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Citizens Advisory Committee

AGENDA

January 30, 2006 – 4:00 p.m.

Sonoma County Agriculture and Open Space District Conference Room
747 Mendocino Avenue, Suite 100, Santa Rosa, California

ITEM

- I.** Introductions
- II.** Consent Items – **DISCUSSION/ACTION**
 - A. Approval of Minutes from October 31, 2005*
 - B. Approval of Agenda
- III.** Announcements/Reports – **DISCUSSION/ACTION**
 - A. MTC Update – TLC/HIP
 - B. SMART Update – EIR Status
 - C. Other
- IV.** Measure M – **DISCUSSION/ACTION**
 - A. Audit – Proposed Scope of Work*
 - B. Revenue/Expense Report through December 2005*
 - C. Status of Cooperative Agreements with Project Sponsors*
- V.** Update on Caltrans Projects – **DISCUSSION/ACTION**
- VI.** IDEA Grant for Transit Trip Modeling* – **DISCUSSION/ACTION**
- VII.** Community Based Transportation Planning Process* – **DISCUSSION/ACTION**
- VIII.** 2006 Legislative Agenda* – **DISCUSSION/ACTION**
- IX.** Announcements / Other Business – **DISCUSSION**
- X.** Adjournment – **ACTION**

The next **SCTA** meeting will be held **February 6, 2006**
The next **CAC** meeting will be held **February 27, 2006**

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, October 31, 2005

ATTENDEES

Bob Anderson, United Winegrowers	Curt Nichols, Home Builders Association
Chris Barney, SCTA	Guy Preston, SCTA
Kerry Benefield, Press Democrat	Willard Richards, League of Women Voters
Scott Catania, Sonoma County Auditor-Controller	Danielle Scannell, Sonoma County Auditor-Controller
Nina Donofrio, SCTA	Len Swenson, Conservation Council
Craig Harrington, 4th District	Barry Weitzenberg, Sonoma Co. Technology & Mfg. Group
Blaine Jolliff, Sonoma County Auditor-Controller	Suzanne Wilford, SCTA
John McHugh, Santa Rosa Chamber of Commerce	

ITEM

I. Introductions

Round table introductions were made.

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

A. Approval of Minutes from September 26, 2005

The minutes were approved unanimously with the following correction: Page 2, Item V, paragraph 1 to be corrected to read “Steele Lane Interchange” instead of “Steele Lane to Windsor.”

B. Approval of Agenda

The agenda was approved unanimously.

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

A. MTC Update – Cycle 3 Funding

Guy Preston reported that we are entering into the Cycle 3 Funding for the SCTA fund. SCTA’s share for the County is approximately \$10.12 million, which will be distributed among the cities and County based upon performance-based measures utilized by MTC. This was agreed upon at the latest TAC meeting. A call has been issued for projects, allowing each jurisdiction to decide what their priorities are, based upon their available funding for Cycle 3. There would be a minimum of \$150,000 for any of the cities for projects of reasonable size. In response to questioning by the Committee, Ms. Wilford summarized past funding and how it compares with the present \$10.12 million. Essentially, funding has gone from \$7 million to \$15 million and is now at \$10 million.

B. SMART Update – EIR Status, Station Area Planning

There were no changes to report. Three organizations have been selected to submit proposals: Santa Rosa Cannery, LLC; CIMIS, and Creative Housing Associates. The name for the project is Santa Rosa Railroad Square, LLP. Depending on the Real Estate Committee's findings, it is anticipated that Requests for Proposals could go out some time next week, with proposals being due in January.

C. Other

Ms. Wilford reviewed accounting data from the State Controller's office, summarizing the report on Proposition 42. She encouraged members to write the Governor to support Proposition 42. She explained the formula that was developed to allocate funds for traffic congestion relief.

IV. Measure M – DISCUSSION/ACTION

A. Audit Responsibilities & Fund Tracking Process*

Ms. Wilford reported that the County Auditor's Office was invited to be involved in the audit process of tracking income and revenue for Measure M. They provided input as to this process and responded to the Committee's questions.

Ms. Wilford explained that there are two aspects of the audit process – a financial audit and a program audit. To streamline this process and make it easier, she proposed that the auditing be kept within the fiscal year (2005/06). This means that three-quarters of the revenue would have been received by the third quarter of the fiscal year, therefore, payments could begin in July 2006. This allows funding to accumulate so that payments can be made when they are needed. Mr. Scott Catania of the Sonoma County Auditor's office explained the time line and availability for the final audit. He noted that responsibility for the programmatic aspect of the audit would fall to the SCTA – to ensure that the funds are being collected, allocated, and spent to match the intent of the voters that approved the Measure.

