

SCTA Annual Report

2006/2007

Approved September 10, 2007



Table of Contents

Letter from the SCTA Chair-----	3
SCTA Directors-----	3
About the SCTA-----	4
SCTA Advisory Committees-----	5
Highway 101-----	6
Bus Service-----	9
Bicycle & Pedestrian Projects-----	10
Coordination-----	11
Community Outreach-----	12
FY 06/07 Budget Summary-----	13
SCTA Staff-----	13

Charts

Highway 101 HOV Construction-----	7
Local Streets & Roads funding FY 06/07-----	8
Transit funding FY 06/07-----	9
Bicycle and Pedestrian projects programmed in 06/07-----	10
SCTA 06/07 Budget Summary-----	13

Letter from the SCTA Chair

Thank you for your interest in the Sonoma County Transportation Authority.

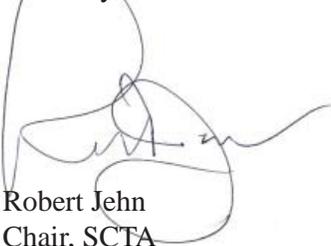
It is my pleasure to present to you the 2006/2007 Sonoma County Transportation Authority Annual Report, showcasing the accomplishments and progress of activities undertaken by the SCTA.

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

- Receiving historic levels of funding – over \$165 million – for Highway 101 improvements through the State’s Proposition 1B bond measure
- Completing a Community Based Transportation Plan to address priorities for low income and minority residents in the Roseland area of Santa Rosa
- Updating the Measure M Strategic Plan to include another two years of programming local tax funds to projects
- Hosting the first ever Way to Go! Expo to showcase alternatives to the single-occupant car
- Initiating two long term planning efforts – the Comprehensive Transportation Plan and the Bicycle/Pedestrian Master Plan updates
- Maintaining and programming Measure M sales tax revenues at anticipated levels to ensure local project sponsors and transit operators can deliver improvements and services
- Negotiating the first contribution from a development for regional projects necessary to mitigate increased traffic impacts
- Investigating how transportation and land use issues can be addressed to help reduce greenhouse gas emissions.
- Updating and validating the travel demand model
- Relocating the SCTA offices

As we look to the coming year, the efforts of the SCTA will continue to focus on long range planning, project delivery and advocacy for all modes of transportation. We look forward to the Highway 101 construction work to continue on pace, the completion of our two planning efforts, gaining greater clarity on our agency’s role in helping to reduce greenhouse gas emissions and on-going efforts to maintain and improve our multi-modal transportation system.

Sincerely,



Robert Jehn
Chair, SCTA



SCTA Directors

Robert Jehn, Chair
Cloverdale

Mike Kerns, V. Chair
Sonoma County

Bob Blanchard
Santa Rosa

Stanley Cohen
Sonoma

Pat Gilardi
Cotati

Mike Harris
Petaluma

Paul Kelley
Sonoma County

Jake Mackenzie
Rohnert Park

Warin Parker
Windsor

Sam Pierce
Sebastopol

Mike Reilly
Sonoma County

Lisa Schaffner
Healdsburg

Mike Healy
Petaluma 2006

Linda Kelley
Sebastopol 2006

About the SCTA

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 2004 Comprehensive Transportation Plan (CTP) is the primary long range planning document of the SCTA and was approved in June of 2004. The 2008 Update to the CTP is in development

The SCTA recently completed the Roseland Area Community Based Transportation Plan and is currently undertaking the SCTA County-wide Bicycle & Pedestrian Plan.

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.

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..

SCTA Advisory 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 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.

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, Engineering Director/Assistant to the City Manager.

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, disability activist.

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 aids in project coordination. The Chair of the CBPAC is Steven Schmitz, Senior Planner, County of Sonoma.

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 major boost in FY 06/07 as plans to widen the freeway from 4 lanes to 6 were advanced thanks to an influx of state money that will match our local sales tax revenues.

