
Planning Directors/Planning Advisory Committee

MEETING AGENDA

Thursday, October 15, 2015, 9:30 a.m.

Sonoma County Transportation Authority

SCTA Large Conference Room

Phone participation: (707) 565-3433

ITEM

1. Introductions
 2. Public Comment
 3. Administrative
 - 3.1. Approval of the agenda – changes, additional discussion items- ACTION
 - 3.2. Review Meeting Notes from August 20, 2015* – ACTION
 4. Round table members discussion
 5. Moving Forward 2040 – SCTAs Comprehensive Transportation Plan update
 - 5.1. Outreach status* –INFORMATION
 - 5.2. Performance assessment findings* - ACTION
 - 5.3. Status of content* - INFORMATION/ACTION
 6. Plan Bay Area Update - Scenarios, Targets, Projects – Performance – INFORMATION
will be sent under separate cover
 7. OBAG 2* – INFORMATION
 8. Other Business /Next agenda
 9. Adjourn
- *Attachment

The next **SCTA** meeting will be held **November 9, 2015**

The next **Planning Directors/PAC** meeting will be held **November 19, 2015**

Copies of the full Agenda Packet are available at www.sctainfo.org. **DISABLED ACCOMMODATION:** If you have a disability that requires the agenda materials to be in an alternate format or that requires an interpreter or other person to assist you while attending this meeting, please contact SCTA at least 72 hours prior to the meeting to ensure arrangements for accommodation. **SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS:** Materials related to an item on this agenda submitted to the **Planning Advisory Committee** after distribution of the agenda packet are available for public inspection in the Sonoma County Transportation Authority office at 490 Mendocino Ave., Suite 206, during normal business hours. Pagers, cellular telephones and all other communication devices should be turned off during the committee meeting to avoid electrical interference with the sound recording system.



**PLANNING DIRECTORS/PLANNING ADVISORY COMMITTEE MEETING
NOTES**

Meeting Notes of August 20, 2015

Jurisdiction	February	March	April	June (May meeting cancelled)	July	August
Cloverdale						
Cotati				√		
County of Sonoma PRMD			√	√	√	√
Graton Tribe	√		√			√
Healdsburg						
LAFCO		√		√		
Petaluma	√		√		√	√
Petaluma Transit						
Rohnert Park						
Santa Rosa	√			√	√	√
Santa Rosa CityBus						√
Sebastopol	√		√	√	√	
SMART		√	√	√	√	√
Sonoma County Transit						
Sonoma						
Windsor	√	√	√	√	√	√

ITEM

1. Introductions

Meeting called to order at 9:34 a.m. by Janet Spilman.

Committee Members: Nancy Adams, City of Santa Rosa; Scott Duiven, City of Petaluma; Clare Hartman, City of Santa Rosa; Gillian Hayes, Graton Rancheria; Kim Jordan, Town of Windsor; Lisa Kranz, City of Santa Rosa; Amy Lyle, Sonoma County

PRMD; Linda Meckel, SMART; Tennis Wick, Sonoma County PRMD.

Guests: Bob Anderson, United Winegrowers; Kelly Elder, Sonoma County Department of Health Services; Aaron Selversten, Owlized; Scott Wilkinson, Sonoma County Regional Parks.

Staff: Brant Arthur, Chris Barney, Lauren Casey, Nina Donofrio, Misty Mersich, Suzanne Smith, Janet Spilman.



2. Public Comment

N/A

3. Administrative

- 3.1. Approval of the agenda – changes, additional discussion items- ACTION

Approved as submitted.

- 3.2. Review Meeting Notes from July 16, 2015 – ACTION*

Approved as submitted.

4. Bay Area Case Studies of OWL VR, a Civic Engagement Technology for Transportation, Climate and Planning – presentation by Aaron Selverston, CEO and Founder, Owlized

Mr. Selverston provided an overview of virtual reality technology that provides 3-D visualizations, based on computer modeling, of a given site for climate change, planning, and future construction and public works projects on-site, and that can also provide a virtual historical “reconstruction” of a given site. The technology also provides the opportunity for public feedback and comment.

Mr. Selverston explained that this is a tool for public outreach, as a means of informing, educating, and engaging the public, thereby building public trust and increasing the likelihood of a positive response to projects.

Mr. Selverston showed examples of how this technology has been used to show the effects of climate change in the future at a given site, and projecting the results of various options for mediating and adapting to this change, so that the public has the opportunity to better understand and participate in the planning process.

Mr. Selverston confirmed that an ADA accessible version of this technology is available, and summarized municipalities and other clients that have used Owlized.

The following item was addressed out of order:

6. Climate Action 2020 – DISCUSSION

Ms. Spilman announced Misty Mersich’s resignation from the RCPA. Ms. Mersich explained that Lauren Casey would be the new contact for Climate Action 2020.

Ms. Mersich reported that the administrative draft is currently with the Staff Working Group and that

comments are due Friday, August 28. More details will be forthcoming.

Ms. Mersich next reported that she and Ms. Casey met with Pete Parkinson, who is assisting with the administrative draft on a consultant basis.

Discussion followed regarding how jurisdictions would be expending funds and the possibility of re-allocating the budget.

Ms. Mersich responded to questions regarding the role of the Board in the Plan, the time line following release of the draft and its review by the Board; explaining that, based on Mr. Parkinson’s inclusion in the draft process, staff will be reviewing all comments from the cities prior to the Board’s review and release of a final document. She also summarized the outreach that has taken place to date.

Ms. Casey added that the Staff Working Group has had conversations with stakeholders and outlined other outreach that has taken place.

7. Moving Forward 2040 - CTP Performance Assessment – Analysis of Transportation Policies

Chris Barney showed slides reviewing transportation project benefits. He noted that while these could reduce congestion, they had little impact in reaching other goals of the CTP.

Mr. Barney next summarized policies and strategies tested (trip reduction; pricing policies; mode shifts; land use policies; and technology/system efficiency). He noted that land use policies focused on PDAs and the jobs/housing balance.

Mr. Barney reviewed the five goals of the CTP (maintain the system; relieve traffic congestion; reduce GHG emissions; plan for safety and health; and promote economic vitality).

Aggressive parking pricing (\$10/day for 100% of workers 25% of other travelers); maximizing transit ridership; and maximizing use of the HOV system were top performers addressing traffic congestion relief.

\$10/day parking pricing and maximizing transit ridership and the HOV system were shown to provide the highest amount of GHG emission reduction.

Increasing active transportation by maximizing transit ridership and parking pricing were also significant in planning for safety and health.

Mr. Barney noted that promoting economic vitality involves much more than transportation; however, his studies included moving goods, improving technology, getting to jobs, and maximizing the HOV system. Policies and approaches that improved mobility and that reduce household travel costs were discussed.

Next steps are for a policy package to be identified by October 2015 and to reevaluate CTP Performance Targets based on these performance assessment results.

Discussion followed regarding local pricing strategies and the impact of the parking policy to business owners, and concerns that this would discourage customers, as well as the “carrot and stick” approach to encourage mode shift and changes in transportation by the public.

In response to questions by the Committee, Mr. Barney explained that the figures for freight assumed the same as current freight transport.

8. SB 743 Update

Mr. Barney explained that much of the technical language of this bill will be moved into a Technical Advisory document, which will be advisory only (not binding). Lead agencies will make the final decision on what methods are used to calculate impacts and environmental mitigation of transportation projects.

Mr. Barney summarized the types of projects that should be analyzed. He also reviewed the proposed VMT threshold and how this may be calculated.

Another draft document is scheduled to be released this fall, followed by a six-week comment period. Following this, comments will be reviewed and forwarded to the Natural Resource Agency to be included in the CEQA Guidelines. This is anticipated to go into effect in 2016, with a two-year “opt-in” period.

Mr. Barney responded to Committee questions regarding potential conflict with the circulation element of the General Plan in cases of those jurisdictions that use LOS in planning documents (Level of Service), noting that in these cases no one

will be required to remove LOS; they will just be unable to use it to estimate transportation impacts in CEQA.

Mr. Barney agreed to keep the Committee informed when the new document is released.

9. AB 52, Gatto. Native Americans: California Environmental Quality Act -
http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140AB52

Ms. Hayes explained that this Bill proposes changes in CEQA guidelines, and that now consultation at project level is required.

Ms. Hayes next announced the hire of a new Tribal Preservation Officer, Buffy McQuillen, and noted that the Committee is likely to be getting contacted by her. Ms. McQuillen is conducting outreach to all jurisdictions in the region.

10. Plan Bay Area Update - INFORMATION

Ms. Spilman reported that project evaluation is currently under way, including analysis of benefits, cost analysis, and the target benchmark. Only projects over \$100 million are being evaluated; therefore, there is not a significant impact to Sonoma County projects, other than SMART and the Marin-Sonoma Narrows.

Ms. Spilman next reported on the relationship between ABAG and MTC and proposed reorganization of ABAG to eliminate perceived redundant planning activities and consolidate/streamline functions. She referred the Committee to a letter from MTC.

The following item was addressed out of order:

5. Round Table Members Discussion
SMART: Linda Meckel announced that the Haystack Bridge is virtually completed.

Ms. Meckel next reported that two train sets are now in at the Operational /Maintenance Facility.

A Request for Qualifications (RFQ) will be released for the Railroad Square project. A meeting is scheduled for next week to respond to questions.

PRMD: Mr. Wick cited major initiatives that staff is currently working on, including affordable housing; a seismic safety ordinance; a working group on wineries, including special events; and a vacation rental ordinance. This will be coming before the

Planning Commission in September or October. Also under consideration is a bill for marijuana cultivation; it was also noted that the State Water Board is at work on a water initiative for growing marijuana.

Graton Rancheria: Ms. Hayes reported that work is continuing on EV charger grants with the Air District. The timeline is prior to the new year.

Staff is evaluating solar opportunities for the Casino and future climate planning funding.

Ms. Hayes reported that she will be attending the Department of Energy conference in Colorado.

The drought has delayed progress of the Tribal Community Garden Plan.

Ms. Hayes announced that the hotel has her involved in some of the planning processes and looking for more opportunities for other tribal properties.

City of Petaluma: Scott Duiven reported that staff is reviewing the Climate Action Plan, and that they are also driving some of the housing policies.

Mr. Duiven next reported on a mixed use project (Haystack Mixed Use) on a large lot next to SMART's lot. Concerns have been cited regarding traffic and parking.

Ms. Meckel added that this is adjacent to the SMART downtown station. Discussion followed regarding parking in that area for both residents (self-parking) and for businesses. Ms. Meckel noted that this station is expected to have a mix of people getting on the train in the morning and in the evening.

11. Other Business /Next agenda

N/A

12. Adjourn

11:30 a.m.

Staff Report

To: Sonoma County Transportation Authority
From: Brant Arthur, Community Affairs Specialist
Item: 4.3.1 – Comprehensive Transportation Plan public outreach update
Date: October 12, 2015

Issue:

What is the status of public outreach for the Moving Forward 2040 Comprehensive Transportation Plan (CTP)?

Background:

In the process of updating the CTP public input is imperative to help steer goals and policies. Staff is also eager to engage with the public about the challenges and opportunities for the transportation system and the future of transportation in Sonoma County.

The 2009 CTP was a major rewrite of the Transportation Plan and had a significant budget; \$200,000 was budgeted for public outreach alone. For 2008/09, SCTA conducted a number of events, including:

- 6 Public Workshops;
- Telephone poll;
- Focus Groups;
- Conference.

For the 2015 update all outreach is being done in-house, with a minimal budget. The SCTA opted not to proceed with a telephone poll when the Public Participation Strategy was discussed in July 2014. Staff was directed to find innovative ways to interact with the public, especially those community members usually underrepresented. Key to the strategy was to “reach people where they are”. In preparation of the Draft CTP, SCTA staff has provided several opportunities for public engagement:

- 2 public Workshops;
- An online poll;
- 2 public hearings (and other presentations at SCTA Board Meetings).

