

2008 SCTA Annual Report

2009



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Highlights of FY 08/09

The Sonoma County Transportation Authority is pleased to present the 2008/2009 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:

- Approval of the draft Comprehensive Transportation Plan.
- The Moving Forward - Thinking Outside the Car Conference brought hundreds of participants to hear experts and brainstorm on just what it takes to drive less.
- Hosting the 3rd Annual Way to Go! Expo in conjunction with the Santa Rosa Downtown Market. Over 45 participants showcased alternatives to the single-occupant car
- Maintaining and programming Measure M sales tax revenues at anticipated levels to ensure local project sponsors and transit operators can deliver improvements and services
- Programming American Recovery and Reinvestment Act funds toward transportation projects throughout Sonoma County.
- Ongoing support of the Sonoma Marin Area Rail Transit (SMART) efforts.
- Continue construction on the Highway 101 High Occupancy Vehicle lane. Lanes opened in downtown Santa Rosa and construction began north of Santa Rosa to Windsor.
- Updating and validating the travel demand model to include improvements that will help to assess mode shift and progress toward reducing vehicle miles traveled.

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, management of regional coordination efforts to reduce greenhouse gas emissions and on-going efforts to maintain and improve our multi-modal transportation system.

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.

SCTA Directors 2008/09

Mike Kerns, Chair
Sonoma County

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Valerie Brown
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City of Cloverdale

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Town of Windsor

August Sebastiani
City of Sonoma

Gary Wysocky
City of Santa Rosa

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.

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 Sebastopol 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 Wendy Atkins 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.

Comprehensive Transportation Plan

The Sonoma County Transportation Authority began the process of updating the CTP in 2007. The draft CTP was approved September 2008.

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.

Over 600 Sonoma County Residents were survey via telephone polling

Public workshops in 6 locations around the county featuring "world café" discussion on the topic "What will motivate and support you in making significant behavior change that results in reducing your green house gas emissions?"

Focus groups focus on business, para-transit, seniors, youth and the Latino community and individual interviews were held to determine public interests.

The Public Outreach culminated in the Moving Forward Conference

Community Based Transportation Plans

The Metropolitan Transportation Commission (MTC) selected four communities in Sonoma County for preparation of Community Based Transportation Plans (CBTP). Their CBTP program is designed to study the transportation challenges of residents of low-income and minority communities.

The four communities identified by MTC for CBTPs are Roseland, Lower Russian River, Healdsburg, and Sonoma, Boyes Springs area.

Lower Russian River

The Lower Russian River Community Based Transportation Plan focused on the area of unincorporated Sonoma County known as West County With a population of approximately 8000, the MTC-identified "Guerneville/Monte Rio Community of Concern," in fact encompasses all of the most populated areas from Rio Nido to the Cazadero Highway, including areas adjacent Armstrong Woods Road, and sections along Old Cazadero Road and Cazadero Highway. In order to represent all of the neighborhoods, we are calling this plan the Lower Russian River Community Based Transportation Plan, even though the study area does not extend to Duncans Mills and Jenner to the west or to Mirabel/Forestville to the east.

The overarching theme of the input provided by area residents and representatives of community-based service organizations is best summed up by the phrase "Running on Empty," specifically many people feel they are about 1/4th of a tank away from a crisis. Another overarching theme is that transportation modes that are an alternative to the automobile – transit, bicycle and walking in particular – are difficult to impose because services and facilities are insufficient or lacking altogether. Many area residents, especially the home-less, seniors, and low-income families, struggle to meet the challenges of daily life with severely constrained resources. Accessing needed services, such as health care, government services, and child care, as well as employment, while living in a geographically isolated community makes these challenges even more difficult. Likewise, the geographic isolation, study area characteristics; relatively low population, and population dispersal makes the provision of services difficult.

