SCTA
sonoma county transportation authority

490 MENDOCINO AVENUE, SUITE 206
SANTA ROSA, CA 95401
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RCPA
regional climate protection authority

Planning Directors/Planning Advisory Committee

MEETING AGENDA

Thursday, June 18, 2015, 9:30 a.m. ***NEW DATE***

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 April 16, 2015 – ACTION*

4. Round table members discussion

5. Shift Sonoma County and Santa Rosa Car Share Update – Staff Report – INFORMATION*

6. Moving Forward 2040 – CTP 2015* - INFORMATION

6.1. Project & Performance Review - http://sctainfo.org/comprehensive-transportation-plan.htm (scroll down for project lists)

6.2. Performance Review*- Evaluation of 2009 CTP and Moving Forward

7. Plan Bay Area Update - INFORMATION

7.1. Regional Advisory Working Group* - April 7, June 2, 2015 - https://mtc.legistar.com/Calendar.aspx

7.2. ABAG Regional Housing & Employment forecast* - presentation to SCTA June 8

7.3. One Bay Area Grant Cycle 2* - https://mtc.legistar.com/Calendar.aspx

8. Items of interest - INFORMATION

8.1. MTC Climate Initiatives Parking Management and TDM grant program – call for projects - http://mtc.ca.gov/funding/cipm_tdm.htm

8.2. Draft California Transportation Plan 2040-available for review – Caltrans still taking comments

8.2.1. CALCOG comments on CA2040

8.3. Caltrans District 4 Bicycle Plan* - Caltrans kicks of bike plan for state highway system

8.4. Vital Signs phase 2 – See MTC website http://www.vitalsigns.mtc.ca.gov/ for phase 1

9. Other Business /Next agenda

10. Adjourn

*Attachment

The next **S C T A** meeting will be held **July 13, 2015**

The next **Planning Directors/PAC** meeting will be held **July 16, 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 ADVISORY COMMITTEE MEETING NOTES

Meeting Notes of April 16, 2015

Jurisdiction	September	October	January (November and December meetings cancelled)	February	March	April
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 9:33 a.m. by Janet Spilman.

Committee Members: Scott Duiven, City of Petaluma; Gillian Hayes, Graton Rancheria; Kim Jordan, Town of Windsor; Amy Lyle, Sonoma County PRMD; Linda Meckel, SMART; Kenyon Webster, City of Sebastopol.

Guests: Stefanie Hom, MTC; Lisa Micheli, North Bay Climate Ready Municipal User Group.

Staff: Chris Barney, Lauren Casey, Nina Donofrio, Misty Mersich, Janet Spilman, Dana Turréy.

2. Public Comment

None.

3. Administrative

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

At the request of Misty Mersich, an update on Climate Action 2020 was added to the agenda, to be addressed following Item 5.

3.2. Review Meeting Notes from March 19, 2015 – ACTION*

Approved as submitted.

3.3. 2015 Meeting schedule – new meeting day 3rd Thursday beginning March 19

Ms. Spilman announced that meetings will now take place the third Thursday of the month.

4. Round table members discussion

City of Sebastopol:

Kenyon Webster announced that the City adopted its Housing Element. Staff is awaiting the final confirmation letter from the State.

City Council is adopting regulations regarding the conversion of parking spaces to parklets, and has determined that these will not be allowed for private use (e.g., for a restaurant's exclusive use).

Another new policy being studied is the regulation of intersection art work and pavement painting projects.

SMART:

Linda Meckel announced delivery of the first train set at a Pilot Car Ceremony on April 7.

Staff is currently working on contract negotiations for the bicycle parking plan, and will be studying all 15 SMART rail stations.

Sonoma County PRMD:

Amy Lyle reported that staff has been involved in plans for several significant winery projects, and a large project at Sonoma Raceway, as well as a winery/agricultural/event center at Tolay Springs.

Staff is revising the ordinance for vacation rentals.

Staff has also been working with the Greenbelt Alliance on community separators, as these will be expiring in 2016 and 2018.

Staff has been working with the Coastal Commission on updating the coastal plan, and has been awarded a grant to study sea level rise along the coast.

Additionally, staff has been involved in preparing a PDA grants for the employment investment area and rural investment area; therefore, the RFP for the Airport SMART station plan will likely be released at the end of this month.

Place-making activities are also taking place in the Springs area.

In response to questions from Lauren Casey, Ms. Lyle summarized the scope of the sea level rise study and the agencies involved with staff in conducting this study.

