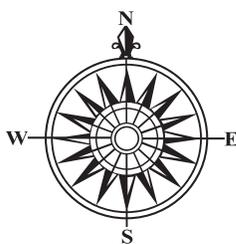


SCTA

Annual Report

2005/2006

Approved January 9, 2007



SCTA SONOMA
COUNTY
TRANSPORTATION
AUTHORITY

Keeping Sonoma County Moving

Message from the SCTA Chair

I am pleased to present to you the 2005/2006 SCTA Annual Report. It was a busy and productive year for the Transportation Authority and its member agencies.

The past year brought us our first full year of Measure M sales tax revenue and our first opportunity to fund projects with local money. Project sponsors throughout the County received funding to fill potholes, run buses, complete planning documents, and build projects.

The Measure M sales tax funds came in on pace with our projections and the economy of Sonoma County remained strong.

Caltrans and the SCTA joined together in April for the groundbreaking ceremony that marked the beginning of Highway 101 widening improvements through the Santa Rosa area. This \$111 million construction job is the largest in Sonoma County history. A portion of the funding came from our sales tax measure and the job would not have been able to proceed this year had it not been for Measure M. I'm also pleased to report that construction is on schedule and Sonoma County residents are doing an excellent job handling the day to day changes that a major construction effort brings to our local road system.

The SCTA continues to work with Caltrans on the project development aspects of all the projects in the Highway 101 corridor and we look forward to bringing those projects to construction in the near future.

The SCTA initiated a community-based transportation planning effort in Roseland this year. The focus of this plan is to help identify transportation related hurdles that face minority and low-income residents in the Roseland community. Through the planning effort we hope to identify opportunities to improve access to jobs, school and services. The plan is the first step and will enable project sponsors to access Lifeline transit funding from the Metropolitan Transportation Commission.

Residents saw a historic level of maintenance work occurring on local roads throughout the County. This was a result of a combination of Measure M funds and federal gas tax money coming back to local agencies through the SCTA. While we all experienced the frustration of sitting in a construction zone, we will see the benefits for years to come.

Many of these road projects include enhanced shoulders making Sonoma County a more bike friendly place. The SCTA had the extraordinary opportunity to program over \$7 million to create great bicycle and pedestrian facilities, including several forward thinking "smart growth" projects.

Sonoma County's transit operators experienced an increase in ridership this past year, partly due to innovative marketing campaigns aimed at getting commuters out of their cars. Sonoma County Transit continues to improve its CNG fueling station and fleet. More visible progress was made when Petaluma saw its new transit mall go to construction and Windsor broke ground at its new transit station.

As we look forward to the coming year, the SCTA will continue to play a critical role in project delivery, long range planning and advocacy for all modes of transportation.

Sincerely,

Robert Jehn,
Chair, SCTA



2006 SCTA BOARD OF DIRECTORS



Robert Jehn, Chair
Cloverdale



Patricia Gilardi
Cotati



Jake Mackenzie
Rohnert Park



Mike Kerns, V. Chair
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Mike Healy
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Stanley Cohen-
Sonoma



Paul Kelley
County



Lisa Schaffner
Healdsburg

2005 Directors

Steve Allen, Windsor
Tim Smith, Sonoma County

Suzanne Smith, Executive Director

ABOUT THE SCTA

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.

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.

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. 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.

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.

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

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 Transit 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.

