



Technical Advisory Committee

Directors

Mike Kerns, Chair
Sonoma County

Lisa Schaffner, V. Chair
Healdsburg

Valerie Brown
Sonoma County

Stanley Cohen
Sonoma

Pat Gilardi
Cotati

Sarah Glade-Gurney
Sebastopol

Mike Harris
Petaluma

Paul Kelley
Sonoma County

Jake Mackenzie
Rohnert Park

Carol Russell
Cloverdale

Sam Salmon
Windsor

John Sawyer
Santa Rosa

AGENDA

December 18, 2008

1:30 PM

Sonoma County Transportation Authority
SCTA Large Conference Room
490 Mendocino Avenue, Suite 206
Santa Rosa, California 95401

ITEM

- I. Introductions
- II. Public Comment
- III. Approval of November 20, 2008 Minutes* – **DISCUSSION / ACTION**
- IV. Programming – **DISCUSSION / ACTION**
 - a. State Local Partnership Program (SLPP)
 - b. Potential Stimulus Package Update*
- V. Measure M – **DISCUSSION**
 - a. Measure M Annual Report* (will be distributed at meeting)
 - b. Strategic Plan Update Schedule*
 - c. PDM Assignments Update*
- VI. Planning – **DISCUSSION / ACTION**
 - a. TFCA Call for projects*
- VII. Other Business / Comments / Announcements **DISCUSSION / ACTION**
- VIII. Adjourn - **ACTION**

*Materials attached.

The next **S C T A** meeting will be held **January 12, 2009**
The next **TAC** meeting will be held **January 22, 2009**

Copies of the full Agenda Packet are available at www.sctainfo.org

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.

SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS: Materials related to an item on this agenda submitted to the **Technical Advisory Committee** after distribution of the agenda packet are available for public inspection in the Sonoma County Transportation Authority office at 490 Mendocino Ave., Suite 206, during normal business hours.

Pagers, cellular telephones and all other communication devices should be turned off during the committee meeting to avoid electrical interference with the sound recording system.

Suzanne Smith
Executive Director

490 Mendocino Avenue
Suite 206
Santa Rosa, CA 95401
PH: 707-565-5373
FAX: 707-565-5370

**TECHNICAL ADVISORY COMMITTEE MEETING
 MINUTES
 November 20, 2008**

ATTENDEES

Adams, Nancy, Santa Rosa	March, Lynne, SCTA
Babauta, Mona, Santa Rosa CityBus	Nutt, Steven, Santa Rosa
Barney, Chris, SCTA	O'Bid, Damien, Cotati
Culver, Christine, SCBC	Parker, Joanne, Santa Rosa CityBus
Fremier, Connie, Consultant	Penry, Frank, Sonoma
Gause, Seana, SCTA	Preston, Guy, Consultant
Howze, Kevin, SoCo TPW	Schmitz, Steve, SoCo Transit
Jenkins, Darrin, Rohnert Park	Smith, Suzanne, SCTA
Jones, Mike, Caltrans District 4	Spilman, Janet, SCTA
Kelly, Sue, Sebastopol	Tyree, Elizabeth, SoCo Regional Parks
Landeros, Mario, Healdsburg	Wade, Paul, Cloverdale
Maitland, John, SCTA	

ITEM

ITEM

I. Introductions

Round table introductions were made.

II. Public Comment

There were no public comments.

III. Approval of October 23, 2008 Minutes – DISCUSSION / ACTION

The minutes were approved as stated, along with the addition of the sentence “The TAC would like to emphasize that Caltrans should consider vehicle miles traveled reduction in the modeling and planning efforts for the Inter Regional Partnership.” inserted at the end of item IV. Wine Country IRP update

IV. Programming – DISCUSSION / ACTION

a. State Local Partnership Program (SLPP)

Mr. Maitland reported that Proposition 1B has a provision for \$1 billion to be deposited in the SLPP Account to be available, upon appropriation by the Legislature, for allocation by CTC over a five year period of time to eligible transportation projects as nominated by an applicant transportation agency. By formula, Sonoma County will receive approximately \$12.4 million.

There is a dollar for dollar match required to receive funds under the program. Implementing legislation provides that 95% of program funds will be distributed by formula to match voter-approved transportation taxes and 5% will be available for a competitive grant program to match uniform develop fees. Initial project allocations are to be made by April 2009.

The CTC will adopt an annual program of projects by April 2009 for 2008-09 and by October for each year thereafter. Projects should be submitted by February 17, 2009 for 2008-09 and by August 15 for each year thereafter.

Mr. Maitland reviewed the eligibility requirements, provisions, and the local allocation alternatives outlined in the staff report.

The SCTA will need to submit candidate projects by February 17, 2009 to meet the schedule. It may be necessary to work out all or in part carry-over strategies during the 5-year plan. The competitive grant is different and these projects could be submitted independent of the 95% formula SLPP projects.

Staff intends to take a draft SLPP plan in December to the SCTA Board for comment and a final SLPP plan in January to the SCTA Board for approval.

Ms. Smith stated that she feels very strongly that we program a 5-years worth of funds. We should try to put together a 5-year program; at least so that we have for ourselves that we can incorporate into our Strategic Plan. If for no other reason than every year when the Legislature is trying to figure whether they are going to allocate funds to this program; we can say if you don't, we don't get to do this project. A number of counties throughout the state are planning to do something similar. If you program it just on an annual basis; you may lose out to some degree. It is better to try and plan the full 5-years. The \$12.4 million will only change if another county becomes a sales tax measure county.

Ms. Culver stated that she is concerned that bike projects are not included in the Local allocation alternatives. Bike projects are eligible in Measure M, but are not fully funded. The increase of people using bikes is dramatic out there. There are more and more people riding bikes that want to make a difference. We should be putting many more resources into bike/pedestrian projects. Ms. Culver further suggested that bikes be included in the allocation.

Ms. Tyree added that the bike projects are not 100% funded through Measure M. A small portion of the projects are funded and we are seeking other matching funds to leverage those dollars to make those projects. Ms. Tyree suggested that Bike/Pedestrian projects are included in the allocation.