Ms. Lyle explained that she is working on the Airport SMART station PDA and that Yolanda is working on the Springs PDA, and agreed to forward these to Ms. Spilman.

Ms. Lyle next announced that the County will be recruiting for a limited-term Planner starting next month.

City of Petaluma:

Scott Duiven reported that the City's parking proposal has not moved forward due to lack of capacity.

Staff has been working on community separators.

Projects are slowly getting built on the commercial side as well as residential.

Graton Rancheria:

Gillian Hayes announced that staff is completing negotiations on the Electric Vehicle (EV) charger grant contract with BAAQMD to provide chargers.

Staff is working on a grant for tribal funds for climate adaptation training and educational workshops. They are also working on the Tribal Community Garden Plan. The Transportation Plan is undergoing review in draft form by the Bureau of Indian Affairs. If approved by the Bureau, the next step will be to get public comment. In the future (approximately two to three months) they will be recruiting for additional planning staff.

RCPA:

Lauren Casey reported that staff will be releasing an RFP for services related to electric vehicles and to support electric vehicle infrastructure throughout the County. An RFP for Transportation Mode Shift will also be released. This matter will be addressed later in this agenda.

Town of Windsor:

Kim Jordan reported controversy regarding the Bell Village project and related political issues, as well as conflict with emergency vehicle access and tree preservation.

MTC:

Stefanie Hom of MTC announced that staff is ramping up for Plan Bay Area outreach workshops, with all the workshops taking place on the same evening. These will address regional issues specific to Sonoma County.

Staff has issued a policy on what would be considered "committed" projects and is preparing for project collection.

The pavement index has been released. Ms. Hom noted that the condition throughout the region as a whole has remained static; it has not improved but has not gotten worse.

5. North Bay Climate Ready Municipal User Group – Presentation by Lisa Micheli* (12.9KB pdf file to be sent in second email).

Ms. Casey introduced Lisa Micheli of the Pepperwood's Dwight Center for Conservation Science, explaining that this agency is working with and has been conducting meetings with various County agencies (e.g. water agencies, Parks, Open Space, etc.) on planning tools.

Ms. Micheli presented a slide show and summarized the project overview, core data sets, and sample custom data products. She explained that the grant for this does not include sea level rise; therefore, this is not reflected in the data being presented. She further explained that this information represents localized impact to communities.

Ms. Micheli responded to Committee questions regarding model assumptions and which models to base planning on. At the request of the Committee, she agreed to forward the slide presentation. She explained Pepperwood's funding sources for developing this study and presentation.

6. Plan Bay Area Update

6.1. Regional Advisory Working Group* - April 7, 2015

Ms. Spilman referred to the agenda for the April 7 meeting and noted that the May 7 meeting time has been changed to 6:00 p.m. at the request of the MTC Commissioner.

The RTP project list and Comprehensive Countywide Transportation Plan will be integrated into these activities.

Ms. Spilman announced that Dr. Cynthia Kroll of ABAG will have a presentation on the recent economic prosperity study at the next SCTA/RCPA Board meeting on June 8 and encouraged Committee members to attend, noting that this information will be specific to Sonoma County.

6.2. ABAG Regional Housing & Employment forecast – phase 1 – existing conditions – information to be sent under separate cover.

7. Items of interest

7.1. Vital Signs phase 2 – See MTC website http://www.vitalsigns.mtc.ca.gov/ for phase 1

Ms. Spilman referred the Committee to this information, noting that it shows valuable data up to date, and that it is a good supplement to the economic forecast, which shows information going forward.

Ms. Hom explained that Phase 3 and 4 will be forthcoming within the next three months. These will likely summarize economic conditions.

Ms. Hom reported that a presentation on Phase 2 has been prepared and offered to share this at the next Committee meeting.

7.2. Draft California Transportation Plan 2040-available for review - comment period ends on April 17.

Ms. Spilman announced that comments on this are due April 17.

8. Mode SHIFT RFP – Staff Report – INFORMATION*

Ms. Turréy explained that this RFP is under the same grant as the Fuel Shift RFP. This represents an

effort to shift transportation from automobiles to other transportation. The RFP is available online at the SCTA website.

