

Sonoma County Transportation Authority

2009/ 2010 Annual Report

July 1, 2009 - December 31, 2010

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Highlights of 2009/2010

The Sonoma County Transportation Authority is pleased to present the 2009/2010 Sonoma County Transportation Authority Annual Report, showcasing the highlights of planning, programming and project delivery activities undertaken by the SCTA.

The past year included a number of highlights for the agency, including:

- Approval of the Comprehensive Transportation Plan.
- Maintaining and programming Measure M sales tax revenues at anticipated levels to ensure local project sponsors and transit operators can deliver improvements and services
- Programming of federal, state and regional funding for local projects.
- Ongoing support of the Sonoma Marin Area Rail Transit (SMART) efforts.
- Continued construction on the Highway 101 High Occupancy Vehicle lanes. New lanes opened north of Santa Rosa to Windsor.
- Updating and validating the travel demand model to include improvements that will help to assess mode shift and progress toward reducing vehicle miles traveled.
- SCTA will continue to focus on long range planning, project delivery and advocacy for all modes of transportation. We anticipate the next year will bring continued progress on the Highway 101 construction, management of regional coordination efforts to reduce greenhouse gas emissions and on-going efforts to maintain and improve our multi-modal transportation system.

Mission Statement

As a collaborative agency of the cities and County of Sonoma, we work together to maintain and improve our transportation network.

We do so by prioritizing, coordinating, and maximizing the funding available to us and by providing comprehensive, countywide planning.

Our deliberations and decisions recognize the diverse needs within our county and the environmental and economic aspects of transportation planning.

The SCTA was formed by Resolution 90-1522 of the Sonoma County Board of Supervisors in 1990. The SCTA enacted Ordinance No. 1, pursuant to the provisions of the California Public Utilities Code (Section 180105), which prescribes the powers and duties of the officers of the SCTA and the methods and systems required to operate and manage the agency.

In November, 2004 Sonoma County voters approved Measure M, a quarter cent sales tax to fund transportation projects, including adding HOV lanes to Highway 101, adding bike lanes, and improving streets and roads and intersections throughout the county. In addition, Measure M provides funding for bus and rail transit.

The SCTA is governed by a Board of Directors comprised of representatives from the Sonoma County Board of Supervisors and each of the nine city councils within the county. The Board of Directors adopted the Mission Statement in December 1999. The SCTA performs several important functions in the local and regional transportation arenas.

Planning

The SCTA is the countywide transportation agency responsible for planning and prioritizing transportation improvement projects. The SCTA completed four Community Based Transportation Plans and has nearly completed the SCTA Countywide Bicycle & Pedestrian Plan. The Comprehensive Transportation Plan (CTP) is the primary long range planning document of the SCTA and was approved in October 2009. Regional Planning and the Sustainable Communities Strategy was the primary effort for 2010.

Project Delivery

The SCTA is responsible for programming Measure M funds and most of the state and federal funds available to Sonoma County for roadway, transit and bicycle and pedestrian projects. In 2009/2010 the SCTA distributed unique Federal and State funds (ARRA, SLPP, CMIA). The SCTA ensures that these funds are granted and used properly in Sonoma County and assumes responsibility for assisting local jurisdictions in their applications for funds and delivery of projects.

SCTA provided project management in partnership with Caltrans on the State Highway system, including Highway 101.

Coordination

The SCTA coordinates the activities of local jurisdictions with the Metropolitan Transportation Commission (the regional transportation agency) and Caltrans. As coordinator, the SCTA provides a forum for discussions among local and regional jurisdictions on transportation, congestion management and project delivery.

Climate Protection

The Regional Climate Protection Authority, RCPA, was formed through legislation in 2009 to coordinate countywide climate protection efforts among Sonoma County's nine cities and multiple county agencies. The RCPA is engaged in securing grant funding for a variety of GHG reducing efforts including energy efficiency, building retrofit and alternative transportation programs. Data collection, public information and education are significant elements of the climate protection effort. The RCPA will release an Annual Report under separate cover.

SCTA Directors 2009/10

Jake Mackenzie, Chair
City of Rohnert Park

Valerie Brown, V. Chair
Sonoma County

Tom Chambers
City of Healdsburg
(2010)

Laurie Gallian
City of Sonoma

Pat Gilardi
City of Cotati

David Glass
City of Petaluma

Sarah Gurney
City of Sebastopol

Paul Kelley
Sonoma County

Mike McGuire
City of Healdsburg
(2009)

Carol Russell
City of Cloverdale

Sam Salmon
Town of Windsor

Gary Wysocky
City of Santa Rosa

Shirlee Zane
Sonoma County

About the SCTA / RCPA

Citizens Advisory Committee

The Citizens Advisory Committee (CAC) is composed of 15 members from specified interest groups and 5 members from the public-at-large. The primary function of the CAC is to review projects, policy statements, funding programs, and any other items that may be acted on by the SCTA and to provide input and recommendations for the SCTA's decision making process. The CAC also serves as the independent oversight committee for Measure M. The Chair of the CAC is Bob Anderson of the United Winegrowers.