The SCTA has been working toward completion of a High Occupancy Vehicle (HOV) lane on 101 in each direction from the Marin County line 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. In 06/07, significant progress was made in constructing the 2nd project through Santa Rosa. The downtown Santa Rosa project is on schedule and slated to be completed by 2009.

Project 3 is from Rohnert Park Expressway to Santa Rosa Avenue and includes a new Wilfred Avenue Interchange. The Wilfred project met a major development milestone when the final environmental document was certified on November 6, 2006. Additionally, appraisals for the acquisition of right-of-way commenced, and final design

is 65% complete. This remaining development work is expected to be completed by the end of 2008.

Project 4 goes from Santa Rosa north to Windsor. Project 5 starts at Old Redwood Highway in Petaluma and goes north to Rohnert Park. Both of these projects made significant progress in completing environmental studies and the draft environmental documents were released for public comment in 06/07. The final environmental documents for these two projects are expected in the fall of 2007. With Measure M funds advancing design work, plans are expected to be complete by early 2008.

Project 6 is the 17-mile project referred to as the Marin Sonoma Narrows. Caltans, Marin, and Sonoma continued to jointly work towards releasing its draft environmental document, expected in the fall of 2007. The final document is scheduled for June 2008.

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 Project 3, \$68.4 million for Project 4, and \$42.8 million for Project 5. An additional \$82 million was programmed to the 6th project of Highway 101 - the Marin Sonoma Narrows.

By successfully competing for these statewide funds three phases (Wilfred, North Phase A, and Central Phase A) of Highway

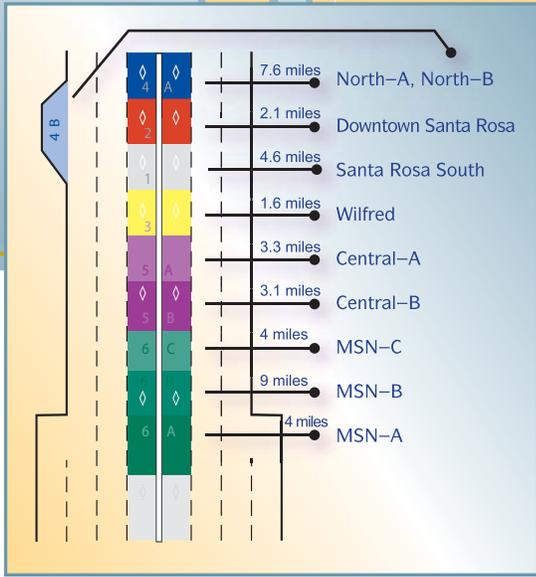


101 will be under construction by spring 2009. A total of \$361 million in construction work will lead to the third lane opening in 2011 and creating a widened Hwy 101 from south of Cotati to Windsor.

The Marin/Sonoma Narrows Project has been divided into phases, of which three have committed funds pending project approval. The funds are from federal earmarks, Measure M, Proposition 1B, State and federal gas tax and the Traffic Congestion Relief Program. The first 3 phases include replacing the Petaluma Boulevard South Interchange and providing frontage road access to parcels; building a new interchange and frontage road access at San Antonio Road; and extending the HOV lane from the southern limits of the project as far north as possible with funds available.

FY 06/07 was a banner year for Highway 101 funding. The challenges for future years will include maintaining an aggressive project delivery schedule and obtaining funds to complete the remaining phases of work.

Highway 101 HOV Construction



Local Streets and Roads

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

In addition, Sonoma County has 250 miles of state roads, including Highways 1, 12, 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.

Local Streets Maintenance

Measure M provides 20% of its revenues for Local Street Rehabilitation. In FY 06/07 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.



