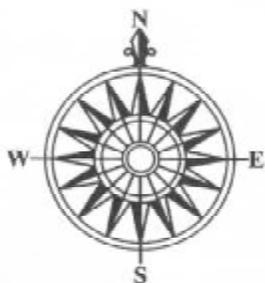


# 2003 SCTA Annual Report 2004

Presented January 10, 2005



**SCTA** Sonoma  
County  
Transportation  
Authority  

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*Keeping Sonoma County Moving*

# SCTA BOARD OF DIRECTORS

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2004

**Paul Kelley, Chair**  
Sonoma County

**Robert Jehn, V. Chair**  
Cloverdale

**Steve Allen**  
Windsor

**Bob Blanchard**  
Santa Rosa

**Joe Costello**  
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**Mike Healy**  
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Sonoma County

**Vicki Vidak-Martinez**  
Rohnert Park

2003

**Jake Mackenzie, Chair**  
Rohnert Park

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## 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.

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## SCTA Staff

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# SCTA BOARD OF DIRECTORS

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## A Message From the Chair:

Hello –

Transportation in Sonoma County has seen a year of contrasts, funding challenges and new opportunities. A challenge at the federal level is the continued delay by Congress to reauthorize the transportation bill and a challenge at the state level is that Proposition 42, approved by voters to fund road maintenance has been suspended while the State works out its tremendous financial problems.

Locally, among the more difficult challenges is to insure that the high priority Highway 101 widening project keeps moving forward during a time when State funding for transportation has come to a near stand still. Yet despite these funding shortfalls we have seen significant progress. Preliminary work continues on the Highway 101 projects, the segment between Highway 12 and Steele lane in Santa Rosa is ready to go to construction; the Rohnert Park Expressway to Wilfred Ave. segment, the Steele Lane to Windsor River Road segment, the Petaluma to Rohnert Park segment and the Marin Sonoma Narrows are all in the environmental and approval phase. The draft environmental impact report for the Wilfred Interchange was released in June 2004.

In addition, important safety improvements are being made on Highway 116 between Petaluma and Sonoma – Stage Gulch Road and environmental work is progressing on the Highway 116 project between Sebastopol and Cotati.

Transit agencies also faced significant challenges in 2004. Bus operations are heavily dependent on sales tax revenue and have seen another year of decline, although service has not yet been affected. One bright spot is that the local economy appears to be improving, and there are expectations of further improvement in the months ahead. Another positive development was approval of funding for clean air projects like Santa Rosa's transit pass subsidies, Sonoma County Transit's natural gas bus fleet and other innovative projects.

More good news came from our efforts to hold stable plans and funding for bike routes. The SCTA programmed nearly \$700,000 to bike route projects throughout the county including bike lane gap closures in the north south commute along Old Redwood Highway north of Santa Rosa, the Foss Creek Multi Use path along the rail line in Healdsburg, Washington Creek Trail in Petaluma and Sonoma Avenue bike lanes in Santa Rosa.

The SCTA has taken on new tasks and new staff in the area of transportation planning. The Transportation Planning Land Use Strategies (TPLUS) ad hoc committee was formed to address the connection between transportation and development. This work is aided by the development of an SCTA traffic model, a complex tool that will help us to forecast the effects of transportation decisions on patterns of growth.

The Comprehensive Transportation Plan (CTP) for Sonoma County was completed in 2004 and approved June 14. The CTP served as backbone of the expenditure plan for quarter cent sales tax placed on the November 2004 ballot as Measure M.

The voters of Sonoma County graciously passed Measure M to fund Highway 101 widening, local road improvements and maintenance, transit enhancement, rail line improvements, and bike safety route improvements. With the passage of Measure M, Sonoma County Transportation has a brighter future.

While the rollercoaster ride of transportation funding will likely continue into next year – the positive progress on key projects continues to occur.

Sincerely,



Paul Kelley  
Chair, SCTA



# FORM & FUNCTION

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.

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 as described below.

## Fund Programming

The SCTA is responsible for programming most of the state and federal funds available to Sonoma County for roadway, transit and bicycle and pedestrian projects. 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.