Healdsburg

The Healdsburg Community Based Transportation Plan is focused on addressing the transportation needs of low-income people who live in the Healdsburg area. Funded by the Metropolitan Transportation Commission (MTC), and conducted by the Sonoma County Transportation Authority (SCTA) the plan is "community-based." In other words, it has involved the community in the identification of transportation problems, as well as potential solutions. Emphasis was placed on outreach to ensure a collaborative process inclusive of residents, employers, community-based organizations, faith-based organizations, transportation and service providers, governmental agencies, and the business community.

The study area was further defined to include a population of approximately 8,000. The purpose of the plan is to identify options for improving transportation for this low-income population. Two groups were identified as comprising the majority of the lower-income residents – Latinos and seniors. The findings are based largely on the assumption of continuing transit at current service levels. With that in mind, the overarching finding provided by area residents and representatives of community-based service organizations is that there are transportation gaps. Maintaining local and county bus services also emerged as a top concern – especially for this plan's targeted population. Significantly, should further transit funding shortfalls necessitate additional service cuts, these widened gaps could create acutely negative impacts.

Gaps in infrastructure were also identified, which affect mobility of bicyclist and pedestrians.

Twenty "solutions" have been proposed to improve the safety, mobility and access of low-income people. These projects and strategies correspond to community-identified transportation needs and solutions.

See <http://www.sctainfo.org/reports.asp> for the complete draft reports.

Bicycle & Pedestrian Projects

Bicycle and pedestrian facilities are important parts of the transportation system of Sonoma County. 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 projects.

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 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.

Bicycle/Pedestrian and Transit Capital projects programmed in FY 08/09		
Sonoma County	Western Avenue Bike Shoulder Widening	\$500,000
	Replacement CNG Bus Purchase	\$160,186
Petaluma	Lynch Creek Trail Extension	\$306,976
	Washington St & Petaluma Blvd Corridor Signal Timing	\$45,000
Santa Rosa	Class III (Citywide) – Signage Phase 1	\$40,000
	West College Avenue – Class II Bicycle Lanes	\$41,000
	Electronic Bicycle Locker Program	\$47,280
	Santa Rosa Free Ride Trip Reduction Program	\$158,932
	FY2009 Student/Youth Bus Pass Subsidy	\$80,000
Rohnert Park	2009 Bike Path Striping Project	\$120,000
	Commerce Boulevard Bike Lane Gap Closure	\$13,000
	Redwood Drive Bike Lane Gap Closure	\$13,800
Sebastopol	City of Sebastopol Bike Rack Program & Bike Route Signage	\$20,000
Sonoma	Signage Program and Bike Lanes	\$135,542
Total programmed		\$1,681,716

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 was also completed.

Project 3 (Wilfred) is from Rohnert Park Expressway to Santa Rosa Avenue and includes a new Wilfred Avenue Interchange. Construction started in the spring of 2009.

Project 4 (North) goes from Santa Rosa north to Windsor. North Phase A project began construction 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. 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. Construction is anticipated to start in spring of 2010. Design work is ongoing for Central Phase B from Pepper Road to just south of Old Redwood Highway. Construction will proceed once funds are identified for this phase of the project. . The Old Redwood Highway interchange design and environmental work is on-going with construction anticipated to start in 2012. 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 late 2009.