Local Streets & Roads funding FY 06/07			
Cloverdale			
Jefferson Street Reconstruction	Construction		\$380,000
Measure M	Maintenance		\$53,625
	Totals		\$433,625
Cotati			
West Sierra/E. Cotati Ave Rehab	Construction		\$620,000
Measure M	Maintenance		\$46,285
	Totals		\$666,285
Healdsburg			
Healdsburg Avenue Rehab	Construction		\$240,000
Measure M	Maintenance		\$82,469
	Totals		\$322,469
Petaluma			
E. Washington St. & Sixth St.	Design		\$239,000
Measure M	Maintenance		\$366,933
	Totals		\$605,933
Rohnert Park			
Street Maintenance	Construction		\$632,000
Rohnert Park Expy Rehab	Construction		\$900,000
Measure M	Maintenance		\$241,146
	Totals		\$1,773,146
Santa Rosa			
Various Streets - Rehab	Construction		\$848,000
Measure M	Maintenance		\$1,024,787
	Totals		\$2,949,936
Sebastopol			
Overlay Projects	Design		\$7,500
	Construction		\$142,500
Measure M	Maintenance		\$52,379
	Totals		\$192,295
Sonoma			
Andrieux St. Resurfacing	Design		\$15,000
	Construction		\$205,000
Measure M	Maintenance		\$66,216
	Totals		\$286,216
Windsor *			
Measure M	Maintenance		\$164,705
	Totals		\$164,705
Sonoma County			
Overlay of County Roads	Construction		\$5,486,000
Measure M	Maintenance		\$1,660,750
	Totals		\$7,146,750
Total allocated for FY06/07:			\$11,591,424

* Windsor programmed all of their funding in FY05/06

Bus Service

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.

Coordinated Funding

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

¼ cent sales tax. State Transit Assistance (STA), a statewide tax on fuel, and Measure M (countywide sales tax) funds are also distributed through the Coordinated Claim.

The Coordinated Claim for FY 06/07 was approved by the SCTA in April 2006. These funds are distributed annually by population and have grown with the economy over the past few years. 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 ¼ cent statewide sales tax. Altogether, nearly \$26 million was programmed in the FY 06/07 Coordinated Claim.



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).

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

Transit funding FY 06/07					
	TDA	STA	Measure M	Grants*	Total
Healdsburg Transit	\$170,000	\$30,680	\$42,952		\$243,632
Santa Rosa CityBus	\$4,872,855	\$639,082	\$573,138	\$1,132,901	\$7,217,976
Petaluma Transit	\$1,436,261	\$163,043	\$207,707	\$143,528	\$1,950,539
Sonoma County	\$8,440,977	\$1,028,073	\$930,959	\$943,609	\$11,343,618
Golden Gate Transit	\$4,972,191	\$20,438			\$4,992,629
Totals by Funding Source					

*In 06/07 other grants programmed through the SCTA included TFCA and Lifeline transportation.

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 FY 06/07. 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.

The funding amount listed may not represent the entire cost of the project. Often a project will be funded from a variety of different sources. Following are descriptions of funding sources for bicycle and pedestrian projects.

Planning

The Sonoma County Transportation Authority Countywide Bicycle Plan was last updated in 2003. In 2006 the SCTA began work on an ambitious update of the plan.

A countywide plan and individual plans for all participating jurisdictions will result. Components will include identification of a primary regional network for bicyclists; mapping the existing and proposed bicyclist system and key pedestrian areas; analysis of safety, legislative, disability access, data collection and funding/implementation issues; the setting of a vision, goals, objectives and policies; and detailing of the benefits of bicycling and walking. The plan will also meet the requirements of Caltrans' Bicycle Transportation Account (BTA) funding program.

Meetings were held with all participating jurisdictions. Four workshops are scheduled across the County in September 2007. Completion of the plan is anticipated by the end of 2007.

The mapping effort covers all 10 county jurisdictions (i.e., the County of Sonoma, cities of Petaluma, Sonoma, Cotati, Rohnert Park, Santa Rosa, Sebastopol, Healdsburg, and Cloverdale, and Town of Windsor). The associated GIS maps can be viewed on the SCTA website at www.sctainfo.org. The SCTA updates the maps intermittently as conditions change.