Moving Forward 2040

Recognizing that there would not be a single all-encompassing method, staff proposed the following:

Investigate new, online methods – provide an interaction that would be adjustable to the audience. With information available online an interested party would be able to choose transportation priorities and weigh in about their experiences quickly. If they choose, they had the option to delve into the details of the Goals and Targets, project lists, past plans and more.

Existing events and small groups – Staff made presentations to Sonoma State University and Santa Rosa Junior College students, the Santa Rosa Chamber of Commerce, the

Transportation and Land Use Coalition, and Graton Rancheria. Smaller one-on-one conversations sharing information about the CTP happened early and often.

Host public meetings – several SCTA meetings were noticed for the Public. Staff also hosted public workshops in Santa Rosa and Petaluma

Work through existing organizations – chief among the existing organizations are the SCTA’s own advisory committees. The Citizens Advisory Committee, Planning, Technical and Transit Advisory Committees have made invaluable contributions to the CTP. They also provide contacts to other interested organizations.

Results to date

The public workshops were held in Santa Rosa (9/9/15) and Petaluma (9/17/15). Staff was on hand to discuss the CTP and collect input from 30 attendees at the two events. SCTA staff has discussed attending more existing events if more public workshops are desired in the next round of outreach for the CTP.

The online poll was open for three weeks from September 3-23, 2015. SCTA staff selected Peak Democracy to conduct the poll, taking advantage of our existing contract. In addition to working with existing organizations to share information on ways for the public to engage with the CTP, a Facebook campaign was used to reach another 11,550 local residents.

There were 339 responses to survey questions covering transportation priorities, funding, alternatives and travel choices. Responses to the survey were also collected offline, through paper surveys available at the public workshops. Links to a Spanish translation of the survey were shared through Latino community organizations.

Respondents were asked to prioritize a list of the general categories of transportation system improvements. The average priorities for all respondents were:

1. Maintain roads
2. Expand SMART
3. Expand bikes
4. Expand buses
5. Road improvements
6. Highway 101

Respondents to the survey indicated a stronger commitment for alternative commute modes, including 24.1% who reported telecommuting or working from home:

Mode of transportation to get to work	Most often used
Drive alone	69.4%
Ride a bicycle	9.5%
Ride the bus	8.3%
Carpool or vanpool	6.6%
Walk to work	3.7%
Ride a motorcycle	1.2%
Some other mode	1.2%

The survey also included several questions on electric vehicles. Notably, **43.7%** of respondents said they were likely or extremely likely to purchase a plugin-in hybrid or electric vehicle when shopping for their next vehicle.

Another question asked respondents to indicate whether they would support or oppose a number of options to help fund transportation improvements in Sonoma County:

Options to fund transportation improvements	% supported
Increase traffic impact fees on new development	65.5%
Increase gas taxes	60.4%
Increase business and corporate taxes	59.8%
Calculate yearly "vehicle license fees" based on the number of miles driven	51.1%
Allow single-occupant vehicles to drive in carpool lanes for a fee	36.6%
Enact local property tax measures to fund local road improvements	37.8%
Increase the sales tax	39%
Charge more for parking	39.6%

Full results of the survey can be explored online: <http://j.mp/ctp-survey-results>. Responses to a separate satisfaction survey for using Peak Democracy were positive, with 82% reporting that they liked using the Sonoma County Communities Forum. While technical issues remain a problem for some, the following anonymous comment is representative of many that were received:

I've never been asked in Sonoma County what I think about public transportation, or how I get about. I'm grateful for the opportunity to share my opinions, though limited by the structure of your questionnaire. – Response to Satisfaction Survey of CTP Survey

The next step for public outreach will begin when the Draft CTP is released this winter. SCTA staff plans to focus more on engaging the public through existing events and organizations for this next phase..

Policy Impacts:

The CTP is the long term planning document for the SCTA.

Fiscal Impacts:

No fiscal impacts.

Staff Recommendation:

This item is for information only.

Staff Report

To: Planning Advisory Committee
From: Chris Barney, Senior Transportation Planner
Item: 2015 CTP Performance Assessment – Final Results
Date: 10/15/2015

Issue

Staff has evaluated how transportation projects, policies, technologies, and strategies can help SCTA meet Comprehensive Transportation Plan (CTP) goals and associated performance targets. A project level performance assessment and policy/technology performance assessment identified approaches that have the potential to help make progress in CTP goal areas. High performing projects and policy approaches have been combined into a composite future scenario to demonstrate what it will take to meet CTP performance targets and achieve CTP goals.

Evaluating Plan Performance

The Comprehensive Transportation Plan has become progressively more goals-oriented and focused on measuring performance. Plan performance can be measured by quantifying what it will take to meet the goals identified in the plan. The 2009 CTP identified four performance targets that were loosely related to plan goals. A broad scenario based assessment was included in the 2009 plan that demonstrated how implementation of CTP projects and high level transportation policies would impact transportation metrics such as vehicle miles traveled, congestion, and greenhouse gas emissions. None of the broad scenarios tested in the 2009 CTP met all of the identified performance targets.

As part of the 2015 plan update, individual performance measures have been identified for each of the plan goals. A deeper assessment of individual transportation projects, policies, technologies, and strategies was included in this plan, which has demonstrated how different approaches help Sonoma County move closer towards meeting performance targets and improving the countywide transportation system. Information gathered as part of this assessment has been used to assemble a future scenario, or vision, which meets most of the plan's performance targets. A few of the performance targets have been difficult to meet because of limitations in the tools used to assess performance, because of inelasticities in the metric, or because the targets were too ambitious and infeasible given current and imagined travel conditions, technologies, and behavior. The SCTA will be asked to consider approving revisions to these targets.

The 2015 CTP Performance Assessment has included the following steps:

1. *Review and update plan goals and performance targets.* Are the performance targets still relevant and do they still represent SCTA priorities? Do we think the targets are achievable?
2. *Summarize current conditions.* Are we currently meeting performance targets?
3. *Estimate future conditions and set a future baseline.* What do future conditions look like if we don't construct any projects or make improvements to the transportation system? What impacts do population, housing, and employment growth have on future travel conditions?

4. *Develop a list of transportation projects, policies, strategies, and technologies that could help SCTA meet goals and targets.*
5. *Test transportation project performance.* Do projects help us achieve CTP goals and meet performance targets? If yes, which targets do they help us meet, and which projects are most effective?
6. *Test transportation policy, strategy, and technology impacts.* Do policies, strategies, and technology help us achieve CTP goals and targets?
7. *Determine how CTP goals and targets can be achieved.* Estimate what it will take to meet CTP goals and performance targets by evaluating future scenarios in which promising transportation projects, policies, strategies, and technologies would be implemented.
8. *Reevaluate Performance Targets and revise as necessary or desired.*

Steps 1-6 have been described in previous reports. This report addresses steps 7-8 of the performance assessment process.

Review of CTP Goals and Performance Targets

SCTA has identified ambitious performance targets for each of the CTP goals. Performance targets are based on 2009 CTP targets or on a preliminary investigation of what progress may be possible in different subject areas. The SCTA approved these goals and targets with the understanding that they may need to be revised based on the final results of the performance assessment. The final performance assessment has indicated that most of the targets could be met by implementing projects, policies, and technologies identified in the project and policy performance assessments. Recommended revisions to the performance targets are included later in this report.

Goal 1: <u>Maintain the System</u>	Goal 2: <u>Relieve Traffic Congestion.</u>	Goal 3: <u>Reduce Greenhouse Gas Emissions</u>	Goal 4: <u>Plan for Safety and Health</u>	Goal 5: <u>Promote Economic Vitality</u>
<ul style="list-style-type: none"> • <i>Performance Target: Roadway Condition – Improve countywide Pavement Condition Index (PCI) for arterial and collector streets to 80 (very good condition) by 2040. Improve countywide PCI for residential streets to 65 (good condition) by 2040.</i> • <i>Performance Target: Transit System Condition – Reduce the average bus fleet age by 25% below 2010-2012 average fleet age by 2040 (7.5 years for 2010-2012).</i> 	<ul style="list-style-type: none"> • <i>Performance Target: Congestion Reduction - Reduce Person Hours of Delay (PHD) by 20% below 2005 levels by 2040.</i> 	<ul style="list-style-type: none"> • <i>Performance Target: Reduce GHG emissions to 40% below 1990 levels by 2040. Climate Action 2020 targets shall be incorporated into the CTP when they are finalized.</i> 	<ul style="list-style-type: none"> • <i>Performance Target: Active Transportation – Reduce drive alone mode share for all trips to 33.3% by 2040 (2010 - 45%). Increase active transportation mode share (bike, walk, and transit) to 15% by 2040 (2010 – 8.38%).</i> • <i>Performance Target: Safety – Reduce total daily accident rates by 20% by 2040.</i> 	<ul style="list-style-type: none"> • <i>Performance Target: Reduce transportation costs for business and residents - Reduce average peak period travel time per trip by 10% by 2040 (2010 – 11.31 minutes).</i> • <i>Performance Target: Provide equitable access - CTP projects should serve Communities of Concern. Average monthly household transportation costs have also been calculated and summarized for different projects and transportation policies/measures.</i>

Setting the Baseline – Current Conditions (2010) and No Action (2040) Scenarios

Transportation scenarios representing the implementation of projects, policies, and strategies identified in the CTP were compared to estimates of current conditions (2010) and a future no action (2040) scenario in order to evaluate which projects or policies help achieve the plan goals and performance measures.

Current Conditions - 2010

2010 was used as the base year representing current travel and social conditions in Sonoma County because of the wealth of transportation and demographic data available for this year. The Sonoma County Travel Model has been validated to match 2010 travel conditions and is able to provide reliable estimates of travel activity and behavior for this year. Staff anticipates updating the base year for the Sonoma County Travel Model to 2015 as more current travel and demographic data become available.

Performance assessment scenarios were compared to the current conditions scenario to assess how travel conditions would be expected to change over time with selected transportation projects or policies in effect.

2040 Baseline/No Action Scenario – Impact of Future Growth

2040 was used as the forecast year for the CTP performance assessment. This planning horizon is consistent with the planning horizon used for the Regional Transportation Plan and Sustainable Planning Scenario, and population, housing, and employment estimates are readily available for this year.

Some local transportation projects are fully funded and are considered committed projects. It is assumed that these projects will be completed in the near term. Committed projects were included in any analysis of 2040 baseline, or no action conditions. A list of committed projects is provided below.