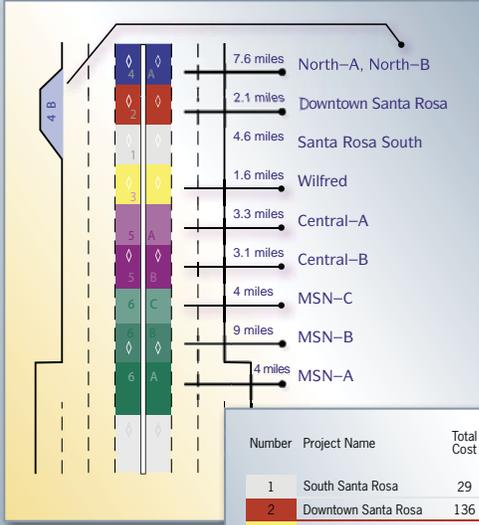
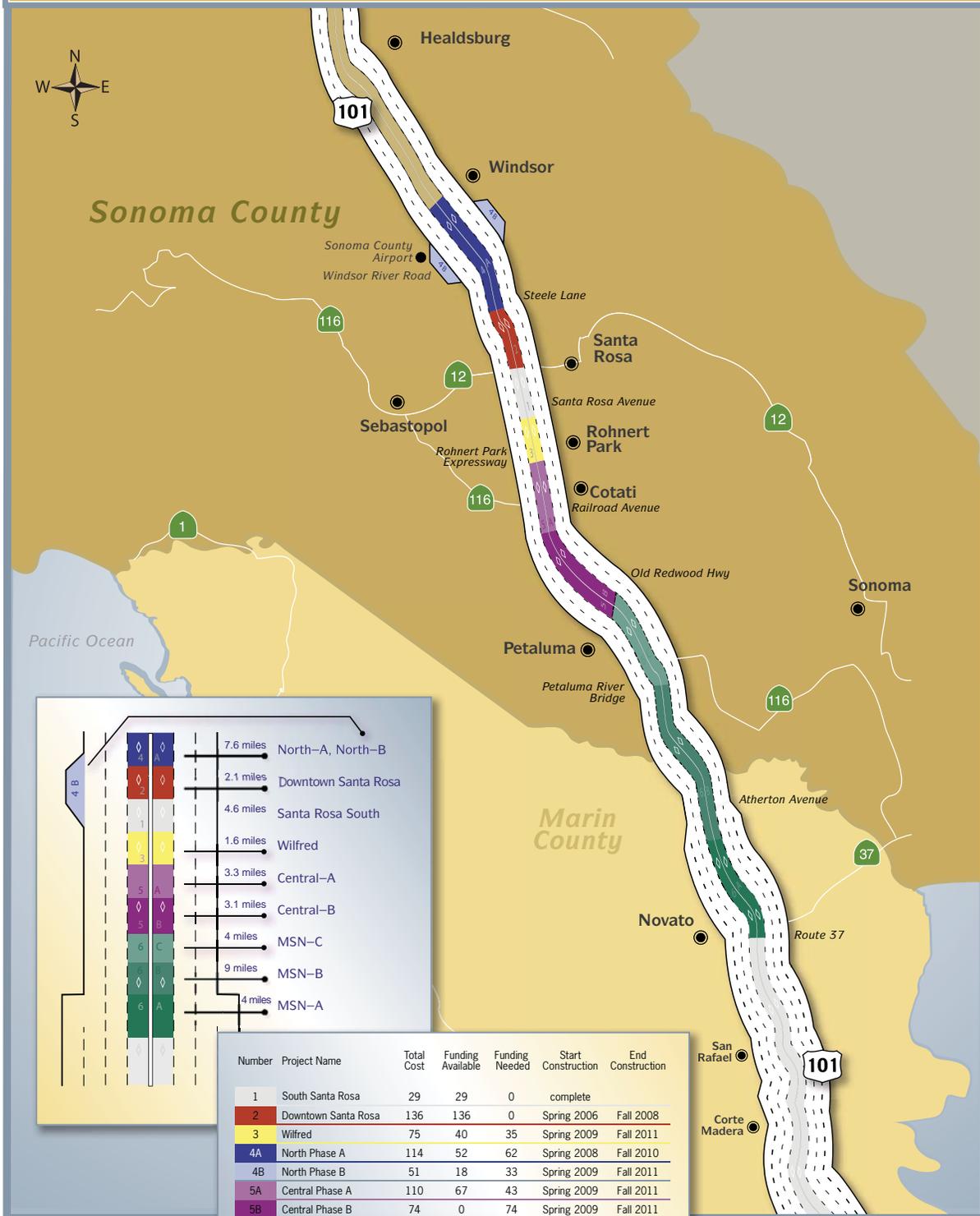
Countywide Bicycle & Pedestrian Advisory Committee

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.

HIGHWAY 101 WIDENING PROJECTS

CONSTRUCTION STRATEGY



Number	Project Name	Total Cost	Funding Available	Funding Needed	Start Construction	End Construction
1	South Santa Rosa	29	29	0	complete	
2	Downtown Santa Rosa	136	136	0	Spring 2006	Fall 2008
3	Wilfred	75	40	35	Spring 2009	Fall 2011
4A	North Phase A	114	52	62	Spring 2008	Fall 2010
4B	North Phase B	51	18	33	Spring 2009	Fall 2011
5A	Central Phase A	110	67	43	Spring 2009	Fall 2011
5B	Central Phase B	74	0	74	Spring 2009	Fall 2011
6A	MSN Phase A	117	0	117	Spring 2011	Fall 2014
6B	MSN Phase B	365	82	283	Spring 2011	Fall 2014
6C	MSN Phase C	145	0	145	Spring 2011	Fall 2014
Total		1216	424	792		

*Cost data in \$Million and escalated at 3.5% per year

schedule assumes full funding is obtained



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.