Bicycle and Pedestrian projects programmed in 06/07		
County	West County Trail	\$250,000
County	Santa Rosa Creek Trail- Reach F	\$100,000
County	Old Redwood Highway Bicycle Lanes Windsor to Eastside	\$50,000
Healdsburg	Healdsburg Foss Creek Trail	\$215,000
Rohnert Park	Copeland Creek Trail	\$28,000
Petaluma	Petaluma Blvd. North Bicycle Lanes	\$156,727
Petaluma	Transit/Bicycle Marketing Program	\$143,528
Petaluma	Petaluma River Trail Enhancement Project	\$50,000
Santa Rosa	Comprehensive Bicycle & Pedestrian Plan	\$98,934
Windsor	Pedestrian Signal Indication Enhancement Project	\$41,863
Windsor	Old Redwood Highway Bicycle Lanes	\$79,964
	Total programmed	\$1,214,016
Amount programmed may represent all or part of the funding needed for completion. Many projects require funding over several years.		

Coordination

Transportation Fund for Clean Air

The SCTA administers the Transportation Funds for Clean Air (TFCA) grant program. These funds come from a \$4 vehicle license surcharge applied to all vehicles licensed in the Bay Area air basin. They can be used for transportation projects that demonstrate a positive effect on the local air quality which include transit and bicycle and pedestrian paths

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, transit malls and a marketing program to promote bus ridership.

Regional Planning

SCTA staff participates in various regional activities in the Bay Area representing the needs of Sonoma County.

SCTA is participating in the update of the Bay Area Regional Transportation Plan.

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

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.

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.



Community Outreach



Way To Go Expo

The 2006 Way To Go Expo was staged at the Santa Rosa Veterans Memorial Building on a beautiful October afternoon. In a departure from past years, SCTA took direction from those involved in the “Transit Forum” public hearings of previous years to create an event significantly transformed in terms of scope, venue, and outreach. Whereas the forums involved people most interested in transit and paratransit services, the transportation expo was designed to motivate the general public in learning about the array of transportation

options that exist and may exist in the future. Outreach was expanded to include bicyclists, pedestrians, seniors, students, and groups representing neighborhoods, health services, business, government, community and environmental interests.

The overarching idea was to create a public event that was informative, interesting and fun. This concept was very well received, and support was given to staging another expanded 2007 expo at a location conducive to drawing greater public attendance.

Showcasing alternatives to solo driving gasoline-powered cars, the fair offered information about transit, bicycling, walking, alternative cars, scooters, carpooling, paratransit, personal transporters, trains, water transit and planes --- as well as why people might wish to choose transportation alternatives. Reasons include improving one’s health and the environment, reducing greenhouse gas emissions, saving money, and greater convenience.

Community Based Transportation Plan

The Metropolitan Transportation Commission (MTC) selected the Roseland community in Santa Rosa for preparation of a Community Based Transportation Plan (CBTP). Their CBTP program is designed to study the transportation challenges of residents of low-income and minority communities.

Roseland, located in the southwest quadrant of Santa Rosa is south of Highway 12 and west of Highway 101. Roseland has a higher percentage of people of Hispanic/Latino heritage, as well as a higher percentage of people with lower incomes, than the rest of Santa Rosa or the County as a whole. Jurisdictionally, Roseland is partly in Santa Rosa; partly in the County. The planning process required significant public outreach to residents, as well as to groups and agencies that serve the community, including transportation agencies such as transit operators. Emerging as top community priorities were transit, bicyclist and pedestrian improvements.

The SCTA adopted the Roseland Community Based Transportation Plan in June 2007. The findings of the plan offer guidance in identifying problem areas, solutions, implementation issues and funding sources. The plan, as well as a plan summary, can be viewed on the SCTA website at www.sctainfo.org.



FY 06/07 Budget Summary

Revenues	
Measure M Sales/Use Taxes	\$19,770,528
Interest on Pooled Cash	\$897,196
State	\$1,176,981
Regional	\$568,345
Local	\$325,002
TFCA	\$588,944
Other	\$35.00
Total Revenues	\$23,327,030
Expenditures	
Salaries & Benefits	\$912,264
Contracts & Services	\$4,198,802
Operations	\$371,9134
Contributions to Other Govts	\$10,419,672
Total Expenditures	\$15,902,653

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

www.sctainfo.org