Ms. Smith stated that staff put together these options as a point of discussion as there are a variety of options. What she views as a high priority is deliverability and maximizing the use of the funds. She would discourage a formula distribution where a small amount gets done. Maybe it is some combination of the two. We need to look at readiness, commitment of funds, and the reality of whether the project is fully funded, or if it has a small gap in funding. The alternative is to just put it all on Rehabilitation projects. Using the money exclusively on the Local Street Projects may not be the best use of the funds especially given the lack of delivery on to date on that Measure M program (LSP).

Mr. Nutt advocated putting the money towards Measure M local street projects.

Ms. Smith added that the CTC has final approval and historically when it comes to the STIP projects, if there is a cut to be made, its Rehab jobs that get cut out. Staff is not sure how strong of a role they will play in this. If we submit our program every year to them that matches what our allocation amount is, theoretically we may be

fine. There may be some risk associated with that; we have to see how the first year goes to know whether that is true or not.

Mr. Nutt asked if there are other agencies advocating for Street Rehab as being a part of this? Mr. Nutt stated that Santa Rosa advocates for one of their street projects rather than Rehab.

Mr. Jenkins stated that Rohnert Park advocates for Rehab because local street projects have not delivered.

Ms. Kelly also agreed that Sebastopol advocates for Rehab.

Mr. Wade stated that for the smaller cities that don't have local street projects; it would be an opportunity to have some element of Rehab over the 5-year program even though it may have some risk with the CTC.

Ms. Parker stated that she has a hard time with quantifying the percentage issue; for Santa Rosa CityBus it is really about what can they deliver for a certain amount of dollars. Santa Rosa CityBus is getting around \$600,000 a year from Measure M, which is the price of a bus. If the City gets SLPP money CityBus can have two buses. In terms of deliverability we have options on contracts. There is a year lead time to construct, but to award a contract it could be awarded in a couple of months. We have a large need for expansion buses and/or replacement buses. Consistency in terms for planning out schedules for rolling stock acquisition it helps to have a multi-year commitment.

Historically, it's true that in the STIP process local road rehab type projects do not fare well, but transit does okay.

Ms. Smith pointed out primarily because of the PTA funds associated with the STIP.

Ms. Parker asked for clarification of the relationship of this programming action for spending this SLPP money for this county to the project list for this county that is included in the Regional Transportation Plan document?

Ms. Smith clarified that historically through the RTP process each county has been given a target. The region does what it whatever it wants to do with regional programs, and what is left is how much we get to work with and insert things like Highway 101, interchange, bus expansion, bikes are a lump sum, and rehab is a lump sum. That has been up until this RTP. In this RTP, MTC got more specific when they said the only discretionary money out there is the STIP and the SLPP. We have assumed a certain amount of funds over a period of time and here is your share of it.

For those of us who don't necessary like the way the RTP process has gone and the specificity of the funding source. It is not a programming document; it is a long range plan. Theoretically there is a relationship to the list we submitted and programming of these funds. Staff does not believe we are bound by it in anyway. Staff believes it is up to the TAC to talk about what is viewed as priorities. If the TAC believes that it is important that we frame it based on the RTP we could do that. Staff is not that concerned about it.

Mr. Jenkins proposed looking at the 5-year time period in which we are to use this money and look at all the Bike/Pedestrian projects in Measure M that are in that time

period. Determine what the shortfall is; and let's make sure that those can be delivered in that time frame. Let's talk about what is programmed is going to get delivered, and we split the rest between local streets rehabilitation, and transit, based on some percentage. Maybe it matches the ratio of those two relative to each other in Measure M.

Ms. Smith pointed out that one approach to this is that we are in the process of updating the Strategic Plan and that is where we assess again the status of projects and whether funds have manifested themselves at local jurisdictions for specific projects, or the status of bike projects. The timing on this is slightly unfortunate in that it is about 3-months ahead of where we are in the Strategic Plan process. We may want to ask the basic question - do we want to tell the CTC we will be programming our first \$2 million in the next fiscal year? We don't risk anything in terms of losing the 2008/09 money because that has been allocated and it would rollover. The mystery is whether the next year gets allocated. There are going to be risks in programming a 5-year deal because the budget act will have to allocate or appropriate funds each year. That is an option. You run the risk of appearing to not need the money. The option is to punt and make it part of the Strategic Plan.

The other option is we do a broad call for projects and have the discussion based on that. It is strictly Measure M projects and project sponsors submit either something specific to projects or rehabilitation. There are a couple of LSP projects that probably could be delivered if we put a good portion of the SLPP funds towards them. Staff would like to deliver a couple of LSP projects to demonstrate that we can.

Mr. Nutt stated that the Hearn Avenue project is fully funded and the City is waiting to clear up the PSR issues with Caltrans. The City does not advocate for submitting this project for SLPP funding.

Ms. Smith stated that Airport, Old Redwood, and the intersection at 116/Mirabel are do able. Some combination of those could be completed with some help from SLPP.

Mr. Maitland clarified that 116/Mirabel is at the top of the fundable list.

Ms. Parker expressed her concern with delaying the programming in the first year. The CityBus is getting calls on the transit side from the sister divisions to this SLPP program, the prop 1B transit program, on how much they could spend, and if they could spend it now. The CityBus could spend a lot of it right now; and can award multi-bus contracts quickly.

Mr. Preston pointed out that based on earlier discussions it appears that only transit and road rehab could use funds in 2008/09.

Ms. Smith stated that if we programmed an amount in 2008/09 for bus purchase then we could have a discussion about everything else as part of the Strategic Plan. This would demonstrate a use of funds and possibly we would have some rollover of funds.

Ms. Culver advocated for putting aside SLPP funds for Bike/Pedestrian projects.

Ms. Parker stated that if the TAC was to program a piece now and then put off programming the next four years to do the Strategic Plan discussion. Maybe transit is part of the next four years in some form or capacity. If you are looking to use all the money upfront, and there is an issue now, and if you are going to do a call for

projects and you think transit is going to be part of the 5-years. Transit can do it all up front. Is there anyway that money can be moved around over the years?