Ms. Wilford asked if the Committee would want the County to conduct this audit or if they wished to hire an independent firm. It was determined that an outside audit firm would do this. Discussion followed regarding what the audit would entail, and what is included in the process. Beyond identifying funds received and spent, the audit would have to show how funding was allocated. The County Auditor's office pointed out that one of the benefits of having a performance audit conducted by an independent firm means that the Auditor's Office will work with them for a more detailed accounting of expenditures and allocations. It would examine specific activities. Ms. Wilford noted that the SCTA receives annual reports from each of the project sponsors, which allows the SCTA to follow through, not only on allocations, but also on how those allocations are spent. This is an opportunity on an annual basis for the public to understand what was spent on specific projects. Sponsors are accountable to follow the terms of the funding agreement, or else the funds must be repaid. Mr. Catania confirmed that the Auditor's Office takes no action with regard to reimbursement payments to project sponsors until directed to by the SCTA, after the SCTA reviews the request.

It was determined that a scope of work be drafted to define what the performance review will encompass, and that this review be handled by an independent oversight body that will advise the SCTA. This scope of work would be returned with a time and cost estimate.

Discussion ensued regarding to Orange County's Measure M Annual Progress Report 2004 as an example of how they published the results of their audit.

- B. Revenue/Expense Report through October 2005
- C. Status of Cooperative Agreements with Project Sponsors

V. Update on Caltrans Projects – DISCUSSION/ACTION

- A. Report on the 2006 STIP & 2006 SHOPP funding

Guy Preston reported that there are currently two Caltrans projects out to bid; one of these is for an HOV lane from the interchange with Highway 12 to Steele Lane. Caltrans has delayed this bid opening until November 22; it was previously scheduled for November 2. The delay was due to attendance issues related to traffic control and various specifications that were submitted in the plans. It is anticipated that two construction contracts will be in place by Spring 2006.

Discussion ensued regarding the possibility of bids being presented that are higher than the allocated estimate for the projects. This is the result of rising costs in materials due to recent natural disasters. Ms. Wilford observed that as long as any cost overruns are less than 20%, this would be acceptable. Mr. Preston also noted that a 10% contingency fund is built into the estimate.

Mr. Preston noted that the SCTA has very little control over the SHOPP funding, and summarized various projects that are candidates for SHOPP funding, including 116 from Sebastopol to Cotati, Stage Gulch Road, 101 rehabilitation projects, and various other projects. The SCTA received no further funding capacity for STIP.

Ms. Wilford presented a handout showing what has been submitted for RTIP development. She noted that because the SCTA did not receive new funding, adjustments have been made to the allocations for projects. She summarized these changes.

VI. 2006 Legislative Agenda – DISCUSSION/ACTION

Ms. Wilford had nothing to report.

VII. Announcements / Other Business – DISCUSSION

There were no announcements. There was no further business.

VIII. Adjournment – ACTION

The meeting adjourned at 5:20 p.m.

**Sonoma County Transit Authority – Measure M
Draft Audit Proposal
For the Fiscal Year 2005/2006**

Scope: Measure M transactions for the fiscal year 2005/2006 plus any transactions that occurred after Measure M approval and prior to the beginning of FY 05/06.

Objective: To ensure compliance of Measure M transactions with the “2005 Strategic Plan”.

Procedures: Measure M administration:

- Verify total administration costs do not exceed one percent (1%) of the revenue (based upon actual tax proceeds).
- Verify no costs associated with issuance of bonds have been allocated to administration.

Road maintenance:

- Appropriations:
 - Verify appropriations are made during the third quarter of each fiscal year.
 - Verify each jurisdiction received, no later than February 1, an estimate of following fiscal year appropriations.
 - Beginning in FY 08/09, verify jurisdiction has no funds that have been held onto for more than three years.
 - Verify distribution based on 50% road miles and 50% population formula as calculated for each jurisdiction.
 - Verify basis for formula is current and correct.
 - Verify formula calculation is correct.
- Jurisdiction reports:
 - Verify each jurisdiction has filed an expenditure report by September 15 of the following fiscal year.
 - Verify report contains the required elements:
 - Full accounting of Measure M funds including interest,
 - Description of completed projects, and
 - Public information requirements as set forth in Appendices 2h and 4.
- Expenses:
 - Verify expenditures are for fixing and maintaining existing roads.