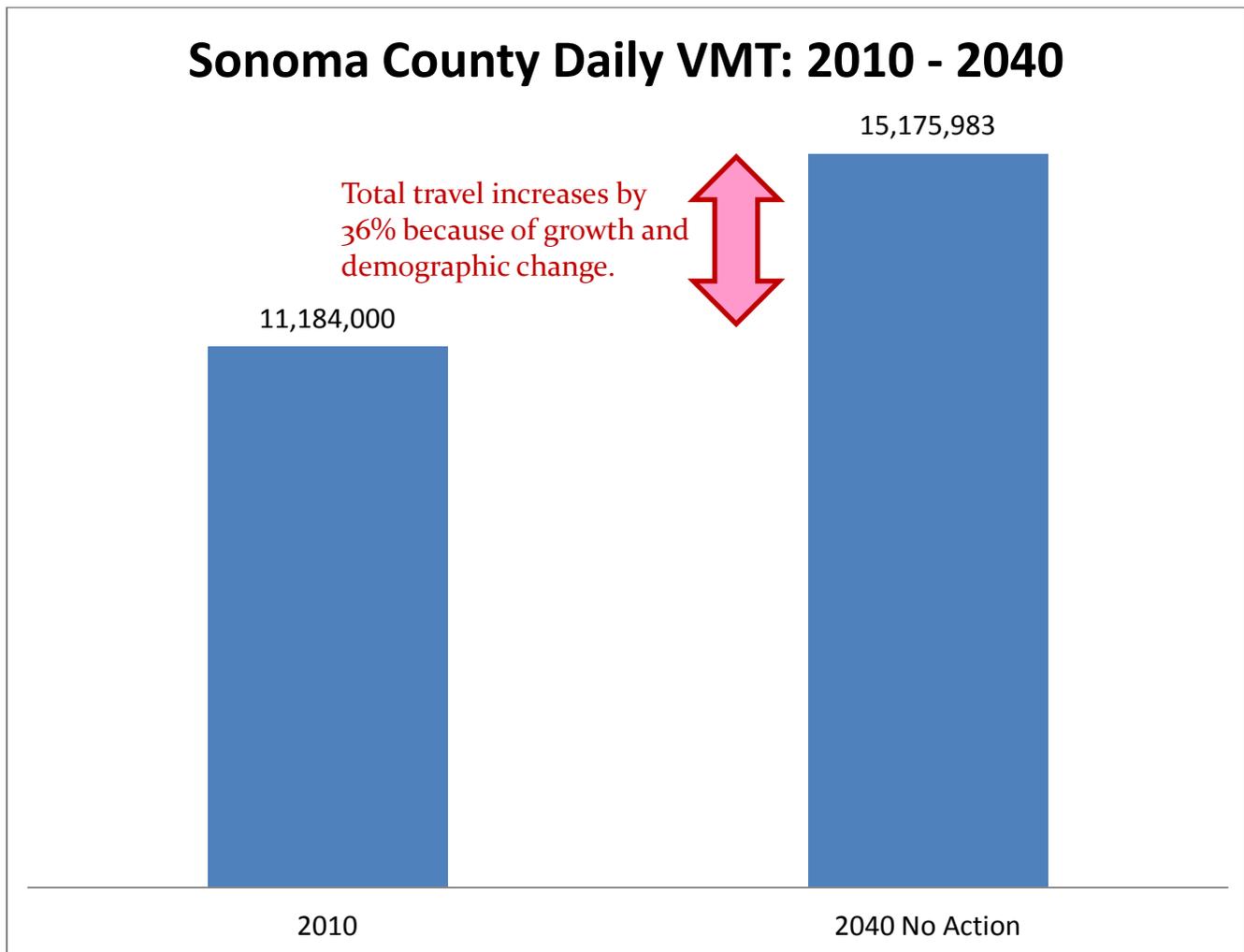
Committed Projects:

- Marin Sonoma Narrows: Phase 1 - SCTA
- Healdsburg Avenue Bridge Retrofit/Rehabilitation - Healdsburg
- River Road channelization and improvements – Sonoma County
- Bodega Highway improvements west of Sebastopol – Sonoma County
- Five-way Intersection/Roundabout – Healdsburg
- Dowdell Avenue Extension – Rohnert Park
- Bodway Parkway Extension – Rohnert Park
- Keiser Avenue Reconstruction – Rohnert Park
- SMART: San Rafael to Airport

The Association of Bay Area Governments (ABAG) forecasts future population, housing, and employment growth for Bay Area cities and counties. These forecasts are generally consistent with local general plan build-out assumptions for Sonoma County jurisdictions. Current growth estimates were developed for the Regional Transportation Plan and Sustainable Communities Strategy (SCS) and have been incorporated into the Sonoma County Travel Model and were used in this modeling exercise. Sonoma County population is predicted to grow by 24% by 2040, from 483,878 residents in 2010 to 598,460 in 2040. Employment is predicted to grow by 27% by 2040, from 202,173 in 2010 to

256,363 in 2040. Countywide Vehicle Miles Traveled (VMT), a common measure of travel activity, are expected to increase by 36% by 2040 because of increased development within the county and neighboring areas. Population and employment growth are the primary factors driving increased travel, worsening congestion, increased emissions, and degraded traffic safety in Sonoma County's future.

A 2040 No Action scenario was constructed which represents a future in which population and employment growth as described above would occur and limited "committed" or in progress transportation projects would be constructed. Scenarios representing other transportation projects, policies, or strategies were compared to the 2040 No Action scenario in order to assess their potential to improve future travel conditions and meet CTP performance measures.



Testing Project Impacts

Staff tested project level impacts and presented the results of this analysis at the July 2015 SCTA meeting. This analysis indicated that projects would provide congestion reduction benefits, but would not appreciably reduce vehicle miles traveled, greenhouse gas emissions, shift travel onto non-auto modes, or improve safety and travel affordability in Sonoma County. The most significant congestion reduction improvements would be provided by large transportation system improvement projects.

Testing Policy Impacts

The results of the policy performance assessment indicated that a variety of different policy approaches, advancements in technology, and changes in travel behavior will be necessary to address the goals, objectives, and performance targets that have been identified in the CTP. High performing approaches were identified for each performance target. The SCTA also provided feedback on which policies or technologies should or should not be included in the following phase of the performance assessment.

Meeting CTP Goals and Performance Targets - Assembling a 2040 High Performing or Composite Scenario

High performing projects and policies from the project level and policy level analyses were included in one future scenario which was able to meet most of the performance targets. Some high performing policy levers that were analyzed in the policy level performance assessment were omitted based on feedback from the SCTA. These approaches were identified as having negative impacts or undesirable effects in other areas and were therefore not considered in the final performance assessment scenario.

The following transportation projects were shown to help reduce congestion and help provide small benefits in other CTP performance areas and were included in the final composite performance scenario:

- Hearn Avenue/Highway 101 interchange improvements
- Highway 116 widening and rehabilitation between Sebastopol and Cotati
- Marin Sonoma Narrows: Phase 2
- SMART: Airport to Cloverdale extension
- SMART pathway
- Railroad Avenue/Highway 101 interchange improvements
- Airport Boulevard Widening including Brickway and Laughlin Rd improvements
- Fulton Road/Highway 12 Interchange
- Petaluma Cross-town Connector and Rainier Interchange
- State Route 37 corridor protection and enhancement project
- Santa Rosa CityBus service expansion including rapid bus corridors
- Sonoma County Transit service expansion
- Petaluma Transit service expansion including rapid bus corridor

The following transportation policies or strategies were shown to provide the greatest performance benefits in the policy performance assessment and were included in the final composite performance scenario:

- *Focused population and employment growth:* Future population, housing and employment growth consistent with the regional Sustainable Communities Strategy. This growth distribution represents a future growth pattern focused on Sonoma County

Priority Development Areas and city-centered growth and is largely consistent with local general plans and development priorities. All future development in Sonoma County through 2040 was also assumed to be located within Urban Growth Boundaries (UGB).

- *Regional Jobs-Housing Balance:* Incoming and outgoing trips at the county gateways were balanced to represent future improvements to jobs-housing balance and the availability of affordable and appropriate housing within the county. Improved jobs-housing balance and housing affordability could reduce the need to travel into or out of the county for work or other purposes. For analysis purposes, inter-county travel was assumed to stay the same as it was in 2010.
- *Trip reduction strategies:* Tested a 2% reduction in household trip making. This equates to 1 less trip made per household per week. An average household makes approximately 40-50 trips per week. This trip making reduction was used to estimate the impact increased telecommuting, compressed work week schedules, travel demand management strategies, and increased online shopping and/or instant or digital delivery of goods and services could have on Sonoma County travel.
- *Vision transit improvements:* Implement all vision transit improvement projects as outlined in the CTP project list. Implementation of these unfunded or vision transit projects would almost double countywide transit capacity. These vision improvements would increase the capacity of the transit system by improving route headways and increasing hours of service.
- *Maximize transit ridership:* Maximize ridership of proposed “vision” transit service by 2040. Staff estimates that the countywide transit system would operate at about 26% capacity if vision transit enhancements were implemented by 2040. The unused capacity on the improved transit system would be significant, and filling vacant seats and filling transit vehicles to capacity could reduce countywide VMT by over 650,000 miles per day.
- *Shift to non-motorized travel:* Assume a shift of 3-4% of single occupant vehicle travel to walk and bike travel modes, representing approximately 120,000 trips per day (out of around 3.5 million daily trips in Sonoma County). Explicit reasons for this shift have not been identified but could include things such as build-out of the bicycle and pedestrian network as laid out in the SCTA Bicycle and Pedestrian Plan, continued implementation of complete streets projects, improvements to the built environment, and changes in attitudes and travel behaviors.
- *System Efficiency Improvements – Capacity:* Represented by a 25% increase in roadway capacity that could be attributed to intelligent transportation systems (ITS), signal timing, corridor management, incident response programs, changeable message signs, metering improvements, traffic information communication programs, smart cars,

freeway vehicle platooning, driverless vehicles, and other efficiency increasing programs or transportation technologies.

- *System Efficiency Improvements - Vehicle Fuel Economy:* Estimated California vehicle fuel economy in 2015 is approximately 23 miles per gallon¹. National and State fuel economy standards are expected to increase vehicle fleet fuel economy to about 32 miles per gallon by 2035². Staff tested increasing average vehicle fleet fuel economy to 40 miles per gallon in the policy performance assessment. Vehicle fleet fuel economy could be improved by increased rollout of electric/hybrid vehicles, improvements in vehicle fuel economy in the gasoline vehicle fleet, eco-driving training, speed limit and HOV enforcement, and other behavioral or technology improvements.

The high performing or composite scenario was assembled iteratively by adding additional high performing projects or policy approaches until the combined scenario was able to reach most CTP performance targets. A few performance targets were not reached in the composite scenario described above due to technical limitations in the tools used to conduct the analysis or aggressiveness of the target. These are discussed in greater detail below.

CTP GOAL 1: Maintaining the System

The Sonoma County Travel Model and available post-processing tools do not provide a way to estimate future transportation system condition so other tools and data were used to estimate what it will take to maintain the current transportation system. Project sponsors have identified projects that are expected to improve roadway condition (PCI), transit system condition, or non-motorized facility condition. Staff has worked with local public works, planning, and transit staff and regional pavement management staff from the Metropolitan Transportation Commission to provide estimates of what it will cost to maintain the existing Sonoma County roadway, transit, and non-pavement³ transportation infrastructure.

The average condition of the Sonoma County roadway network was 53 in 2014. This pavement condition index (PCI) number, rated on a scale of 0 to 100, indicates that the countywide road network falls in the “at risk” category. MTC⁴ has estimated that it will cost \$5 billion to improve and maintain the road system at a PCI of 75, or “good” condition, through 2040.⁵ Approximately \$2.7 billion of this maintenance cost is currently unidentified. MTC has also estimated that it will cost \$278 million through 2040 to maintain Sonoma County bridges. \$162 million of this needed maintenance is currently unfunded.

Sonoma County Transit providers have estimated that it will cost approximately \$1 billion to maintain current transit service and facilities through 2040. This cost estimate includes maintenance and operations and is based on yearly and expected operating budgets. Transit expansion projects that were included in the CTP Composite Performance Scenario analyzed in this report would incur additional costs which are not currently identified.

