



## **2007/2008 ANNUAL REPORT**

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## **SCTA Directors**

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 John Sawyer, Santa Rosa  
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 Stanley Cohen, Sonoma  
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 Mike Harris, Petaluma  
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 Carol Russell, Cloverdale  
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 Jake Mackenzie, Rohnert Park  
 Sam Pierce\*, Sebastopol  
 Sarah Glade-Gurney, Sebastopol  
 Sam Salmon, Windsor  
 \* 2007

# Letter from the Chair

The Sonoma County Transportation Authority is pleased to present the 2007/2008 Sonoma County Transportation Authority Annual Report, showcasing the highlights of planning, programming and project delivery activities undertaken by the SCTA.



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

- Hosting the 2nd Annual Way to Go! Expo in conjunction with the Santa Rosa Downtown Market. Over 45 participants showcased alternatives to the single-occupant car
- Completing the Bicycle/Pedestrian Master Plan including the creation of updated bike maps using in-house GIS resources
- Programming over \$1.6 million in regional funds to bicycle and pedestrian projects in the county.
- Maintaining and programming Measure M sales tax revenues at anticipated levels to ensure local project sponsors and transit operators can deliver improvements and services
- Ongoing support of the Sonoma Marin Area Rail Transit (SMART) efforts.
- Facilitating discussions as to how SCTA can serve as regional coordinator on issues related to reducing greenhouse gas emissions.
- Implementing a countywide poll on transportation, as part of the public outreach plan for the Comprehensive Transportation Plan.
- Commissioning a white paper on the connection between greenhouse gas emissions and transportation.
- Updating and validating the travel demand model to include improvements that will help to assess mode shift and progress toward reducing vehicle miles traveled.

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 anticipate the next year will bring continued progress on the Highway 101 construction, the completion of our Comprehensive Transportation Plan, management of regional coordination efforts to reduce greenhouse gas emissions and on-going efforts to maintain and improve our multi-modal transportation system.

Thank you for your interest in the activities of the SCTA.

Sincerely,

A handwritten signature in black ink that reads "Mike Kerns". The signature is written in a cursive, flowing style.

Mike Kerns  
Chair, SCTA

# 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, 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 representa-

tives 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 Countywide 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.

### 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.

### **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, one representing the Hispanic community, two representing local social service providers for seniors, two representing social service providers for disabled

persons, one representing the low income community, one representative from each fixed route public transit operator within the county, and a local transportation agency. Each City or Town Council may also appoint one representative. The 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.

### **SCTA Modeling Subcommittee**

The SCTA Modeling Subcommittee meets quarterly to provide oversight on travel demand modeling and is composed of planning and engineering staff from local jurisdictions and state and regional transportation agencies.

# Planning

## Comprehensive Transportation Plan

The Sonoma County Transportation Authority began the process of updating the CTP in 2007.

The 2009 CTP has four overarching policy goals.

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

The first two, Maintain the System and Relieve Congestion, have been in previous Comprehensive Transportation Plans and continue to pose challenges and opportunities.

The last two policy goals, Plan for Safety and Health and Reduce Emissions, are new to this plan. The issue of personal and public safety and health as it relates to transportation planning arose during the public outreach as an area of significant concern in Sonoma County. Though safety has always been an issue when developing transportation projects and plans, personal safety and health has taken on greater importance, especially as the issue intersects with the other policies such as such as air quality, maintaining a safe and efficient transportation system, and reducing congestion

Included in the CTP is important research documentation on Greenhouse Gas Emissions

and the link to transportation, Transportation and the Built Environment and information on Transportation Safety.

An important component of the CTP has been the update and enhancement of the Sonoma County Travel Demand Model

The CTP includes a performance assessment of six "Visioning Scenarios." These scenarios represent potential sets of transportation projects and policies and are organized into groups of similar improvements and policies. Scenario projects and policies have been identified in previous plans such as local general plans, short range transit plans, previous CTP, and the Regional Transportation Plan. A fuel pricing sensitivity test is also applied to each scenario (low/baseline growth fuel cost, and high/peak oil fuel cost) to account for possible high future transportation fuel costs. Final approval of the six scenarios was made by the SCTA board in July, 2007

### BENCHMARKS

Reduce GHG emissions to 25% below 1990 levels by 2015, and 40% below 1990 levels by 2035.