Bus Transit:

- Verify existence of cooperative funding agreement prior to first appropriation.
- Verify funding allocated quarterly to the various transit operators.

- Transit operator reports:
 - Verify each jurisdiction has filed an expenditure report by September 15 of the following fiscal year.
 - Verify report contains the required elements:
 - Full accounting of Measure M funds including interest,
 - Description of completed projects, and
 - Public information requirements as set forth in Appendices 2h and 4.

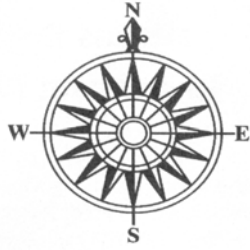
Specific Projects:

- Project evaluation:
 - Verify completion of “Project Information Sheet” by project sponsor.
 - Verify project funding requests were prioritized based upon:
 - Project readiness by phase and
 - Available matching funds.
 - Verify second round of evaluation based upon following criteria:
 - Overall project benefit or expected performance of a project,
 - Geographic equity,
 - If applicable, past performance in project delivery,
 - Overall size/cost of project, and
 - On the ground activity.
 - Verify projects took into consideration bicycle and pedestrian needs and appropriate safety measures.
- Project funding:
 - Verify assessment to utilize debt financing or a pay-as-you-go system was done and results are reasonable.
 - Debt financing:
 - Verify costs of bond issuance have been allocated to the appropriate funding category.
 - Verify bond indebtedness does not exceed the retail and use tax proceeds (estimated to be \$470 million in 2004 dollars).
 - Verify matching funds comprise at least 50% of the total project funding.
 - Reallocation of funds:
 - Verify tax proceeds are reallocated to only projects within the same program category as the original listed project.
 - Verify reallocation is based first upon:
 - Project readiness and
 - Availability of matching funds.
 - Verify reallocation is based second upon:
 - Impact upon congestion,

- Cost-effectiveness,
 - Ranking in the Comprehensive Transportation Plan, and
 - Schedule adherence as determined by SCTA.
- Verify reallocation to an existing project needing additional funds (but not due to a scope change) took priority over a newly proposed project and match level meets requirements set forth in the original Measure M expenditure plan.
- Program development:
 - Verify Measure M funding is programmed in five-year increments.
 - Verify program is updated every two years.
- Programmed projects:
 - Verify project sponsor has entered into a cooperative funding agreement with SCTA.
 - Verify appropriation request was submitted to SCTA a minimum of 30 days prior to the SCTA Board meeting.
 - Verify spending occurred after execution of cooperative funding agreement and approval of appropriation request.
 - Verify project sponsor submitted invoices to SCTA as frequently as monthly.
 - Verify SCTA reviewed invoices for quality control and sent reimbursement within 45 days.
 - If SCTA advances up to \$200,000 prior to project sponsor incurring expenditures, verify SCTA review of hardship demonstration.
 - Verify project sponsor has the necessary funding up front for projects that will exceed the five-year period of the strategic plan.
 - Verify project sponsors have submitted “Project Sponsor Reporting Letters”.
 - Either perform or verify performance of project audits (project audit selection process to be approved by the CAC and the SCTA) to assess compliance with the strategic plan, funding requirements and project reporting.
- Project status:
 - Once progress has been made on funded projects, verify project status and include in audit report.