Curt Nichols	Home Builders Association
Pat O'Halloran	Central Labor Council
Mitch Mulas	Farm Bureau
Willard Richards	League of Women Voters
Kathy Hayes	North Bay Association of Realtors
Dennis Battenberg	Transit Paratransit Coordinating Committee
Mousa Abbasi	Santa Rosa Chamber of Commerce
Dusty Rhodes	Senior Community Liaison
Steve Birdlebough	Sierra Club
Len Swenson	Sonoma County Conservation Council
Barry Weitzenberg	Sonoma County Manufacturers Group
Michael Lavin	Sonoma County Taxpayers Association
Dennis Harter	Sonoma County Alliance
Vacancy	Transportation & Land Use Coalition
Bob Anderson, Chair	United Winegrowers
Tom Henry	1st District
Vacancy	2nd District
Vacancy	3rd District
Craig Harrington	4th District
Maddy Hirshfield	5th District

Technical Advisory Committee

The primary function of the Technical Advisory Committee (TAC) is to advise the SCTA on all technical matters. It is composed of Public Works Directors, Planning Directors and Transit Operators from each jurisdiction in Sonoma County. It also includes representatives from Caltrans, the Bay Area Air Quality Management District, the Metropolitan Transportation Commission, the Northern Sonoma County Air Pollution Control District, and the Golden Gate Bridge, Highway and Transportation District. The Chair of the TAC is Susan Kelly, Engineering Director/Assistant to the Sebastopol City Manager.

Public Works Directors/Representatives

Paul Wade	Cloverdale
Damien O'Bid	Cotati
Phil Demery	County
Mike Kirn	Healdsburg
Vince Marengo	Petaluma
Darrin Jenkins	Rohnert Park
Rick Moshier	Santa Rosa
Sue Kelly	Sebastopol
Frank Penry	Sonoma
Richard Burt	Windsor
Transit Managers	
Bryan Albee	Sonoma County Transit
Mona Babauta	SR Transit
Ron Downing	Golden Gate Transit
Lillian Hames,	SMART
Joe Rye	Petaluma Transit
Sonja Drown	Healdsburg

Planning Advisory Committee

The Planning Advisory Committee (PAC) is a subcommittee of the TAC and now meets regularly as needed for the duration of the countywide and regional planning processes. The SCTA Modeling Subcommittee functions including oversight of the travel demand modeling is now folded into PAC tasks.

Planning Directors	
Bruce Kibby	Cloverdale
Marsha Sue Lustig	Cotati
Pete Parkinson	County
Ron Bendorff	Healdsburg
Scott Duiven	Petaluma
Marilyn Ponton	Rohnert Park
Chuck Regalia	Santa Rosa
Kenyon Webster	Sebastopol
David Goodison	Sonoma
Jim Bergman	Windsor
Transit Managers	
Bryan Albee	Sonoma County Transit
Mona Babauta	SR Transit
Ron Downing	Golden Gate Transit
John Nemeth	SMART
Joe Rye	Petaluma Transit
Sonja Drown	Healdsburg

Transit Paratransit Coordinating Committee

The Transit Paratransit Coordinating Committee (TPCC) assists the SCTA in making funding decisions regarding transit and paratransit programs throughout the county. It is composed of the following individuals: one potential transit user over 60 years of age, one who is disabled, one representing the Latino community, two representing local social service providers for seniors, two representing social service providers for disabled persons, one representing the low income community, one representative from each fixed route public transit operator within the county, and a local transportation agency. Each City or Town Council may also appoint one representative. The Chair of the TPCC is Dennis Battenberg, disability activist.

Dennis Battenberg	Transit Paratransit User of Limited Means
Beryl Brown	Earle Baum Center of the Blind
Larry Henzerling	Disability Services & Legal Center
Robert Brown	Becoming Independent
Rabon Saip	Area Agency on Aging Advisory Council
Jim Wagner	Sonoma County Transit
Don Hughes	Volunteer Wheels
Mona Babauta	Santa Rosa CityBus
Peter Edwards	MV Transportation
Sonja Drown	Healdsburg Transit
Joe Rye	Petaluma Transit
Gail Burge	Petaluma People Services
Harvey Katz	Golden Gate Transit
Jon Gaffney	Whistlestop
Robert Cuneo	Over 60
Evelina Molina	Latino
Ginny Doyle	Sonoma County Human Services Dept.

Transit Technical Advisory Committee

The Transit Technical Advisory Committee (T-TAC) is a sub-committee of the TAC. This committee consists primarily of transit operators and serves to coordinate operations and funding.

Bryan Albee	Sonoma County Transit
Mona Babauta	SR Transit
Lillian Hames	SMART
Joe Rye	Petaluma Transit
Sonja Drown	Healdsburg Transit
Ron Downing	Golden Gate Transit

Countywide Bicycle & Pedestrian Advisory Committee

The Countywide Bicycle & Pedestrian Advisory Committee (CBPAC) advises the SCTA on programming decisions for bicycle and pedestrian facilities, and aids in project coordination and planning. It is composed of representatives from each bicycle advisory committee in the cities and County (and serves as BAC for cities that do not have their own). The Chair of the CBPAC is Wendy Atkins of Sonoma.

Jurisdiction	Staff	Citizen
Cloverdale	Bruce Kibby	
Healdsburg	Mario Landeros	
Windsor	Alejandro Perez	
Santa Rosa	Fabian Favila	
Rohnert Park	Eydie Tacata	
Cotati	Marsha Sue Lustig	Ben Ford
Petaluma	Curtis Bates	
Sebastopol	Sue Kelly	Geoffrey Skinner
Sonoma	Wendy Atkins	Chip Roberson
County of Sonoma	Steven Schmitz	

Project Delivery

Highway 101

The Highway 101 corridor connects seven of Sonoma County's nine cities to each other, the Bay Area and the North Coast. This major lifeline for the movement of people and goods received a significant boost starting in FY 07/08 as plans to widen the freeway from 4 lanes to 6 were advanced thanks to an influx of state money that matched our local sales tax revenues. Measure M funds continue to be leveraged to fund additional construction projects along the corridor. A future second bond and attractive bidding climate provides opportunities to continue to fund projects in the corridor.