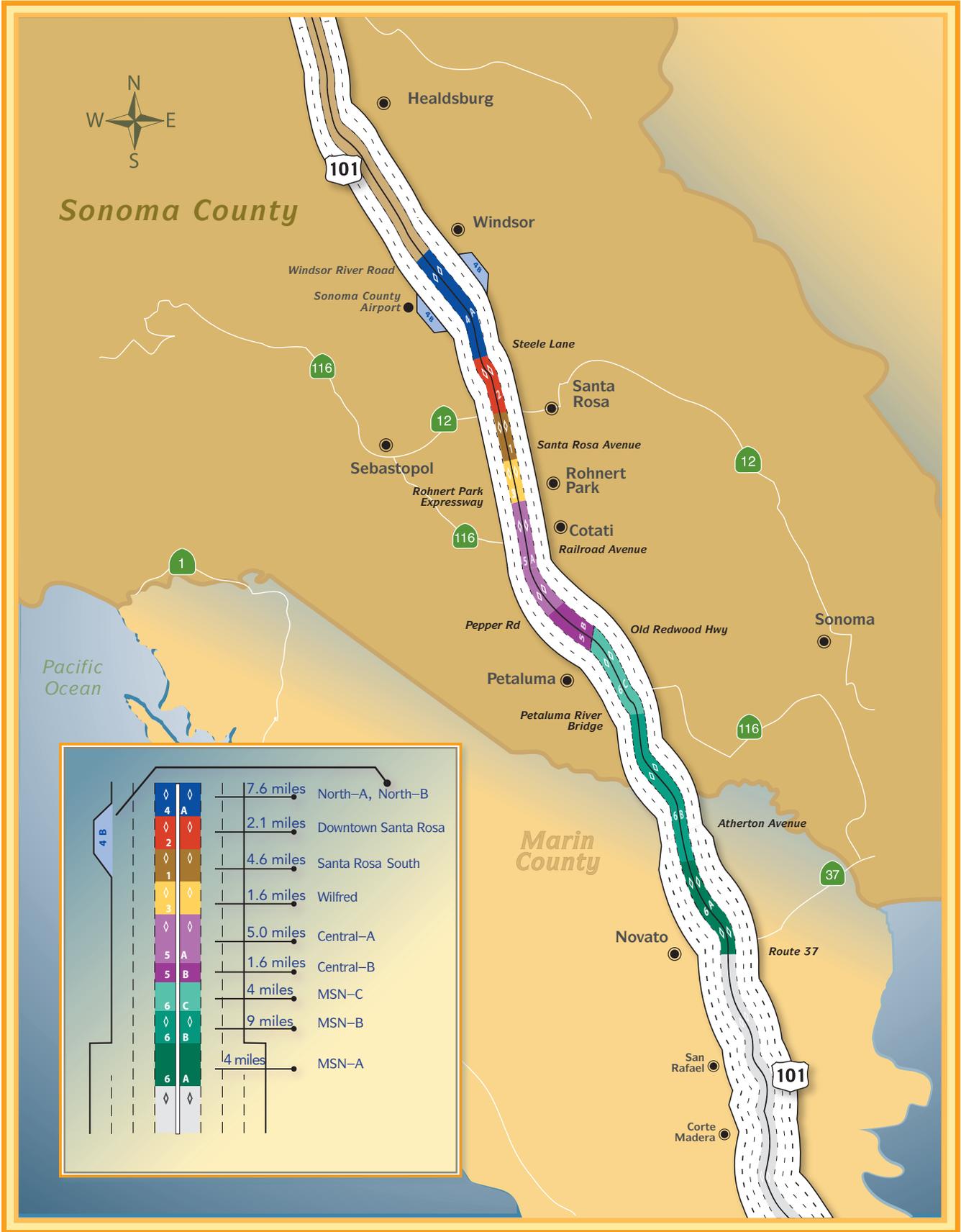
In November 2006 voters approved Prop 1B - a \$20 bil-

lion 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 two phases (Wilfred and North Phase A) of Highway 101 will be under construction by summer 2009. Central A is anticipated to start construction in early 2010. A total of \$369 million in construction work will lead to the third lane opening in late 2011 or early 2012 and creating HOV lanes on 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 the 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. Within Segment C, the East Washington interchange (Project C-1) is currently in design and it is anticipated that the design of HOV lanes through central Petaluma (Project C-2) will start in early 2010.

FY 08/09 was a significant year for Highway 101 as construction on 14.2 miles (Check Number) of HOV lanes began or will start by early 2010 between Windsor to just north of Petaluma. The challenges for future years will include maintaining an aggressive project delivery schedule and obtaining funds to complete the remaining phases of work.