Reduce VMT per capita by 10% below current levels (2005) by 2035.

Reduce person hours of delay 20% below today's levels (2005) by 2035.

Improve Countywide PCI to 80 by 2035, with a minimum road PCI of 70 by 2035.

## Bicycle & Pedestrian 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](http://www.sctainfo.org). The SCTA updates the maps intermittently as conditions change.



# Project Delivery

## HWY 101 HOV Construction

The Highway 101 corridor connects seven of Sonoma County's nine cities to each other, the Bay Area and the North Coast. This major lifeline for the movement of people and goods received a significant boost in FY 07/08 as plans to widen the freeway from 4 lanes to 6 were advanced thanks to an influx of state money that 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 Novato north to Windsor for well over a decade. In so doing, the freeway improvements have been divided into 6 major projects, with some of those projects being further divided into phases to expedite construction. Please see the attached map for a graphical description of the major projects and phases.

The 1st major project was completed in 2003 from Rohnert Park to Santa Rosa. The 2nd project through downtown Santa Rosa is on schedule and construction is slated to be completed by late 2008 or early 2009.

**Project 3 (Wilfred) is from Rohnert Park Expressway to Santa Rosa Avenue** and includes a new Wilfred Avenue Interchange. It is completely designed and is being prepared for bid advertisement in late 2008. Construction is scheduled to start in the spring of 2009.

**Project 4 (North) goes from Santa Rosa north to Windsor.** North Phase A project bids have been opened and the construction contract should be awarded in late 2008 with construction beginning in early 2009. The North Phase B project, which includes the Airport Interchange and sound walls construction, is in the preliminary engineering and environmental phase.

**Project 5 (Central) starts at Old Redwood Highway in Petaluma and goes north to Rohnert Park.** The Central Phase A portion of the project from Pepper Road to Rohnert Park Expressway is in final design and right-of-way acquisitions are ongoing. It is anticipated to go out to bid in early 2009 with construction starting in the summer of 2009. Central Phase A's project limits were extended from the original southerly limit of Railroad Avenue to Pepper Road with the infusion of \$8 million of Measure M funds for construction and right-of-way capital. Design work is ongoing for Central Phase B between Pepper Road and the Old Redwood Highway interchange. Construction will proceed once funds are identified for this phase of the project.

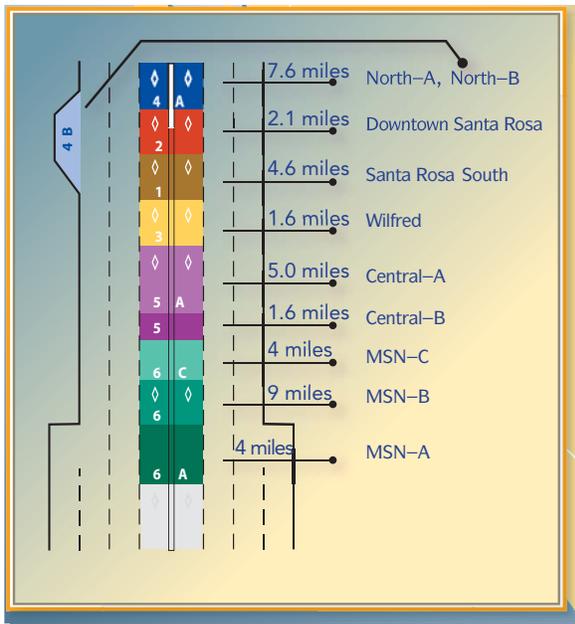
**Project 6 is the 17-mile project referred to as the Marin-Sonoma Narrows.** Caltrans, Marin, and Sonoma continued to jointly work towards releasing the final environmental document expected in early 2009.

In November 2006 voters approved Prop 1B – a \$20 billion bond measure for transportation. The bond included \$4.5 billion designated for highway projects in the Corridor Mobility Improvement Account (CMIA). In February 2007, the CTC voted to approve \$44.8 million for the Wilfred Project, \$68.4 million for the North Phase A Project, \$42.8 million for the Central Phase A Project and \$82 million was programmed to the Marin-Sonoma Narrows Project. Subsequently, in June of 2008, the CTC voted to approve an additional \$66 million of state funds towards the Marin-Sonoma Narrows for the curve correction at San Antonio Creek.