The SCTA has been working toward completion of a High Occupancy Vehicle (HOV) lane on 101 in each direction from Novato north to Windsor for well over a decade. In so doing, the freeway improvements have been divided into 6 major projects, with some of those projects being further divided into phases to expedite construction. Please see the attached map for a graphical description of the major projects and phases. The 1st major project was completed in 2003 from Rohnert Park to Santa Rosa. The 2nd project through downtown Santa Rosa was completed in 2008.

Project 3 (Wilfred) will provide HOV lanes from Rohnert Park Expressway to Santa Rosa Avenue and includes a new Wilfred Avenue Interchange. Structures for the interchange will provide a new surface street crosstown connection for the city of Rohnert Park. Construction started in the spring of 2009 and is on-going.

Project 4 (North) goes from Santa Rosa north to Windsor. North Phase A HOV project began construction in early 2009 and was completed in December of 2010.

The North Phase B and C projects, which include the Airport Interchange and Windsor sound walls, are in the environmental and design phases. Construction bid savings from the Wilfred and Central A projects were directed by the CTC to the North B and C projects which fully funds construction of these two projects. Construction of both projects is anticipated to begin in 2012.

Project 5 (Central) starts at Old Redwood Highway in Petaluma and goes north to Rohnert Park. The Central Phase A portion of the project from Pepper Road to Rohnert Park Expressway started construction in early 2010 and is on-going. The Central Phase B portion of the project from Pepper Road to just south of Old Red-

wood Highway design phase is complete. Construction bid savings from the Wilfred and Central A projects were directed by the CTC to the Central B project for construction. Construction is anticipated to start in summer of 2011. The Central C Old Redwood Highway interchange is fully funded with the design phase on-going and construction is anticipated to start in 2012.

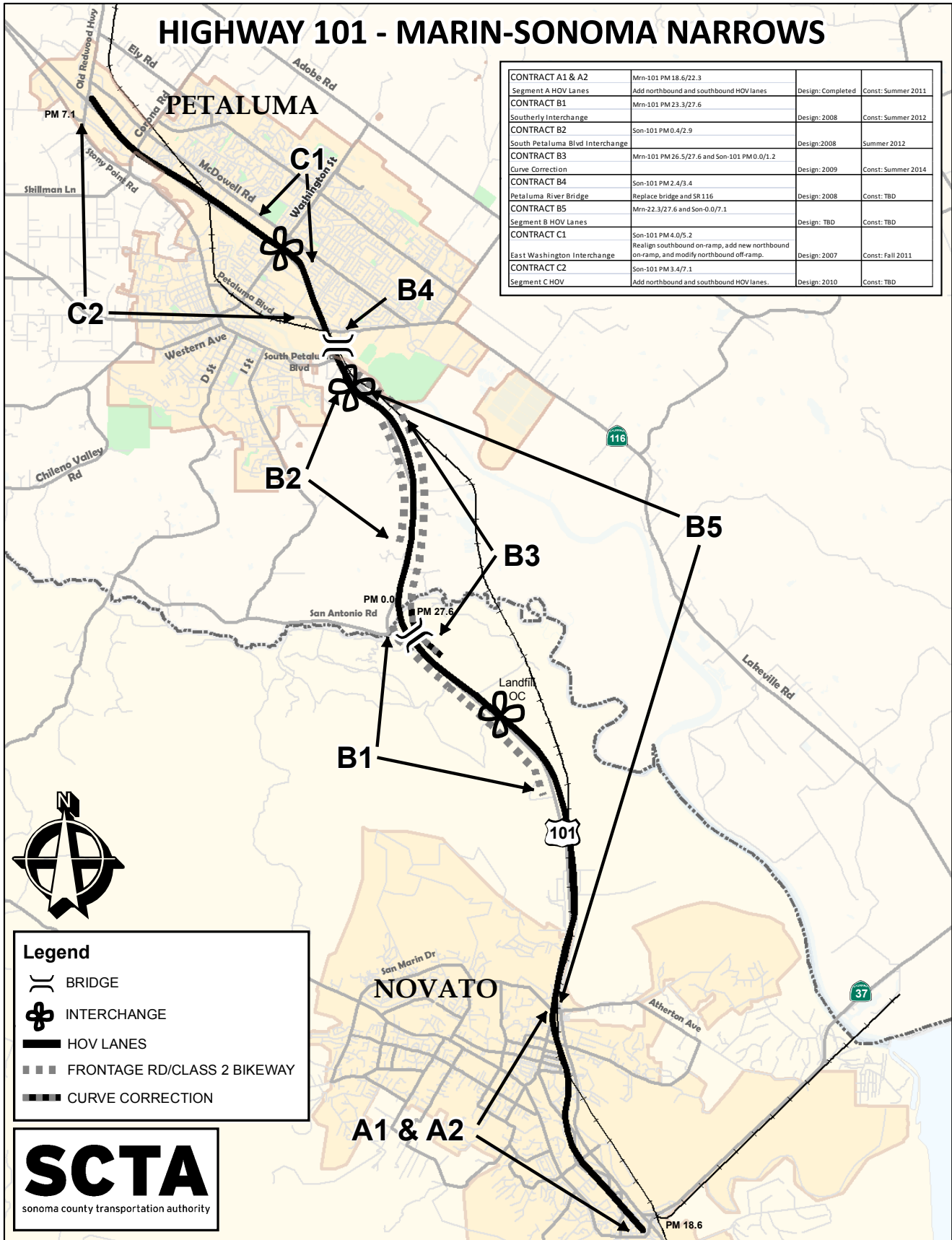
Project 6 is the 17-mile project referred to as the Marin-Sonoma Narrows (MSN). Caltrans, Marin, and Sonoma continued to jointly work towards delivering various MSN projects as described below. The environmental document was completed in October of 2009. In November 2006 voters approved Prop 1B – a \$20 billion bond measure for transportation. The bond included \$4.5 billion designated for highway projects in the Corridor Mobility Improvement Account (CMIA). In February 2007, the CTC voted to approve \$44.8 million for the Wilfred Project, \$68.4 million for the North Phase A Project, \$42.8 million for the Central Phase A Project and \$82 million for the Marin-Sonoma Narrows Project. Subsequently, in June of 2008, the CTC approved programming an additional \$66 million of state funds towards the Marin-Sonoma Narrows for the curve correction at San Antonio Creek.