Mr. Preston stated that an inter-program loan could be used and it could be paid back in a subsequent year.

Ms. Kelly pointed out that she does see an advantage in doing it parallel with the update of the Strategic Plan. The landscape changed substantially in the last Strategic Plan update what was and wasn't getting delivered. That might happen again.

Ms. Gause stated that the process is starting now. The schedule is to have it completed by June 2009. There is an item later on the agenda that asks the question about whether we want to meet again in December to discuss this item. If so, then staff will put together a schedule for the Strategic Plan development to bring to the TAC. Otherwise, the schedule will be brought to the TAC in January.

Ms. Smith clarified that her thought process is to lock up the first year funds and demonstrate that we are using it. Transit would be part of the overall programming; in that transit could use all or a large portion of the money in 2008/09. Then we have done our transit commitment, and we then use the four years that remain to program along with the Strategic Plan; discussing what levels goes to a project, rehab, and bikes.

Mr. Nutt stated that he doesn't mind front loading transit; it is clean, quick, and upfront. We just need to make sure that when we program along with the Strategic Plan and how the remainder of the money gets spent that that component has already been taken into consideration as we start moving forward. That doesn't mean that Transit won't get anything else as a component of it but it does mean that their future allocations may be smaller. Then step would be to discuss the next possible way of splitting up the money for Bike/Pedestrian and Rehab projects in conjunction with the Strategic Plan over the next 5-6 months.

Ms. Smith stated that if we applied a doubling formula of 35% LSR, 35% LSP, 20% Transit, and 10% for Bike/Pedestrian, excluding Highway 101, modeled after the percentages in the Measure M Strategic Plan; that would put Transit at \$2.5 million and we program all of \$2.4 million in the first year. If that is a theory that we want to put forward that we apply a formula similar to the Measure M distribution, excluding Highway 101.

Mr. Nutt commented that 116 Mirabelle is the only LSP project that more or less has a defined amount that is not 90% of the entire project that can be put forward which has a deliverable.

Mr. Preston stated that he could figure out another couple projects that would have full funding plans if money was put towards them that would compete with Farmers.

Mr. Nutt stated that if you look at 35 or 40% what is remaining is \$5 million. How many of those projects can you put into \$5 million? That drops Farmers Lane off unless Santa Rosa takes the whole amount and hoped for more from somewhere else. If that is the direction we are taking then the City will advocate more how we divide the money for Rehab.

Ms. Smith stated that under that scenario you have \$4.2 million for projects, \$4.2 million for Rehab and \$1.2 million for Bikes. Not sure if this is the right percentage. To put as much Rehab money in as it is to try and deliver a couple of projects. Staff is biased because we are trying to deliver the whole program and Local Street Projects are hurting. However, it does get us through the first year with a good project, very justifiable, and deliverable. It uses the money that is on the table and buys us time to have the rest of the discussion. We will need to figure out how to divide up the money between the Transit Agencies to purchase a couple of buses.

Mr. Nutt stated that another thing to work out is how to front money based on the inter-program loan concept; since Santa Rosa has a \$600,000 annual allocation.

Ms. Smith pointed out that they can over match with other sources.

Ms. Kelly recommended that we hold a meeting in December where SCTA staff can visually present 3 or 4 scenarios that are more specific; that show amounts and percentages.

Mr. Preston pointed out that it would be helpful if the jurisdictions could provide specific project shortfall amounts to staff to develop the different scenarios.

Ms. Smith clarified the eligible projects are construction only or capital outlay for transit.

Ms. Gause announced that the next TAC meeting will be held on Thursday, December 18, 2008.

Ms. Smith further stated that it would be helpful if the jurisdictions have any thoughts about their projects that are programmed in the Strategic Plan, or hoped to program in the next Strategic Plan, would provide this information to staff prior to the December meeting.

V. Measure M – DISCUSSION
a. Measure M Annual Report

Ms. Gause reported that the Measure M Annual Report has been completed and the final version did not make it into the agenda packet. The final version will be emailed to the TAC, and a printed version will be provided at the December meeting.

VI. Highway 101 Project Updates DISCUSSION

Ms. Gause reported that Wilfred is out to bid and that for the parcel that had to go to condemnation, a court date was set.. Caltrans expects to have that order of possession for the acquisition on December 10; which means the bids will be open shortly after that and award will likely occur in January 2009..

Mr. Maitland reported that the Narrows environmental document has been pushed back from January to March; finally adopted, waiting on biological opinions on that project.

We are looking at trying to advance the Central project potentially to go to construction earlier by a couple of months. It is 100% complete designed and at Caltrans Headquarters being reviewed. Tuesday it went out to bid, and there are a few right-of-way issues that have to be resolved.

Staff met with Caltrans on the Airport Interchange, and Caltrans is very excited and willing to put forth a good effort on designing the Airport Interchange to the point where they are willing to expedite the project by taking it out of the PSR/PR process and putting it into the supplemental PR on the basis of revalidation of the existing environmental document. This saves us a lot of time. We don't have a written cooperative agreement with Caltrans but we are moving in that direction.

An contract has been awarded and approved for the North-A project. The first construction meeting will be held in January and we will know more information at that time.

VIII. Other Business / Comments / Announcements DISCUSSION / ACTION
a. December Meeting?

Ms. Gause announced that the next TAC meeting will be held at 1:30 p.m. on Thursday, December 18, 2008.

Ms. Parker reported that the Santa Rosa CityBus ridership for October is the highest then ever before. It was up 8% from the year before. We are at 286,000 a month, and 11,000 average week day; which broke our previous high in May of 10,000 average week day. The Roseland Lifeline Funded Route 19 is at about 500 average week day. It is all added rides.

Ms. Parker announced that the Santa Rosa CityBus won the California Transit Association Small Operator award.

Mr. Jenkins commended the County of Sonoma is doing preventative maintenance on the roads. However, they are using a chip seal, which is like a three-quarter inch rock; which is not good for bicyclists. They are doing the shoulders as well as the lanes. It is ruining the county roads for biking.