Measure M Cash Flow
Total Program to Date as of January 18, 2006

Description	Admin 793109	LSR 793208	LSP 793307	Hwy 101 793406	Transit 793505	Rail 793604	Bike & Ped 793703	Total
BEGINNING CASH BALANCE	-	-	-	-	-	-	-	-
Revenue:								
1140 Sales/Use Tax	110,829	2,216,595	2,216,595	4,433,189	1,108,297	554,149	443,318	11,082,972
1700 Interest on Pooled Cash	(104)	3,848	3,848	7,485	1,924	962	769	18,731
TOTAL REVENUE	110,725	2,220,442	2,220,442	4,440,675	1,110,221	555,111	444,087	11,101,704
Expenses:								
6300 November 2004 Election Costs	2,738	54,757	54,757	109,515	27,379	13,689	10,951	273,787
6300 Misc. Expense	84	1,686	1,686	3,372	843	422	337	8,430
6500 Professional/Special Services	95	-	-	1,550	-	-	-	1,645
6570 Consultant Services	-	-	-	-	-	-	-	-
6573 Administration Costs	66,478	-	-	-	-	-	-	66,478
6629 Fiscal Accounting	2,109	-	-	-	-	-	-	2,109
8010 Contributions to Other Govt's:	-	-	-	-	-	-	-	-
Cloverdale	-	-	-	-	-	-	-	-
Cotati	-	-	-	-	-	-	-	-
Healdsburg	-	-	-	-	-	-	-	-
Petaluma	-	-	-	-	-	-	-	-
Rohnert Park	-	-	-	-	-	-	-	-
Santa Rosa	-	-	-	-	-	-	-	-
Sebastopol	-	-	-	-	-	-	-	-
Sonoma	-	-	-	-	-	-	-	-
Windsor	-	-	-	-	-	-	-	-
Sonoma County Public Works	-	792,129	-	-	-	-	-	792,129
Sonoma County Regional Parks	-	-	-	-	-	-	-	-
Cal-Trans	-	-	-	70,000	-	-	-	70,000
Sonoma County Transit	-	-	-	-	463,373	-	-	463,373
Santa Rosa Citybus	-	-	-	-	285,124	-	-	285,124
Petaluma Transit	-	-	-	-	-	-	-	-
Healdsburg Transit	-	-	-	-	21,421	-	-	21,421
TOTAL EXPENSES	71,504	848,572	56,443	184,437	798,140	14,111	11,288	1,984,496
TOTAL ADJUSTMENTS	-	-	-	-	-	-	-	-
ENDING CASH BALANCE	39,221	1,371,870	2,163,999	4,256,238	312,081	540,999	432,799	9,117,208
ANTICIPATED EXPENSES:								
	-	-	-	-	-	-	-	-
TOTAL ANTICIPATED EXPENSES	-	-	-	-	-	-	-	-
ENDING CASH BALANCE	39,221	1,371,870	2,163,999	4,256,238	312,081	540,999	432,799	9,117,208



Staff Report

To: Sonoma County Transportation Authority
From: Guy Preston, Deputy Director, Projects and Programming
Re: Item V-A: Cooperative Funding Agreements for Measure M
Date: January 9, 2006

Issue:

Shall the SCTA execute the following Measure M Cooperative Funding Agreement?

SCTA M Index Code	SCTA M Project #	Jurisdiction	Category	Description
793307	M30210	County of Sonoma	LSP	Airport Boulevard Improvements

Background:

The SCTA adopted the 2005 Measure M Strategic Plan that sets forth the SCTA's program and project implementation policies with regard to the use of funds provided under Measure M. Pursuant to the Strategic Plan and Measure M, the SCTA and each jurisdiction receiving funds must enter into a cooperative funding agreement in allocating funding for eligible work as described in the Strategic Plan.

The aforementioned jurisdiction has submitted signed cooperative agreements, in accordance with the 2005 Measure M Strategic Plan, for the SCTA's execution. The agreement met the requirements of the sample cooperative agreement.

Policy Impacts:

None.

Fiscal Impacts:

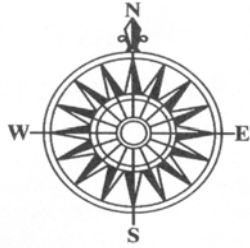
Consistent with the Strategic Plan, Measure M funds will be made available to the jurisdictions.

Staff Recommendation:

Execute the aforementioned Cooperative Funding Agreement.