The Marin-Sonoma Narrows Project has been divided into Segments A, B, and C, as shown on the attached map, with various phases of work in each segment. Four phases have committed funds for design and construction. The funds are from federal earmarks, Measure M, Proposition 1B, state and federal gas tax and the Traffic Congestion Relief Program. The first phases in Segments A and B include:

- replacing the Petaluma Boulevard South Interchange (Project B-2) and providing frontage road access to parcels;
- modifying the existing interchange and building new frontage road access at the landfill north of Novato (Project B-1);
- constructing a new curvature alignment and frontage road access at San Antonio Creek (Project B-3);
- extending the HOV lane in the northbound direction from SR 37 to Atherton Avenue and southbound from SR 37 to Rowland Avenue (Projects A-1 and A-2).

In addition, Measure M funds have been committed to





complete the design phase for the Petaluma River and Hwy 116 Separation Bridges (Project B-4) which extends the project from Segment B into Segment C. Within Segment C, the East Washington interchange (Project C-1) is currently in design and construction is anticipated to start in 2011. The design of HOV lanes through central Petaluma (Project C-2) has begun and will be completed by late 2011. The MSN Segment B - Phase 1 projects include constructing a bicycle path between Novato and Petaluma.

The challenges for future years will include maintaining an aggressive project delivery schedule and obtaining funds to complete the remaining MSN HOV lanes and to construct the Petaluma River Bridge and Hwy 116 separation structure.

It is anticipated that by late 2013 or early 2014, 15.7 miles of HOV lanes will be constructed between Windsor and north Petaluma at a cost of approximately \$274M; 3 interchanges will be constructed at Airport Blvd (North B and C), Old Redwood Highway (Central C), and East Washington Blvd (C-1) at a cost of approximately \$109M; and the designs of the Petaluma River Bridge and Highway 116 separation structure (B-4) and HOV lanes through Central Petaluma (C-2) will have been completed at a cost of \$12M. By late 2014, it is anticipated that the interchange and frontage roads at Petaluma Blvd South (B-2) will be constructed at a cost of \$63M. As of July 31, 2010, \$53M of Measure M funds have been expended on the Highway 101 HOV and interchange projects, of which \$18.8M was spent in FY09/10. From Windsor in the north to Petaluma in the south, the various Hwy 101 HOV and interchange projects estimated cost is \$653M, of which Measure M has committed approximately \$95.7M with the remaining funding coming from State bonds, gas tax and federal earmarks.

Additionally, it is expected that the non-Measure M MSN HOV extension projects (A-1 and A-2) in Novato, from Hwy 37 north to Atherton Avenue (northbound) and to Rowland Avenue (southbound), and the Novato Landfill Interchange project (B-1) will be constructed by late 2014. The realignment of the highway and construction of a new bridge at San Antonio Creek (B-3) will be constructed at the Marin- Sonoma County line by late 2015. The cost of the MSN A-1, A-2, B-1, and B-3 projects is approximately \$206M. The remaining HOV lanes throughout MSN corridor will be in position to be constructed as funds become available. The cost to complete the

remaining MSN HOV lanes is estimated at \$400M.

Local Streets & Roads

Sonoma County has over 2,300 lane miles of city streets and county roads. The full cost to maintain in good condition and reconstruct this vast infrastructure is over \$2 billion.

In addition, Sonoma County has 250 miles of state roads, including Highways 1, 12, 37, 101, 116, 121 and 128. Sonoma County is geographically large with an extensive system of streets and roads. Although most of the population is clustered within the incorporated cities and along the Highway 101 Corridor, a large percentage of the population lives scattered throughout the County. Many of these people live in areas zoned rural and commute into one of the cities or onto Highway 101.

The federal stimulus package, also known as the American Recovery and Reinvestment Act (ARRA) provided nearly \$15 M for Sonoma County projects. The SCTA Board approved the distribution ratios that were formulated by the Technical Advisory Committee and were based on the Measure M Local Streets and Roads distribution ratios, but with a minimum project amount of \$500,000. Because the bid environment around the region was so favorable, Sonoma County was able to take advantage of additional cost savings from other counties bringing the county total to over \$19.5 M.

