated every two years.
- e. Once a project is programmed in the Strategic Plan, the project sponsor can request an allocation in the fiscal year that programming is in place. The allocation request is submitted to the SCTA a minimum of 30 days prior to the SCTA Board meeting when action will be taken. The allocation request will outline what the funding will be used for and, upon Board action, the Executive Director will be authorized to enter into a funding agreement with the project sponsor.
- f. After an allocation request is approved and the funding agreement executed, the project sponsor can initiate spending of Measure M funding. The project sponsor will submit invoices to the SCTA for reimbursement of eligible costs as frequently as monthly. The SCTA will review invoices for quality control and provide reimbursement within 45 days. If a project

sponsor demonstrates a hardship related to cash flow the SCTA may consider allocating up to \$200,000 in advance of receiving invoices for the actual project costs.

- g. An exception may be made for larger projects that can not be accommodated within the five-year window of the strategic plan but that still want to move forward. A project sponsor can seek reimbursement from the Measure M program over a period of several years if they are willing to provide the necessary project funding up front.
- h. The SCTA is authorized to bond for the purposes of advancing the commencement of or expediting the delivery of transportation programs or projects. The SCTA may issue limited tax bonds, from time to time, to finance any program or project in the Traffic Relief Act for Sonoma County as allowed by applicable law and as approved by the SCTA, and the maximum bonded indebtedness shall not exceed the total amount of proceeds of this retail transactions and use tax, estimated to be \$470 million in 2004 dollars. All costs associated with the issuance of bonds, including debt service payments, issuance costs, interest, reserve requirements, and insurance shall be accounted for within that program category in which the bond proceeds were used. Such bonds will be payable solely from the proceeds of the retail transactions and use tax and may be issued any time before expiration of the tax.
- i. If a programmed project is not delivered on schedule that results in the delay of another project within that program category a penalty may be assessed on the project sponsor. The details surrounding this issue will be further defined in future Strategic Plans.

iii) Role of the Measure M Project Sponsor

Each project included in Measure M should have a designated project sponsor that will serve as the lead agency for project development. There may be separate agencies involved as lead agency for CEQA and NEPA however it will be the responsibility of the project sponsor to coordinate all of the activities related to project development and construction.

Policy Question #3: What is the mechanism for further defining the scope of projects and who is responsible for multi-jurisdictional projects?

Traditionally, responsibility for a project has been based solely on the geographical location of a project. Under the *2005 Comprehensive Transportation Plan* and in Measure M, some projects cross jurisdictional boundaries and thus will require partnership agreements to identify scope, cost sharing and resource related issues. An MOU or cooperative agreement should be created to formalize these elements for each project. **The SCTA should take the lead in coordinating the development of such a document when the need arises, but it is incumbent upon the involved jurisdictions to initiate discussions and establish a conceptual project scope and funding plan prior to initiating an agreement process.**

Project sponsors must clearly define a project prior to the project being eligible for programming in the Strategic Plan. In order for this to occur, the project sponsor should develop a clear project description, scope, cost and schedule. Projects with joint sponsorship (be it multi-jurisdiction or multi-agency) should coordinate an approach prior to bringing the project forward. The SCTA will consider requests for Measure M funding for formal project scoping if necessary.

A multi-jurisdictional Measure M project can move forward in discreet segments only after a partnership agreement has been approved. This is necessary to establish how the full project will be implemented even if one or more segments will require a longer period of time to be developed.

Policy Question # 4: How will matching funds from a project sponsor or other source be accounted for on Measure M projects?

In addition to the being responsible for project development, the project sponsor has a lead role in securing the matching funds required to fully fund the Measure M project. The sources for this additional revenue can include local development fees, other local revenue sources, and state or federal grant programs.

Option 1: Costs incurred on a project prior to adoption of the *2001 Countywide Transportation Plan* in September 2001 will not be counted toward the local match requirement. However, items such as staff time, right of way purchases, environmental documents or design costs completed after September 2001 can be considered eligible as local match contributions. (TAC proposal)

Option 2: Costs incurred on a project prior to November 2004 will not be counted toward the local match requirement. However, items such as staff time, right of way purchases, environmental documents or design costs completed after November 2004 can be considered eligible as local match contributions. (CAC proposal)

(Staff comment: Option 2 would impact three specific projects that have expended funds prior to November 2004. If those expended funds are not counted, the project sponsor may not be able to make the full 50% match required in Measure M as additional revenues for the project will not be available from such sources as traffic mitigation fees. The three affected projects are: Farmers Lane Extension, Forestville Bypass and Airport Boulevard. The CAC was not aware of this information at the time of their proposal.)