**SCTA Measure M Co-op Funding Agreement To Date
January 10, 2005**

SCTA M Index Code	SCTA M Project #	Coop Funding Agreement #	Jurisdiction	Category	Description	Submittal Date	Board Mtg Date	Board Approval	Allocation Date	Frequency	Comments
793406	M403A5	4-2018 SON 101 HOV Lane Project	SCTA	Hwy 101	Steele Ln to Windsor River Rd - Construction	05/09/05	05/09/05	05/09/05	8/25/2005	Rimbursement	Approved. Doc fully executed. 1st pymt 8/2005
793208	M20007	M20007	City of Sebastopol	LSR	Road Maintenance Funding	08/08/05	09/12/05	09/12/05	Apr-06	Annually	Approved. Doc fully executed. Schedule for 1st Annual Pymt after close of 3rd Qtr in Apr 2006.
793208	M20006	M20006	City of Santa Rosa	LSR	Road Maintenance Funding	09/06/05	10/10/05	10/10/05	Apr-06	Annually	Approved. Doc fully executed. Schedule 1st Annual Pymt after close of 3rd Qtr in Apr 2006.
793505	M50012	M50012-05	City of Santa Rosa	Transit	Bus Transit Funding	09/09/05	10/10/05	10/10/05	Jan-06	Quarterly	Approved. Doc fully executed. Due for 3rd Allocation in Apr-06.
793505	M50014	M50013-0	City of Healdsburg	Transit	Bus Transit Funding	09/12/05	10/10/05	10/10/05	Jan-06	Quarterly	Approved. Doc fully executed. Due for 3rd Allocation in Apr-06.
793307	M30706	M30706-05	City of Santa Rosa	LSP	Hearn Avenue Interchange	09/06/05	11/14/05	11/14/05	As Invoiced & Programmed	Reimbursement	Approved. Doc fully executed.
793307	M30806	M30806-05	City of Santa Rosa	LSP	Farmers Lane Extension	09/06/05	11/14/05	11/14/05	As Invoiced & Programmed	Reimbursement	Approved. Doc fully executed.
793703	M70106	M70106-05	City of Santa Rosa	BikePed	Santa Rosa Creek Trail	09/06/05	11/14/05	11/14/05	As Invoiced & Programmed	Reimbursement	Approved. Doc fully executed.
793703	M71203	M71203-A5-05	City of Healdsburg	BikePed	Foss Creek Trail in Healdsburg	10/06/05	11/14/05	11/14/05	As Invoiced & Programmed	Reimbursement	Approved. Doc fully executed.
793208	M20005	M20005	City of Rohnert Park	LSR	Road Maintenance Funding	11/15/05	12/12/05	12/12/05	Apr-06	Annually	Approved. Doc fully executed.
793505	M50011	M50011-05	County of Sonoma	Transit	Bus Transit Funding	11/15/05	12/12/05	12/12/05	Dec-05	Quarterly	Approved. Doc fully executed. Due for 3rd Allocation in Apr-06.
793208	M20008	M20008	City of Sonoma	LSR	Road Maintenance Funding	11/17/05	12/12/05	12/12/05	Apr-06	Annually	Approved. Doc fully executed.
793208	M20009	M20009	Town of Windsor	LSR	Road Maintenance Funding	11/17/05	12/12/05	12/12/05	Apr-06	Annually	Approved. Doc fully executed.
793208	M20010	M20010	County of Sonoma	LSR	Road Maintenance Funding	11/28/05	12/12/05	12/12/05	Apr-06	Quarterly	Approved. Doc fully executed. 1st & 2nd Qtrly Allocation Pymts made in Jan 2006.
793307	M30210	M30210-05	County of Sonoma	LSP	Airport Blvd Improvements	11/28/05	01/09/06	01/09/06	As Invoiced & Programmed	Reimbursement	Approved. Circulating Doc. For signatures.
793307	M30110	M30110-A3-05	County of Sonoma	LSP	Penngrove/Railroad Ave Area Improvements	11/28/05	02/06/06		As Invoiced & Programmed	Reimbursement	Pending GP Review For next Board Mtg?
793505	M50013	M50013-05	City of Petaluma	Transit	Bus Transit Funding	12/15/05	02/06/06		Feb-06	Quarterly	Pending GP Review For next Board Mtg? Due Q1 & Q2 Allocation Pymts upon Approval.
793208	M20004	M20004	City of Petaluma	LSR	Road Maintenance Funding	12/15/05	02/06/06		Apr-06	Annually	Pending GP Review For next Board Mtg?
793208	M20001	M20001	City of Cloverdale	LSR	Road Maintenance Funding	12/21/05	02/06/06		Apr-06	Annually	Pending GP Review For next Board Mtg?



Staff Report

To: Sonoma County Transportation Authority – Citizen Advisory Committee
From: Chris Barney, Transportation Planner
Re: Mode Choice Travel Demand Model Improvements – IDEA Grant Proposal
Date: January 30, 2006

Issue:

SCTA is partnering with local transit providers and outside researcher to seek funding through the Transportation Research Board's IDEA (Innovations Deserving Exploratory Analysis) Grant Program. If procured, this funding will support the development of travel demand modeling enhancements that will allow transit improvements and changes to be analyzed within the County of Sonoma.

Summary:

In the Fall of 2005, Dr. Jeff Casello from the University of Waterloo, SCTA staff, SCTA's Modeling Subcommittee, and Sonoma County transit provider representatives met locally to discuss the research and development of travel demand and transit analysis tools for Sonoma County. These tools will provide:

- A. A quick (to develop, calibrate, and solve) but accurate means to evaluate potential transit ridership in regional corridors
- B. A method to quantify the relative competitiveness (in terms of user disutility) for transit versus automobile travel in corridors
- C. A way to quantify the impacts of transit service enhancements, or auto disincentives, on modal split and overall system performance.