9. Other Business /Next agenda

Under Item 6.2, Chris Barney announced that ABAG and MTC is starting the update process for the Sustainable Communities Strategy and regional forecast and has begun discussion on this with staff. He referred to the one-page summary provided by ABAG/MTC showing the existing land use data collection strategy call for input. They will be soliciting input online. He summarized the online format for inputting data, emphasizing flexibility in providing the information. They will be refreshing 2010 information to 2015. They are seeking lists on recent construction (between 2010 and 2015) as well as significant projects anticipated in the future.

Zoning and urban growth policy updates are also under way. ABAG and MTC is seeking updated zoning maps showing allowed uses and development intensities, as well as urban growth boundaries.

ABAG/MTC is anticipating completion of this by December 2015. Mr. Barney offered his assistance with jurisdictions in providing the needed information. In response to Committee questions, he said he would contact MTC for a firm deadline for this.

Misty Mersich provided an update on Climate Action 2020 reporting that the administrative draft would not be available next week, and will email the Committee with the new schedule. Staff is prioritizing the writing assumptions on each of the measures. She announced that she had just emailed the Climate Action Group regarding the greenhouse gas performance standards and proposal, with discussions to follow on these.

10. Adjourn

11:15 a.m.

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Staff Report

To: **Planning Directors/Planning Advisory Committee**

From: **Dana Turréy, Transportation Planner**

Item: **Shift Sonoma County and Santa Rosa Car Share**

Date: **June 18, 2015**

Issue:

What is the status of Shift Sonoma County Plans and the Santa Rosa Car Share Project?

Background:

SCTA/RCPA was awarded with a Sustainable Communities Planning grant from the Strategic Growth Council to complete transportation fuel mode shift action plans, "Shift Sonoma County." SCTA was also awarded a Climate Initiatives grant from the Metropolitan Transportation Commission (MTC) for implementation of Car Share services in Santa Rosa. These related efforts have recently launched and will be ongoing over the next year.

Shift Sonoma County:

Shift Sonoma County is aimed at facilitating a reduction in GHG emissions from transportation by reducing vehicle miles traveled (VMT) and automobile fuel use in a manner that achieves improvements to public health and promotes equity.

The Transportation **Fuel Shift Action Plan (Fuel Shift Plan)** element of the Shift grant will facilitate a shift in transportation away from internal combustion engine (ICE) vehicles towards low emitting modes in Sonoma County. The Fuel Shift Plan will include an electric vehicle charging infrastructure program needs assessment, a municipal electric vehicle action plan, and a private electric vehicle action plan. A consultant team with ICF International and REJ Electric was selected for the Fuel Shift Plan by a panel of SCTA and RCPA staff and partner agencies after interviews held on May 18th.

The Transportation **Mode Shift Action Plan (Mode Shift Plan)** element of the Shift grant will promote a shift in modes used for personal transportation through a feasibility study and action plan for shared mobility infrastructure and transportation demand management (TDM) programs on behalf of the ten local jurisdictions of Sonoma County. The Mode Shift Plan will include a TDM needs assessment and program plan, a bike share feasibility study, and a car share feasibility study. A consultant team with Nelson Nygaard, W-Trans, and SPG Consulting was selected for the Mode Shift Plan by a panel of SCTA and RCPA staff and partner agencies after interviews held on May 18th.

Both Shift Sonoma County elements will begin with a countywide needs assessment and gap analysis to document existing conditions and determine the scope of needs for the feasibility studies and action plans.

The Mode Shift Plan will also include a Santa Rosa specific site assessment and demand analysis that will inform the Santa Rosa Car Share implementation project, which is described below.

Santa Rosa Car Share:

The Santa Rosa Car Share project will implement the first robust car sharing system in Sonoma County with vehicle pods in up to four key communities. Car sharing in Santa Rosa would help break barriers for increased use of transit, carpool, vanpool, and biking.

A steering committee made up of SCTA and RCPA staff and local partners has identified a list of potential car share pod sites in Santa Rosa around employment and transit hubs, and major trip generators. These sites will be analyzed by the Mode Shift Plan consultant team for market demand, location access, and program sustainability. New sites that show demographics characteristic of successful car share sites may also be identified through this analysis. The consultant team will also analyze profitability of potential sites and subsidies that may be required for implementation. A scope for planning, outreach, and implementation for the first phase of car sharing in Santa Rosa will also be completed.

Once complete, the site assessment will be reviewed by the steering committee and car share companies to negotiate and determine where car share vehicles will be located. Marketing and outreach will likely begin in early 2016, in advance of the arrival of car share vehicles.

Policy Impacts:

There are no policy impacts associated with this item.

Staff Recommendation:

None. This is an informational item.