By successfully competing for statewide funds three phases (Wilfred, North Phase A, and Central Phase A) of Highway 101 will be under construction by summer 2009. A total of \$369 million in construction work will lead to the third lane opening in 2011 and creating a widened Hwy. 101 from north of Petaluma to Windsor.

The Marin-Sonoma Narrows Project has been divided into Segments A, B, and C, as shown on the attached map, with various phases of work in each segment of which four have committed funds for design and construction pending environmental approval. The funds are from federal earmarks, Measure M, Proposition 1B, state and federal gas tax and the Traffic Congestion Relief Program. The first phase in Segments A and B includes replacing the Petaluma Boulevard South Interchange (Project B-2) and providing frontage road access to parcels; modifying the existing interchange and building new frontage road access at landfill north of Novato (Project B-1); constructing a new curvature alignment and frontage road access at San Antonio Creek (Project B-3); and extending the HOV lane in the northbound direction from SR 37 to Atherton Avenue and southbound from SR 37 to Rowland Avenue (Project A-1). In addition, Measure M funds have been committed to complete the design phase for the Petaluma River and Hwy 116 Separation Bridges (Project B-4) which extends the project from Segment B into Segment C.

FY 07/08 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.



# Project Delivery

| Local Streets & Roads funding FY 07/08 |   |              |             |
|--|---|--------------|-------------|
| Cloverdale                             | Measure M   | Maintenance  | \$55,076    |
| Cotati                                 | West Sierra/E. Cotati Ave.<br>Rehab<br>Measure M            | Construction | \$150,000   |
|  |   | Maintenance  | \$47,674    |
|  |   | Totals       | \$197,674   |
| Healdsburg                             | Matheson Street Rehab<br>Measure M                          | Construction | \$166,000   |
|  |   | Maintenance  | \$82,852    |
|  |   | Totals       | \$248,852   |
| Petaluma                               | E. Washington St. & Sixth St.<br>Measure M.                 | Construction | \$718,000   |
|  |   | Maintenance  | \$369,972   |
|  |   | Totals       | \$1,087,372 |
| Rohnert Park                           | City Center Plaza Pedes-<br>trian Improvements<br>Measure M | Construction | \$600,000   |
|  |   | Maintenance  | \$244,321   |
|  |   | Totals       | \$844,321   |
| Santa Rosa*                            | Measure M   | Maintenance  | \$1,036,132 |
|  |   | Totals       | \$1,036,132 |
| Sebastopol                             | Street Smart Sebsatopol<br>Measure M                        | Design       | \$15,000    |
|  |   | Maintenance  | \$50,943    |
|  |   | Totals       | \$65,943    |
| Sonoma                                 | Andrieux St. Rehab<br>Measure M                             | Construction | \$135,000   |
|  |   | Maintenance  | \$67,051    |
|  |   | Totals       | \$202,051   |
| Windsor                                | Conde & Hembree Lane<br>Rehab                               | Design       | \$35,000    |
|  |   | Construction | \$286,000   |
|  |   | Totals       | \$321,000   |
| Sonoma<br>County*                      | Measure M   | Maintenance  | \$1,837,740 |
|  |   | Totals       | \$1,837,740 |
| Total Allocated                        | TOTAL ALLOCATED FOR FY06/07:                                |              | \$5,896,161 |

\* STP funding was programmed and expended in previous FYs

## Local Streets & 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 07/08 over \$3.9 Million was distributed to the County and the nine cities to use on these projects. Another \$2.1 million was programmed through the STP/CMAQ programs. This amount is significantly lower than last fiscal year because the reauthorization of the Transportation Act (SAFETEA-LU) is in its second to last year and no new programming has occurred.