Federal Funds Cycle 1

The SCTA issued a call for projects on April 1, 2010, to be funded with Congestion Mitigation/Air Quality and Surface Transportation Funds (CMAQ/STP) as part of the CMA Block Grant Program managed by MTC. The CMA Block Grant is the first cycle of funding associated with the anticipated new authorization of the Transportation Act. Three specific programs for funding were included in the CMA Block Grant approach, Local Streets and Roads Shortfall (LSRS), Regional Bicycle Program (RBP) and Transportation for Livable Communities (TLC). Based on direction from the SCTA board and input from the Technical Advisory Committee, smaller jurisdictions will receive LSRS funding in the second cycle of the new transportation bill, and larger jurisdictions will receive funding in the first cycle. As such, five applications were received for LSRS funds. The other two programs were open to all eligible applicants. Four applications were received for RBP funding, but only three were determined eligible. Four applications were also received for TLC,

Project Delivery

with only three being chosen for funding within the program. The Metropolitan Transportation Commission requested that all CMAs program 50% of available Cycle 1 funding in 2010/11 and 50% in 2011/12.

The SCTA also issued a call for projects in October 2009, for Transportation Enhancement (TE) funding. Three projects were received during that call, but only two were chosen to move forward based on availability of funds. The third project, from Cotati, is funded with TLC. However, when the CTC provided the final 2010 STIP fund estimates the amount of available TE funds was determined to be \$1.6M higher than the estimate used during the call for projects in 2009. As a result, one of the applications received during the block grant call for projects will be programmed using some of the additional TE funds available. The remainder will be put in a TE reserve for future use.

State and Local Partnership Program

Proposition 1B has a provision for \$1 billion to be deposited in the SLPP Account for allocation by CTC over a five year period of time to eligible transportation projects as nominated by an applicant transportation agency. 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. Originally, Sonoma County's share of the 95% was approximately \$12.4 million, but it has since been reduced to approximately to \$11.4 million

Federal Funds Cycle 1			
Jurisdiction	Projects Received	Funding Source	Amount
Cotati	Downtown Specific Plan Area Revitalization	TLC	\$1,100,000
Healdsburg	Foss Creek Pathway Segment 6	RBP	\$876,000
Petaluma	Sonoma Mountain Parkway Rehabilitation	STP	\$1,036,000
Petaluma	Petaluma Blvd South Road Diet	TLC	\$677,546
Rohnert Park	Arlen Dr & E. Cotati Ave Overlay	STP	\$563,000
Santa Rosa	Citywide Overlay Project	STP	\$2,072,000
Santa Rosa	SMART Bike Ped Pathway	RBP	\$948,000
Santa Rosa	Street Furniture Palettes	TLC	\$200,000
Sonoma Co	2010 Pavement Preservation Program	STP	\$4,912,000
Sonoma Co RP	SMART Trail	RBP	\$620,000
Windsor	Hembree Ln Re-surfacing Project	STP	\$348,000
Total			\$13,352,546

Local Streets & Roads ARRA funding programmed in FY 09/10		
Cloverdale	Cloverdale Rehabilitation of various streets	\$343,917
Cotati	Old Redwood Highway, Eucalyptus Ave to Myrtle Ave	\$500,000
Healdsburg	Center Street, Reed Court, March Avenue, Monte Vista Drive, Powell Avenue, Grant Street	\$500,000
Petaluma	Segment A - Ely Road from Corona Rd to Sonoma Mountain Parkway Segment B- Sunnyslope Avenue from D Street to I Street	\$614,000
	McDowell Bl. North from Lynch Creek Dr. to Dynamic Street	\$728,000
Rohnert Park	Roadway overlay in various locations	\$869,000
Santa Rosa	Roadway overlay in various locations	\$5,536,920
Sebastopol	Bodega Ave, Ragel Rd, Pleasant Hill Ave N, Valentine Ave, Covert Ln, Jewell Ave.	\$630,000
Sonoma	5th Street West from W. Napa St. to West MacArthur St	\$500,000
Windsor	From Windsor Creek Culvert to Tabatha Way	\$726,115
County of Sonoma	Various locations in Sonoma County	\$8,376,000
Total ARRA funding programmed in FY 09/10		\$19,323,952

due to statewide adjustments There is a dollar for dollar match required to receive funds under the program. Voter approved transportation sales tax measure funds must be used as the match.

The CTC adopts an annual program of projects by October for each year for the SLPP program. At the September 13, 2010 meeting, the SCTA Board approved an adjusted five-year SLPP funding distribution program (see attached). For FY11/12, the Board approved the programming of \$8,324,200 of SLPP funds for the Forestville By-Pass (Mirabel at Hwy 116 Roundabout), Old Redwood Hwy Interchange, Hwy 101, and Airport Blvd Interchange projects. For FY 12/13, the Board approved the programming of \$1,865,800 of SLPP funds for the Farmers Lane project. Previously, the Board approved the programming of \$1,200,000 for bus purchases by Santa Rosa CityBus. The Board also de-programmed \$330,000 for an Arnold Drive project and approved loaning \$1,811,000 of SLPP funds designated previously to the smaller cities and bike /pedestrian program to the Hwy 101 program, which is explained below.

All of the projects listed above were submitted to the CTC in August. In December, the CTC approved the programming requests from SCTA for the FY 11/12 and FY 12/13 projects. Future CTC allocation of funding for SLPP projects remains uncertain at this time. The bus purchase is currently in progress as SLPP were previously allocated by the CTC

to the City of Santa Rosa.

At the April 22, 2010 meeting, TAC suggested that the \$1,000,000 (reduced to \$823,000 by subsequent statewide adjustments) in SLPP funds previously programmed by the Board for Small Cities Rehab be moved to the Measure M Hwy 101 program as a project programming and delivery convenience mechanism for the “small” cities. In return, the Measure M Hwy 101 program would transfer \$1,000,000 (\$823,000) in Measure M funds to the small cities LSR accounts in a future fiscal year.