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Staff Report

To: **Transit Technical Advisory Committee**

From: **Chris Barney, Senior Transportation Planner**

Item: **2015 CTP Project Performance Assessment**

Date: **6/10/2015**

Issue

Staff has completed the preliminary stages of the Comprehensive Transportation Plan (CTP) Project Performance Assessment. This work is intended to help determine how future transportation projects or policies support, or detract from, the CTP's goals and objectives. A summary of the results of this work and recommendations for how this information should be used and presented is included in this report.

CTP Goals and Performance Targets

The SCTA has set ambitious goals focused on improving the transportation system in Sonoma County. Performance targets have been identified which can help measure progress made in achieving the goals. A subset of large transportation projects and the complete CTP project list have been analyzed as part of the project performance assessment.

The SCTA has indentified the following goals and associated performance targets that may guide decisions about future improvements to the countywide transportation system:

1. Goal 1: Maintain the System
    - *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.
    - *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).

2. Goal 2: Relieve Traffic Congestion.
    - *Performance Target: Congestion Reduction - Reduce Person Hours of Delay (PHD) by 20% below 2005 levels by 2040.* Staff has estimated annual peak period delay per Traveler for each transportation scenario. This metric can be used to compare countywide congestion conditions to congestion conditions in other regions.[1]

[1] Annual Person-Hours of Traffic Delay per Traveler is an estimate made for large, medium, and small regions annually by the Texas Transportation Institute and published by the US Bureau of Transportation Statistics.

3. Goal 3: Reduce Greenhouse Gas Emissions
    - *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.

4. Goal 4: Plan for Safety and Health
    - *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%).
    - *Performance Target: Safety* – Reduce total daily accident rates by 20% by 2040.

5. Goal 5: Promote Economic Vitality
    - *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).
    - *Performance Target: Provide equitable access* - CTP projects should serve Communities of Concern[2] if possible. Staff has calculated average monthly household transportation costs, and percentage of average household income devoted to transportation for each scenario. This metric provides additional information on how different transportation projects and policies may impact the affordability of transportation in Sonoma County.

CTP Projects

The CTP includes a variety of transportation projects such as regional highway and freeway projects, local streets and roads projects, transit maintenance and system improvement projects, and bicycle and pedestrian projects. These projects have been submitted by project sponsors, generally local jurisdictions or transit providers, as future transportation priorities. Projects may address system condition and maintenance, improve roadway or transit system capacity or efficiency, provide additional mobility, or improve safety and operations. Different types of projects may help improve the regional or countywide transportation system or may be intended to improve neighborhood mobility, safety, and the quality of local circulation.

Some CTP 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 build" conditions. A list of CTP committed projects is provided below.

CTP 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

[2] SCTA defines Communities of Concern 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).

- Bodway Parkway Extension – Rohnert Park
- Keiser Avenue Reconstruction – Rohnert Park

Performance Assessment Approach

Test model runs showed that Individual projects made only small impacts in performance areas when considered at a countywide or regional scale. Because of this, SCTA staff selected a cross-section of large CTP projects that represent different types of projects in order to assess how individual projects could impact the regional or countywide transportation system. These projects were tested and compared to 2010 conditions and 2040 no build, or baseline, conditions. The 2040 no build scenario included committed projects and 2040 population and employment growth only. A scenario which included all submitted CTP Projects (all road, highway, transit, and bike/pedestrian) was also analyzed and compared to 2010 and 2040 no build conditions.

Selected Big CTP Projects Analyzed in CTP Performance Assessment:

- 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 Crosstown Connector and Rainier Interchange
- State Route 37 Corridor Protection and Enhancement Project
- Santa Rosa CityBus service expansion including Rapid Bus

Modeling Process:

1. Projects were coded into the travel model using submitted project descriptions with clarifications from project sponsors.
2. Model general assumptions were set – land use: 2010 base year, 2040 Sustainable Communities Strategy(SCS) land use developed for Plan Bay Area, travel costs assumed to stay the same (keep pace with inflation), no technological breakthroughs or significant changes in travel behavior.
3. The travel model was run for scenarios including 2010 base year, 2040 no build (includes committed projects), All CTP projects, and selected large CTP projects as identified above.
4. Travel model based metrics were extracted and summarized.
5. Post processing tools were used to estimate GHG emissions (EMFAC), accident rates (SmartGAP[3]), and traveler costs (SmartGAP and AAA cost factors[4]).

