

Chapter 5

Funding and Implementation

Major Revenue Sources	76
Implementation	80

The previous chapter, Transportation Needs, describes the regional and local vision for transportation improvements. This chapter will explain funding sources and the inevitable funding constraints that are prevalent when needs far outweigh the resources available. In transportation, hard decisions are made weighing the impact of maintaining and rehabilitating the system and offering expanded options to system users.

MAJOR REVENUE SOURCES

The SCTA has oversight over the distribution of nearly all state and federal funding for transportation in Sonoma County. Most of these funds come to the SCTA through the Metropolitan Transportation Commission (MTC) – the regional transportation and planning agency for the Bay Area. During FY1999/2000 the SCTA was responsible for programming over \$60 million to projects ranging from highways to buses to bikes.

Most of the money used for transportation projects is generated from the taxpayers that pay fuel, sales and other taxes and fees. These tax dollars flow into federal, state and local funding pots. The Federal funds are used primarily for capital projects such as new highways and rail construction. State funds go to capital projects and cover maintenance and operations of our state highway system. Local funds are used for capital, operations, and maintenance, as well as to match federal and state grants.

Federal Funding Programs

Surface Transportation Program / Congestion Mitigation Air Quality (STP/CMAQ)

The STP/CMAQ funding programs were part of the Federal Intermodal Surface Transportation Equity Act of 1991 (ISTEA) and were continued in the 1997 Transportation Equity Act for the 21st Century (TEA-21). STP and CMAQ are called flexible funds because they are not restricted to particular modes. CMAQ funds are limited to implementation of the projects that improve air quality. The majority of Federal transportation funding is used for capital projects, such as new highway and rail construction, and for specific projects earmarked by Congress.

Eligible uses for STP funds include:

- Roadway or transit rehab
- Transit facilities
- Port facilities
- Operational improvements
- Intermodal

Eligible uses for CMAQ funds include:

- Bicycle paths
- Transit
- Signal Coordination

Transportation Enhancement Activities (TEA)

TEA-21 requires a 10% set-aside for the state's STP allocation to be used for Transportation Enhancement Activities (TEA) above and beyond normal capital improvements. MTC estimates that Sonoma County will receive approximately \$13 million in TEA funds over the next 25 years. The SCTA programs a portion of that money while the remaining TEA money is programmed by MTC to a program called Transportation Livable Communities (TLC) for small scale, community and transit oriented projects.

Eligible uses for TEA funds include:

- Bicycle paths
- Pedestrian paths
- Rehabilitation of historic projects linked to transportation

State and Federal Funding Programs

State Transportation Improvement Program (STIP)

The STIP is the largest source of transportation funds made available to the county and is derived from the State and Federal gas tax. The funds may be used for capacity-expanding capital transportation projects and for road rehabilitation. The SCTA programs STIP funds every two years. As one of the only funds available for capacity increasing projects the SCTA has traditionally funded Highway 101 improvements from the STIP.

State Transit Assistance (STA)

These funds may be used for transit capital projects and transit operations and are claimed directly by public transit operators. These funds are generated by a statewide ¼ cent sales tax on gasoline and diesel.

Transit Development Act (TDA)

TDA funds are the largest single source for transit operating and capital. These funds are generated by a statewide ¼ cent sales tax.

Articles 4, 4.5 and 8

TDA Article 4 and TDA Article 8 provide transit operating assistance and capital projects. TDA Article 4.5 funds paratransit operating and capital projects and represent 5% of total TDA revenue.

Article 3

Each year the SCTA reviews and adopts a program of projects for bicycles and pedestrians to be funded through the TDA Article 3 program. These funds are generated as part of the sales tax and represent approximately 2% of the total TDA funds received in the county.

Gas Tax Subventions

A portion of the State sales tax on gasoline and diesel goes directly to the cities and counties for streets and roads maintenance. This is distributed by a formula based on population and road miles.