This mechanism alleviates the need for all of the small cities

Small City Rehab (LSR) Distribution (\$823k)				
	Measure M LSR	Small City LSR (18.67%)	Small City SLPP Ratio	Small City Allocation
Cloverdale	1.44%	1.44%	7.71%	\$63,477
Cotati	1.25%	1.25%	6.70%	\$55,102
Healdsburg	2.13%	2.13%	11.41%	\$93,893
Rohnert Park	6.33%	6.33%	33.90%	\$279,035
Sebastopol	1.31%	1.31%	7.02%	\$57,747
Sonoma	1.73%	1.73%	9.27%	\$76,261
Windsor	4.48%	4.48%	24.00%	\$197,485
Santa Rosa	26.87%	0.00%	0.00%	\$0
Petaluma	9.52%	0.00%	0.00%	\$0
County	44.96%	0.00%	0.00%	\$0
Total	18.67%	18.67%	100.00%	\$823,000

Approved 2010-11 SLPP Distribution (Adjusted)							
Type	Project	Jurisdiction	FY08/09	FY09/10	FY10/11	FY11/12	FY12/13
LSP/LSR							
	Forestville By-Pass	County				\$1,865,800	
	Farmers Lane	Santa Rosa					1,865,800
	Old Redwood Hwy	Petaluma				\$2,798,600	
	Airport Blvd	County				\$1,865,800	
	Hwy 101	City/County				\$1,811,000	
LBT							
	Bus Purchase	Santa Rosa	1,200,000				
Totals			\$1,200,000	\$-	\$-	\$8,341,200	\$1,865,800
	Cash Flow		\$2,453,000	\$2,429,000	\$2,175,000	\$2,175,000	\$2,175,000
	Yearly Carry Over/Deficit		\$1,253,000	\$2,429,000	\$2,175,000	\$(6,166,200)	\$309,200
	Running Total		\$1,253,000	\$3,682,000	\$5,857,000	(\$309,200)	\$0

Project Delivery

to develop and deliver SLPP projects based on a relatively small amount of project funds available through the SLPP allocation. It would essentially exchange SLPP funds that are restrictive in use for much less restrictive Measure M funds. The swap would also help Measure M Hwy 101 program cash flow in the short term and would decrease the programming effort with CTC and project delivery process with Caltrans for each jurisdiction and SCTA substantially. The proposed “swap” of SLPP funds for Measure M funds would not impact the distribution of SLPP funds for LSP projects as previously proposed. SCTA staff later determined that the Old Redwood Hwy Interchange project was best suited to move the SLPP “swap” funds into to meet SLPP Guideline requirements for “match” dollars and construction schedule.

Staff proposed and TAC concurred that the same SLPP “swap” mechanism be applied to the Bike/Ped SLPP funds for all of the same reasons. The \$1,200,000 (reduced to \$988,000 by subsequent statewide adjustments) of Bike/Ped SLPP funds allocated previously by the Board would be “swapped” with Measure M Hwy 101 funds. The Measure M Hwy 101 program would transfer \$1,200,000 (\$988,000) in Measure M funds to the Bike/Ped account in a future fiscal year. SCTA staff proposes that the Small Cities Rehab LSR accounts be reimbursed in FY14/15 and the Bike/Ped account be reimbursed in FY15/16, based on a review of the Measure M cash flow model and project readiness. The reimbursement schedule could be reversed depending on Bike/Ped project funding needs.

Regional Climate Initiatives

The Metropolitan Transportation Commission approved \$1,100,000 in grant funding that will enable the Sonoma County Transportation Authority to expand efforts to reduce greenhouse gas emissions from the transportation sector. Through a program called Green My Ride grant funds are directed to two interconnected programs – expansion of bus pass and guaranteed ride home programs offered through employers and a pilot project that will allow individuals to carpool based on real-time availability.

The MTC Climate Initiatives Competitive Grant program awarded \$33 million to Bay Area transportation agencies with the intent of testing innovative projects that will have the greatest impact on reducing GHG emissions and can be replicated throughout the region. The SCTA partnered with the Santa Rosa City Bus and the Climate Protection Campaign to submit a multi-pronged proposal that targets innovative approaches to changing people’s habits of driving alone.

SCTA staff is working with the Contra Costa Transportation Authority, and the Transportation Authority of Marin to develop a multi-county dynamic, or spontaneous rideshare program.

Safe Routes to Schools

SCTA has been working with other agencies to develop and maintain a countywide Safe Routes to School program that will result in more student walking, biking and carpooling to school. In addition to the annual contribution from Measure M (\$45,000), the SCTA has been awarded a grant from MTC for a larger pilot program. Staff is working with the Safe Routes to School Working Group for an effective SRTS program to be launch in 2012.

Bicycle & Pedestrian Projects

Facilities for bicyclists and pedestrians are important parts of the transportation system of Sonoma County. They offer people alternatives to car driving that can reduce traffic congestion, pollution, and greenhouse gas production. SCTA facilitates coordinated planning and the exchange of information through its County-wide Bicycle & Pedestrian Advisory Committee. This advisory body has representatives from every jurisdiction, which coordinates projects and funding, and makes recommendations to the SCTA for bicycle and pedestrian facilities. Some funding sources are specifically set aside for bicycle and pedestrian facilities, however, virtually all sources can also fund such facilities. SCTA is encouraging inclusion of the concept of “Complete Streets” in roadway planning, meaning that all users are to be considered: motorists, pedestrians, bicyclists, people who use mobility devices such as wheelchairs, and transit users. A goal is to connect facilities to each other, as well as to transit, in order to maximize their safety and usefulness.