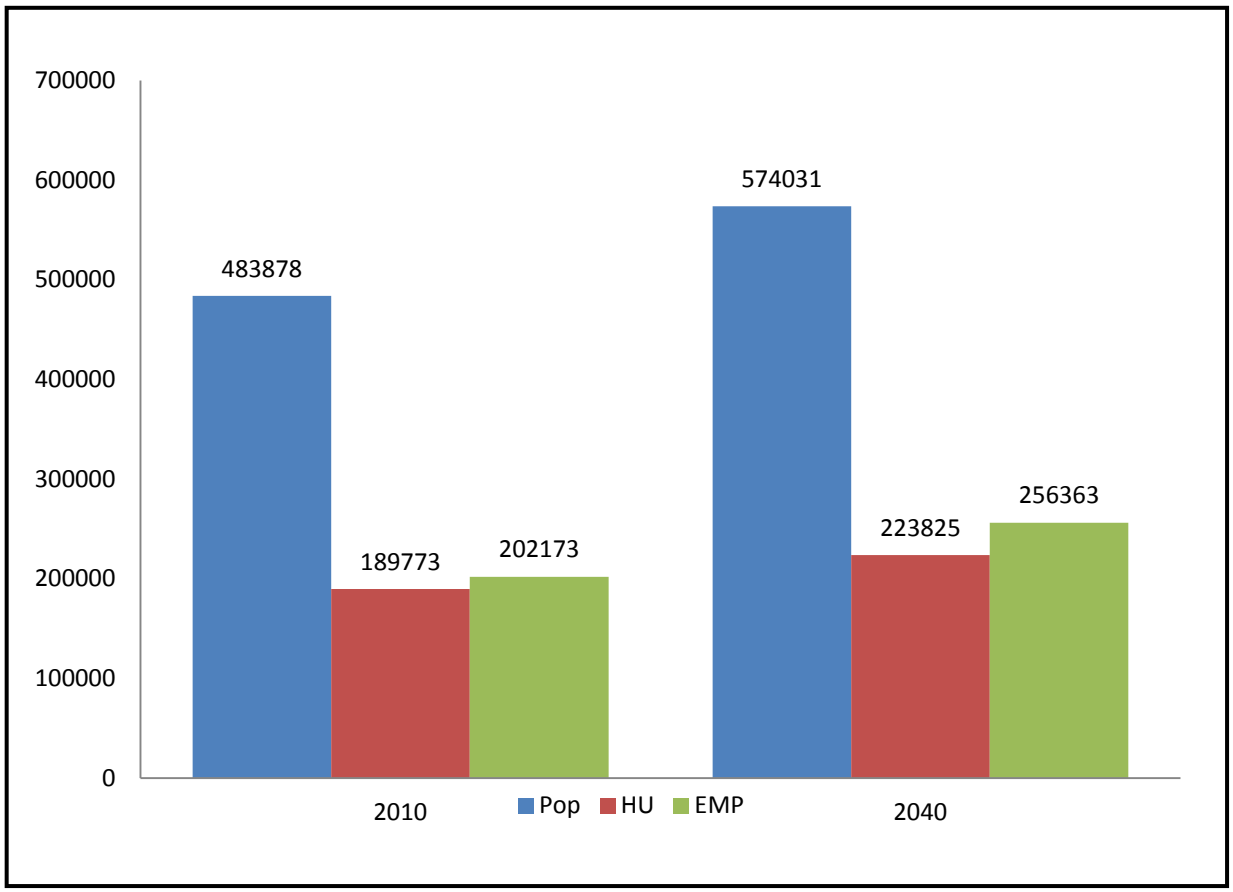
[3] SmartGAP is a sketch planning tool developed as part of the SHRP2 (Strategic Highway Research Program 2) process to provide transportation planning agencies with a means to assess how land development and growth management activities impact transportation.

[4] AAA estimates the cost to own and operate a vehicle in the United States by considering variable (fuel, maintenance, tire) and fixed (insurance, fees, taxes, depreciation, financing) ownership costs.

6. Performance metrics were summarized and compared to performance scoring criteria.

Impact of Population and Employment Growth on future travel conditions

Future population, housing, and employment growth is forecasted at the regional level by the Association of Bay Area Governments and is largely consistent with local general plan build-out assumptions. These 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 18% by 2040, from 483,878 residents in 2010 to 574,031 in 2040. Employment growth is predicted to grow at an even greater rate (27%) from 202,173 in 2010 to 256,363 in 2040. Population and employment growth have a significant impact on total travel in Sonoma County. The additional people and new jobs/destinations that attract employees and travelers will have significant impact on countywide travel. Predicted growth is the primary factor behind modeled increases in Sonoma County travel.