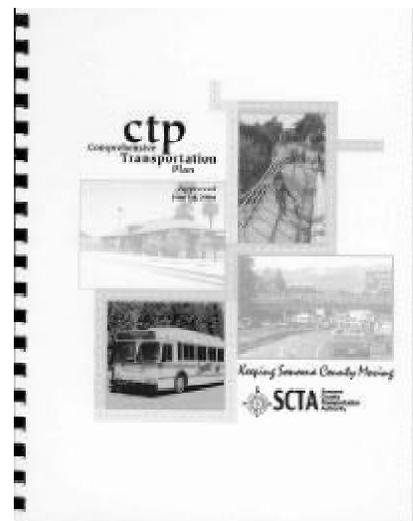
## Coordination

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

## Planning

The SCTA is the countywide transportation agency responsible for planning and prioritizing transportation improvement projects. The *2004 Comprehensive Transportation Plan* is the primary long range planning document of the SCTA was approved in June of 2004.

The SCTA began work on the Transportation Planning Land Use Strategy (TPLUS). The TPLUS work program will result in the preparation of a Transit-Oriented Development 'Best Practices' Toolkit for Sonoma County and the development and implementation of two new funding programs.



# SCTA COMMITTEES

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## Citizens Advisory Committee

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The Citizens Advisory Committee (CAC) is composed of fifteen members from specified interest groups and five members from the public-at-large. The primary function of the CAC is to review projects, policy statements, funding programs, and any other policy acted on by the SCTA and to provide input and recommendations for the SCTA's decision making process.

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## Technical Advisory Committee

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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 North Coast Air Quality District, and the Golden Gate Bridge, Highway and Transportation District.

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## Paratransit Coordinating Committee

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The Paratransit Coordinating Committee (PCC) is composed of one potential transit user over 60 years of age, one who is disabled, 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 also appoints one representative. The PCC assists the SCTA in making funding decisions regarding paratransit and transit programs throughout the county.

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## Countywide Bicycle Advisory Committee

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The Countywide Bicycle Advisory Committee (CBAC) 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 CBAC advises the SCTA on programming decisions for bicycle and pedestrian facilities and aides in project coordination.

# FUNDING

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.

Most of the money used for transportation projects is generated from the taxpayers that pay fuel and sales taxes as well as other taxes and fees. These tax dollars flow into federal, state and local funding pots. Much of the funding from these sources goes toward maintaining the existing transportation network - be it road rehabilitation or transit operations. New capital projects such as Highway 101 are funded by these taxes as well.

## Federal Funding Programs

### STP/CMAQ

#### Surface Transportation Program / Congestion Mitigation Air Quality

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 21<sup>st</sup> 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 projects that improve air quality. The majority of STP/CMAQ funding is used for maintaining the existing system though some is used for specific projects earmarked by Congress.

Eligible uses for STP funds include:

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

Eligible uses for CMAQ funds include:

- Bicycle paths
- Transit
- Signal Coordination

### TE

#### Transportation Enhancement

TEA-21 requires a 10% set-aside of the state's STP allocation to be used for Transportation Enhancement (TE) projects 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 programs called Transportation for Livable Communities (TLC) and the Housing Incentives Program (HIP).

Eligible uses for TEA funds include:

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

# FUNDING

## State Funding Programs

### STIP

#### 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. As one of the only funds available for capacity increasing projects the SCTA has traditionally funded Highway 101 improvements from the STIP. The SCTA programmed over \$62 million in the 2002 STIP, however the 2004 STIP did not provide any new funds for transportation, and instead respread those funds from 2002 to later years.

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### STA

#### 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 sales tax on fuel. The SCTA programmed over \$1 million in STA funds in FY 2003/04, down slightly from last year.

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### TDA

#### 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. The SCTA programmed over \$17 million in TDA funds in FY 2003/04.

#### 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.

## Paratransit

Paratransit service in Sonoma County is funded through TDA and STA. It is curb to curb public transportation available to the disabled population that meets eligibility requirements of the Americans with Disabilities Act (ADA).

Each transit system contracts with paratransit operators. In FY 2003/2004 the following relationships exist.

Sonoma County Transit - Volunteer Wheels  
Santa Rosa CityBus - MV Transportation  
Petaluma Transit - Petaluma People Services  
Healdsburg Transit provides their own paratransit services.



# FUNDING

## GAS TAX

### **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.

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## **Other Funding Programs**

## TFCA

### **Transportation Funds for Clean Air**

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. TFCA projects programmed in FY 2003/04 totaled nearly \$420,000.



## GARVEE

### **Grant Anticipation Revenue Vehicle 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.

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## **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.

The proposed November 2004 sales tax, Measure M, did win approval and will be detailed in the FY 04/05 Annual Report.

## **Specialized Funding Sources**

In addition to the programs described here, smaller, more specialized programs are available to local jurisdictions for specific projects. 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.

# PROJECTS & ACTIVITIES

## Highway 101 - Sonoma County's Main Street

Seven of the nine cities in Sonoma County are located along Highway 101. Highway 101 connects the cities and also serves as “Main Street” within them.