Mr. Schmitz commented that this issue was brought up at the bike advisory committee meeting and the County Pavement Preservation Manager admitted that there were some errors with going into the shoulder areas. This is not the standard and he is working with the crews that did that to prevent it from happening again. Unfortunately they cannot go back and fix it now that it is done. However, they are looking at using different types of aggregate that make it less obtrusive for bicyclists.

IX. Adjourn – ACTION

The meeting adjourned at 3:02 PM.

Staff Report

To: Sonoma County Transportation Authority
From: John Maitland
Re: SLPP Programming
Date: December 18, 2008

Issue:

How should SLPP funds be programmed?

Background:

The issue of programming SLPP funds has been brought to both the TAC and CAC for comments. Given that the time frame for receiving SLPP funds in FY 08-09 is too tight to deliver a project, it was the consensus of TAC and CAC to program money towards bus purchases in the first year. After discussions with all of the local transit agencies, only the City of Santa Rosa (City Bus) can put up its Measure M LBT allocation towards bus purchases. The other transit agencies need to keep LBT funds for basic operational expenses. If City Bus puts up its LBT allocation for two years as Measure M match funds, then approximately \$1,200,000 of SLPP funds could go towards the purchase of four buses. Bus purchases could be programmed in the first year of the SLPP.

TAC did not reach a consensus on the allocation strategy for the balance of SLPP funds as of yet. The remaining four years of the SLPP funds still needs to be programmed. Projects could include LSP, Bike/Ped and LSR rehabilitation projects, all which require a 15-year design life. Designated Measure M LSP and Bike/Ped projects already have certain amounts of Measure M funds allocated to them that could be used as the SLPP match requirement. SCTA staff has begun to work on the 2009 Strategic Plan. The combining of Measure M funds in the next five-year plan with SLPP funding could advance delivery of some of the LSP projects. Additionally, local agencies could use their LSR allocations as the match requirement for a road rehabilitation type project.

The CAC indicated that SLPP funds should go to LSP projects before considering rehabilitation type projects.

The SCTA Executive Committee indicated that SLPP funds could be distributed based roughly on Measure M program allocation percentages. The Executive Committee suggested a 40% for LSP, 40% for LSR, 10% for LBT, and 10% Bike/Ped allocation for consideration by TAC. The Executive Committee concurred with allocating first year SLPP funds to bus purchases.

A question has come up as to whether Measure M funds could be borrowed from a future LSP project in order to fund a bus purchase(s) now.

SCTA staff needs to make recommendations to the SCTA Board on how to program the SLPP funds. Although the FY 08-09 SLPP programming may be limited to bus purchases, FY 09-10 SLPP programming is due in August, 2009.

Policy Impacts:

TAC recommendations for SLPP programming of deliverable projects will be brought to the SCTA Board for their consideration.

Staff Recommendation:

Since Hwy 101, SMART, and Administration programs have been eliminated from SLPP allocation consideration, we are left with LSR, LSP, LBT, and Bike/Ped programs to allocate SLPP funds to on some proportional basis. Based on the Executive Committee discussion to allocate the SLPP on a 40-40-10-10 allocation, the SLPP could be arranged into a 80% **Local Roads** (LSR + LSP) and 20% **Transit/Bike/Ped** (LBT + Bike/Ped) "pots" of funds and distributed as follows:

Local Roads = \$9,920k

LSR (40%) could be offered to each agency per the Measure M road/pop formula as their match for a SLPP rehab project.

If an agency decides not to use its LSR share for the required SLPP match, then the LSR share amount would revert back to the Local Roads pot for LSP projects.

Local Roads pot minus LSR match for rehab would be available for LSP projects.

An agency could take its own LSR share and use it to supplement its own LSP projects.

T/B/P = \$2,480k

LBT (10%) could be offered to each of the transit operators per the Measure M population formula.

If an agency decides not to use its LBT share for the required SLPP match, then the LBT share would revert back to the T/B/P pot for Bike/Ped projects.

T/B/P pot minus LBT match for bus purchases would be available for Bike/Ped projects.

If such a distribution were found to be acceptable to TAC, then each local agency could determine if it could develop a LSP, road rehabilitation, and/or bike/ped project which meets the 1:1 Measure M match funding and 15-year life SLPP requirements. A programming list of proposed projects could then be assembled for adoption by the

SCTA Board for the remaining four years of the SLPP program prior to the next SLPP submission date in August of 2009.

washingtonpost.com

Stimulus Package To First Pay for Routine Repairs

By Alec MacGillis and Michael D. Shear
 Washington Post Staff Writers
 Sunday, December 14, 2008; A01

President-elect Barack Obama calls it "the largest new investment in our national infrastructure since the creation of the federal highway system in the 1950s." New York Mayor Michael R. Bloomberg compares it to the New Deal -- when workers built hundreds of bridges, dams and parkways -- while saying it could help close the gap with China, where he recently traveled on a Shanghai train at 267 mph.

Most of the infrastructure spending being proposed for the massive stimulus package that Obama and congressional Democrats are readying, however, is not exactly the stuff of history, but destined for routine projects that have been on the to-do lists of state highway departments for years. Oklahoma wants to repave stretches of Interstates 35 and 40 and build "cable barriers" to keep wayward cars from crossing medians. New Jersey wants to repaint 88 bridges and restore Route 35 from Toms River to Mantoloking. Scottsdale, Ariz., wants to widen 1.5 miles of Scottsdale Road.

On the campaign trail, Obama said he would "rebuild America" with an "infrastructure bank" run by a new board that would award \$60 billion over a decade to projects such as high-speed rail to take the country in a more energy-efficient direction. But the crumbling economy, while giving impetus to big spending plans, has also put a new emphasis on projects that can be started immediately -- "use it or lose it," Obama said last week -- and created a clear tension between the need to create jobs fast and the desire for a lasting legacy.