In FY 05/06 the SCTA continued to pursue the Highway 101 Construction Strategy, aimed at creating a continuous High Occupancy Vehicle (HOV) lane and upgrading the freeway to current standards from Windsor to the Marin County line.

On April 4, 2006 Caltrans and the SCTA joined together to break ground on the second widening project on Highway 101 – this segment goes through the Santa Rosa downtown and involves intricate construction staging due to the large number of bridges and structures. When complete in 2009, the existing HOV lanes just south of Santa Rosa will be extended 2 miles north, creating over 6.5 miles of continuous HOV lanes.

The SCTA is taking a proactive role in gaining Environmental Compliance for all of the Highway 101 projects. The environmental phase of all Highway 101 HOV projects is fully funded and underway. Caltrans is the lead agency for two projects: (1) the Marin-Sonoma Narrows (MSN) project – from Highway 37 in Novato to Old Redwood Highway in Petaluma; and (2) the Wilfred project from Rohnert Park Expressway to Santa Rosa Avenue. SCTA is leading the efforts on two additional Highway 101 HOV projects: (1) the North project from Steele Lane to Windsor River Road; and (2) the Central project from Old Redwood Highway in Petaluma to Rohnert Park Expressway.

With the addition of Measure M, the countywide ¼ cent sales tax dedicated to transportation, full funding is now available for the Design of all the HOV projects. SCTA is leading the effort on the design of the Central project and has entered into a Contract with URS Corporation to prepare the plans and specifications. Caltrans continued working on the design of the Wilfred Project and has begun work on designing the North project. Additionally, SCTA is working with Caltrans on a plan to resource the design services for the Marin-Sonoma Narrows project.

As soon as environmental compliance is obtained, any needed right-of-way for the projects can be purchased. Measure M also provides enough funding to complete the purchase of the right-of-way for all projects, with the exception of the Marin-Sonoma Narrows.



PROJECT DELIVERY

Local Streets and Road Projects

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

In addition, Sonoma County has 250 miles of state roads, including Highways 12, 121 and 116. 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.

Local street projects are allocated 20 percent of the total revenues over the life of the Measure M program. Four projects were identified in the 2005 Measure M Strategic Plan to receive funds in FY 05/06. Accordingly, \$200,000 was appropriated to the County for developing a master plan and prioritizing projects that would address traffic concerns in the Penngrove / Railroad Avenue area. The City of Santa Rosa received an appropriation of \$300,000 to both purchase right-of-way and to provide design services for projects to relieve congestion on Hearn Avenue between Dutton Avenue and Santa Rosa Avenue. Additionally, \$437,000 was appropriated to Santa Rosa to purchase right-of-way for the planned extension of Farmers Lane from Highway 12 to Petaluma Hill Road at Yolanda Avenue. Finally, the County of Sonoma was appropriated \$375,000 to complete environmental studies and design projects to relieve congestion on Airport Boulevard.

In 2005/2006 the SCTA programmed over \$16 million over three years in regional and local Measure M sales tax dollars to cities and the County.

LOCAL STREETS REHABILITATION

Measure M provides 20% of its revenues for Local Street Rehabilitation. In FY 05/06 over \$3.25 Million was distributed to the County and the nine cities to use on these projects. Another \$13 million was programmed through the STP/CMAQ programs

Rehabilitation funds are used on maintenance activities such as pothole repair, slurry seals, and overlays.

A brief description of local road rehab projects programmed in 05/06 is below.