The SCTA will assess the level of matching funds available on a project during the strategic plan programming phase. It is the goal of the SCTA to have at minimum a 50/50 match throughout the development of a project when that level of overall match is called for in the Measure M expenditure plan.

iv) Amendments to Measure M Projects

Policy Question #5: What is the mechanism for deleting, adding or amending projects?

The ability to fully fund or complete all programs or projects in Measure M may be impacted by changing circumstances over the duration of the sales tax. Tax proceeds originally allocated to a listed project may become available for reallocation due to any of the following reasons:

- A listed project is completed under budget;
- A listed project is partially or fully funded by funding sources other than Measure M tax proceeds;
- A project sponsor and implementing agency request deletion of a listed project because of unavailability of matching funds or any other reason;
- A listed project cannot be completed due to an infeasible design, construction limitation or substantial failure to meet specified implementation milestones.

The dollar amounts included in Measure M should be considered a ceiling unless additional Measure M funding becomes available.

Upon a finding that tax proceeds are available for reallocation due to one of the conditions above, the SCTA may reallocate such tax proceeds subject to the following guidelines:

- Available tax proceeds can be reallocated only to project(s) within the same program category as the original listed project.

- Reallocation of tax proceeds within a program category will be based first on project readiness and availability of matching funds. The next tier of criteria will include impact on congestion, cost-effectiveness, ranking in the Comprehensive Transportation Plan, and schedule adherence as determined by the SCTA.
- An existing project within a program category, that needs additional funding not as a result of scope change, has priority over a newly proposed project but must maintain the match level from other funding sources (50% percent in most cases) required in the original Measure M expenditure plan.

If overall revenues exceed the level projected in the Measure M Expenditure Plan funds will be distributed into the same program categories and existing or new projects can be considered within those categories. An existing project in a program category has priority in accessing these additional funds but still must maintain a 50% match from other funding sources. Adjustments related to revenue projections will not be considered until 2015, the tenth year of Measure M.

Projects may be amended in terms of scope and cost at the request of the project sponsor and with the approval of 2/3rds of the SCTA however the funding allocation available from Measure M will not change unless the conditions stated above are met. Project dollar amounts are set based on what was included in the expenditure plan unless additional sales tax revenues become available and are designated for a project once all of the requirements stated above are met.