The toolset can be used within SCTA's existing modeling program by adding a few additional steps to the established modeling process. These additional steps will allow SCTA to evaluate transit as well as automobile travel within the county using the travel demand model.

Transit providers and local agency representatives (through the Modeling Subcommittee) have discussed the benefits that the tools produced by the research team will provide, and are supportive of local participation in the project.

An outside funding program has been identified for the development of the modeling toolset. Staff and Dr. Casello have assembled a proposal package to submit to the granting organization, the Transportation Research Board (TRB). TRB accepts proposals under the IDEA (Innovations Deserving Exploratory Analysis) Program for the development of new and innovative concepts and methods for advancing transit practice. The Transit IDEA Program, a part of the Transit Cooperative Research Program, is funded by the Federal Transit Administration and is managed by the Transportation Research Board.

Research Outline and Partner Contributions:

Included below is a condensed outline of the proposed research program, and the partners' (University of Waterloo, SCTA, and local transit providers) roles in the project:

1. Stage 1: Geographic Information Systems will be used to identify specific origin and destination pairs in Sonoma County where land use currently is, or is projected to be, sufficiently dense to support transit service. This stage requires a meeting and transfer of land use data between SCTA and U of W researchers.
2. Stage 2: Develop a multimodal traffic assignment model for trips between these pre-selected origin and destination pairs. This model includes highway and transit service in these corridors. The output of this model will be the relative cost of making trips in the Sonoma County region by auto versus transit under existing and proposed conditions. Costs associated with trip making include in-vehicle travel times, egress time, out of pocket costs (fuel, fares, tolls, parking), waiting times, transfer times, and measures of personal mode of travel preference. Trip costs can then be evaluated and the cost of making the same trip using different travel modes can be compared.

This stage requires a meeting and a transfer of highway (routes, capacities, posted speeds, and current volumes) and transit (routes, schedules, travel times, fares, etc.) data. Recurring dialogue between the partners will be necessary to refine and calibrate the model to represent accurately the existing transportation system.
3. Stage 3: Automating and integrating the modeling process with existing Sonoma County software. The output of this project will not just be a one time analysis or report, but will provide a standalone tool that will be available for local agencies to use to perform specialized analysis over time. Researchers will develop an interface by which the model may be routinely updated and used to test additional alternatives using the latest and most accurate input data. This stage requires a transfer of the model and its interface to SCTA and local transit providers for testing. Several versions of the interface may need to be tested before the final product is delivered.
4. Stage 4: Implementing the model and training appropriate staff. This stage will consist of a two or three day training course on the model interface to given by members of the research team. This training will be provided in Sonoma County.

The final deliverable of this project will be a suite of stand-alone computer tools, which will provide decision makers in Sonoma County with sophisticated, yet inexpensive tools by which transit service changes or infrastructure investments can be evaluated. This suite of tools, and associated training, will be provided to transit providers, SCTA, and local planning departments for use in planning and transit system analysis.

Policy Impacts:

None

Fiscal Impacts:

SCTA is expected to contribute staff time and use of SCTA computing and office resources as its part of the research partnership. Staff estimates a time commitment of approximately 10-16 hours per month devoted to this project over the course of the 12-month research period.

Staff Recommendation:

This report is added for informational purposes only, no action is required by the committee at this time.



Staff Report

To: Citizens Advisory Committee (CAC)
From: Janet Spilman
Re: **ITEM VII:** Community Based Transportation Plan
Date: January 30, 2006

Issue:

What is the status of the Community Based Transportation Plan?

Background:

In October the SCTA directed staff to engage in a contractual agreement with MTC to draft a Community Based Transportation Plan for the Roseland Area in Sonoma County.

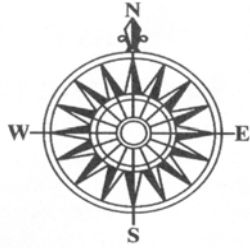
The CBTP program is designed to study the transportation challenges of residents of low-income and minority communities. The process requires significant public outreach with the participation of residents, groups and agencies that serve these communities, including transportation agencies, such as transit operators, SCTA and MTC. This is intended to result in locally identified transportation needs and solutions. Ideally, solutions will be funded through the Lifeline Transportation Program that the SCTA agreed to administer.