Jurisdiction	Project	FY 05/06	FY06/07	FY07/08	FY08/09	Total
Cloverdale						
Jefferson Street Reconstruction	Design		\$10,000			\$10,000
	Construction		\$320,000			\$320,000
	Measure M maintenance	\$39,042				\$39,042
	Totals	\$39,042	\$330,000			\$369,042
Cotati						
Old Redwood Hwy - South	Construction		\$150,000			\$150,000
West Sierra/E. Cotati Ave Rehab	Construction		\$50,000			\$50,000
	Measure M maintenance	\$39,042				\$39,042
	Totals	\$39,042	\$200,000			\$239,042

PROJECT DELIVERY

Jurisdiction	Project	FY 05/06	FY 06/07	FY 07/08	FY 08/09	Total
Healdsburg						
Matheson Street Rehab	Construction			\$166,000		\$166,000
Healdsburg Avenue Rehab	Construction		\$50,000			\$50,000
Measure M maintenance		\$71,577				\$71,577
Totals		\$71,577	\$50,000	\$166,000		\$287,577
Petaluma						
E. Washington St. & Sixth St.	Design		\$239,000			\$239,000
	Construction			\$718,000		\$718,000
S McDowell Blvd. & Bodega Ave	Construction	\$10,000				\$10,000
Measure M maintenance		\$289,561				\$289,561
Totals		\$299,561	\$239,000	\$718,000		\$1,256,561
Rohnert Park						
Street Maintenance	Construction		\$632,000			\$632,000
Rohnert Park Expy Rehab	Construction		\$50,000			\$50,000
Measure M maintenance		\$204,970				\$204,970
Totals		\$204,970	\$682,000			\$886,970
Santa Rosa						
Various Streets - Rehab	Construction	\$70,000			\$2,008,000	\$2,078,000
Measure M maintenance		\$871,936				\$871,936
Totals		\$1,678,936			\$2,008,000	\$2,949,936
Sebastopol						
Overlay Projec	Design		\$7,500			\$7,500
	Construction		\$142,500			\$142,500
Measure M maintenance		\$42,295				\$42,295
Totals		\$42,295	\$150,000			\$192,295
Sonoma						
Andrieux Street Resurfacing Project						
Andrieux Street Resurfacing Projec	Design			\$15,000		\$15,000
	Construction		\$70,000	\$135,000		\$205,000
Measure M maintenance		\$52,056				\$52,056
Totals		\$52,056	\$70,000	\$150,000		\$272,056
Windsor						
Conde Ln /Hembree Ln Pavement Rehab	Design			\$35,400		\$35,400
	Construction			\$285,600		\$285,600
Old Redwood Highway Rehab	Design	\$50,000				\$50,000
Measure M maintenance		\$123,633				\$123,633
Totals		\$173,633		\$321,000		\$494,633
Sonoma County						
Overlay of County Roads	Construction	\$200,000	\$7,397,831			\$7,597,831
Measure M maintenance		\$1,525,888				\$1,525,888
Totals		\$1,925,888	\$7,397,831			\$9,123,719
				Grand Totals		\$16,071,831

PROJECT DELIVERY

Bicycle & Pedestrian Projects

Bicycle and pedestrian facilities are an important part of the transportation system in Sonoma County. A record number of Bicycle and Pedestrian Projects were funded in 2005/2006. Virtually all of the funding sources can and do fund elements of bicycle/pedestrian paths, though some are specifically set aside for bicycle and pedestrian facilities.

Bicycle and Pedestrian projects programmed in 05/06

Cloverdale	Cloverdale Bicycle Lane Striping Project	\$50,000	TDA (3)
County	Old Redwood Highway Class 2	\$640,000	RBPF
County	Sonoma County Bodega Bay Bicycle & Pedestrian Trail (FY 07/08 & 08/09)	\$535,000	TLC
County	Sonoma County Santa Rosa Creek Trail (FY 07/08)	\$550,000	TLC
Healdsburg	Healdsburg Foss Creek Trail	\$380,000	Measure M
Petaluma	Petaluma River Trail Enhancement Project	\$150,000	Measure M
Petaluma	Petaluma Blvd. Pedestrian Enhancements (FY 06/07)	\$485,000	TLC
Rohnert Park	Redwood Drive Class II Bike Lanes	\$14,500	TDA (3)
Rohnert Park	Rohnert Park Expressway Class II Bike Lanes	\$142,000	TDA (3)
Rohnert Park	Rohnert Park City Center Dr Improvements (FY 06/07, 07/08 & 08/09)	\$1,150,000	TLC
Santa Rosa	Pierson Reach/Rodota Connector	\$350,000	TDA (3)
Santa Rosa	Santa Rosa Bike/Ped Plan	\$150,000	TDA (3)
Santa Rosa	Pathway along the SMART in Santa Rosa	\$550,000	RBPF
Santa Rosa	Santa Rosa Creek Trail	\$35,000	Measure M
Santa Rosa	Santa Rosa Courthouse Square off site improvements & Gateway street	\$1,000,000	TLC
SCTA	Bike/ped plans, mapping	\$120,402	TDA (3)
Sebastopol	Railroad Forest Path	\$106,807	TDA (3) & TFCA
Windsor	Arata Lane & Hembree Lane Bicycle Lanes	\$30,000	TDA (3)
Windsor	Keiser Park Phase I Trail	\$112,000	TDA (3)
Windsor	Windsor Pedestrian Enhancements & Traffic Calming (FY 06/07)	\$235,000	TLC
Windsor	Windsor Old Redwood Hwy Pedestrian Linkages (FY 07/08)	\$338,000	TLC