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 08/09 over \$3.5 Million was distributed to the County and the nine cities to use on these projects. Another \$2 million was programmed through the STP/CMAQ programs. The Transportation Act (SAFETEA-LU) is in its last year and no new programming has occurred.

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

Local Streets & Roads funding programmed in FY 08/09			
Cloverdale	Measure M	Maintenance	\$52,370
Cotati	Measure M	Maintenance	\$45,283
Healdsburg	Foss Creek Pathway	Construction	\$149,000
	Measure M	Maintenance	\$77,676
Petaluma	Measure M	Maintenance	\$347,376
Rohnert Park	Measure M	Maintenance	\$230,638
Santa Rosa	Measure M	Maintenance	\$978,545
	Various streets rehab	Construction	\$2,008,000
	Courthouse Square	Construction	\$434,000
	Piner Road Pathway/Stony Circle	Construction	\$280,000
Sebastopol	Street Smart Sebastopol	Construction	\$548,000
	Measure M	Maintenance	\$47,723
Sonoma	Measure M	Maintenance	62,966
Windsor	Measure M	Maintenance	\$162,836
Sonoma County	Western Avenue Bike/Ped	Construction	\$629,000
	Measure M	Maintenance	\$1,539,226
Total programmed in FY 08/09			\$7,592,640

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 08/09 was approved by the SCTA in April 2007. These funds are distributed annually by population and

have grown with the economy over the past few years. STA funding has been eliminated in 08/09 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, over \$20 million was programmed in the FY 08/09 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 08/09			
	TDA	Measure M	Total
Healdsburg Transit	\$122,471	\$43,127	\$165,598
Santa Rosa CityBus	\$4,329,351	\$589,397	\$4,918,749
Petaluma Transit	\$1,253,082	\$211,538	\$1,464,620
Sonoma County Transit	\$7,405,659	\$1,000,031	\$8,346,468
Golden Gate Transit	\$4,370,187		\$4,370,187
Totals by Funding Source	\$17,480,750	\$1,784,870	\$20,284,870