¹ Caltrans (MVSTAFF)

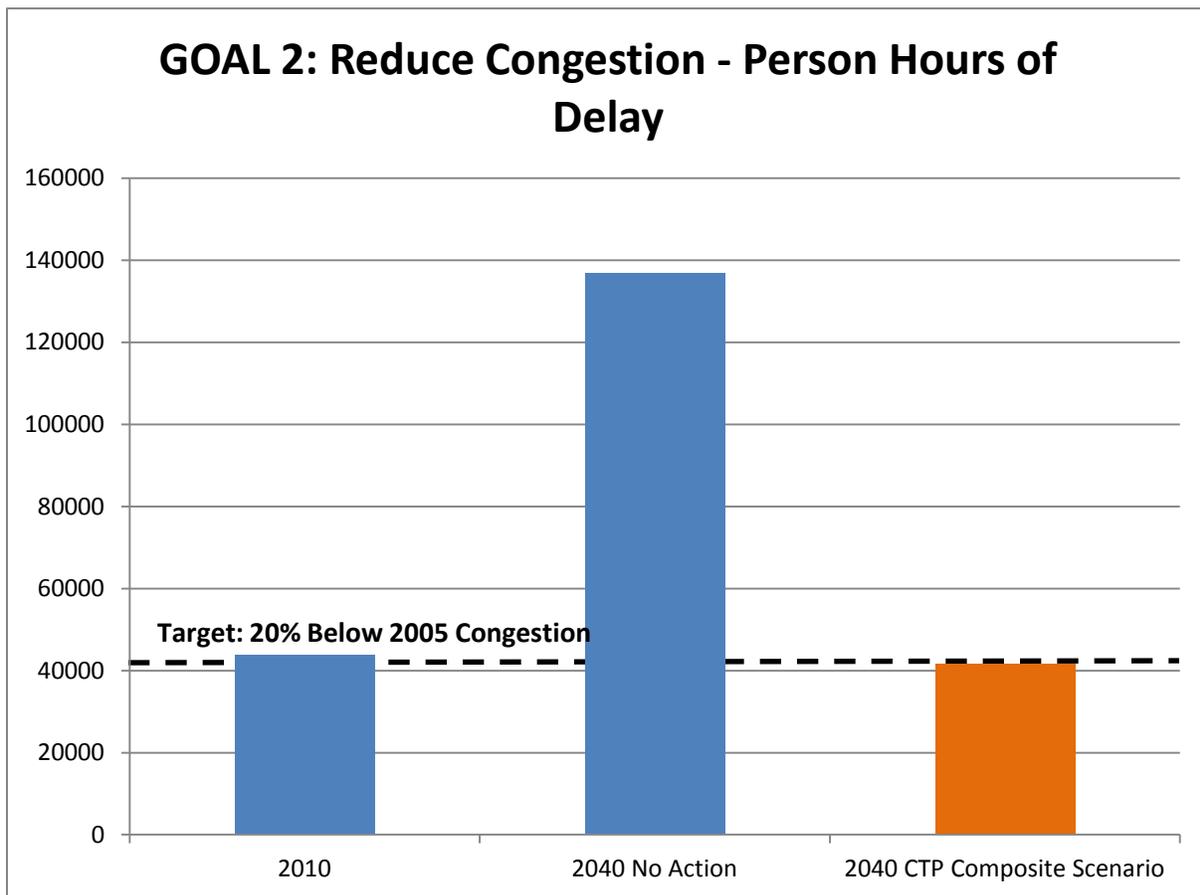
² EMFAC, California Air Resources Board

³ Non-pavement transportation system improvements include curbs and gutters, sidewalks, bike lanes/paths, storm drains, traffic signs, signals and lights.

⁴ MTC Plan Bay Area Local Street and Roads Needs and Revenue Assessment.

CTP GOAL 2: Relieve Traffic Congestion

Traffic volumes continue to rise in Sonoma County as the population and economy grow. Growing traffic congestion could impact economic productivity due to increased transportation delay, increased fuel consumption and pollution, reduced accessibility, increased emergency response times, increased traffic accident rates, and degraded quality of life for Sonoma County residents. An estimated 44,000 hours were lost each day in 2013 because of traffic congestion in Sonoma County. Congestion is predicted to more than triple by 2040. Most of this increase can be attributed to increased travel because of population and employment growth. Implementing the CTP Composite Scenario would reduce daily PHD to 41,625 and meet the performance target of reducing daily PHD by 20% below 2005 levels by 2040.⁶



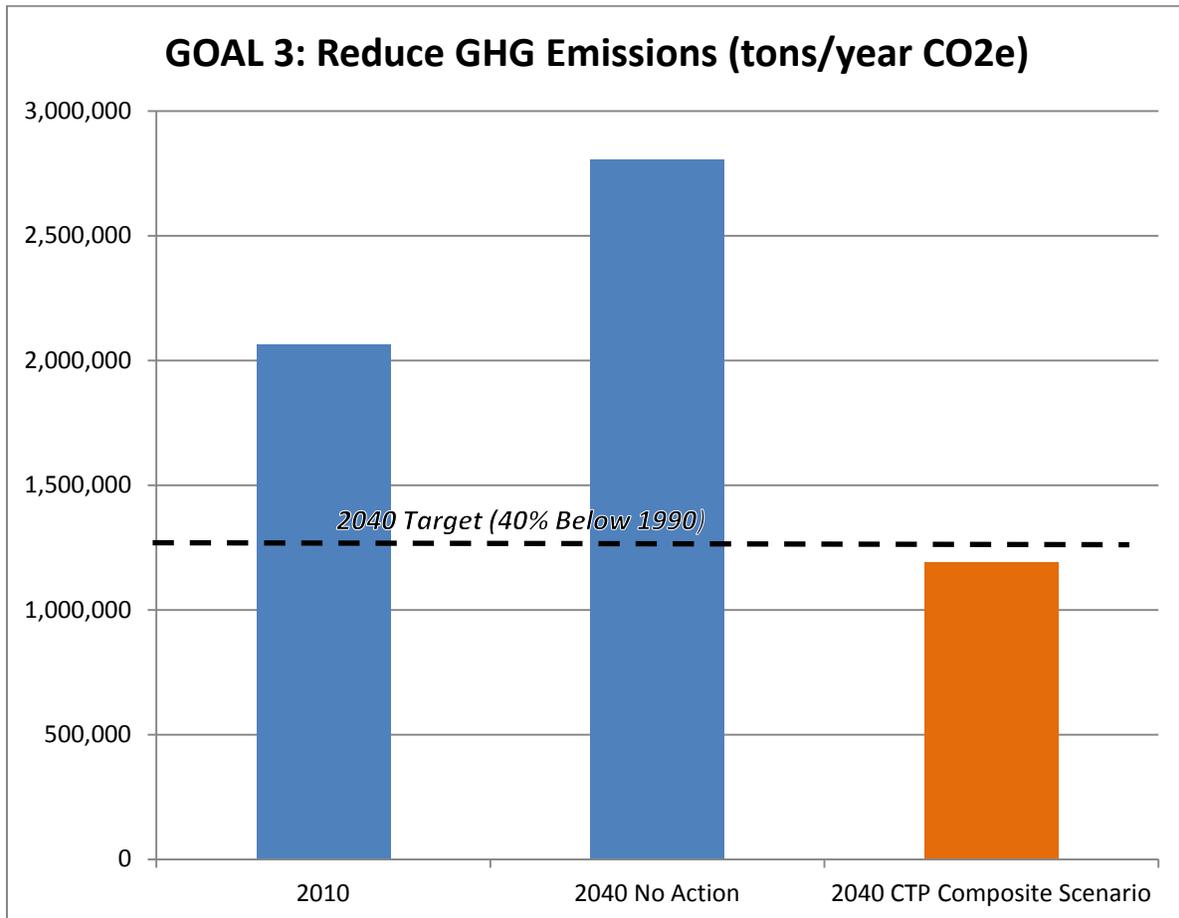
⁶ Congestion in 2005 was higher than in 2010 (around 51,000 PHD/day). A significant portion of reduced congestion in 2010 could be attributed to the economic recession that was underway at that time.

CTP GOAL 3: Reduce Greenhouse Gas Emissions

Transportation contributes over 50% of all greenhouse gas emissions in Sonoma County. Sonoma County jurisdictions have committed to reducing GHG emissions to 25% below 1990 levels by 2015, and 40% below 1990 levels by 2035. This commitment was included in the 2009 CTP as a performance target and plan objective. This target is being reevaluated as part of the Climate Action 2020 process.

Transportation greenhouse gas emissions are a function of total travel by vehicles, speed of travel, and vehicle fleet characteristics. Greenhouse gas emissions were calculated using EMFAC, a California Air Resource Board sponsored tool which is used to estimate vehicle emissions impacts.

Greenhouse gas emissions are expected to increase by roughly 36% during the period from 2010-2040 under no build conditions. This is largely a factor of increased travel due to population and employment growth. State mandated fuel economy improvements (Pavley, AB 1493, Low Carbon Fuel Standards) could provide significant emissions reductions by 2040. Implementing the CTP Composite Scenario would reduce annual GHG emissions below the 2040 target of 40% below 1990 emissions. This reduction can be attributed to improved vehicle fleet fuel economy and VMT reductions.

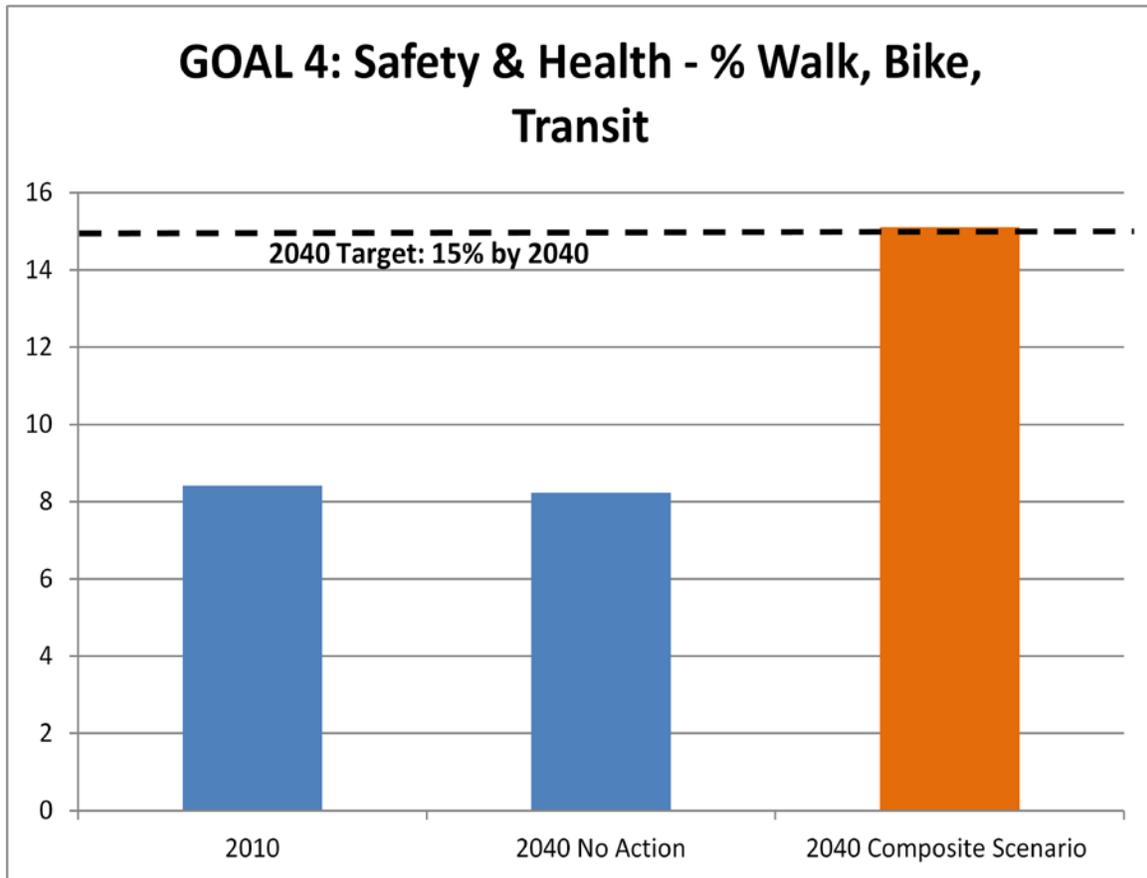


CTP GOAL 4: Plan for Safety and Health

Transportation choices can have major impacts on safety and health at the local and regional level. Two performance measures and targets have been identified as part of the CTP which can help highlight progress in these areas. One measure is focused on active transportation and a second focuses on traffic safety and accidents.