2005 Strategic Plan - Project Information Sheet Data
Version 4 - March 2, 2005 - Reviewed by TAC CAC CBPAC

Measure M Project	FY05/06	FY06/07	FY07/08	FY08/09	FY09/10	Project Total
Local Roads						
1 Penngrove improvements including Railroad Avenue Interchange	\$ 200,000					\$ 200,000
2 Airport Blvd. improvements including Airport Interchange	\$ 925,000	\$ 1,035,000		\$ 4,515,000	\$ 6,750,000	\$ 13,225,000
3 Route 121 and 116 intersection and Arnold Drive improvements	\$ 175,000		\$ 550,000			\$ 725,000
4 Fulton Road improvements and Fulton Interchange at Route 12						\$ -
5 Forestville Bypass			\$ 500,000	\$ 1,000,000		\$ 1,500,000
6 Old Redwood Highway Interchange in Petaluma					\$ 500,000	\$ 500,000
7 Hearn Avenue Interchange in Santa Rosa	\$ 300,000	\$ 1,500,000	\$ 25,000	\$ 575,000		\$ 2,400,000
8 Farmers Lane Extension in Santa Rosa	\$ 437,000			\$ 4,563,000	\$ 5,000,000	\$ 10,000,000
9 Bodega Highway improvements outside Sebastopol						\$ -
10 Mark West Springs Road in northeast Sonoma County		\$ 300,000				\$ 300,000
11 River Road improvements		\$ 400,000				\$ 400,000
Sub-Total By Category By Year	\$ 2,037,000	\$ 3,235,000	\$ 1,075,000	\$ 10,653,000	\$ 12,250,000	\$ 29,250,000
Sub-Total Revenue Estimate By Category By Year	\$ 3,400,000	\$ 3,400,000	\$ 3,600,000	\$ 3,600,000	\$ 3,600,000	\$ 17,600,000
Under Programming/(Over Programming)	\$ 1,363,000	\$ 165,000	\$ 2,525,000	\$ (7,053,000)	\$ (8,650,000)	\$ (11,650,000)
Highway 101						
12 Rohnert Park - Rohnert Park Expressway to Santa Rosa Avenue			\$ 8,000,000	\$ 20,000,000	\$ 12,000,000	\$ 40,000,000
13 Old Redwood Highway in Petaluma to Rohnert Park Expressway				\$ 10,000,000	\$ 25,000,000	\$ 35,000,000
14 Steele Lane in Santa Rosa to Windsor River Road	\$ 2,675,000	\$ 2,225,000	\$ 2,000,000	\$ 8,360,000	\$ 20,900,000	\$ 36,160,000
15 Petaluma - from the Petaluma Bridge to Old Redwood Highway		\$ 3,000,000			\$ 4,400,000	\$ 7,400,000
16 Petaluma Bridge south to Sonoma County line				\$ 1,000,000	\$ 3,000,000	\$ 4,000,000
17 Design, Project Development & Financing Costs	\$ 3,000,000	\$ 3,000,000	\$ 1,000,000			\$ 7,000,000
Sub-Total By Category By Year	\$ 5,675,000	\$ 8,225,000	\$ 11,000,000	\$ 39,360,000	\$ 65,300,000	\$ 129,560,000
Sub-Total Revenue Estimate By Category By Year	\$ 6,800,000	\$ 6,800,000	\$ 7,200,000	\$ 7,200,000	\$ 7,200,000	\$ 35,200,000
Under Programming/(Over Programming)	\$ 1,125,000	\$ (1,425,000)	\$ (3,800,000)	\$ (32,160,000)	\$ (58,100,000)	\$ (94,360,000)
Bicycle						
18 Santa Rosa Creek Trail	\$ 35,000	\$ 40,000	\$ 227,000	\$ 535,000		\$ 837,000
19 Old Redwood Highway/Mendocino Avenue/Santa Rosa Avenue Corridor				\$ 50,000		\$ 50,000
20 Central Sonoma Valley Trail			\$ 213,000			\$ 213,000
21 Sonoma/Schellville Trail						\$ -
22 Arnold Drive from Altimira Middle School to Hwy 12						\$ -
23 Petaluma River Trail Enhancement Project	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,000,000
24 Copeland Creek Trail from Redwood Drive to Rohnert Park Expressway		\$ 28,000	\$ 322,000			\$ 350,000
25 Street Smart Sebastopol Program			\$ 200,000	\$ 200,000	\$ 200,000	\$ 600,000
26 West County Trail - final segment on Mirabel Road from Hwy 116 to Steelhead Beach		\$ 250,000	\$ 250,000			\$ 500,000
27 McCray Road in Cloverdale						\$ -
28 Highway 1 in Bodega Bay		\$ 100,000	\$ 150,000			\$ 250,000
29 Foss Creek Trail in Healdsburg	\$ 380,000	\$ 215,000				\$ 595,000
30 Northwestern Pacific Bike Path Segments		\$ 42,500	\$ 25,000			\$ 67,500
31 Access across Highway 101						\$ -
32 Unallocated Funding						
Sub-Total By Category By Year	\$ 615,000	\$ 875,500	\$ 1,587,000	\$ 985,000	\$ 400,000	\$ 4,462,500
Sub-Total Revenue Estimate By Category By Year	\$ 680,000	\$ 680,000	\$ 720,000	\$ 720,000	\$ 720,000	\$ 3,520,000
Under Programming/(Over Programming)	\$ 65,000	\$ (195,500)	\$ (867,000)	\$ (265,000)	\$ 320,000	\$ (942,500)
SMART						
33 Final engineering - SMART		\$ 6,500,000	\$ 6,500,000			\$ 13,000,000
34 Grade crossings at twenty five street locations			\$ 1,200,000	\$ 1,200,000	\$ 1,000,000	\$ 3,400,000
35 Station site development and joint development plan	\$ 3,000,000					\$ 3,000,000
36 Finalize environmental document including public outreach and FTA coordination	\$ 1,000,000	\$ 1,200,000	\$ 1,300,000			\$ 3,500,000
Sub-Total By Category By Year	\$ 4,000,000	\$ 7,700,000	\$ 9,000,000	\$ 1,200,000	\$ 1,000,000	\$ 22,900,000
Sub-Total Revenue Estimate By Category By Year	\$ 850,000	\$ 850,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 4,400,000
Under Programming/(Over Programming)	\$ (3,150,000)	\$ (6,850,000)	\$ (8,100,000)	\$ (300,000)	\$ (100,000)	\$ (18,500,000)
Grand Total By Year	\$ 12,327,000	\$ 20,035,500	\$ 22,662,000	\$ 52,198,000	\$ 78,950,000	\$ 186,172,500
Grand Total Revenue Estimate By Year	\$ 11,730,000	\$ 11,730,000	\$ 12,420,000	\$ 12,420,000	\$ 12,420,000	\$ 60,720,000
Under Programming/(Over Programming)	\$ (597,000)	\$ (8,305,500)	\$ (10,242,000)	\$ (39,778,000)	\$ (66,530,000)	\$ (125,452,500)