The Countywide Bicycle & Pedestrian Advisory Committee has representatives from every jurisdiction. This group coordinates projects and funding and makes recommendations to the SCTA for bicycle and pedestrian facilities. There is an effort made to link paths to each other and to transit in order to maximize safety and usefulness. The SCTA has applied for funding to produce a Bicycle and Pedestrian Master Plan that will represent a significant improvement in size and depth over previous efforts.



Following are descriptions of funding sources for bicycle and pedestrian projects.

Measure M

Bike and pedestrian projects are allocated 4% of the total Measure M program revenues. Three projects were identified in the 2005 Measure M Strategic Plan to receive funds in FY 05/06. Accordingly, \$35,000 was appropriated to the City of Santa Rosa for initial scoping, environmental, and design services to provide access and to extend the Class 1 multi-use path from Streamside Drive to Mission Boulevard along Santa Rosa Creek. The City of Healdsburg received a \$380,000 appropriation for design and construction of a combined pedestrian and bicycle trail along the Foss Creek Corridor. The City of Petaluma was appropriated \$150,000 for the design of an extension to the multi-use Petaluma River Trail from Lakeville Street to Washington Street. Unlike Road projects, Bike/Ped projects funded in Measure M do not require a 50% match.

Transportation Development Act (3)

Each year the SCTA reviews and adopts a program of projects for bicycles and pedestrians to be funded through the TDA (3) program. TDA (3) is set aside specifically and only for bicycle and pedestrian projects. These funds are generated as part of the sales tax and represent approximately 2% of the total TDA funds received in the county.

Regional Bike/Ped Funding Program

In December 2003 MTC created a \$200 million Regional Bicycle and Pedestrian Program (RBPP) to fund the construction of the Regional Bicycle Network (as outlined in the Regional Bicycle Plan, adopted by the Commission in December 2001) and regionally significant pedestrian projects.

Bicycle projects should be on the Regional Bicycle Network or improve access to schools or transit. Pedestrian projects will create or improve access to schools, transit or regional activity centers. The RBPP provides funding for projects that are developed through an inclusive community planning effort and have the support of the community.

PROJECT DELIVERY

The funding is divided into regional (25%) and local (75%) discretion. The first round (\$8 million) of projects was programmed by MTC 2005/06 and 2006/07. Two Sonoma County projects were selected by MTC: They are the Pathway along the SMART corridor just north of the station site at Railroad Square in Santa Rosa (\$550,000) and Class 2 lanes along Old Redwood Highway (\$640,000) in the unincorporated County.

In 2007 the SCTA will be responsible for programming the County share (\$1,622,513) for years 2007/08 and 2008/09.

Transportation for Livable Communities

The TLC capital program funds transportation infrastructure improvements to pedestrian, bicycle and transit facilities. The key objectives of the program are to encourage pedestrian, bicycle and transit trips; support a community's larger infill development or revitalization effort; and provide for a wider range of transportation choices, improved internal mobility and stronger sense of place.

Typical projects include new or improved pedestrian facilities, bicycle facilities, transit access improvements, pedestrian plazas, and streetscapes. Applications must demonstrate that projects are ready to go forward within the three-year grant cycle. This includes demonstrating that the project has undergone a collaborative planning process, is fully funded and that environmental review is completed or underway.

The SCTA programmed a total of \$4,293,000 to TLC projects.

Transportation Fund for Clean Air

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 with other bicycle projects.



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.