Active Transportation:

Land use planning, urban design, and transportation choices can have a powerful effect on improving public health. Active transportation modes such as walking, bicycling, or taking transit provide health benefits by lowering chronic disease rates, reducing obesity, and improving air quality. In 2010 approximately 8% of trips were made using active transportation modes in Sonoma County. The Sonoma County Travel Model estimates that this rate should stay in the roughly 8% range through 2040, and that project construction would have a very small impact on active transportation travel rates. Projects focused on improving pedestrian or bicycle infrastructure or which improve transit service could have a large impact on existing transit ridership or walking and biking rates at the local or neighborhood level, but increases make up a very small percentage of overall countywide or regional travel, and are small when compared to existing and forecasted automobile travel. Implementation of the high performing or composite scenario, including vision transit improvements, and shifts from automobile travel to walking and biking could increase 2040 active mode share to 15.1% in Sonoma County, which is slightly higher than the CTP performance target in this area (15% active mode share by 2040).

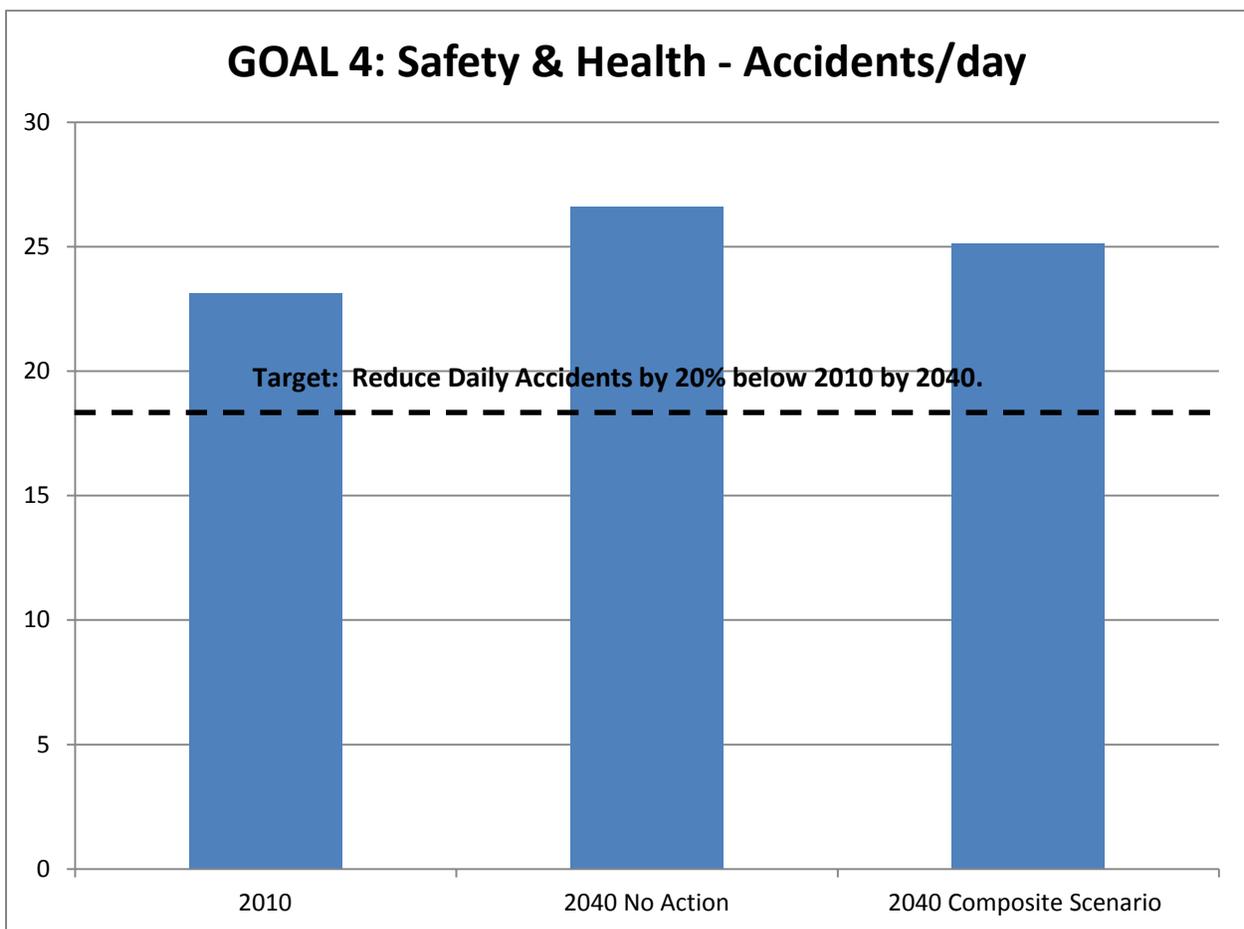


Accidents

Traffic accidents impose a significant economic and societal burden on Sonoma County residents. Costs include lost productivity, property damage, medical and rehabilitation costs, congestion costs, legal and court costs, emergency services, insurance administration costs, along with tremendous emotional and societal costs. SCTA approved adding a safety performance target to the CTP which sets a goal of reducing countywide daily traffic accidents by 20% below 2010 levels by 2040.

Safety impacts were calculated using the SmartGAP post-processing tool by factoring VMT, road lane miles, transit service (transit revenue service hours), and travel mode shares. Fatality, injury, and property damage accident rates are included in the estimates. Accident estimates are based purely on total travel activity and size of the transportation system and do not consider targeted safety improvements or localized improvements that could provide significant safety enhancements.

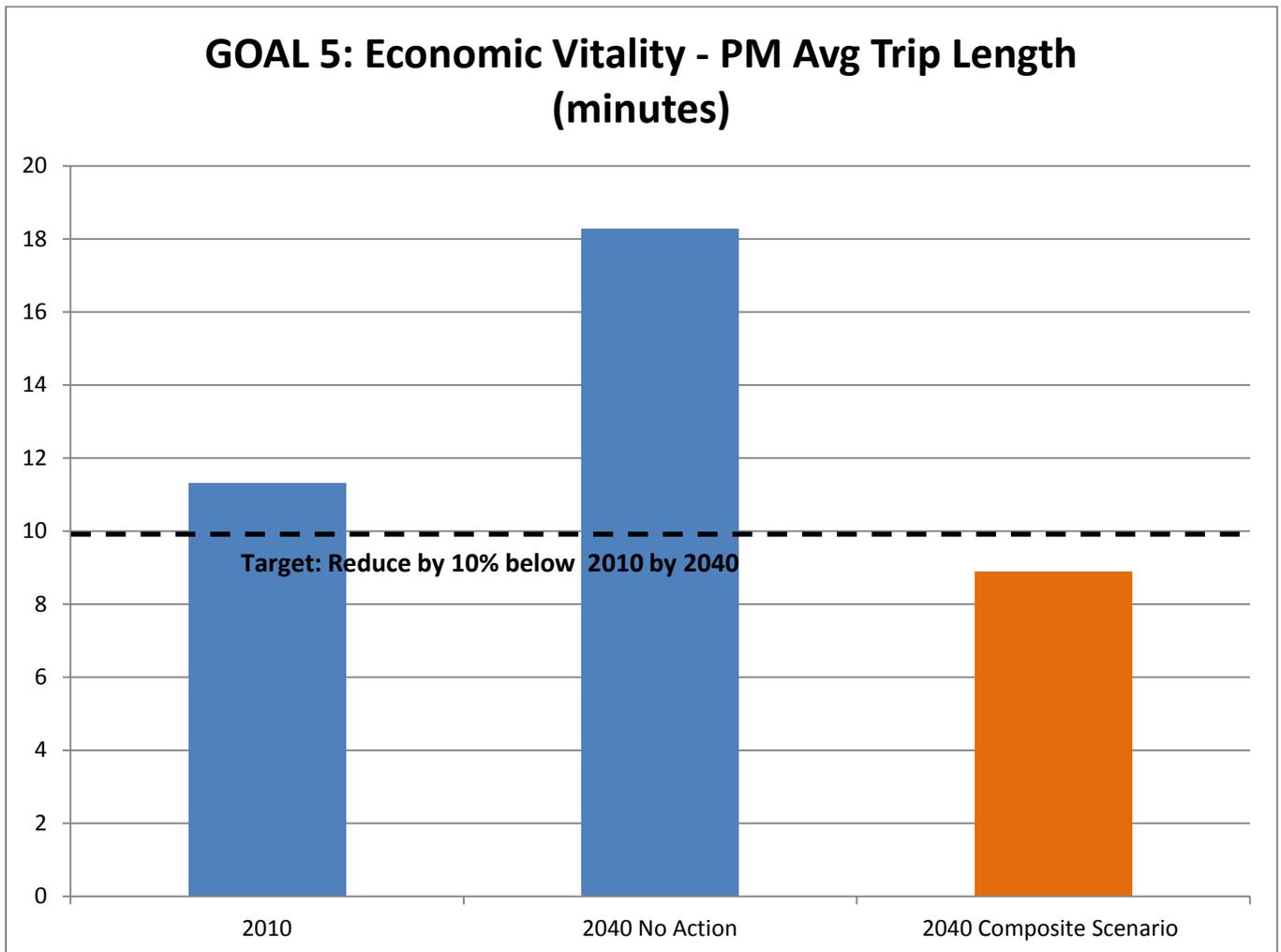
Performance assessment results indicate that projects, policies, and the composite scenario are estimated to provide only minor accident rate reductions through 2040, and highlighted the fact that the tools used to perform this analysis are not sensitive to improvements that could provide large safety improvements at the countywide and local level. Per capita accident rates show greater reductions since accident rate increases from population growth are controlled for in the calculations. Staff recommends that improved accident estimation tools be developed or acquired to estimate accident rates for future CTP updates, and that staff investigate switching to a per capita metric.



CTP GOAL 5: Promote Economic Vitality

The countywide transportation system plays an important role in the local economy. A new goal has been added to the 2015 CTP focused on promoting economic vitality. Two performance measures have been identified which can help assess transportation's role in improving countywide economic conditions. The first performance measure, PM peak period average travel time, provides an estimate for transportation system efficiency and can indicate how easy, or difficult, it is to conduct business, move goods, and attract employees to Sonoma County. Increases in peak period congestion make doing business in the county more difficult, increase delivery and shipping costs, and make it difficult for workers to reach work sites and employment locations.