Assumptions: \$17M annual revenue years 1-2; \$18M annual revenue years 3-5; 20% for Local Road Maintenance not included; 10% for Bus Transit not included; 1% for Administration not included; project costs charged by the SCTA not included (estimated 1%)

SR food and wine center hits snag

Regional transit agency balks at leasing land for Railroad Square development, seeks its own role

Friday, March 11, 2005

By KERRY BENEFIELD
THE PRESS DEMOCRAT

A regional rail agency that owns prime land in Santa Rosa's Railroad Square doesn't want to give up the property, threatening the city's plan for a \$20 million food and wine center. Sonoma-Marín Area Rail Transit Agency board members tentatively agreed Thursday that they won't relinquish control of land along 69 miles of track from Cloverdale to San Rafael, including 5.5 acres in Railroad Square.

A formal vote is set for Wednesday.

SMART considered leasing land along its tracks to cities to oversee development, but appears likely to reject that idea in favor of taking an active role in determining what gets built.

SMART board members insisted the decision won't mean the Sonoma County Food and Wine Center gets shelved, just that they would have the final say in the elements of the project so long as they meet city land use guidelines.

SMART has put a heavy emphasis on affordable housing and combining residential and commercial uses, saying that will promote ridership of the passenger rail service it's planning.

Santa Rosa already faces a lawsuit contending that plans for Railroad Square don't include enough affordable housing. Some groups also say city plans don't sufficiently account for rail-transit opportunities.

The city and the food and wine center group have outlined plans for an open-air farmers market, a wine-tasting and education center and a building to house the Santa Rosa Junior College cooking program.

Santa Rosa officials want SMART to lease the land to the city so they can deal directly with developers.

If the SMART board insists on approving the development, investors might lose interest, Santa Rosa City Councilwoman Janet Condrón said.

"If those kinds of things are going to have to go through the SMART process, they might walk," she said. "I have a high level of frustration if that is what happens."

But SMART board member Charles McGlashan, a Marin County supervisor, said it is the board's duty to oversee its property as an investment critical to the success of the passenger rail line.

Including SMART in the negotiations with developers doesn't mean the end of the food and wine center, he said, it simply lets the rail agency have a stronger say in what is done on the land it owns.

"There are great reasons to have the food and wine center at the station, but we may also want affordable housing sprinkled in there," he said. "We just don't want to sign that off." San Rafael Mayor Al Boro, another SMART board member, agreed. "I don't think that just because we are another public agency that our land is up for grabs," he said.

But Santa Rosa City Councilman Mike Martini cautioned his fellow SMART board members against asking for a high profile role in the Railroad Square project.

"Whatever happens in Railroad Square is going to be controversial," he said, citing concerns of residential neighbors, historic district merchants and affordable housing advocates.

"If SMART takes that on, somebody is not going to be happy and they will identify their lack of happiness with SMART," he said.

SMART is a beneficiary of Measure M, the transportation sales tax approved by Sonoma County voters last November. It earmarks

\$23 million for the development of passenger rail from Cloverdale to San Rafael. The agency now faces the delicate task of managing its land while remaining in good stead with voters who will be asked in 2006 to support a second sales tax to subsidize the operation of the rail system.