SCTA coordinated with the jurisdictions in selecting locations to conduct counts of bicyclists and pedestrians. With the assistance of MTC-funded summer interns counts were completed at twenty-one locations. Additionally three sessions were conducted to train city and county staff in the standardized methodology for taking counts. The SCTA has completed two consecutive years of bike counts at specific locations around the county. This data is useful for improving bicycle planning, and documenting need for funding.

TDA Article 3 Bicycle/Pedestrian projects programmed in FY 09/10		
Santa Rosa	Pedestrian Flasher at Santa Rosa Avenue and Bellevue Avenue.	\$75,000
	Stony Point Road, Class II Bicycle Lanes	\$80,000
Windsor	Bicycle Brochure and Map	\$35,000
Total programmed		\$190,000

Clean Air Projects

The SCTA administers the Transportation Fund for Clean Air (TFCA) program. These funds come from a \$4 vehicle registration surcharge applied to all vehicles licensed in the Bay Area air basin. This funding is used for transportation projects that demonstrate a positive effect on local air quality. Projects include transit, and facilities and amenities for bicyclists and pedestrians. The SCTA programs 40% of these funds annually.

Over the years Santa Rosa has implemented successful student pass subsidy and voluntary trip reduction programs with TFCA that have reduced the number of single occupant vehicles on city streets and enhanced air quality. Sonoma County Transit used TFCA funds in multiple years to fund the development of a compressed natural gas (CNG) fleet and fueling station, a marketing program to promote bus ridership, and construction of intermodal transit stations.

TFCA projects programmed in FY 09/10		
Petaluma	Interim East D Street Bicycle Boulevard	\$50,000
Petaluma	Transit Marketing	\$60,000
Santa Rosa CityBus	Student/Youth Bus Pass Subsidy.	\$68,000
	Free Ride Trip Reduction Incentive Program	\$141,717
Sonoma County Transit	Transit Marketing Program	\$59,356
	Transit Bus Enhancements	\$80,000
	Downtown Sebastopol Transit Hub	\$68,064
Cotati	Cotati Depot Bus Rail Link	\$20,000
Total programmed		\$547,794

Project Delivery

Bus Service

Public transportation services in Sonoma County have been expanded in an effort to provide a viable alternative to the private automobile. Fixed-route services are available in all Sonoma County cities, and there are connections between cities through the unincorporated areas. Paratransit services are also provided, which is curb to curb public transportation available to people with disabilities who meets eligibility requirements under the Americans with Disabilities Act (ADA). Recently transit/paratransit operators have experienced funding shortfalls, particularly due to reduced state and local revenue sources that reflect the depressed state of the economy.

The SCTA facilitates the Transit Paratransit Coordinating Committee (TPCC) that brings together transit riders and operators to share ideas and information.

Coordinated Funding

Transit operators receive funds for operating that are approved by the SCTA through the Coordinated Claim as highlighted in the chart. The Coordinated Claim includes Transportation Development Act (TDA), which is the largest single source for transit and is generated by a state-

Transit funding from annual sources FY 09/010				
	TDA	STA	Measure M	Combined Total
Sonoma County Transit	\$6,344,750	\$339,999	\$823,686	\$7,508,435
Santa Rosa CityBus	\$3,738,952	\$795,374	\$520,404	\$5,054,730
Petaluma Transit	\$1,078,227	\$100,745	\$186,058	\$1,365,030
Healdsburg Transit	\$105,264	\$26,906	\$37,966	\$170,136
Golden Gate Transit	\$3,754,739	\$11,559	0	\$3,766,298
Total	\$15,021,923	\$1,274,583	\$1,568,114	\$17,864,629

wide quarter cent sales tax; State Transit Assistance (STA), a statewide tax on fuel; and Measure M (county-wide sales tax) funds.

The Coordinated Claim for FY 09/10 was approved by the SCTA in April 2010. These funds are distributed annually by population and are the primary source of operating revenue for all of Sonoma County's transit operators. Because the service areas of transit operators in Sonoma County cross jurisdictional boundaries, MTC regulations require that a Coordinated Claim for these funds be prepared and adopted annually by each jurisdiction and SCTA.

Nearly \$19 million, including Lifeline funds was programmed in the FY 09/10 Coordinated Claim.

Lifeline Transportation Program

The Lifeline Transportation Program is administered by the Metropolitan Transportation Commission (MTC). It funds projects to improve the mobility of low-income residents. The program supports community-based transportation projects. Eligible projects must be consistent with low-income transportation-needs planning. The most recent Lifeline funding was utilized to maintain existing services.

Lifeline Transportation Funding FY 09/010	
	Lifeline
Sonoma County Transit	\$370,674
Santa Rosa CityBus	\$234,192
Petaluma Transit	\$83,729
Healdsburg Transit	\$17,083
Total	\$705,680

2009 Comprehensive Transportation Plan

The SCTA approved the Comprehensive Transportation Plan on October 19, 2009.

This new document set forth a new set of ambitious goals that would be measured by performance targets. GHG reduction and public safety and health emerged as new priorities, and goals related to these issues were added to the CTP. All of the goals and their performance targets were developed with input from the elected officials, SCTA advisory committees and the public outreach process that culminated in the Moving Forward Conference in October 2008. All parties urged the SCTA to be visionary and, in fact, it was decided that the Goals should reflect ambitious rather than feasible targets.