MTC has set aside \$55,000 in Transportation Development Act funds toward a consultant to study the Roseland area through the CBTP process with oversight by the SCTA.

The full scope of work can be found in the RFP (available online at www.sctainfo.org) but is summarized as:

- Task 1: Determine Budget and schedule
- Task 2: Initiate Collaborative Planning Process
- Task 3: Summarize transit gaps in the Roseland Area
- Task 4: Establish community outreach strategy
- Task 5: Conduct community outreach to prioritize community-identified transportation gaps. Identify solutions to close gaps.
- Task 6: Evaluate feasibility of implementing proposed solutions and recommend implementation strategies
- Task 7: Prepare final Community-Based Transportation Plan

The RFP was released December 13 and staff has received 2 proposals from qualified consulting firms. Interviews will commence on January 30 and the selected firm will be recommended to the Board in February. At that point staff will seek authority to negotiate a contract. In March staff will take the contract to the Board for approval.



Staff Report

To: Sonoma County Transportation Authority

From: Suzanne Wilford, Executive Director

Re: Item X: SCTA 2006 Legislative Program

Date: January 9, 2006

Issue:

Shall the SCTA adopt the proposed 2006 Legislative Program?

Background:

Each year the SCTA sets forth a legislative program for the purpose of establishing general policy guidance on state and federal issues related to transportation. The legislative items described in the attached 2006 Legislative Program are fairly general in nature and are in no specific order.

The overarching principles used to develop the 2006 Legislative Program include:

Protect and preserve existing transportation funding structures such as:

- State Transportation Improvement Program
- Traffic Congestion Relief Program
- Proposition 42
- GARVEE Bonds
- Planning, Programming and Monitoring funds

Provide additional funding for transportation projects and transit operations through such means as:

- increasing the state and federal gas taxes,
- issuing transportation bonds,
- obtaining funds through specially designated programs such as they arise

Support efforts to streamline and improve timely delivery of transportation projects.

Policy Impacts:

The proposed 2006 program is similar to past legislative programs with emphasis placed on protecting resources during difficult economic times and consideration of restructuring the relationship between Caltrans, the CTC and the state. These policies would not impact the role of the SCTA other than to possibly provide greater local control. Staff has tried to provide a greater level detail on proposals that are likely to move forward in the 2006 legislative session, but specific proposals will be brought back to the SCTA as they develop at the State and federal level.

Fiscal Impacts:

There are no impacts to the SCTA operating budget. There are possible impacts to transportation funding in general that could benefit funding for local projects.

Staff Recommendation:

Consider adopting the proposed 2006 SCTA Legislative Program and provide direction to staff as appropriate.

SONOMA COUNTY TRANSPORTATION AUTHORITY
2006 LEGISLATIVE PROGRAM

Issue	Objective	Comments
Transportation Funding	Protect transportation funding by: <ul style="list-style-type: none"> ❑ Opposing the suspension of Prop 42 ❑ Fire-walling Prop 42 funds ❑ Repaying past STIP/TCRP loans 	<p>Proposition 42, which dedicates the sales tax on gasoline to transportation purposes, was fully funded for the first time in the State’s FY05/06 budget. In prior years, the Governor and Legislature have suspended Prop 42, directly reducing funding for transportation projects and public transit.</p> <p>SCTA will oppose any efforts to suspend Prop 42 and will work with the larger transportation community to obtain stronger protections for State transportation revenues. Such actions might include a constitutional amendment to protect Prop 42 from being diverted to the General Fund or eliminating the suspension clause of Prop 42.</p> <p>SCTA supports prompt repayment of funds that were loaned from the transportation accounts.</p>
	Support increasing the fuel tax and/or transportation bond measures	<p>The voters last increased California’s state fuel tax in June of 1990 via Proposition 111. This measure doubled the state fuel tax to 18 cents, with a 9-cent increase phased in over four years. Since that time, however, California’s fuel tax rate has lost 25 percent of its value due to inflation. California is now one of only 15 states below the federal gasoline tax rate of 18.4 cents per gallon, and our state gas tax is well below the national average of 20.2 cents per gallon. Eleven states index all or a portion of their gas tax rate based on either the Consumer Price Index or the price of gasoline. To keep place with inflation and growing mobility needs, SCTA will support legislation or a ballot initiative to index gasoline and diesel fuel in California and will support measures to increase the fuel tax.</p> <p>The SCTA will closely monitor the development of a proposed bond measure for infrastructure currently being developed by the Governor and by the Legislature. The SCTA supports measures to provide additional funding to transportation, including the use of GO bonds, revenue bonds and user fee-based programs. Any of these bond proposals should focus on programmatic funding increases to deliver projects included in the STIP, to match local sales tax funded projects and to address key corridors in the State such as Hwy 101.</p>