Board members acknowledged that challenge Thursday. "We don't want to ruffle anybody's feathers to the point where they say, 'Well, SMART is just running roughshod over our plans,'" said Bob Jehn, SMART chairman and Cloverdale mayor. "We understand and want to be sensitive to all this visioning process that the city of Santa Rosa is going through."

Still, the food and wine center may fall victim if Thursday's decision is finalized, said Michael Salinger, program coordinator for the culinary arts program at Santa Rosa Junior College.

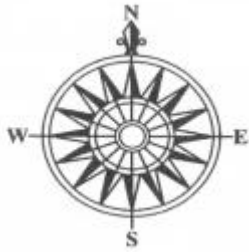
"SMART is a fairly new, fledgling operation that does not have the expertise to develop real estate at this point in time," he said. "The city of Santa Rosa is essentially in the business of doing development."

The college culinary program already is investigating other Railroad Square land it can potentially purchase, rather than lease, Salinger said.

Food and wine center advocates are getting overtures from other communities to move the project elsewhere, according to John Mackie, the group's vice president.

Cutting the city out of the lead negotiating role may push the group in that direction, he said.

"People who are in the food and wine world say, 'Why don't you just give that up?'" he said of the Railroad Square location. "I think we have to explore that."



Staff Report

To: Planning Advisory Committee
From: Janet Spilman
Re: MTC's Draft TOD Policy
Date: March 17, 2005

Issue:

What is the status of the regional Transit Oriented Development (TOD) policy?

Background:

MTC is in the process of developing a regional TOD policy, that builds on the regional Transit Expansion Program (known as 'Resolution 3434') and the Transportation and Land Use platform adopted by MTC in 2003. The Sonoma Marin Area Rail Transit (SMART) corridor is included in Resolution 3434. The approved TOD policy will guide funding available for station area planning along the corridor.

MTC has developed the regional TOD policy with input from a committee composed of local jurisdictions, housing and transportation advocates and CMAs (including the SCTA).

MTC staff will present their work to date. Approval by MTC of a final document is anticipated this summer with a funding program to follow.

Policy Impacts:

Policy impacts are yet to be determined.

Fiscal Impacts:

SMART and local jurisdictions may qualify for funding for station area planning.

Staff Recommendation:

Consider MTC's policy and provide input.

MTC's POLICY TO PROMOTE TRANSIT-ORIENTED DEVELOPMENT FOR NEW TRANSIT EXPANSION PROJECTS (RESOLUTION 3434)

Background

As part of the 2001 Regional Transportation Plan, the Metropolitan Transportation Commission adopted a regional Transit Expansion Program of new investments in public transit expansions throughout the nine-county Bay Area (known as 'Resolution 3434'). The collection of rail, bus and ferry projects have an estimated project cost of \$11.8 billion. The Commission previously adopted evaluation criteria (Resolution 3357) to assess proposed transit expansion projects ultimately included in Resolution 3434; land use and station access evaluation criteria were key elements included in the evaluation criteria. In addition, the Commission approved a 5-point Transportation and Land Use Platform in December 2003 that included a commitment to develop a new transit oriented development (TOD) policy outlining more specifically the requirements for providing supportive land use plans and policies along Res. 3434 corridors, in order to generate new transit riders and make the region's transit investments more cost-effective.

Draft TOD Policy

MTC has developed a draft policy that defines "supportive land use plans and policies" for new transit expansions under Resolution 3434. The draft policy proposes that each corridor meet an overall planning threshold for population and jobs within a half-mile of all new transit stations. This corridor approach allows a great deal of flexibility for different stations to accommodate different levels of development and allows local jurisdictions to determine how best to meet the overall development threshold. In addition, the draft policy calls for corridor working groups to convene from the various jurisdictions and transit agencies in a corridor to determine how to meet the population and jobs thresholds, in addition to the preparation of comprehensive station area plans for each new transit station.

MTC is developing a station area planning program to assist in funding station area plans required under the draft TOD policy. Staff is developing guidelines and a draft call for projects that should be released in the spring of 2005.