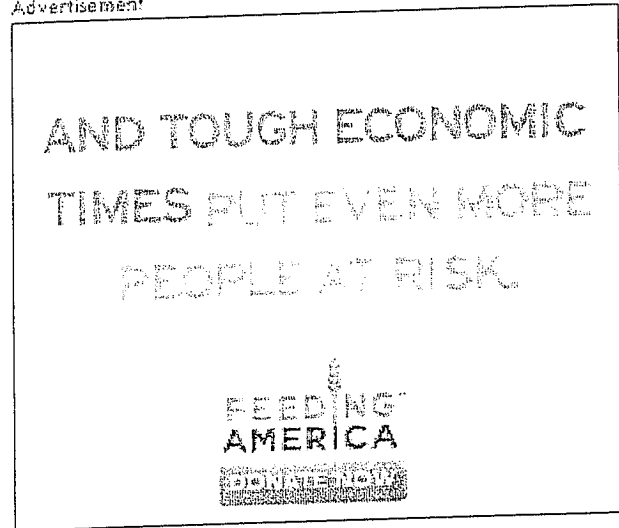
"It doesn't have the power to stir men's souls," said David Goldberg of Smart Growth America. "Repair and maintenance are good. We need to make sure we're building bridges that stand, not bridges to nowhere. But to gild the lily . . . where we're resurfacing pieces of road that aren't that critical, just to be able to say we spent the money, is not what we're after."

Minneapolis Mayor R.T. Rybak is proud that his city was able to quickly rebuild the Interstate 35 bridge that collapsed into the Mississippi River in 2007 while making sure to include capacity for a future transit line on it. But he worries that many of the road and bridge upgrades around the country will not be done in a similarly farsighted way, given the time pressures.

"The quickest things we can do may not be the ones that have the most significant long-term impact on the green economy," he said. "Unless we push a transit investment, this will end up being a stimulus package that rebalances our transportation strategy toward roads and away from [what] we need to get off our addiction to oil."

Mayors say there would be a better chance for a long-term impact if the money were focused on

Advertisement



metropolitan areas where investments could make the most difference in reducing congestion and lessening dependence on cars. They doubt that will happen if infrastructure funding goes directly to state capitals.

In Seattle, Mayor Greg Nickels said that the list of projects submitted by Washington state included only one in Seattle, for a ferry dock, while the city has ambitious hopes for removing a hulking highway ramp in a revitalized neighborhood and accelerating a light-rail expansion.

"Metro areas really are the engines of the economy, and to the extent that this can go directly to the metro areas rather than a cumbersome state process, it will have more effect," Nickels said. "States can do a nice job in rural counties, but in metro areas it's not always a good relationship or very nimble."

As it stands, Congress, wanting to keep things simple, plans to disburse the money under existing formulas -- funding for roads and bridges will go to state governments, while money for public transit will go to the local agencies that receive transit funding.

State officials are playing down concerns about their proposed projects' value. New Jersey Gov. Jon S. Corzine said repairing a swath of roads and bridges is ambitious in its own right. "We could spend money on further provision of rail to Port Elizabeth and Port Newark, but if the highways weren't paved, we actually wouldn't have the ability to have the trains get to the spot to take the goods to the local distribution outlet," he said. "Those deferred maintenance investments are fundamental to maintaining a capital infrastructure."

Oklahoma transportation director Gary Ridley justifies his state's wish list in similar terms. Its highway pavements "are probably 40 years old, and some of them have been replaced, but a lot of them haven't," he said. "It's not like we're grabbing these out of the air."

On the trail, Obama spoke often of the potential for high-speed rail linking the cities of the industrial Midwest. But the transit projects being proposed also tend to be on a smaller scale: extending bus rapid-transit lanes, buying new commuter rail cars, upgrading commuter rail lines.

"Everyone would like grand projects, but the fact of the matter is that we're really trying to put people to work," said William Millar, president of the American Public Transportation Association. "A large number of small projects spread across the country make more impact than a handful of big projects in a few places."

The business community approves of the project list, noting that study groups have pegged total infrastructure repair needs at \$1.6 trillion. "It's not sexy, but it's jobs," said J.P. Fielder, a spokesman for the U.S. Chamber of Commerce. "It's not dams and giant beautiful works of art. It's these low-end roads connecting certain places."

The Obama transition team is aware of the tension created by its goal of immediate stimulus but contends it can be resolved. For one thing, one aide said, some of the most legacy-building aspects of the recovery plan will be in areas other than transportation infrastructure -- such as expanding the electric grid, retrofitting schools to make them energy efficient and modernizing medical record-keeping.

Defending the emerging list of projects, the aide, who was not authorized to speak publicly, said there simply is a vast need for repairs. But the aide said that the Obama team also has its eye out for longer-term projects to invest in, and that for all the emphasis on quick spending, the recovery plan is considered a two-year undertaking. What is still to be determined is how some of those more ambitious projects would be chosen and how that money would be apportioned.

Others in Washington and at the state level also hope for a consensus between the short and long term. Early in 2009, they say, states will be able to spend stimulus money mostly on badly needed maintenance, as well as new projects that are ready to begin. Considerations about the country's future transportation needs will come later, they say, in the debate surrounding the regular transportation budget, which will be up for its five-year reauthorization next fall.

"It's apples and oranges. It is stimulus and economic recovery versus a long-term strategic plan for the nation's infrastructure," said Tony Dorsey, a spokesman for the American Association of State Highway and Transportation Officials. He noted that a few items on the states' wish lists are of a larger scale: California wants to rebuild the southern access to the Golden Gate Bridge, while New Jersey wants to accelerate the construction of a second rail tunnel under the Hudson River.

The construction industry also sees a two-step process. "Do the rinky-dink projects, the smaller projects," said Frank Rapoport, head of the global infrastructure practice at the McKenna, Long & Aldrich law firm. Then, later in 2009, he said, the government should use any leftover stimulus money to leverage private equity to tackle larger challenges, possibly via Obama's proposed infrastructure bank.

That approach sounds good to Judith Rodin, president of the Rockefeller Foundation, which funds some infrastructure projects. "This is a once-in-50-year-opportunity," she said. "We ought to repair what needs to be fixed and take a chunk of the cash and do that, but while we're doing that, develop an overall blueprint for how the rest of the money should be spent."