TFCA projects approved in 05/06

Jurisdiction	Project Name	Amount
Sonoma County Transit	FY2007 Transit Marketing Program	\$124,055
Sonoma County Transit	Cotati Intermodal Facility/Park & Ride	\$32,000
Sonoma County Transit	Multi-Agency Bus Stop Information	\$30,000
Santa Rosa	Student Youth Pass Subsidy	\$80,000
Santa Rosa	Voluntary Trip Reduction	\$154,507

Transit Projects

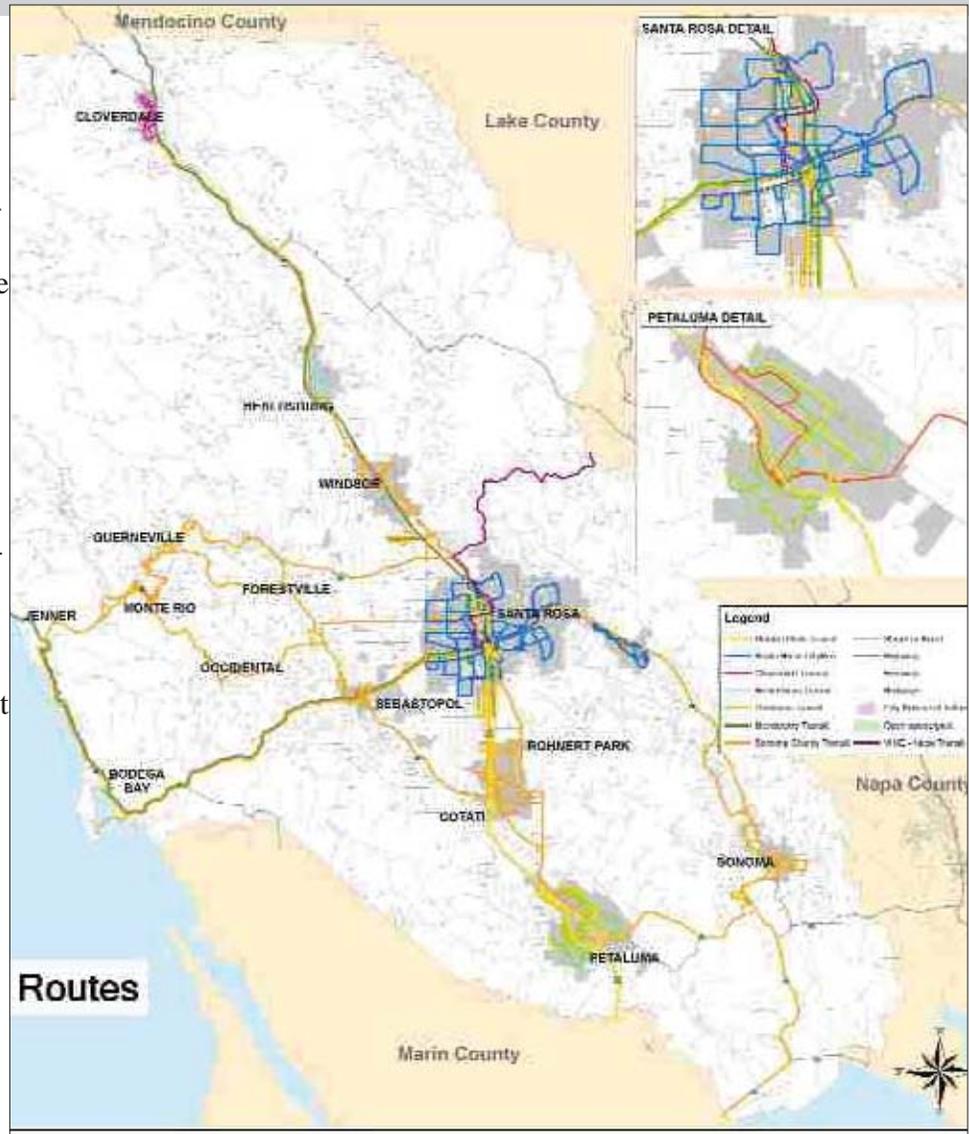
Since the late 1970's, public transportation services in Sonoma County have been expanded in an effort to provide a viable alternative to the private automobile. Fixed-route service has remained relatively steady, with few increases or decreases in recent years. In recent years attention is shifting to expansion of paratransit services in order to meet needs of the rapidly growing population of disabled and elderly transit riders.