Highway 101 serves regional North-South through traffic, inter-county commuter traffic, and local traffic. This results in congestion, sometimes very heavy, during commute hours and often throughout the day. The extremely heavy Friday evening northbound traffic and Sunday afternoon southbound traffic attests to the regional use of 101 as a thoroughfare to and from distant endpoints.



In FY 2003/2004 the SCTA continued to pursue the *Highway 101-2010 Construction Strategy*. This effort illustrates how improvement to Highway 101 can be completed before the close of the decade. The table below identifies the six phases on the 101 Corridor and lists the status of each phase.

The *2010 Construction Strategy* employs GARVEE bonds to help fund construction and seeks a commitment from the federal government to help construct the Marin/Sonoma Narrows.

Priority	Project	Status	Amount Funded	Anticipated Construction Start
1	Wilfred to Hwy. 12	Constructed	\$28.7	Constructed
2	Hwy. 12 to Steele Ln.	Funded, EIR in process	\$77.5	2005
3	RP Expwy. to Wilfred Ave.	Funded, EIR in process	\$47.8	2007
4	Steele Ln. to Windsor River Rd.	Partially Funded, EIR in process	\$10 (\$90 needed)	2007
5	Old Redwood to RP Expwy.	Partially Funded, EIR in process	\$10 (\$90 needed)	2007
6	Marin/Sonoma Narrows	Partially Funded, EIR in process	\$50.8 (\$400 needed)	2008
<b>TOTALS</b>			<b>\$341.8 (\$580 needed)</b>	
all amounts in millions				

# PROJECTS & ACTIVITIES

## Bus Transit Projects & Activities

### Coordinated Claim

Each year a Coordinated Claim for Transportation Development Act (TDA) and State Transit Assistance (STA) funds is developed by the jurisdictions of Sonoma County. These funds 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 by the SCTA. TDA is funded by a 1/4 cent statewide sales tax. Altogether, over \$18 million was programmed in the FY 03/04 Coordinated Claim.



### TFCA Transit

The SCTA administers projects that qualify for Transportation Funds for Clean Air (TFCA). These funds can be used for transportation projects that demonstrate a positive effect on the local air quality. Bicycle projects that receive TFCA funding are listed on the previous page.

Santa Rosa has implemented successful student pass subsidy and voluntary trip reduction programs that have reduced the number of single occupant vehicles on city streets and enhanced air quality. Sonoma County Transit used TFCA funds in FY 2003/04 and in previous years to fund the development of a compressed natural gas (CNG) fleet and fueling station.

Projects for the TFCA 04/05 cycle were approved in spring of 2003 and therefore are included in this Annual Report.

Jurisdiction	Project Name	Amount
Santa Rosa	Student Pass Subsidy	\$70,000
	Voluntary Trip Reduction Program	\$129,802
	Retrofit Kit for pollution reduction	\$40,000
Sonoma County	Cotati Intermodal Facility	\$26,369
	Petaluma Transit Mall	\$38,282
	Windsor Intermodal Facility	\$66,658
Multi-jurisdictional	Transit Pass Subsidy	\$48,000

# PROJECTS & ACTIVITIES

## Transit Forum

The Paratransit Coordinating Committee and the Citizens Advisory Committee hosted a transit forum in September 2003 to discuss transit – fixed route and paratransit bus and van service. The committee was especially interested in hearing from the disabled and elderly. Transit operators in Sonoma County addressed the Committees and the audience about their systems, their plans and their concerns. Members of the public were invited to ask questions and make comments in a non-formal setting. The Transit Forum Report is available online at the SCTA website.

## Section 5310

The Paratransit Coordinating Committee facilitates the Section 5310 scoring and application process for projects submitted by non-profits serving the disabled community. These federal grants are specifically for purchase of a specially equipped paratransit van or bus are tremendously beneficial to local non profit agencies

## Bicycle & Pedestrian Projects

Bicycle and pedestrian facilities are an important part of the transportation system in Sonoma County. Transportation Development Act (TDA) funds are the primary source of funding, although virtually all of the funding sources can and do fund elements of bicycle/pedestrian paths.

The Countywide Bicycle Advisory Committee makes recommendations to the SCTA for bicycle facilities throughout the county. There is an effort made to link paths to each other and to transit in order to maximize safety and usefulness.

The SCTA programmed nearly \$675,000 to bicycle and pedestrian paths in FY 03/04. In addition, it is policy in most jurisdictions to include bicycle facilities in any road improvements when feasible.