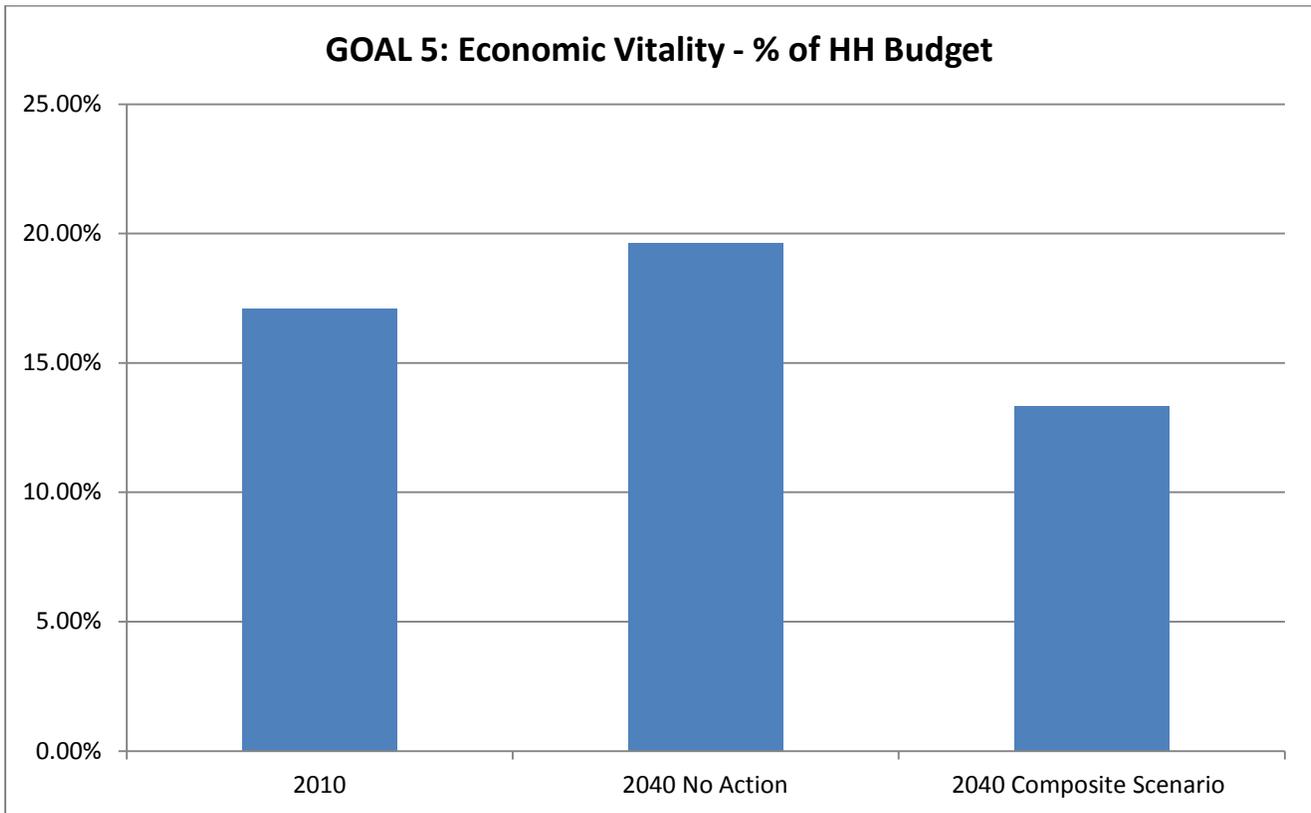
PM peak period average trip length is predicted to increase from around 11 minutes per trip in 2010 to over 18 minutes per trip in 2040. Population, housing, and employment growth are the primary causes of this increase in congestion and travel time, but CTP projects are expected to provide some congestion relief and peak period travel time benefit in the future. Implementing the high performing or composite scenario would reduce average evening peak period travel time to under 9 minutes, which is shorter than the performance target of just over 10 minutes.



Average Household Travel Costs

SCTA has indicated that transportation should be affordable and efficient for all households and county residents. Transportation affordability is an important part of promoting economic vitality. The transportation system allows people to access employment, goods and services, recreational opportunities, education, and other destinations. As transportation costs rise, accessibility and quality of life suffer as larger and larger portions of household budgets must be spent on transportation. Low and moderate income households are hit the hardest by rising transportation costs. Future monthly household travel costs are estimated to increase from roughly \$900 per month to over \$1000⁷ per month in 2040 because of increased congestion, increases in in-commuting, and longer average travel times. An average household spends roughly 17% of the household budget on transportation costs currently (Bay Area average 16%), with this percentage estimated to increase to 20% by 2040 under no build conditions⁸. Implementing the high performing/composite scenario would reduce average household travel expenses to around \$700/month or 13.3% of an average household budget.

SCTA has not identified a performance target for this metric and it has been provided for informational purposes only. Staff will be recommending that a performance target be identified for this metric for the 2015 CTP or in a future CTP update and is seeking feedback on what an appropriate 2040 target would be.



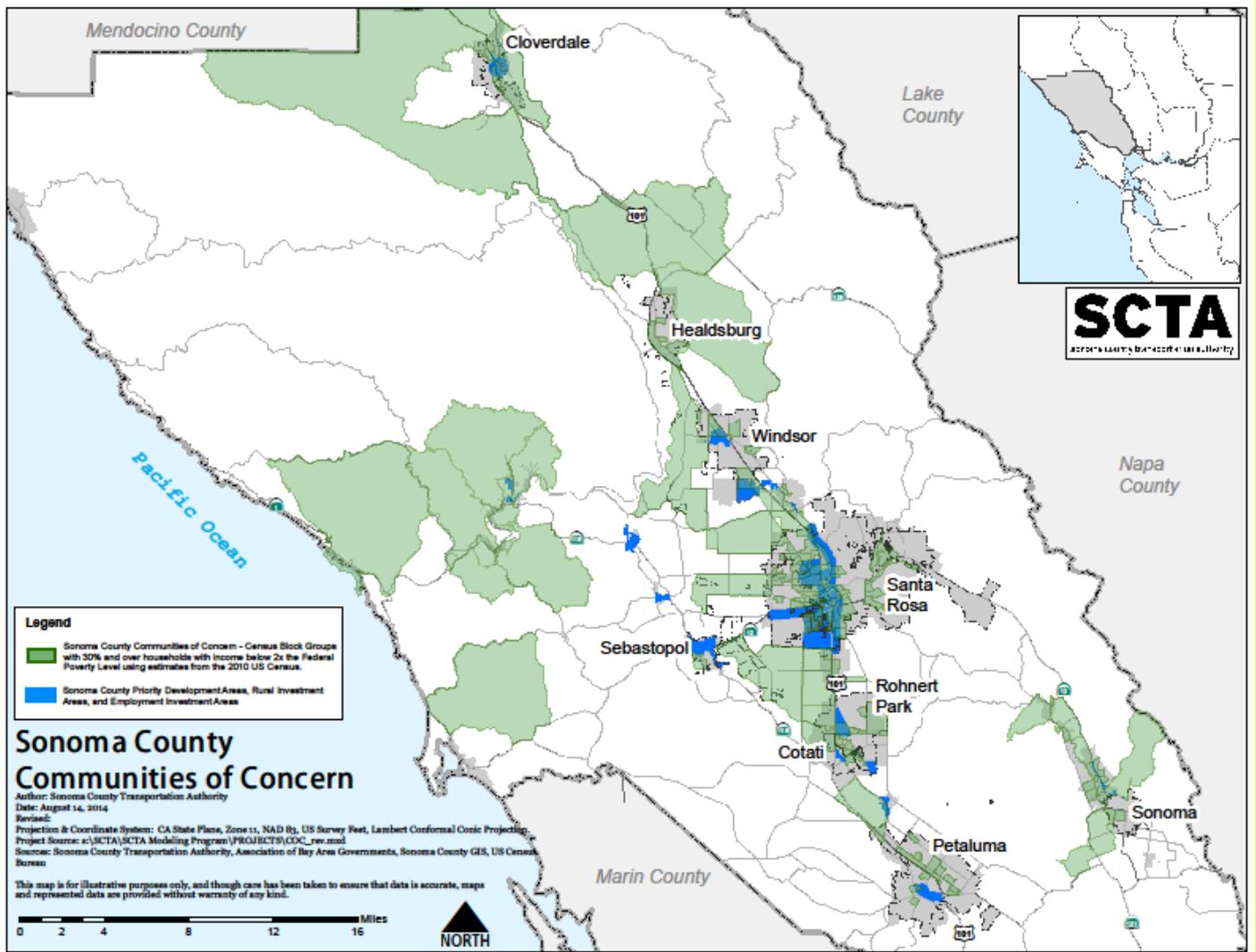
⁷ Monthly household travel costs include estimates travel costs including fuel, fees (parking/tolls), insurance, maintenance, and vehicle depreciation. Sources: SmartGAP data post processing (Strategic Highway Research Program), and AAA driving cost estimates. AAA estimates national average household driving costs at \$750/month in 2015.

⁸ Monthly household transportation costs were compared to 2010 Sonoma County Median Household income (\$63,356) to estimate percentage of household budget that would be spent on transportation.

Equitable Access

The SCTA has indicated that countywide transportation projects should also help provide equitable access to all Sonoma County residents and CTP projects should serve Communities of Concern if possible. Communities of Concern (CoCs) have been identified as areas with low-income or otherwise disadvantaged communities. In Sonoma County these areas are currently defined as census tracts in which 30% or more of families have incomes between 0 – 200% of the federal poverty level (\$21,660 - \$74,020 total household income depending on family size).

The projects, policies, and strategies, and approaches contained in the high performing or composite scenario should serve Sonoma County Communities of Concern and improve travel options and conditions within these areas.



What do we need to do to reach the CTP goals?

The CTP performance assessment and high performing/composite scenario analysis have indicated that the following approaches could be taken in order to achieve CTP goals and meet CTP performance targets:

- Road, highway, and transit maintenance funding shortfalls will need to be filled in order to repair and maintain the existing road and pavement system and transit service. Additional transit funding will need to be identified to pay for the transit expansion identified in the plan and that was included in the high performing/composite scenario.
- Construct selected transportation projects that demonstrate the ability to reduce congestion, emissions, improve health and safety, and improve the economy. The projects tested in the composite scenario could be a starting point.
- Implement transit vision improvements
- Continue current emphasis on PDA focused and city oriented development and limit development outside of Urban Growth Boundaries.
- Implement trip reduction strategies.
- Fill vacant capacity on the transit system by making transit more convenient, less expensive, faster, and more attractive, and/or making driving less attractive, more expensive, less convenient, or slower.
- Shift 120,000 daily trips (about 3.5% of total daily trips) from single occupant vehicles to walk or bike travel. This represents 3-4 out of every 100 trips shifted from SOVs to walking and biking. This could be achieved by making walking and biking more attractive, by improving pedestrian and biking infrastructure, making non-motorized travel more safe and convenient, increasing population and employment densities, and by increasing opportunities for shorter trips which are easier to make on foot or by bike.
- Implement system efficiency improvements – Make better use of the transportation system we have (with limited expansion/improvements).
- Implement vehicle fuel economy improvements beyond those currently mandated by the State. Improve the average vehicle fleet fuel economy up to 40 MPG by 2040. This could be achieved by increase electrification of the fleet, increased use of hybrid technology, higher fuel economies in the conventional vehicle fleet, and by encouraging more efficient driving.

Recommended Revisions to CTP Performance Targets:

The results of the 2015 Comprehensive Transportation Plan Performance Assessment have suggested that a few of the CTP performance targets be revised, and that the SCTA be asked to consider adding an additional goal to the CTP.

Staff recommends that the following new goal be added and changes to performance targets be made in the CTP:

- **NEW GOAL – SUPPORT LOCAL MOBILITY:** A significant proportion of projects that have been submitted by local jurisdictions and project sponsors for inclusion in the CTP are focused on improving local mobility, safety, and travel conditions. Many of these projects would provide little if any impact on countywide travel conditions. Staff recognizes the importance of improving both local and countywide travel conditions and feels it is appropriate to recognize the importance of local improvements in the CTP.

