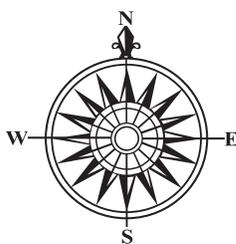


2004 SCTA Annual Report 2005

Approved on January 9, 2006



SCTA SONOMA
COUNTY
TRANSPORTATION
AUTHORITY

Keeping Sonoma County Moving

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

SCTA BOARD OF DIRECTORS

2005

Paul Kelley, Chair
Sonoma County

Robert Jehn, V. Chair
Cloverdale

Steve Allen
Windsor

Bob Blanchard
Santa Rosa

Stanley Cohen
Sonoma

Patricia Gilardi
Cotati

Mike Healy
Petaluma

Linda Kelley
Sebastopol

Mike Kerns
Sonoma County

Jake Mackenzie
Rohnert Park

Lisa Schaffner
Healdsburg

Tim Smith
Sonoma County

2004

Vicki Vidak-Martinez
Rohnert Park

Joe Costello
Sonoma

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MESSAGE FROM THE CHAIR

Hello –

November 2004 brought about a new era for transportation in Sonoma County. The voters of our County graciously passed the Traffic Congestion Relief Act for Sonoma County – also known as Measure M. This quarter cent sales tax for transportation will help 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.

Unfortunately, along with this very good news at the local level came continuing bad news from the State level. In FY04/05 the Governor and Legislature suspended Proposition 42 funding and further delayed the construction of project throughout the State – including Highway 101 through downtown Santa Rosa.

On the federal level, the Congress and Administration were finally able to reach agreement on a new transportation bill. SAFETEA-LU – the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy For Users was approved at the close of FY04/05 after a record eight extensions. There was good news for Sonoma County in the bill including a \$28M earmark for the Marin/Sonoma Narrows project and \$6M for the Santa Rosa to Windsor widening project on Highway 101. In addition, the return to source amounts for California were increased over the last bill and most all of the flexibility of the prior bill carried forward to SAFETEA-LU.

This year of contrasts, funding challenges and new opportunities has lead to changes within the SCTA staff as well. The SCTA team has grown to eight full time positions and as we move into the next year the full team will be on board to help plan for future transportation needs and deliver projects throughout the county.

FY04/05 brought about progress on many fronts when it comes to local projects. All of the Highway 101 widening projects are moving forward and the goal of having environmental clearance and final design on all segments is nearing reality. Work continues on the Highway 101 projects: the segment between Highway 12 and Steele Lane in Santa Rosa has gone out to bid; the Rohnert Park Expressway to Wilfred Ave. segment has a final environmental document and design is underway; the Steele Lane to Windsor River Road segment, the Petaluma to Rohnert Park segment and the Marin Sonoma Narrows are all nearing the end of the environmental approval phase.

In addition, important safety improvements are being made on Highway 116 between Petaluma and Sonoma – the Stage Gulch Road environmental document was completed and design and right of way is under way. Work on the Highway 116 project between Sebastopol and Cotati has had run into some stumbling blocks but is now back on track to complete environmental and to seek inclusion in the 2008 SHOPP.

Transit agencies also faced significant challenges in FY04/05. Bus operations are heavily dependent on sales tax revenue. 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 a countywide marketing campaign to Ride the Bus as well as other innovative projects.

More good news came from our efforts to hold stable plans and funding for bike routes. The SCTA programmed over \$500,000 to bike route projects throughout the county including the Railroad Forest Path in Sebastopol that helps connect the West County Trail to the Joe Rodota Trail, the Hunter View Bike Path in Santa Rosa, and the Bodway Park Way in Rohnert Park.

The SCTA has also dedicated staff to the development and use of technical tools, such as the SCTA traffic model, and GIS analysis to help us better understand our transportation needs and forecast the effects of transportation decisions on patterns of growth.