But that plan assumes that there will be enough money, political will and public support left over after an initial burst of spending to fuel broader investments. It is unclear how much money will be devoted to infrastructure in the stimulus package, which could surpass \$500 billion. But the highway officials association has identified more than 5,000 road and bridge projects costing \$64 billion that are ready to go, and the transit officials' association has identified 736 projects costing \$12.2 billion that could start within 90 days.

If the stimulus funds many of those projects in the short term, there could be less appetite for increasing Washington's long-term investment beyond the roughly \$50 billion a year it spends annually now. And on Capitol Hill, members of both parties agree that the focus has to be on the short term.

"Filling the potholes or repaving a stretch of road may not be as visual as the Hoover Dam or the Golden Gate Bridge, but that paved road is going to make a lot of difference in people's lives," said Jim Berard, spokesman for the House Transportation and Infrastructure Committee. "Will there be political will and money" for later spending? "We don't know. We'll build that bridge when we come to it. Trying to do bigger-type infrastructure improvement at this point would be irresponsible. You'd be fiddling while Rome burst into flames."

[Post a Comment](#)

[View all comments](#) that have been posted about this article.



Close

Sponsored by:

CQ TODAY MIDDAY UPDATE
Dec. 11, 2008 - 1:19 p.m.

Oberstar Proposes \$45 Billion for Infrastructure in Stimulus Bill

The government would invest \$45 billion in infrastructure projects under a tentative proposal that House Transportation and Infrastructure Committee Chairman James L. Oberstar has compiled as part of Democrats' new economic recovery legislation.

Oberstar, D-Minn., said his staff as well as Ways and Means Committee aides would be staying in Washington next week to continue their work on the bill.

President-elect Obama has called on Congress to have a stimulus measure — one heavy on infrastructure investment — ready for him to sign into law on Inauguration Day.

Oberstar's proposal includes \$18.25 billion for highways and bridges, \$6.5 billion for transit, \$2 billion for rail and \$9 billion for environmental infrastructure.

He said Wednesday the list is a work in progress. "We will expand upon that," he said.

The new numbers are up slightly from October's House-passed stimulus bill, which included \$13 billion for highways and bridges and \$5.5 billion for transit projects. That measure was never considered in the Senate.

But Oberstar's numbers are a far cry from the requests being made by cities and states for infrastructure investment.

For highways and bridges alone, the American Association of State Highway and Transportation Officials have proposed \$64 billion worth of ready-to-go projects for the final stimulus bill.

But John Horsley, the group's president, said in a statement that he's encouraged by Oberstar's work.

"We can assure the public that states can deliver projects at the funding levels the chairman has put forward," Horsley said.

CQ © 2007 All Rights Reserved | Congressional Quarterly Inc. 1255 22nd Street N.W. Washington, D.C. 20037 | 202-419-8500

Measure M Strategic Plan Update Development Schedule	
12/12/08	Distribute Fact and fund sheets to project sponsors
12/19/08	Due date for sponsors to submit Fact and Funds sheets to SCTA
12/22/08-1/6/09	Review Fact and Fund sheets
1/6/09-1/13/09	Develop preliminary spreadsheets showing requested programming
1/14/09	Spreadsheet ready for TAC agenda
1/22/09	Deliver preliminary spreadsheets to TAC
1/23/09-1/30/09	Schedule meetings with all sponsors to review project delivery plan, scope and schedule
2/27/09	Finalize Cash Flow Report for programs
2/27/09	Design and deliver info sheets to graphic artist
3/2/-3/5/09	Revise spreadsheets
3/5/09	Transit TAC Agenda items due
3/16/09	Finalize text, tables, appendices for Plan
3/?/09TTAC 3/26/09TAC 3/30/09CAC	Distribute spreadsheets, text, tables and appendices to TAC, TTAC and CAC
3/31/09	Collect and consolidate comments from committees
4/1/09	Deliver text, tables and appendices to graphic artist
4/27/09	Admin Draft to CAC
5/?/09	Admin Draft to TTAC
5/28/09	Admin Draft to TAC
5/29/09	Review and consolidate comments of admin draft
5/29/09	Final edits on admin draft to Graphic artist
6/1/09	Deliver electronic copies of Draft Plan to Repro
6/4/09	Pick up hard copies of Draft Plan from Repro
6/1/09	Email electronic copies of Draft Plan to SCTA board (Distribute hard copies at meeting)
6/8/09	Present Draft Plan to SCTA board, request comments and direction
6/9/09	Provide final comments and edits to Graphic Artist
6/15/09	Receive Doc from Graphic Artist
6/16/09	Deliver files and master copy to Reprographics
6/22/09	Pick up final docs from Reprographics
7/1/09	Mail out hard copies; email electronic copies of draft final to Board
7/13/09	Request approval of Final Strategic Plan from SCTA Board
7/23/09TAC 7/27/09CAC 9/?/09TTAC	Distribute Copies of SP to Advisory Committees



Staff Report

To: Sonoma County Transportation Authority – Technical Advisory Committee
From: Seana L. S. Gause
Re: Measure M Project Delivery Manager Assignments
Date: December 18, 2008

Issue:

What are the changes in the Project Delivery Manager (PDM) assignments?

Background:

The SCTA has an obligation to ensure that the Measure M (Traffic Relief Act of Sonoma County) funds are spent in accordance with the intent of the Measure. The Measure M Strategic Plan establishes a process for review of Measure M projects (Policy 4.11). The purpose of the SCTA review is three-fold: 1) to review the project to ensure that the objectives and purpose of the project are consistent with the original purpose of the project programmed in the Measure M Strategic Plan and the intent of the Traffic Relief Act for Sonoma County; 2) to ensure consistency with the Strategic Plan policies and guidelines; and 3) to monitor and assist with meeting project delivery milestones.

In order to implement this policy, the SCTA assigned Project Delivery Managers to each project in the Highway 101 Program, Local Streets Projects Program and Bicycle and Pedestrian Program. There have been a number of changes in the assignments since originally distributed to project sponsors. The assignments as changed are shown on the table below.

Policy Impacts:

The Project Delivery Manager assignments are established by policy in the 2007 Measure M Strategic Plan.