- **GOAL 1: MAINTAIN THE SYSTEM: Performance Target: Transit System Condition:** The current performance measure identified in the CTP for estimating transit system condition is average bus fleet age. Although current estimates for this metric are available, staff does not currently have a mechanism for providing good estimates for this metric in the future, and this metric also does not consider non-bus transit, or other system performance or service levels. MTC and the Federal Transit Administration are currently developing a more comprehensive metric for measuring transit system condition. Staff recommends using this metric when it is available, and changing the wording of the *Transit System Condition Performance Target* to “Maintain current service levels” as a place holder until the new metric can be adopted.
- **GOAL 4: PLAN FOR SAFETY AND HEALTH: Performance Target: Active Transportation:** The active transportation performance target includes a % reduction for single occupant vehicle mode share. The performance assessment has indicated that the performance target identified (reduce drive alone mode share to 33.3% by 2040) is not realistic. This goal should be focused on health and safety and should focus on active transportation. Staff recommends removing the single occupant vehicle portion of this performance target to increase the focus on increasing active mode share.
- **GOAL 4: PLAN FOR SAFETY AND HEALTH: Performance Target: Safety:** This target is focused on traffic safety and uses accident rates as a metric. Staff has been able to identify good sources of current accident rate data, but the current tools SCTA has tested for estimating future accident rates have been inadequate and are insensitive to safety improvement projects, policies, and approaches that have been identified in the CTP. The identified performance target (reduce total daily accident rates by 20% by 2040) also appears to be infeasible based on the performance assessment and continued growth. Additional people, jobs, and activity translates into more travel and more traffic accidents. Measuring per capita accident rates would control for population rates and potentially allow for a more targeted assessment of relative safety. Staff recommends investigating and implementing or developing improved accident estimation tools and methods for the next CTP, and that a per capita metric be considered for this performance measure and target.

Policy Impacts

This analysis explores what actions may be necessary to meet CTP goals and performance targets. Approaches and projects that are shown to help SCTA achieve CTP goals and reach performance targets could be highlighted or prioritized in the CTP.

Fiscal Impacts: No direct impacts at this time.

Staff Recommendation

Consider providing feedback on the overall performance assessment approach or results of the high performing or composite scenario analysis. Provide feedback on what it may take to implement the projects, policies, and technologies considered in the composite scenario. Provide feedback on the recommended revisions to CTP goals and performance targets.

Staff Report

To: Planning Directors/Planning Advisory Committee (PAC)
From: Janet Spilman, Deputy Director Planning and Public Outreach
Item: Moving Forward 2040, Comprehensive Transportation Plan 2015 Update
Date: October 15, 2015

Issue

What is the status of the Moving Forward 2040, Comprehensive Transportation Plan (CTP) update, specifically the content?

Overview

Moving Forward 2040 is an update of the CTP, not the re-write completed in 2008. The essential ideas themes of the text remain the same with factual updates to the existing conditions and additional content in performance and next steps. The draft will be circulated through the advisory committees then presented to the Board and public for review and approval.

There are several elements to the CTP process – public outreach, development and analysis of projects and policies (including Plan Goals), and content. This staff report details the development of the content of the CTP.

Content

Draft Moving Forward 2040 Outline – subject to change

1. Introduction/Executive Summary
2. Our Community – Existing Conditions
 - a. About Sonoma County
 - b. Land Uses and the Built Environment
 - c. Demographics
 - d. Existing Travel Characteristics
 - I. Workforce Commute
 - II. Trips to school
 - III. Other trips
 - e. Transportation System
 - I. Bus Transit Services
 - II. ADA/Paratransit
 - III. Passenger Rail

- IV. Highway System
- V. Streets & Roadway System
- VI. Bicyclist and Pedestrian System
- VII. Air Transportation
- VIII. Water Transportation
- IX. Goods Movement
- f. Current Funding Options and Constraints
- 3. Future of Transportation
 - a. Forecasts
 - i. Population, Jobs, Travel Patterns, Congestion
 - b. Projects
 - c. Programs
 - d. New technologies
- 4. Vision 2040
 - a. Purpose/need
 - b. Goals
 - i. Maintain the System,
 - ii. Relieve Congestion,
 - iii. Reduce GHG,
 - iv. Safety & Health,
 - v. Economic Vitality
 - vi. Description of goals in transportation setting
 - c. Reaching Our Goals
 - i. Metrics – Increase PCI, reduce VMT and person hours of delay, safety metric, reduce GHG, health metric
 - ii. Scenarios

Policy Impacts

The CTP serves as guidance for transportation projects and policies.

Fiscal Impacts

The CTP has no fiscal impacts.

Staff Recommendation:

Please review.



TO: Regional Advisory Working Group

DATE: September 29, 2015

FR: Anne Richman, Director, Programming and Allocations, MTC

RE: One Bay Area Grant Program 2 Proposal

Background

The inaugural One Bay Area Grant Program (OBAG 1) was approved by the Commission in May 2012 (MTC Resolution No. 4035) to better integrate the region's discretionary federal highway funding program with California's climate statutes and the Sustainable Communities Strategy (SCS). OBAG 1 supported *Plan Bay Area*, the region's Regional Transportation Plan / SCS, by incorporating the following program features:

- Targeting project investments into Priority Development Areas (PDA);
- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing;
- Supporting open space preservation in Priority Conservation Areas (PCA);
- Providing a larger and more flexible funding pot to the county-level Congestion Management Agencies (CMAs) to deliver transportation projects in categories such as transportation for livable communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing specific funding opportunities for Safe Routes to School (SRTS).

The successful outcomes of this program are outlined in the "One Bay Area Grant Report Card," which was presented to the MTC Planning Committee in February 2014 (http://files.mtc.ca.gov/pdf/OBAG_Report_Card.pdf).

With only two years remaining of the OBAG 1 cycle (FY2015-16 and FY2016-17), preparations are well underway for the development and implementation of the next round of OBAG. Commission consideration of the OBAG 2 program proposal is anticipated at the November meeting.

Recommendations

Considering the positive results achieved to date in OBAG 1, staff recommends only minor revisions for OBAG 2. Listed below are principles that have guided the proposed program revisions:

1. Maintain Realistic Revenue Assumptions:

OBAG 2 funding is based on anticipated future federal transportation program apportionments. In recent years, the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement programs (STP/CMAQ) have not grown, and changes in the federal and state programs (such as elimination of the Transportation Enhancement (TE) program) have resulted in decreases that were not anticipated when OBAG 1 was developed. For OBAG 2, a 2% annual escalation rate above current federal revenues is assumed, consistent with the mark-up of the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act by the Senate Environment and Public Works Committee. Even with the 2% escalation, revenues for OBAG 2 are 4% less than revenues for OBAG 1, due to the projections of OBAG 1 being higher than actual revenues, and the fact that OBAG 1 included Transportation Enhancement (TE) funds which are no longer available to be included in OBAG 2.

2. Support Existing Programs and maintain Regional Commitments while Recognizing Revenue Constraints:

The OBAG Program as a whole is expected to face declining revenues from \$827 million in OBAG 1 to \$790 million in OBAG 2. Therefore, staff recommends no new programs and to strike a balance among the various transportation needs supported in OBAG 1.

- a. The regional pot of funding decreases by 4%. With the exception of regional planning activities (that grows to account for escalation) and the Priority Conservation Area (PCA) program (that receives additional funds redirected from an OBAG 1 project), all other funding programs are either maintained at or decreased from their OBAG 1 funding levels.
- b. The OBAG 2 county program decreases by 4%. As compared to the county program under OBAG 1, largely the same planning and project type activities are proposed to be eligible under OBAG 2.

The proposed OBAG 2 funding levels for the regional and county programs are presented in Table 1 below. See Attachment 1 for more details on these programs and a comparison with the OBAG 1 fund cycle.

Table 1. OBAG 2 Funding Proposal

OBAG 2 Programs	OBAG 2 Proposed Funding (million \$, rounded)
Regional Planning Activities	\$10
Pavement Management Program	\$9
Regional Priority Development Area (PDA) Planning	\$20
Climate Change Initiatives	\$22
Priority Conservation Area (PCA) Program	\$16
Regional Active Operational Management	\$170
Regional Transit Priorities	\$190
County CMA Program	\$354
OBAG 2 Total	\$790

3. Support the Plan Bay Area’s Sustainable Communities Strategy (SCS) by Linking OBAG Funding to Regional Housing Needs Allocation (RHNA), Housing Production, Affordable Housing, and Smart Growth Goals:

OBAG 2 continues to support the SCS for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs). A few changes are proposed for OBAG 2, to further improve upon the policies that have worked well in OBAG 1 (see also Attachment 2).

- a. PDA Investment targets remain at OBAG 1 levels: 50% for the four North Bay counties and 70% for the remaining counties.
- b. PDA Investment Growth Strategies should play a strong role in guiding the County CMA project selection and be aligned with the Plan Bay Area update cycle.
- c. Three alternatives are under consideration for the county OBAG 2 distribution formula in response to Commission request at the July Programming and Allocations Committee meeting (see Table 2).

Table 2. OBAG Distribution Factor Alternatives

	Population	Housing Production	Housing RHNA	Housing Affordability
OBAG 1	50%	25%	25%	50%
OBAG 2 <i>Affordable Housing</i>	50%	30%	20%	60%
OBAG 2 <i>Affordable + Moderate</i>	50%	30%	20%	60%*
OBAG 2 <i>Housing Production</i>	50%	50%	0%	60%

*Includes moderate as well as low and very low income levels for RHNA and housing production.

Also, the distribution formula is proposed to be based on housing over a longer time frame, considering housing production between 1999 and 2006 (weighted 30%) and between 2007 and 2014 (weighted 70%) in order to mitigate the effect of the recent recession and major swings in housing permit approvals (see Table 3).

Table 3. Housing Production Trends

County	Total Housing Production ¹			
	1999-2006		2007-2014	
Alameda	33,697	15.9%	19,615	15.9%
Contra Costa	47,956	22.6%	16,800	13.6%
Marin	5,772	2.7%	1,543	1.3%
Napa	5,245	2.5%	1,434	1.2%
San Francisco	17,439	8.2%	20,103	16.3%
San Mateo	10,289	4.9%	8,169	6.6%
Santa Clara	52,018	24.5%	44,823	36.4%
Solano	18,572	8.8%	4,972	4.0%
Sonoma	20,971	9.9%	5,639	4.6%
Totals	211,959	100.0%	123,098	100.0%

¹ OBAG 1 total housing production numbers were based on the number of permits issued from 1999-2006. OBAG 2 total housing production numbers are based on the number of permits issued over a longer period from 1999-2006 (weighted 30%) and from 2007-2014 (weighted 70%) and have not been capped to RHNA allocations.

The resulting alternative county distribution formulas are presented in Attachment 2.

4. Continue Flexibility and Local Transportation Investment Decision Making:

OBAG 2 continues to provide the discretion and the same base share of the funding pot (40%) to the CMAs for local decision-making. Also, two previously regional programs, Safe Routes to Schools and the Federal-Aid Secondary (rural roads) programs, have been consolidated into the county program with funding targets to ensure that these programs continue to be funded at specified levels.

5. Cultivate Linkages with Local Land-Use Planning:

As a condition to access funds, local jurisdictions need to continue to align their general plans' housing and complete streets policies as part of OBAG 2 and as separately required by state law (see Attachment 3).

Complete Streets Requirements

Jurisdictions have two options for demonstrating complete streets compliance, which must be met by January 31, 2016:

- a. Adopt a Complete Streets Resolution incorporating MTC's nine required complete streets elements; or
- b. Adopt a significant revision to the circulation element of a General Plan after January 1, 2011 that complies with the California Complete Streets Act of 2008.

Housing Element Requirements

Jurisdictions must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. Furthermore, under state statute, applicable jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. Jurisdictions receiving OBAG 2 funding must comply with this statute during the entire OBAG 2 funding period or risk de-programming of OBAG 2 funding.

6. Continue Transparency and Outreach to the Public Throughout the Project Selection Process:

CMA's will continue to report on their outreach process as part of their solicitation and selection of projects for OBAG 2. Each CMA will develop a memorandum addressing outreach, agency coordination and Title VI civil rights compliance.

Outreach and OBAG 2 Development Schedule

To date, MTC staff has made presentations on the OBAG 2 framework to the Policy Advisory Council, Programming and Allocations Committee, the Partnership Technical Advisory Committee and associated working groups. Comments received to date have been reviewed and revisions have been made to the proposal as a result of this stakeholder feedback. Comment letters and summarized stakeholder feedback have been posted at <http://www.mtc.ca.gov/funding/obag2/>.