Operations

In addition to the capital funding listed transit operators receive operating funds that are approved by the SCTA through the Coordinated Claim process. Bus transit operations are funded through a variety of sources,

some of which are programmed by the SCTA. Among them are the Transportation Development Act, which is the largest single source for transit operating and capital. These funds are generated by a state-wide ¼ cent sales tax. The SCTA programmed \$20 million in TDA funds in FY 05/06, in addition, nearly \$3 million in State Transit Assistance funds were directed to transit.

Measure M allocates 10% of revenues for bus services. During FY 05/06, over \$1.74 million was distributed to the four providers (Sonoma County Transit, Santa Rosa CityBus, Healdsburg Transit, and Petaluma Transit). These funds are generally used for fixed route services, enhanced paratransit service, maintenance, bus purchases and other capital needs associated with transit service.



Bicycle/Pedestrian Planning

The Sonoma County Transportation Authority Countywide Bicycle Plan was last updated in 2003. In 2005 the SCTA secured funding for an ambitious update and revamping of the plan. Preliminary mapping of the existing and proposed bikeway system is current and available for download on the SCTA website. Activities have begun to engage the County and all cities interested in cooperative planning for bicyclists and pedestrians.

Community Based Transportation Plan

The CBTP program is designed to study the transportation challenges of residents of low-income and minority communities at the neighborhood level. The process requires significant public outreach with the participation of residents, groups and agencies that serve these communities, including transportation agencies, such as transit operators, SCTA and MTC. Currently, the SCTA is engaged in preparing a community based transportation planning effort in the Roseland community in Santa Rosa.