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

## 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 quarter 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 07/08 was approved by the SCTA in April 2007. These funds are distributed an-

nually by population and have grown with the economy over the past few years. The notable exception is the STA funding which has decreased significantly as a result of state policy decisions. 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 quarter cent statewide sales tax. Altogether, nearly \$26 million was programmed in the FY 07/08 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

| <b>Transit funding FY 07/08</b>  |                     |                    |                    |                  |                     |
|--|---------------------|--------------------|--------------------|------------------|---------------------|
|  | TDA                 | STA                | Measure M          | Other*           | Total               |
| Healdsburg Transit   | \$175,228           | \$23,889           | \$46,016           |                  | \$245,133           |
| Santa Rosa CityBus   | \$5,046,103         | \$501,542          | \$617,842          | \$850,000        | \$7,015,487         |
| Petaluma Transit   | \$1,477,487         | \$135,139          | \$223,032          |                  | \$1,835,658         |
| Sonoma County Transit  | \$8,713,410         | \$830,058          | \$1,000,031        |                  | \$10,543,499        |
| Golden Gate Transit  | \$5,137,147         | \$20,949           |                    |                  | \$5,158,095         |
| <b>Totals by Funding Source</b>  | <b>\$19,892,284</b> | <b>\$1,881,316</b> | <b>\$1,754,756</b> | <b>\$850,000</b> | <b>\$25,998,498</b> |
| *In 07/08 SR CityBus was awarded \$850,000 in CMAQ funds for construction of the Downtown Transit Mall improvements. |                     |                    |                    |                  |                     |

# Project Delivery

## Bicycle & Pedestrian Projects

Bicycle and pedestrian facilities are important parts of the transportation system of Sonoma County. Close to twice as much funding was allocated to bicycle and pedestrian projects in 2007/2008 as in the previous year. 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 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 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

### Clean Air Projects

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 transpor-

tation 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.

### Bicycle and Pedestrian projects programmed in 07/08

|                         |   |                    |
|-------------------------|---|--------------------|
| Sonoma County           | Arnold Drive Multi-Use Pathway  | \$100,000          |
|                         | Central Sonoma Valley Trail   | \$50,000           |
|                         | Share the Road Bicycle Caution Signs  | \$5,000            |
|                         | Unincorporated Bicycle & Pedestrian Plan  | \$20,000           |
|                         | Western Ave. Bicycle Lanes between Windsor Ave and Chileno Valley Road                    | \$429,000          |
| Cloverdale              | Bicycle Lane Re-striping Project  | \$42,000           |
| Healdsburg              | Class II Bicycle Lane Re-striping Healdsburg Ave., Grove St., Rosewood Dr.                | \$18,000           |
|                         | Foss Creek Pathway Segment 3  | \$110,000          |
|                         | Foss Creek Pathway  | \$149,000          |
| Town of Windsor         | Town Center Bicycle Lockers   | \$4,000            |
|                         | Mitchell Lane Class II Bicycle Lanes  | \$10,400           |
|                         | Windsor Road Pedestrian & Bicycle Gap Closure   | \$308,000          |
| Santa Rosa              | Sonoma Ave. Class II Bike Lanes and Public Education Campaign                             | \$31,500           |
|                         | Pedestrian Pathway on Piner Road and Sidewalk on Stony Circle                             | \$235,000          |
| Rohnert Park            | Copeland Creek Bike Multi-Use Trail   | \$30,000           |
|                         | Copeland Creek Bike Multi-Use Path Overlay  | \$142,000          |
| Sebastopol              | Street Smart Sebastopol Program of Projects (Healdsburg Ave, North Main St., Bodega Ave.) | \$499,000          |
| <b>Total programmed</b> |   | <b>\$2,182,900</b> |

# Coordination

## The Sonoma County Travel Model

The SCTA oversees the operation of the Sonoma County Travel Model (SCTM). SCTM is a support tool used by SCTA and local jurisdictions for planning purposes.

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

### Model Input and Output:

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

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

These inputs are housed in a county-wide land use database and are as-

sembled and updated in conjunction with local jurisdictions.

The travel demand model output includes:

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

### Modeling Activities for 2008:

Land Use Update: Association of Bay Area Governments (ABAG) Projections 2005 and 2007, Sonoma County Assessor parcel data, and input and data from local planning departments were used to update SCTM land use assumptions to a base year of 2005 and a 2035 forecast year.

Model Network Update: SCTM trans-

portation system assumptions were updated based on feedback from local and state engineering staff.

Travel Demand Model Software Update: SCTM was updated from TRANPLAN to Cube Voyager software.

Development of Countywide Traffic Count Database: An extensive database of countywide traffic counts has been developed incorporating traffic count data from local jurisdictions, Caltrans, and local traffic studies.