The final OBAG 2 program is anticipated to be presented to the Commission in November for adoption, which will subsequently kick off the CMA's' project solicitation process. Commission approval of OBAG 2 regional programs and CMA project submittals is anticipated for December 2016 (see Attachment 4 for full schedule).

Other Noted Program Revisions

Regional Safe Routes to School (SRTS) Program: In December 2014, the Committee approved adding a fifth-year (FY 2016-17) to OBAG 1 in order to address program shortfalls due to lower than expected apportionments. After closing those shortfalls, the balance was directed to continue time critical operations and planning programs at lower levels than prior years. A number of committee members expressed interest in restoring funding up to the SRTS annual funding level of \$5 million. Staff has identified cost savings from prior cycles of federal funding, and is seeking consensus from the Committee to increase FY2016-17 SRTS funding from \$2.7 million to \$5.0 million. Staff will bring back the programming action to the Commission in November. For OBAG 2, recommended funding levels for the program are \$5 million per year (\$25 million total).

Available OBAG 1 Funding from Bikeshare Program: With the transition of the Bikeshare program to a public-private partnership model, \$6.4 million in OBAG 1 funds that were programmed to Bikeshare are now available for reprogramming. Staff proposes to augment the PCA program, providing an additional \$3.2 million each to the North Bay and Regional programs. The revised PCA program total of \$16 million is 60% higher than OBAG 1 funding levels – the only category proposed for such significant growth in OBAG 2.

MTC staff invites discussion and direction on any remaining issues as the OBAG 2 programming policies and procedures are being finalized.

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OBAG 2 Program Considerations		OBAG 1	OBAG 2
Regional Programs			(millions)
1. Regional Planning Activities			
<ul style="list-style-type: none"> Continue regional planning activities for ABAG, BCDC and MTC with 2.0% annual escalation from final year of OBAG 1 	\$8	\$10	
2. Pavement Management Program			
<ul style="list-style-type: none"> Maintain PMP implementation and PTAP at OBAG 1 funding level 	\$9	\$9	
3. PDA Planning and Implementation			
<ul style="list-style-type: none"> Maintain Regional PDA/TOD Planning and Implementation at OBAG 1 levels Focus on cities with high risk of displacement 	\$20	\$20	
4. Climate Initiatives Program			
Continue climate initiatives program to implement the SCS	\$22	\$22	
5. Priority Conservation Area (PCA)			
<ul style="list-style-type: none"> Increase OBAG 1 Programs: \$8M North Bay & \$8M Regional Program for the five southern counties and managed with the State Coastal Conservancy \$6.4M redirected from OBAG 1 regional bicycle sharing savings. Reduce match requirement from 3:1 to 2:1. MTC funding to be federal funds. Support State Coastal Conservancy to use Cap and Trade and other funds as potential fund source for federally ineligible projects. Regional Advance Mitigation Program (RAMP) activities eligible for funding 	\$10	\$16	
6. Regional Operations			
<ul style="list-style-type: none"> Freeway Performance Initiatives, Incident Management, Transportation Management System, 511, Rideshare Focus on partnerships for implementation, key corridor investments, and challenge grant to leverage funding 	\$184	\$170	
7. Transit Priorities Program			
<ul style="list-style-type: none"> BART Car Phase 1 Clipper Next Generation System Transit Capital Priorities (TCP), Transit Performance Initiatives (TPI) 	\$201	\$190	
	\$454	\$436	
Local Programs			
❖ Local PDA Planning			
Eliminate Local PDA Planning as a separate program. <ul style="list-style-type: none"> PDA planning eligible under County program. 	\$20	-	
❖ Safe Routes to School (SRTS)			
Managed by CMAs. Provide Safe Routes To School grants to local jurisdictions. <ul style="list-style-type: none"> Maintain Safe Routes to School – Add to county shares. Use FY 2013-14 K-12 school enrollment formula \$25M minimum not subject to PDA investment requirements. Counties may opt out if they have their own county SRTS program 	\$25	-	
❖ County Federal-Aid Secondary (FAS)			
Managed by CMAs. Provide FAS funding to Counties. <ul style="list-style-type: none"> Fully fund county FAS requirement (\$2.5 M per year). Funding not included in OBAG 1 because FAS requirement had been previously satisfied. \$13M guaranteed minimum not subject to PDA investment requirements 	-	-	
	\$45		
County CMA Programs			
❖ County CMA Program			
<ul style="list-style-type: none"> Local PDA Planning optional through CMA County OBAG Program SRTS included in County OBAG program (use K-12 school enrollment formula) FAS included in County OBAG program (use FAS formula) Adjustment to ensure county planning is no more than 50% of total amount CMA Planning Base with 2.0% annual escalation from final year of OBAG 1 County CMA 40% base OBAG program (not including CMA Planning Base) 	-	-	
	-	\$25	
	-	\$13	
	-	\$1	
	\$36	\$39	
	\$291	\$276	
	\$327	\$354	
Program Total	\$827	\$790	

**OBAG 2
STP/CMAQ
County Formula
September 25, 2015**

Attachment 2

Option	Population	Housing RHNA	Housing Production	Weighting within RHNA and Housing Production		
				Very Low + Low Income RHNA and Housing Production	Very Low + Low + Moderate Income RHNA and Housing Production	Total Housing Production
OBAG 1 Distribution	50%	25%	25%	50%	-	50%
OBAG 2 Affordable Housing	50%	20%	30%	60%	-	40%
OBAG 2 Affordable + Moderate	50%	20%	30%	-	60%	40%
OBAG 2 Production Housing Only	50%	0%	50%	60%	-	40%

OBAG CMA County Funding Formula

	Population 2014	1 OBAG 1	2 Affordable	3 Affordable+Moderate	4 Production Only
OBAG Cycle Scenario		OBAG 1 Actual	OBAG 2 Affordable	OBAG 2 Affordable+Moderate	OBAG 2 Production Only
RHNA Years (2007-2014)		Draft RHNA	Final RHNA	Final RHNA	No RHNA
Housing Production - 1999-2006		1999-2006 (Capped)	1999-2006 (Uncapped) 30%	1999-2006 (Uncapped) 30%	1999-2006 (Uncapped) 30%
Housing Production - 2007-2014			2007-2014 (Uncapped) 70%	2007-2014 (Uncapped) 70%	2007-2014 (Uncapped) 70%
Housing Affordability		Affordable	Affordable	Affordable+Moderate	Affordable
Alameda	21.2%	19.6%	20.3%	19.9%	19.2%
Contra Costa	14.6%	14.1%	13.6%	14.8%	14.2%
Marin	3.4%	3.3%	2.6%	2.6%	2.8%
Napa	1.9%	2.3%	1.5%	1.6%	1.6%
San Francisco	11.3%	12.0%	13.9%	13.2%	14.5%
San Mateo	10.0%	8.3%	8.5%	8.5%	7.8%
Santa Clara	25.2%	27.3%	28.3%	27.6%	27.8%
Solano	5.7%	6.0%	4.9%	5.2%	5.1%
Sonoma	6.6%	7.3%	6.4%	6.6%	7.1%

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- 1: OBAG1 Actual Distribution
2. Affordable Housing Production Weighted
3. Affordable AND Moderate Production Housing Weighted
4. Affordable Housing Production Only - No RHNA

OBAG 2 County Program Considerations

❖ **County Generation Formula**

- Continue existing PDA investment targets of 50% for North Bay counties and 70% for all others.
- Adjust county generation formula. Maintain population weighting factor while increasing housing production weighting factor, with housing affordability (very low and low) increased in weighting within both the Housing Production and RHNA.
- Consider housing production over a longer time frame, between 1999 and 2006 (weighted 30%) and between 2007 and 2014 (weighted 70%).
- Three alternatives are under consideration for the distribution formula:

OBAG Distribution Factor Alternatives

	Population	Housing Production	Housing RHNA	Housing Affordability
OBAG 1	50%	25%	25%	50%
OBAG 2 <i>Affordable Housing</i>	50%	30%	20%	60%
OBAG 2 <i>Affordable + Moderate</i>	50%	30%	20%	60%*
OBAG 2 <i>Housing Production</i>	50%	50%	0%	60%

*Includes moderate as well as low and very low income levels for RHNA and housing production.

❖ **Housing Element**

- Housing element certified by California Department of Housing and Community Development (HCD) by May 31, 2015.
- Annual report on housing element compliance.

Missed Deadline for Certified Housing Element

Jurisdiction	County
Fairfax	Marin
Half Moon Bay	San Mateo
Monte Sereno	Santa Clara
Dixon	Solano

❖ **General Plan Complete Streets Act Update Requirements**

- For OBAG 1, jurisdictions are required to have either a complete streets policy resolution **or** a general plan that complies with the complete streets act of 2008 by January 31, 2013.
- For OBAG 2, jurisdictions are required to have either a complete street policy resolution **or** a circulation element of the general plan updated after January 1, 2011 that complies with the Complete Streets Act of 2008. The deadline for compliance with this requirement is January 31, 2016. This modified approach focuses on the local complete streets resolution while acknowledging the jurisdictions that have moved forward with an updated circulation element in good faith of the requirements anticipated for OBAG 2.

❖ **PDA Investment and Growth Strategy**

- Currently, OBAG 1 requires an annual update of the PDA investment and growth strategy. For OBAG 2, updates are required every four years with an interim status report after two years. The update would be coordinated with the countywide plan updates to inform Regional Transportation Plan (RTP) development decisions. The interim report addresses needed revisions and provides an activity and progress status.

❖ **Public Participation**

- Continue using the Congestion Management Agency (CMA) self-certification approach and alter documentation submittal requirements to require a CMA memorandum encompassing three areas: public outreach, agency coordination and Title VI.

❖ **Other**

- BAAQMD "Healthy Places" type considerations allowed, but not required.

OBAG 2 Tentative Development Schedule	
May-June 2015	
<ul style="list-style-type: none"> • Outreach <ul style="list-style-type: none"> • Refine proposal with Bay Area Partnership and interested stakeholders • Policy Advisory Council / ABAG 	
July 2015	
<ul style="list-style-type: none"> • Present Approach to Programming and Allocation Committee (PAC) <ul style="list-style-type: none"> • Outline principles and programs for OBAG 2 • Approve complete streets requirement 	
July-October 2015	
<ul style="list-style-type: none"> • Outreach <ul style="list-style-type: none"> • Finalize guidance with Bay Area Partnership and interested stakeholders 	
November 2015	
<ul style="list-style-type: none"> • Commission Approval of OBAG 2 Procedures <ul style="list-style-type: none"> • November Programming & Allocations Committee (PAC) and Policy Advisory Council • Commission approval of OBAG 2 procedures & guidance 	
December 2015 - September 2016	
<ul style="list-style-type: none"> • CMA Call for Projects <ul style="list-style-type: none"> • CMAs develop county programs and issue call for projects • CMA project selection process • County OBAG 2 projects due to MTC (September 2016) 	
December 2016	
<ul style="list-style-type: none"> • Commission Approval of OBAG 2 Projects <ul style="list-style-type: none"> • Staff review of CMA project submittals • Commission approves regional programs & county projects 	<p>NOTE: 2017 TIP Update: December 2016</p>
February 2017	
<ul style="list-style-type: none"> • Federal TIP <ul style="list-style-type: none"> • TIP amendment approval 	
October 2017	
<ul style="list-style-type: none"> • First year of OBAG 2 (FY 2017-18) <ul style="list-style-type: none"> • On-going planning and non-infrastructure projects have access to funding 	<p>NOTE: Plan Bay Area Update: Summer 2017</p>
October 2018	
<ul style="list-style-type: none"> • Second year of OBAG 2 (FY 2018-19) <ul style="list-style-type: none"> • Capital projects have access to funding 	

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