The following Goals:

- Maintain the System
- Relieve Congestion
- Reduce Emissions
- Plan for Safety & Health

The State established statewide and regional GHG reduction goals in 2010. The Bay Area regional agencies are still refining a set of goals for implementation in the next Sustainable Communities Strategy, a document that will include the update to the Regional Transportation Plan. SCTA has been actively engaged in this process and has been acknowledged as a leader in the promotion of GHG reduction strategies.

Strategies such as limiting the impacts of growth in population and jobs, and development of highly efficient fuel and vehicle technologies are expected to help Sonoma County and the region meet GHG reduction goals.

Countywide and Regional Planning

The SCTA is working with local planning staff to support sustainable development that addresses need to reduce GHG. This includes working with local and regional agencies to support land use and transportation planning projects such as walking, biking, travel by bus or train. To that end SCTA continues to participate in the update of the Bay Area Regional Transportation Plan and on the Sustainable Communities Strategy, the implementation of SB 375.

The Sustainable Communities Strategy process, as man-

dated by SB 375, has required land use planning to be an important part of transportation planning in the State.

By being an active member of the regional transportation community the SCTA has been able to compete effectively for funds and ensure the needs of the county are being addressed. Staff regularly attends meetings held by such regional agencies as Caltrans, the Metropolitan Transportation Commission, Association of Bay Area Governments, the Bay Area Air Quality Management District and the Congestion Management Agency Association

All modes of travel have an inter-county component. The SCTA works closely with neighboring counties to work toward common solutions for the regional corridors.

Planning

The Sonoma County Travel Model

The SCTA oversees the operation of the Sonoma County Travel Model (SCTM).

SCTA's travel demand model can be used to forecast future travel patterns and demand based on changes in the transportation system (new roads, changes in capacity, etc.), land use change (changes in residential densities, or locations, new job sites, etc.), or changing demographics (more or less people in a certain area).

Model Input and Output:

The two basic inputs for applying the travel demand model are:

Land use inputs, representing estimates of current and future development, and Transportation inputs, including the current transportation network and planned changes such as increases or decreases in capacity, new roads or highways, or new transit lines.

These inputs are housed in a countywide land use database and are assembled and updated in conjunction with local jurisdictions.

The travel demand model output includes:

A table of Traffic Analysis Zones and the number of different types of trips produced by and attracted to each zone. An origin/destinations table, or a matrix showing the number of trips moving between the different zones. A breakdown of what travel modes are being used for trips within the region. A transportation network representing generalized countywide roadway, transit, and other transportation facilities with attached future travel demand for specific road sections. These outputs are used to produce performance statistics such as vehicle miles traveled, delay, and average trip length and speed.

Modeling Activities for 2009/2010

Model Reporting: SCTA continues to extract data from the travel model regarding future travel demand along highways and local routes. Much of the SCTM reporting in 2010 was related to Countywide Travel flows and projected job and employment growth and future travel conditions.

Wine Country Travel Demand Model (WC-TDM): SCTA has partnered in with Caltrans, and Mendocino, Lake, and Napa Counties in the development of a four county regional travel demand model. Inputs and model assumptions for the WCTM were assembled, reviewed and validated in 2010.

Project Analysis: SCTM was used to analyze potential travel impacts of planned projects along the Highway 101 Corridor and on local roads in the Cities of Santa Rosa and Windsor, Healdsburg and the unincorporated County in 2010.

County Land Use Update: SCTA worked with local jurisdictions and regional agencies to develop a countywide parcel level land use database. This data represents current land use conditions in Sonoma County and will be used by local and regional agencies to analyze future travel activity in the county and region.

SCTA Financial Report				
year ending June 30, 2010				
	SCTA	TFCA	Measure M	Total
Revenues:				
Sales/Use Taxes	\$-	\$-	\$15,315,491	\$15,315,491
Interest Earnings	\$2,421	\$7,659	\$628,361	\$638,441
Federal	\$-	\$-	\$-	\$-
State	\$404,875	\$-	\$340,214	\$745,089
Regional	\$566,503	\$577,151	\$-	\$1,143,654
Local	\$325,000	\$-	\$-	\$325,000
Other	\$12,723	\$-	\$78	\$12,801
Total Revenues	\$1,311,522	\$584,810	\$16,284,144	\$18,180,476
Expenditures:				
Salaries & Benefits	\$1,215,945	\$-	\$-	\$1,215,945
Services and Supplies	\$484,944	\$28,626	\$4,962,574	\$5,476,144
Contributions to Other Govts	\$-	\$568,757	\$17,096,634	\$17,665,391
Other Expenses	\$-	\$-	\$2,207,350	\$2,207,350
Reimbursements	\$(411,629)	\$-	\$-	\$(411,629)
Total Expenditures	\$1,289,260	\$597,383	\$24,266,558	\$26,153,201

SCTA/RCPA Staff

- Suzanne Smith, Executive Director
- Janet Spilman, Deputy Director, Planning & Public Outreach
- John Maitland, Deputy Director, Projects & Programming
- Mike Sandler, Climate Protection Program Manager
- Chris Barney, Transportation Planner
- Seana Gause, Program/Project Analyst
- Stacey Meinzen, Program Analyst
- Lynne March, Transportation Planner
- Marge Fernandez, Contract Coordinator
- Nina Donofrio, Administrative Assistant

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SCTA/RCPA Organization Chart - January 2011