As we look ahead to the future, our commitment of local funding to transportation will help us better plan for our needs and keep improvements moving forward. Even with economic uncertainty at other levels of Government, the SCTA is in position to help meet the growing needs of our County.

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.

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, 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 as described below.

Fund Programming

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. 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.

All SCTA Plans and Reports can be found online at the SCTA website - www.sctainfo.org.

SCTA COMMITTEES

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 policy 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.

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 North Coast Air Quality District, and the Golden Gate Bridge, Highway and Transportation District. The Planning Advisory Committee (PAC) is a subcommittee of the TAC. The Chair of the TAC is Susan Kelly.

Transit/ Paratransit Coordinating Committee

The Paratransit Coordinating Committee (TPCC) is composed of the following individuals: 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 may also appoint one representative. The TPCC assists the SCTA in making funding decisions regarding transit and paratransit programs throughout the county. The Chair of the TPCC is Dennis Battenberg.

Countywide Bicycle & Pedestrian Advisory Committee

The Countywide Bicycle & Pedestrian Advisory Committee (CBPAC) 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 CBPAC advises the SCTA on programming decisions for bicycle and pedestrian facilities and aides in project coordination. The Chair of the CBPAC is Steven Schmitz.

FUNDING

The SCTA has oversight over the distribution of Measure M funds and 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.

Local Funding Programs

Measure M

Measure M

Measure M is a quarter cent sales tax that will help fund a variety of transportation projects including Highway 101 improvements, street and road rehabilitation, transit operations, bike paths and funding for the Sonoma Marin Area Rail Transit (SMART). The 2005 Measure M Strategic Plan was adopted this year and serves as the policy document that will guide how the tax revenues are expended. The Strategic Plan will be updated every 2 years.

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) and the 2005 Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy For Users (SAFETEA-LU). 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.

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 projects
- Signal Coordination
- Park & Ride lots
- HOV lanes

FUNDING

Transportation Enhancement

TE

SAFETEA-LU 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 TE funds over the next 25 years. The SCTA programs a portion of that money while the remaining TE money is programmed by MTC to programs called Transportation for Livable Communities (TLC) and the Housing Incentives Program (HIP).

Eligible uses for TE funds include:

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

FTA Section 5310

Section 5310

Each year FTA provides Section 5310 grant funds to non-profits and certain public agencies to purchase capital equipment for services to the elderly and disabled. This equipment includes vans, small buses, computers, software, and mobile radios. The TPCC is responsible for coordination and scoring of applications.

State Funding Programs

State Transportation Improvement Program (STIP)

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 and Proposition 42 funds. 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. Because of the dismal State Budget situation neither the 2004 nor the 2006 STIPs did not provide any new funds for transportation, and instead respread those funds from 2002 to later years.

State Transit Assistance (STA)

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 2004/05.

FUNDING

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 2004/05.

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. In FY 2004/05 nearly \$425,000 were programmed by the SCTA.

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.

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.

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 2004/2005 the SCTA continued to pursue the *Highway 101 Construction Strategy*. To that end, funding was secured for two key projects. The widening from Route 12 to Steele Lane and the widening of Steele Lane interchange both obtained funding just as the 04/05 year came to a close. This will mean construction in the upcoming year and the completion of Project #2 - Highway 12 to Steele Lane. The table below identifies the six phases on the 101 Corridor and lists the status of each phase.

Project	Status	Amount Funded	Anticipated Start of Construction
1 Wilfred to Hwy. 12	Constructed	\$28.7	Constructed
2 Hwy. 12 to Steele Ln.	Funded	\$77.5	2006
3 RP Expwy. to Wilfred Ave.	Funded, design in process	\$57.8	2007/08
4 Steele Ln. to Windsor River Rd.	Partially Funded, EIR in process	\$70 (\$100 needed)	2007/08
5 Old Redwood to RP Expwy.	Partially Funded, EIR in process	\$86.4 (\$100 needed)	2007/08
6 Marin/Sonoma Narrows	Partially Funded, EIR in process	\$76 (\$400 needed)	2008/09
		TOTALS	
		\$396.4	
		(\$600 needed)	
		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 04/05 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 another 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 multiple years to fund the development of a compressed natural gas (CNG) fleet and fueling station, transit malls and a marketing program to promote bus ridership.