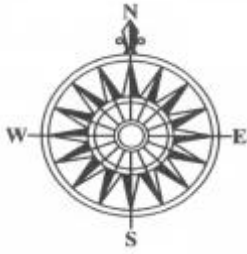
Transportation Projects Affected

The TOD policy will apply to all transit expansion projects funded under Resolution 3434 with the exception of projects that have already been completed or have advanced into the construction phase. MTC's adopted Transportation/Land Use platform provides for conditioning the programming of regional discretionary funds (i.e. those under the Commission's control) on adherence to the policy. See reverse for a complete list of Resolution 3434 projects.

Next Steps

MTC is anticipating adopting a final TOD policy for Resolution 3434 in June 2005. From January through May of 2005, MTC staff will conduct outreach to relevant agencies and jurisdictions affected by the policy. For more information on MTC's draft TOD policy contact James Corless, MTC Senior Planner, at 510-464-7733.

Table 1 - Resolution 3434 Transit Expansion Projects		
Project	Sponsor	Project Cost (2004 \$; in millions)
AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit: Phase 1	AC Transit	167
Major Corridors Enhancements - Bus Rapid Elements	AC Transit	97
BART/Oakland Airport Connector	BART	254
Tri-Valley Transit Access Improvements to BART	BART/ACCMA	445
BART East Contra Costa Rail Extension	BART/CCTA	390
BART Fremont to Warm Springs	BART	678
BART: Warm Springs to San Jose/Santa Clara	VTA	4,149
Caltrain Express: phase 1 ** OPEN FOR SERVICE**	Caltrain JPB	128
Caltrain Express: Phase 2	Calltrain JPB	482
Caltrain Electrification	Caltrain JPB	602
Caltrain Downtown Extension/Rebuilt Transbay Terminal	TJPA	1,817
Capitol Corridor Phase 1 Expansion	CCJPA	158
Capitol Corridor: Phase 2 Enhancements	CCJPA	96
Regional Express Bus **Phase 1 OPEN FOR SERVICE**	MTC	102
MUNI Third Street Light Rail Transit Project Phase 2 - New Central Subway	Muni	694
Altamont Commuter Express (ACE): service expansion	SJRRC, ACCMA, VTA	128
Sonoma-Marin Rail	SMART	288
Dumbarton Rail	SMTA, ACCMA, VTA, ACTIA, Capitol Corridor	300
Downtown/East Valley: Santa Clara/Alum Rock Corridor and Capitol Expressway LRT Extension to Nieman	VTA	550
Expanded Ferry Service Phase 1: Berkeley, Alameda/Oakland/Harbor Bay, and South San Francisco to San Francisco, Downtown Ferry Terminal Improvements, and Spare Vessels.	WTA	100
Expanded Ferry Service Phase 2: Alameda to South San Francisco, and Hercules, Antioch, Treasure Island, Redwood City and Richmond to San Francisco.	WTA	139
TOTAL		\$ 11,764



Staff Report

To: PAC

From: Elijah Henley, Senior Transportation Planner

Re: Presentation on Land Use Data and Travel Demand Modeling Needs

Date: 3/17/05

Focus Questions:

1. How often is land use data updated?
2. What modifications to current traffic analysis zone (TAZ) configurations might be desired by each jurisdiction?
3. What are the various data management procedures in place in different jurisdictions?
4. How and when can these updates be relayed to SCTA?
5. How can SCTA assist in the process?

Presentation Overview:

In order to maintain the Sonoma County Travel Model (SCTM) on an ongoing basis, SCTA staff has had to develop a new data management system that allows land use data to be readily updated and checked for accuracy from a transportation planning perspective. The SCTM was most recently updated by the County for the purpose of developing the Circulation and Transit Element (CTE) in GP2020, but the process deployed for assembling the 2000 base year land use data can't be readily duplicated. This is primarily due to the fact that there is currently no systematic process among the cities and county for managing and tracking changes to land use data based on TAZ designation. SCTA is committed to assisting jurisdictions in the process of developing new data management strategies related to updating land use data, and staff will give a presentation on the development of a new geospatial database (TransLand) designed to automate the process.

Database Demonstration & Review of 2000 Land Use Data:

SCTA staff has extracted a set of maps and data tables from TransLand to provide each PAC member with a partial description of what data are currently available for their jurisdiction for modeling purposes. An Excel Workbook is attached with land use information by jurisdiction and TAZ. Formatted print outs of this information along with correspondent land use maps will be provided on the day of the meeting. During the presentation, staff will go through this material and demonstrate some of the new functionality build into TransLand.