Model validation and update: Modeled travel demand was validated against current traffic counts. SCTM was upgraded with enhancements to the mode split portion of the model, allowing the model to better predict transit, carpool, and non-motorized travel demand and impacts of transit oriented development.

Comprehensive Transportation Plan (CTP) Scenario Analysis: As part of the 2009 CTP update, SCTM was used to measure the future performance of 6 capital/policy scenarios. Each scenario was analyzed to determine future impacts on travel (Vehicle Miles Traveled), congestion (Person Hours of Delay), and green house gas emissions (CO<sub>2</sub>e).

## 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 has been able to compete effectively for funds and ensure the needs of the county are being addressed. Staff regularly attends meetings held by such regional agencies as Caltrans, the Metropolitan Transportation Commission, 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.

# Community Outreach

## Way To Go! Expo

Festive, educational, and interesting in character, the 2007 Way To Go! Expo was held on Wednesday, August 8th in conjunction with the Santa Rosa Downtown Market in Old Courthouse Square. The transportation alternatives fair had forty-three entities participating in making for a well received and well attended community event. Participants represented a wide range of perspectives on the issue of transportation. Many alternatives to driving a single-occupancy gasoline-powered vehicle were showcased. The public was provided useful information about how to use various modes, as well as why they might wish to do so.

Examples of how to use the modes ranged from information about transit fares, passes, schedules and incentives to demonstrations of how to load a bicycle on a bus rack and ride a scooter; and resources about how to link up with a car/van pool; how to get to the airport without driving a car; how to obtain the greatest efficiency when driving a hybrid; how to increase the safety of walking and bicycling, and how drivers of gasoline-powered cars can reduce emissions. There were displays of an array of bicycles, cycles, buses, paratransit vehicles, alternatively-fueled cars and mini-cars as options for diverse users. The public had the opportunity to learn about energy sources to power their transportation (e.g., electricity, natural gas, biodiesel and people power). There too was information on travel by air and rail. The status of various transportation planning efforts and projects was reported on. SCTA's bicycle and transit maps were displayed. The transportation needs of a growing senior population were also represented. Regarding why people might wish to use alternatives, information was given about the impacts of transportation choices on the environment, climate change, personal health, community quality, and land use.

## 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.

# Budget

## FISCAL YEAR 07/08

| <b>Revenues:</b>             |                     |                   |                     |                      |
|------------------------------|---------------------|-------------------|---------------------|----------------------|
|                              | SCTA                | TFCA              | Measure M           | Total                |
| Sales/Use Taxes              | \$ -                | \$ -              | \$18,864,060        | \$ 18,864,060        |
| Interest on Pooled Cash      | 2,735               | 53,352            | 1,770,125           | 1,826,212            |
| State                        | 765,800             | -                 | 39,679              | 805,479              |
| Regional                     | 525,000             | 594,059           | -                   | 1,119,059            |
| Local                        | 325,000             | -                 | -                   | 325,000              |
| TFCA                         | -                   | -                 | -                   | -                    |
| Bond Proceeds                | -                   | -                 | 50,591,657          | 50,591,657           |
| Other                        | 53,939              | -                 | 11,275              | 65,214               |
|                              |                     |                   |                     |                      |
| <b>Total Revenues</b>        | <b>\$ 1,672,474</b> | <b>\$ 647,411</b> | <b>\$71,276,796</b> | <b>\$ 73,596,681</b> |
|                              |                     |                   |                     |                      |
| <b>Expenditures:</b>         |                     |                   |                     |                      |
|                              |                     |                   |                     |                      |
| Salaries & Benefits          | \$ 929,875          | \$ -              | \$ -                | \$ 929,875           |
| Services and Supplies        | 978,466             | 27,174            | 3,881,667           | 4,887,307            |
| Contributions to Other Govts | -                   | 531,141           | 8,240,155           | 8,771,296            |
| Other Expenses               | -                   | -                 | 1,235,079           | 1,235,079            |
| Reimbursements               | (242,595)           | -                 | -                   | (242,595)            |
|                              |                     |                   |                     |                      |
| <b>Total Expenditures</b>    | <b>\$ 1,665,746</b> | <b>\$ 558,315</b> | <b>\$13,356,901</b> | <b>\$ 15,580,962</b> |

### SCTA Staff

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