Projects for the TFCA 05/06 cycle were approved in spring of 2004 and therefore are included in this Annual Report.

Jurisdiction	Project Name	Amount
Sonoma Co./Windsor	Windsor Intermodal Facility	\$34,548
Sonoma Co./Petaluma	Petaluma Transit Mall	\$153,266
Sonoma Co./Cotati	Cotati Intermodal Facility	\$9,695
Sonoma Co.	Transit Marketing program	\$90,398
Santa Rosa	Voluntary Trip Reduction	\$140,000
Santa Rosa	Student Pass Subsidy	\$86,181

PROJECTS & ACTIVITIES

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).

Healdsburg provides their own paratransit services. In FY 2004/2005 Sonoma County Transit contracted with Volunteer Wheels to provide paratransit service; Santa Rosa CityBus contracted with MV Transportation; and Petaluma Transit contracted with Petaluma People Services.

Transit Forum

The Transit Paratransit Coordinating Committee and the Citizens Advisory Committee hosted a transit forum in September 2004 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.



PROJECTS & ACTIVITIES

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 & Pedestrian Advisory Committee makes recommendations to the SCTA for bicycle and pedestrian 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 \$424,000 to bicycle and pedestrian paths in FY 04/05. In addition, it is policy in most jurisdictions to include bicycle facilities in any road improvements when feasible.



FY 04/05 Project List

Jurisdiction	Projects	Amount
Sebastopol	Railroad Forest Path	\$55,451
Rohnert Park	Bodway Park Way Bike Lanes	\$40,000
County	Hunter View Creek Bikeway	\$160,000
County	Sonoma County "Share the Road Campaign	\$10,000
County	"Share the Road " Sign installation	\$15,000
County	Three Bike Capacity Bike racks on buses	\$5,000
Rohnert Park	Commerce Bike Bridge at Hinebaugh Creek	\$160,000
Petaluma	Bike/Pedestrian Corral on Ely	\$54,876
Santa Rosa	SR Creek Greenway Signage & Entry Gate	\$18,900

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.

PLANNING & ACTIVITIES

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. A Countywide Best Practice Manual for Smart Growth is underway. The *Countywide Bicycle Plan* was last updated in 2003.

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 disadvantaged 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.

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. In the past year SMART has taken ownership of the rail line. Five percent of Measure M revenue will be used by SMART to continue design, engineering and environmental work. Two SCTA Directors are also members of SMART.

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.

ADMINISTRATION

Budget Summary

FY 2004/2005 Actuals

Revenues

State	\$1,625,454
Regional	\$487,500
Local	\$195,355
TFCA	\$27,127
Other*	\$4,882
Total Revenues	\$2,340,318

Expenditures

Salaries & Benefits	\$422,797
Contracts & Services	\$1,690,856
Operations	\$137,627
Other*	\$5,000
Total Expenditures	\$2,198,798
Total Current Fund Balance ..	\$141,520

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

SCTA Staff

Suzanne Wilford, Executive Director

Janet Spilman, Deputy Director, Planning & Public Outreach

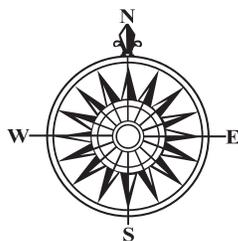
Guy Preston, Deputy Director, Projects & Programming

Chris Barney, Transportation Planner

Seana Gause, Program/Project Analyst

Marge Franco, Executive Assistant

Nina Donofrio, Administrative Assistant



SCTA SONOMA
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