Fiscal Impacts:

SCTA will fund the entire cost of the PDM's from anticipated growth.

Staff Recommendations:

None, this item is informational only.

BIKE/PED Projects	Sponsor	PDM	M#
Santa Rosa Cr Tr	Santa Rosa	Seana	70106
Old Red/Mendo/SR	Santa Rosa	Seana	70206
Central Sonoma Valley Tr	Co Reg Pk	Seana	70310
Sonoma/Schellville Tr	Co Reg Pk	Seana	70410
Arnold Dr	Co DPW	Seana	70510
Petaluma River Tr	Petaluma	Seana	70604
Copeland Creek Tr	Rohnert Prk	Lynne	70705
Street Smart Sebastopol	Sebastopol	Lynne	70807
West County Tr	Co DPW	Seana	70910
McCray Road	Co DPW	Seana	71010
Highway 1 in Bodega Bay	Co Reg Pk	Seana	71110
Foss Creek Tr	Healdsburg	Seana	71203
NWPRR Various	Various	Seana	71301
Access Across 101 (SR)	Various	Seana	71302
Bike Safety and Education	Various	Lynne	
Totals			
Local Street Projects			
Local Street Projects	Sponsor	PDM	M#
Penngrove	Co DPW	John	30110
Airport Blvd	Co DPW	Connie	30210
Rte 121/116	Co DPW	John	30310
Forestville Bypass	Co DPW	John	30510
Old Redwood Hwy I/C	Petaluma	Guy	30604
Hearn Avenue	Santa Rosa	John	30706
Farmers Lane Ext	Santa Rosa	John	30806
Mark West Springs	Co DPW	John	31010
River Road	Co DPW	John	31110
Fulton Rd	Co DPW	Seana	30406
Bodega Hwy	Co DPW	John	30910
Totals			
Hwy 101 Projects			
Hwy 101 Projects	Sponsor	PDM	M#
Wilfred	Caltrans	Seana	
North	Caltrans	Connie	
Central	Caltrans	Guy	
MSN - B	Caltrans	Guy	
MSN - C	Caltrans	Guy	
Totals			
Rail			
Rail	Sponsor	PDM	M#
	SMART	Seana	



DRAFT Transportation Fund for Clean Air (TFCA) **Fact Sheet for 2009/2010**

Background:

The Sonoma County Transportation Authority (SCTA) is the “Program Manager” for the Bay Area Air Quality Management District’s (BAAQMD’s), Transportation Fund for Clean Air (TFCA) **Program Manager** fund. This fund is also known as the AB 434 Program. The SCTA is charged with administering the program and adopting a “Program of Projects” to utilize these funds each year.

TFCA funds are generated through a \$4.00 vehicle registration surcharge. The Program Manager funds consist of the 40% of these revenues that are guaranteed back to the County of origin. The BAAQMD area extends over only the southern part of Sonoma County. The area north of Windsor, including the unincorporated areas and the cities of Healdsburg and Cloverdale do not receive TFCA funds administered by SCTA.

There is also a “Regional” TFCA program, administered by BAAQMD. Information about this program is available at BAAQMD website: http://www.baaqmd.gov/pln/grants_and_incentives/tfca/index.htm

Step by Step TFCA Process:

Call for Projects

A “Call for Projects” is issued by SCTA normally each winter (this year in December). Project sponsors are required to complete forms, including:

- A Project Information sheet for each proposed project, and
- A “Cost Effectiveness” worksheet for each proposed project that calculates the estimated amounts of emissions reductions; and documents notes and assumptions. The appropriate worksheet is to be filled out according to project type. Please do not re-use worksheets from prior years.

All TFCA projects must demonstrate an air quality benefit---specifically a reduction of motor vehicle emissions---and must meet minimum air district requirements for eligibility and cost effectiveness. BAAQMD issues TFCA Guidelines each year. These can be found on the BAAQMD website at: http://www.baaqmd.gov/pln/grants_and_incentives/tfca/cpm_fund.htm. Project applicants should utilize these guidelines in determining the applicability of TFCA to proposed projects, in preparing applications, and to understand associated responsibilities. Guidelines contain changes from year to year, thus sponsors should be aware of this.

The "Call for Projects" is based on an estimate of available monies. The final revenue total will vary somewhat from the initial estimate. The actual amount to be available for projects is based on actual revenues collected, plus accrued fund account interest, and adjustments from prior years.

It is anticipated that approximately \$656,000 will be available for the 2009/2010 funding cycle.

Distribution Criteria

Project applicants will be applying for *guaranteed* and/or *competitive* funding.

On October 16, 2006, the SCTA Board set the criteria to be used for the distribution of TFAC funding. All of the effected jurisdictions also approved this method of funding distribution by local resolution. It is as follows:

A Two-Part Distribution:

1. First, the County and city of Santa Rosa will receive a guaranteed "off-the-top" funding based on their population. This allows those entities to sustain their existing transit programs.
2. Second, the cities of Petaluma, Rohnert Park, Town of Windsor, Sonoma, Sebastopol, and Cotati are eligible to apply for the competitive portion of the funding. By agreement, the city of Santa Rosa and Sonoma County will submit applications for funding from the competitive portion only if the eligible cities do not put forth a sufficient package of qualified proposals to full utilize the entire amount of available funding.

The agreed-upon scenario of how the competitive portion process will actually work involves discussions between entities to reach agreements, so that projects "ready to go" will be funded in each given year. Considering that carry-over balances are no longer allowed, this cooperative approach will favor ensuring that all available TFCA monies are utilized within the County each funding cycle, and will furthermore allow the smaller cities to intermittently apply for funding amounts greater than the smaller per-year population-based sums. The benefit of the competitive funds should rotate between entities to ensure approximate equity.

Attached is a "side by side" comparison of the last three funding cycles. As can be seen, the city of Sonoma has not utilized this source recently and Sebastopol only minimally.

Approval Process:

The Technical Advisory Committee (TAC) is consulted regarding the proposed "Program of Projects." (In 2009 this will be on February 26) and will make a recommendation to the SCTA Board. The SCTA will review and approve a program on March 9, 2009. Submittal of the Expenditure Program detailing the "Program of Projects" is due to BAAQMD by March 31, 2009

BAAQMD approvals are scheduled in May 2009.