### FY 03/04 Project List

Jurisdiction	Projects	Amount
County	Old Redwood Hwy class II north to Healdsburg	\$350,000
Healdsburg	Foss Creek/NWP Multi-Use Trail	\$99,695
Petaluma	Washington Creek Trail	\$175,000
Santa Rosa	Sonoma Ave Bike lanes	\$50,000
total		\$674,695

# PROJECTS & ACTIVITIES

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## Countywide Planning

The *2004 Comprehensive Transportation Plan for Sonoma County* is the current countywide transportation planning document. It provides a description of current and planned projects, and deciphers the funding mechanisms required for implementation. The CTP served as the backbone of Measure M. The *Countywide Bicycle Plan* was last updated in 2003.

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## Travel Demand Modeling

The SCTA oversees the operations of the Sonoma County Travel Demand Model (SCTM). The SCTM currently consists of 400 traffic analysis zones (TAZs) and the year 2000 is the baseline established for data collection purposes. On an ongoing basis, data from the county and nine cities of Sonoma are collected across a set of important residential and commercial land use categories. Data describing the existing highway and transit networks are also collected. These data are then used to feed into the modeling process. Based on a particular set of assumptions, the SCTM is used to approximate the amount of traffic (travel demand) that will result from any given set of land use specifications. SCTA uses the SCTM to analyze both near-and-long term development scenarios and identify areas throughout the county where disadvantageous traffic impacts seem to be most acute. Thus, the SCTM is a powerful analytical tool in assessing the important linkage between transportation and land use planning.

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## SMART

SCTA staff works with the Sonoma/Marin Area Rail Transit (SMART) Commission on the development of a passenger rail system in the two counties. The State Legislature passed AB 2224 in 2002 to create a Transit District for SMART to oversee the development and operations of the commuter rail system in Marin and Sonoma Counties. Two SCTA Directors are also members of SMART.

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## Regional Participation

SCTA staff participates in various regional activities in the Bay Area representing the needs of Sonoma County. By being an active member of the regional transportation community the SCTA is better able to compete 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, the Bay Area Air Quality Management District and the Congestion Management Agency Association.

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## Project Tracking

During the past year, the importance of project monitoring and project delivery has been heightened. From both the state and regional level, there is significant pressure to get programmed projects out on the street on time and on budget. The SCTA has increased activities related to project monitoring by meeting often with Caltrans staff to discuss important highway projects and by working closely with local project sponsors to ensure they have the necessary tools to get their projects delivered. This will continue to be a high priority for the SCTA. Staff has worked with a consultant to develop a database system to make tracking more efficient.

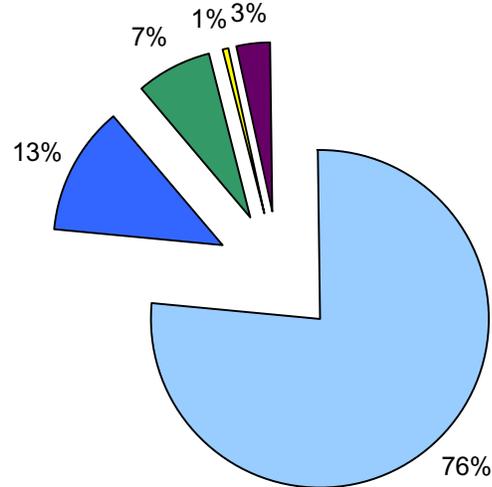
# BUDGET

## Budget Summary

### FY 2002/2003 Actuals

#### Revenues

State	\$1,765,790
Regional	\$292,000
Local	\$165,000
TFCA	\$14,872
Other*	\$75,140
<b>Total Revenues</b>	<b>\$2,312,802</b>



#### Total Expenditures

Salaries & Benefits	\$389,247
Contracts & Services	\$1,805,896
Operations	\$135,991
Other*	\$11,645

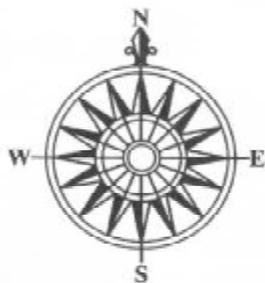
**Total Expenditures**      **\$2,342,779**

**Total Current Fund Balance**      **(\$29,477)\*\***

\* Other includes funding budgeted for the Sonoma/Marin Area Rail Transit related expenses, prior year adjustments and earned interest.

\*\* The negative fund balance is a result of the 4th quarter payment from MTC totaling \$97,500 being received after close of the FY 03/04 books.

*The SCTA is audited annually by the Sonoma County Auditor-Controller. The FY2002/2003 audit will be completed in January 2004.*



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