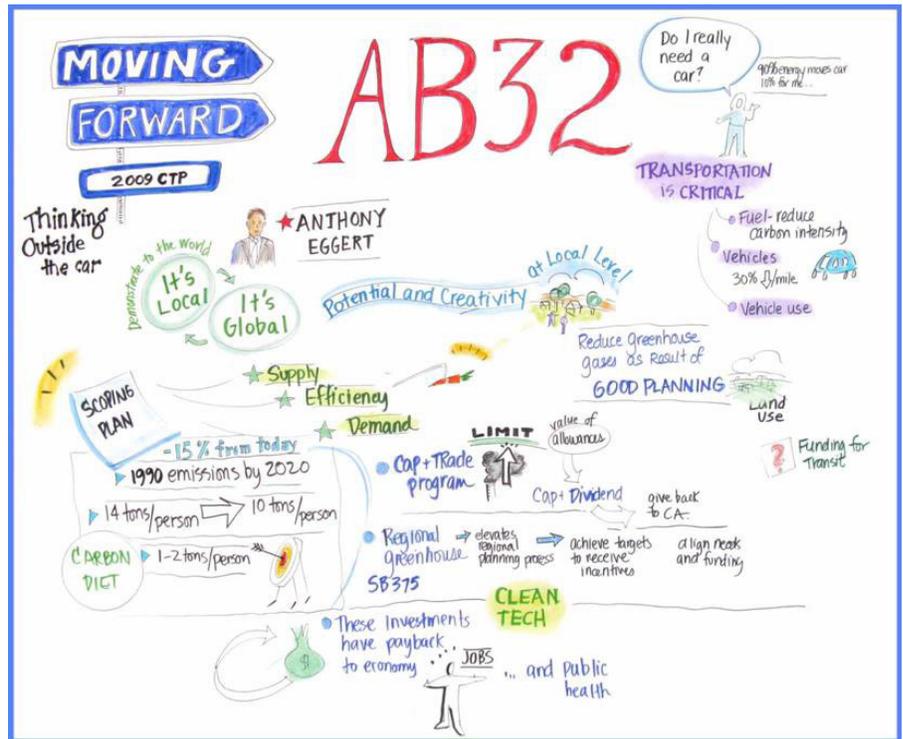
Community Outreach

Moving Forward Conference

The SCTA along with Sonoma County Alliance and the Leadership Institute for the Ecology and the Economy were the organizers of the successful October 17 conference Moving Forward: Thinking Outside the Car. Approximately 200 local government and nonprofit policymakers, transportation and land-use officials, private business people and interested citizens gathered to hear and discuss strategies on how to drive less.

After lengthy environmental review the CTP is before the SCTA in October 2009. Planning has already begun for development of the next CTP update, due for completion in 2012.

As AB 32, SB 375 and other GHG reducing legislation is implemented at the State and regional level



SCTA will continue to provide forward thinking strategies for envi-

ronmentally sound transportation planning.

Way To Go! Expo

Festive, educational, and interesting in character, the 2008 Way To Go! Expo was held on Wednesday, August 12th 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

The Sonoma County Travel Model

The SCTA oversees the operation of the Sonoma County Travel Model (SCTM).

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 countywide land use database and are assembled 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 2009

Comprehensive Transportation Plan Environmental Impact Report Analysis: Data from the Sonoma County Travel Model was used in the preparation of the following sections of the CTP EIR: Air Quality, Traffic and Circulation, Noise, Cumulative Impact, Project Alternatives, and Long-Term Implications of the Project.

Model Reporting: SCTA continues to extract data from the travel model regarding future travel demand along highways and local routes. Estimates of commute patterns within and outside of Sonoma County, and demand for transit and non-motorized transportation facilities have been developed and presented to SCTA advisory committees.

Wine Country Travel Demand Model (WC-TDM): SCTA has partnered in with Caltrans, and Mendocino, Lake, and Napa Counties in the development of a four county regional travel demand model. Inputs and model assumptions for the WCTM were assembled in 2009.

Project Analysis: SCTM was used to analyze potential travel impacts of planned projects along the HWY 101 Corridor and on local roads in the Cities of Santa Rosa and Rohnert Park in 2009.

Regional Coordination

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

SCTA participated the update of the Bay Area Regional Transportation Plan and is working with the regional agencies on the implementation of SB 375.

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.

Budget

Revenues:				
	SCTA	TFCA	Measure M	Total
Sales/Use Taxes			\$16,923,047	\$16,923,047
Interest on Pooled Cash	\$3,792	\$22,262	1,742,639	1,768,693
State	628,891			628,891
Regional	548,000	564,775		1,112,775
Local	384,946			384,946
Other	61,413			61,413
Total Revenues	\$ 1,627,042	\$587,037	\$18,665,686	\$ 20,879,765
Expenditures:				
Salaries & Benefits	\$1,125,668			\$1,125,668
Services and Supplies	708,070	31,571	8,287,925	9,027,566
Contributions to Other Govts		1,045,721	15,472,972	16,518,693
Other Expenses			2,207,350	2,207,350
Reimbursements	(268,227)			(268,227)
Total Expenditures	\$ 1,565,511	\$ 1,077,292	\$25,968,247	\$ 28,611,050

SCTA Staff

Suzanne Smith, Executive Director

Janet Spilman, Deputy Director, Planning & Public Outreach

John Maitland, Deputy Director, Projects & Programming

Chris Barney, Transportation Planner

Seana Gause, Program/Project Analyst

Lynne March, Transportation Planner

Marge Fernandez, Contract Coordinator

Nina Donofrio, Administrative Assistant

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