Contracts:

A Funding Agreement is executed between SCTA and BAAQMD spelling out the terms of the fund administration. Fund Transfer Agreements are executed between SCTA and each sponsoring entity spelling out the terms of fund use, including crediting BAAQMD, reporting, insurance, and monitoring requirements.

Expenditure of Grant:

Project sponsors have two years to expend funding. The two-year clock begins the date when the first BAAQMD TFCA check is received by SCTA, which is normally in the autumn, however the date has ranged from mid-September to late-January. Reimbursement requests are to be submitted to SCTA with required documentation of expenses.

Applicants are encouraged to indicate the full two years for project completion, unless they are certain the project will be completed before then. This will reduce the number of schedule amendments.

December XX, 2008 (via e-mail) **DRAFT NOT YET ISSUED**

TO: Eligible Applicants
FROM: Lynne March, Transportation Planner
SUBJECT: **“Call for Projects” for F/Y 2009/2010
Transportation Fund for Clean Air (TFCA)**

Solicitation of Interest – for the 2009/2010 TFCA Program

All eligible Sonoma County jurisdictions within the Bay Area Air Quality Management District (BAAQMD) Air Basin – north to, and including, the Town of Windsor – are invited to submit applications for the 2009/2010 TFCA funding cycle.

Attached are several documents:

A.) APPLICATION FORMS:

a.) Application form; Project Information

b) Cost Effectiveness Worksheets

note there are *two tabs* to the sheet: a.) Emissions Reductions and b.) Notes and Assumptions)

1. Trip Reduction: (Ridesharing, Bicycle, Shuttle, and Smart Growth) Worksheet
2. Arterial Management/Signal Timing Worksheet
3. Heavy Duty Vehicle Worksheet
4. Light Duty Vehicle Worksheet

Please:

Use the worksheet appropriate for the project’s type.

Do not re-use worksheets from prior years.

NOTE: Finalize all application forms only **AFTER the FINAL AMT OF FUNDING IS KNOWN (around January 20)**

E-mail completed forms to me at: lmarch@sctainfo.org by **February 20, 2009**

B.) Transportation Fund for Clean Air (TFCA) Fact Sheet for 2009/2010

with information about TFCA program and process.

C.) BAAQMD’s 2009 Expenditure Program Guidance.

D) Preliminary Estimates of 09/10 TFCA Funds and Distribution Percentages

The chart below provides the “**PRELIMINARY FUND ESTIMATE.**” This “Call for Projects” provides an estimate of funding, which is **\$656,000**. The actual amount of 09/10 revenue has *not* yet been determined, therefore, will be adjusted before the process is completed. This year, however, the BAAQMD estimate is fixed. The only amount that is as yet unknown is the fourth quarter interest, which will be available around January 20. The total projected interest has been estimated, therefore the adjustment should be minor. Population figures are final.

Santa Rosa	County	Competitive	Total Allocation
38.14%	25.57%	36.29%	100%
\$250,198	\$167,739	\$238,063	\$656,000

FY 2009/2010 TFCA schedule:

Date	Step
Dec 17, '08 ??	Call for Projects & Fund Estimate issued by SCTA
@ Jan 20, '09	Final Fund Estimate sent to Potential Applicants
Feb 20, '09	Completed applications <u>using final Fund Estimate</u> due. (submit electronically to SCTA: lmarch@sctainfo.org)
Feb 26, '09	TAC reviews & recommends list to SCTA Board
Mar 09, '09	SCTA approves TFCA expenditure plan by resolution.
Mar 31, '09	TFCA expenditure plan due to BAAQMD
May '09	BAAQMD Mobile Source Committee review and BAAQMD Board of Directors approval
June-Aug '09	Contracts signed by BAAQMD/SCTA, then Project Sponsors/SCTA
Autumn '09	Funds available for approved projects. Funds need to be spent within 2 years

We look forward to submitting a “Program of Projects” to BAAQMD for funding projects that will help to improve the area’s air quality.

Please contact me at 707-565-5376, should you have questions.

**SIDE BY SIDE COMPARISON OF LAST YEAR'S AND THIS YEAR'S
TFCA PROGRAM MANAGER FUNDING**

TFCA FUNDING: 06/07			TFCA FUNDING: 07/08			TFCA FUNDING 08/09		
Sonoma County Transit	Transit Marketing Program	\$124,055	Sonoma County Transit	Transit Marketing Program	\$151,462\$	Sonoma County Transit (Cotati)	Cotati Intermodal	\$360,000
Sonoma County Transit	Cotati Intermodal Facility/Park & Ride	\$32,000				Sonoma County Transit	Transit Marketing Program	\$89,485
Sonoma County Transit	Sonoma County Multi-Agency Bus Stop Information	\$30,000						
Rohnert Park	Redwood Drive Class II Bike Lanes	\$14,500						
Rohnert Park	Rohnert Park Expressway Class II Bike Lanes	\$142,000						
Rohnert Park	Rohnert Park Expressway Signal Coordination	\$40,000						
Santa Rosa	Student Youth Pass Subsidy	\$80,000	Santa Rosa	Student Youth Pass Subsidy	\$88,000	Santa Rosa	Student Bus Pass Subsidy	\$88,000
Santa Rosa	Voluntary Trip Reduction	\$154,507	Santa Rosa	Voluntary Trip Reduction	\$134,406	Santa Rosa	Santa Rosa Free Ride Program	\$189,856
Sebastopol	Purchase One Ford Escape Hybrid Light Duty Vehicle	\$2,000						
Petaluma	Roundabout McDowell Blvd So and Baywood Drive	\$195,000	Petaluma	Transit/Bike Marketing Program	\$137,060	Windsor	Town Center Bicycle Lockers	\$4,000
Windsor	Arata Lane & Hembree Lane Bicycle Lanes	\$30,000	Windsor	Old Redwood Highway Bicycle Lanes	\$76,360	Windsor	Mitchell Lane Class II Lanes	\$10,400