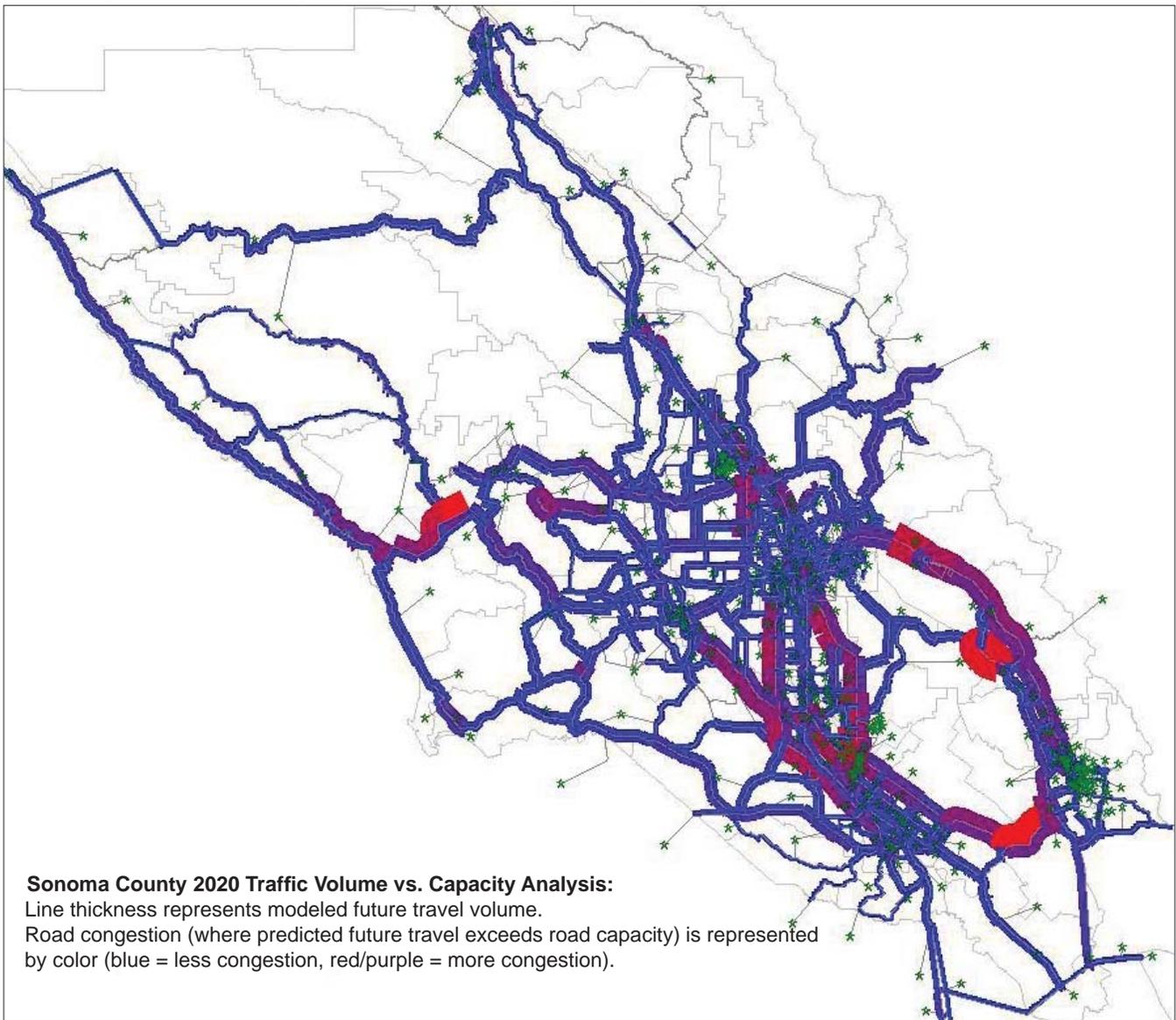
Station Area Plans

Station Area Planning at Santa Rosa Railroad Square is underway and scheduled for completion at the close of 2006. SCTA worked with MTC and other agencies to develop a program that would encourage concentrated development around transit facilities, especially rail stations. Santa Rosa took up the challenge to work with the public to develop to create a vision of a vibrant, walkable, neighborhood that would complement the planned train service through Railroad Square. In the process a commitment was made to encourage residential growth and take steps toward reducing car trips.

SCTA participated in an overall study of the SMART Rail Corridor to plan for transit oriented development, for rail and bus travel. It is anticipated that more communities along the rail corridor will participate in this forward thinking program.

Travel-Demand Modeling

The SCTA oversees the operation of the Sonoma County Travel Demand Model (SCTM). The SCTM is a support tool used by SCTA and local jurisdictions for planning purposes. The model currently consists of 400 traffic analysis zones (TAZs) that represent generalized pieces of Sonoma County. Data representing the land use characteristics of each TAZ are maintained with help from local jurisdictions. This land use data and data representing existing and future highway and transit networks are maintained as integral parts of the modeling program. A set of trip generation and attraction assumptions are used to approximate the amount of traffic (travel demand) that will result from different land use configurations or scenarios. SCTA uses these results to analyze both near and long term travel demand impacts that future development may have on the countywide transportation system, and where traffic impacts may be the most acute. This type of analysis provides an important piece of information that allows local transportation planners and engineers to make informed decisions about future improvements and assess the linkages between transportation and land use planning.



COORDINATION

Regional Coordination

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.

Coordinated Claims for Transit

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, nearly \$21 million was programmed in the FY 05/06 Coordinated Claim.

Transit Forum/Way To Go Expo

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.

In 2005 the Transit Forum morphed into the Way To Go Expo .

Transit/ Paratransit Coordination

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 05/06 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.

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. Three SCTA Directors are also members of SMART.

Budget Summary

FY 2005/2006 Actuals

Revenues

State	\$0
Regional	\$441,655
Local	\$224,998
Measure M Admin.....	\$81,369
TFCA	\$31,945
Other*	-\$6,889
Total Revenues	\$773,078

Expenditures

Salaries & Benefits	\$470,465
Contracts & Services.....	\$97,888
Operations	\$128,872
Total Expenditures	\$697,225

* Other prior year adjustments and earned interest

SCTA Staff

Suzanne Smith, Executive Director

Janet Spilman, Deputy Director, Planning & Public Outreach

Guy Preston, Deputy Director, Projects & Programming

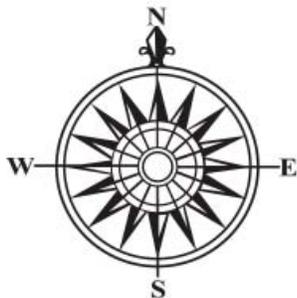
Chris Barney, Transportation Planner

Seana Gause, Program/Project Analyst

Lynne March, Transportation Planner

Marge Franco, Executive Assistant

Nina Donofrio, Administrative Assistant



SCTA SONOMA
COUNTY
TRANSPORTATION
AUTHORITY

Keeping Sonoma County Moving