**SONOMA COUNTY TRANSPORTATION AUTHORITY
2006 LEGISLATIVE PROGRAM**

Issue	Objective	Comments
	Support legislation to authorize a regional vehicle registration fees for specific transportation purposes.	In 2004 the Legislature authorized the San Mateo Congestion Management Agency to levy a \$4 vehicle registration fee for transportation and storm water projects. In 2006 it is anticipated that legislation will be proposed to allow up to a \$10 vehicle registration fee (\$5 for transportation and \$5 for environmental mitigation). Counties within the Bay Area will be able to implement such a fee by a simple majority vote of the people within the county and each county can establish the level of the fee. The funds would me managed by the SCTA in Sonoma County. SCTA will support a regional effort to authorize all congestion management agencies in the region to levy a vehicle registration fee for transportation improvements and environmental mitigation associated with transportation projects.
	Support increasing the percentage of STIP funds for Planning, Programming and Monitoring	PPM funds are used by transportation agencies like the SCTA to fund long term planning studies, project monitoring staff and related activities. At this time counties in the MTC region do not receive the same level of funding as other urban counties such as Los Angeles. There is a proposal to raise the Bay Area’s level of funding to equal that of other similar agencies.
	Identify new funding sources for transit operations	SCTA will support new funding sources for transit operations in general, and in particular those that serve the transit dependent, including low income communities, the elderly and persons with disabilities. SCTA will also support SMART’s efforts to secure funding for future passenger rail service in Sonoma and Marin.
Transportation Land Use Connection	Implement recommendations from MTC-ABAG-BAAQMD Joint Policy Committee	SCTA will work to implement recommendations resulting from the MTC-ABAG-BAAQMD Joint Policy Committee to support legislation that encourages compact, high-density infill development projects near transit stations. This may include (1) a more flexible, environmental review process for mixed-use infill development projects near transit stations that recognizes the benefits of infill development and (2) funding for specific plans near transit stations.
	Support better transportation and land use connections	Support legislation to more effectively connect land use and transportation planning decisions. In implementing the T-PLUS program created by MTC, the SCTA will focus on transit-oriented development around SMART rail stations. Legislation that encourages infill development near transit hubs, supports transit development or assists in dealing with environmental hurdles such as hazardous material cleanup at station sites will be beneficial.

**SONOMA COUNTY TRANSPORTATION AUTHORITY
2006 LEGISLATIVE PROGRAM**

Issue	Objective	Comments
Local Transportation Sales Tax Measures	Support reduced vote requirement to 55% for local transportation sales tax measures	The SCTA has historically supported reducing the two-thirds vote requirement for special sales tax measures for transportation. The SCTA supports efforts to reduce the vote requirement to be in line with the level required for school bond measures – 55%.
	Support cap for administrative fee charged by Board of Equalization	The Board of Equalization charges local sales tax measures and administrative fee of between 1.5% and 4% off the top of tax revenue collected. The Self Help Counties Coalition is pursuing legislation to cap the fee at 1.5% and to fend off efforts to increase the fee. The SCTA supports such a cap.
Traffic Operations	Reduce congestion by using information technology systems to manage the road and transit systems	The SCTA supports efforts to fund ITS programs that will maximize the use of the existing transportation network.
Improving Project Delivery	Support efforts to improve transportation project delivery through organizational reform, greater flexibility in contracting methods and public/private partnerships	<p>There is a fundamental crisis in the delivery of transportation projects in California. Projects take too long to deliver and cost too much. Building on some of the recommendations from the Self Help Counties Coalition proposal, “Rescue Transportation,” SCTA will work with our transportation partners to support reforms that will improve project delivery and squeeze more value out of the Caltrans budget.</p> <p>SCTA will support administrative or legislative reforms at Caltrans to (1) expedite project delivery, (2) increase the autonomy of districts by vesting decision-making authority for projects with project managers at the district level, (3) remove rigid salary caps to improve recruiting and retention of skilled staff, (4) provide greater flexibility in the types of contracting methods that are allowed under state law, (5) promote use of public/private partnerships, and (6) refocus the department on the importance of its operations and maintenance responsibilities.</p>