Other Funding Programs

Traffic Congestion Relief Program (TCRP)

Governor Gray Davis and the State Legislature approved a list of projects called the Traffic Congestion Relief Program in the FY2000/2001 State budget. These projects are slated to receive one-time only State funds from the General Fund and the sales tax on gasoline tax. The SCTA lobbied for inclusion in the program and Sonoma County did receive funding for four projects:

- Highway 101 at the Marin/Sonoma Narrows – \$21 million
- Steele Lane Interchange – \$6 million (to fully fund the project)
- Passenger rail service (SMART) – \$37 million
- NCRA Rail rehabilitation - \$60 million (this project is in several counties including Sonoma)

Also included in the TCRP is additional funding for rehabilitation of local streets and roads and increased STIP funding.

Transportation Funds for Clean Air (TFCA)

The SCTA is the program manager for the TFCA funds that come into Sonoma County. These funds are generated through a four-dollar surcharge on vehicle registrations within the Bay Area Air Quality Management District. The Air District covers the southern half of the county (Windsor south). These funds can only be used on specific projects deemed eligible by the Air District. Each year the SCTA approves a program of projects and submits it to the Air District for approval.

Grant Anticipation Revenue Vehicle (GARVEE) Bonds

GARVEE Bonds provide access to a portion of future STIP funds for earlier programming to STIP eligible projects. The federal government established the GARVEE Bond program and the bonds are issued by the state. GARVEE Bonds are repaid by future federal gas tax revenues.

Sales Tax – Self Help Counties

In the Bay Area voters in five counties have passed sales taxes to pay for transportation improvements. In 1998 and again in 2000 Sonoma County voters have had the opportunity to vote for a county sales tax to supplement funding for highways, streets and road, buses and rail. The vote required for the passage of a tax was not reached in either election.

In order to pay for many of the projects described in the *2001 Plan* Project List a local source of revenue, such as a sales tax, is required.

Specialized Funding Sources

In addition to the programs described here, smaller, more specialized programs are available to local jurisdictions for specific projects. The State, with the passage of Proposition 116, provides funding for rail projects with a local match and demonstration of ability to operate. The State and Federal governments offer grants through the Office of Traffic Safety and the Safe Routes to School program that are targeted to small scale safety oriented projects. Local jurisdictions also fund transportation projects through Community Development Block Grants and development mitigation fees as well as from their own general funds.



IMPLEMENTATION

After a project is included in a plan the hard work really begins. Once the source, or more often the multiple sources of funding are identified there must be environmental review, engineering and design work completed before construction can begin. Time and resources are the primary constraints in implementing a project.

As an example, the City of Santa Rosa receives approximately \$1.8 million in state gas taxes annually to fund its transportation projects. This is the only dedicated source of funds available for pavement rehabilitation. An annual expenditure

of about \$7.5 million would be needed to maintain the investment in the City's existing pavement system, so the backlog of needed repaving projects grows by about \$5.5 million per year. In the long run, deferred maintenance increases costs significantly. Santa Rosa's situation is typical of the other jurisdictions in the county. MTC has published a booklet called *Moving Costs* that describes the funding programs in greater detail. It is available to the public at MTC's website (www.mtc.ca.gov).

Implementation Process

The following table illustrates which level of government controls which types of transportation revenues. A bottom up process is key to identifying funding projects.

Level	Revenues Controlled	Agency	Related Documents
State	State Transportation Improvement Program (STIP)	CTC	STIP Policy Resolutions Regional Transportation Plan (RTP) Guidelines
Regional (Bay Area)	RSTP & R-CMAQ Transportation Development Act (TDA) State Transit Assistance (STA)	MTC	RTP Policy Resolutions Countywide Plan Guidelines
Sonoma County	County STIP Allocation County STP/CMAQ Allocation Transportation Fund for Clean Air (TFCA) Funds	SCTA	Countywide Transportation Plan
Local	Local Gas Tax Property Tax Local Sales Tax Allocation Fees TDA General Funds	Local Jurisdictions Transit Operators	Local General Plans Coordinated Transit Claim Capital Improvement Plans Short Range Transit Plans

Funding a Project

In addition to the scarcity of funds compared to need, funding programs are distinct in their requirements. The public works departments of local jurisdictions must be skilled in making the best use of available funds and being creative in securing funds. The following are examples of how a local project is funded.

Bus Purchase Case Study

In July 2001, Sonoma County Transit will purchase eleven new 40' compressed natural gas (CNG) powered transit coaches from Orion Bus Industries in Oriskany, New York. Eight will be standard floor (height) buses and three will be low-floor buses. The standard floor buses will be deployed on Sonoma County Transit's intercity routes and the low-floor buses will be deployed on Rohnert Park/Cotati local routes 10, 11, 12, 14.

Total cost of this purchase is \$4,366,449, which includes two spare engine packages. Funding for the project consists of a mix of Air District (Bay Area Air District and Northern Sonoma County Air Pollution Control District) funds, Federal Section 5307 (Transit formula funds), Federal TEA21 funds and local TDA funds.

Thirteen grants and allocations are being combined to fund this project. Each grant has certain funding restrictions, reporting requirements, and expenditure deadlines. Sonoma County Transit has gathered funding in anticipation of this project since 1998.

The new fleet is expected to be in service by August 2002.

Road Project Case Study

In 1992, construction began on a new "diamond" type freeway interchange at the intersection of State Route 12 and Stony Point Road. The project improves the traffic flow and operation of the intersection by separating the through Highway 12 traffic from the traffic using Stony Point Road. A new bridge on Stony Point Road was created and Highway 12 was lowered 21 feet under Stony Point Road. New freeway on and off ramps were constructed which improve the traffic flow and operation of the intersection. The project was completed in 1995.

The total cost of this project was \$11,400,000. Funding for the project consisted of a mix of State and Local Transportation Partnership Program (SLTPP) funds, Petroleum Violation Escrow Account (PVEA) funds and PFIF (development fees).



Transit Providers	
Cloverdale Transit 707-894-1743 www.cloverdale.net	Serves the City of Cloverdale, connections to Sonoma County Transit
Golden Gate Transit 707-541-2000 www.goldengate.org	Serves Sonoma and Marin Counties, connections to San Francisco and Del Norte BART station, ferries between Marin and San Francisco
Healdsburg In-City Transit 707-431-3309	Serves Healdsburg, connections to Sonoma County Transit
Petaluma Transit 707-778-4460	Serves Petaluma, connections to Sonoma County Transit and Golden Gate Transit
Santa Rosa CityBus 707-543-3333	Serves Santa Rosa, connections to Sonoma County Transit and Golden Gate Transit
Sonoma County Transit 707-576-7433 www.sctransit.com	Serves Sonoma County, connections to Golden Gate Transit and Santa Rosa CityBus
Paratransit Providers	
Sonoma County Paratransit 707-576-7433 TDD: 707-585-9817	Serves Sonoma County
Volunteer Wheels 707-573-3377 TDD: 707-573-3381	Serves Santa Rosa
Petaluma People Services 707-765-8493 TDD: 800-735-2929	Serves Petaluma
Whistlestop Wheels 415-454-0964 TDD: 415-457-4630	Serves Marin County and inter-county service to Marin, Sonoma, San Francisco and western Contra Costa counties
Transportation Information	
TravInfo 817-1717 TDD:817-1718 (no area code required) www.travinfo.org	Provides information about traffic and road conditions/services, highway construction updates, bicycle organizations and connections to transit agencies information in the Bay Area
RIDES 800-755-POOL www.rides.org	Provides information for Bay Area commuters, carpool & vanpool services and park & ride lots
Roadway Conditions 800-427-7623	Statewide roadway conditions
Other Bay Area Agencies	
ABAG 510-464-7900 www.abag.ca.gov	Association of Bay Area Governments
BAAQMD 415-771-6000	Bay Area Air Quality Management District
Caltrans-District 4 510-286-4444 www.dot.ca.gov/dist4	California Department of Transportation
CHP - Golden Gate Division 707-648-4180	California Highway Patrol
MTC 510-464-7700 www.mtc.ca.gov	Metropolitan Transportation Commission