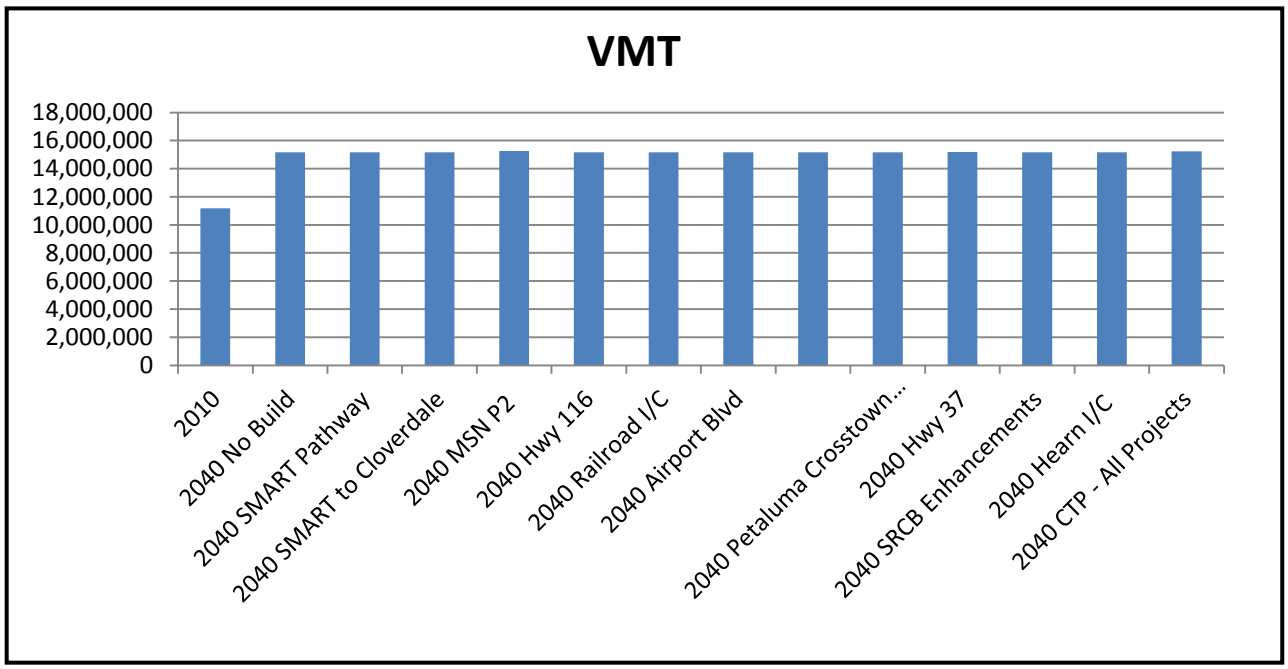


Vehicle Miles Traveled

Vehicle miles traveled has not been identified as a separate CTP performance measure but is summarized for each scenario since many of the performance measures are VMT based and VMT is a commonly used measure of travel activity. VMT represents miles traveled by vehicles in a specific geographic area for a specified time period. The Sonoma County Travel Model estimates VMT at the county, jurisdiction, traffic analysis zone, and road segment level for average weekdays and for peak travel periods. VMT is a function of population, vehicle ownership, how often people travel, and where they are going. The Association of Bay Area Governments has estimated that Sonoma County's population will grow by approximately 18% from 2010 – 2040. Employment is expected to grow by approximately 27% during this 30 year time period. This increase is generally predicted to follow growth distributions outlined in local general and area specific plans with an increased focus on Priority Development Areas (PDAs). PDAs were identified as part of the Sustainable Communities Strategy developed for Plan Bay Area. The Sonoma County Travel Model uses projected housing, population, and employment growth forecasts and predicted demographic changes to estimate VMT.

The SCTM estimates a 36% increase in VMT from 2010-2040. This represents 11 million VMT per day in 2010 and 15 million VMT per day in 2040. VMT is predicted to grow at a greater rate than population and employment. Forecasts indicate that employment growth will outpace population growth. This factor along with the continued aging of the Sonoma County workforce means that labor will need to be imported from outside of the County and in-commuting from neighboring counties and the region is expected to increase accordingly.

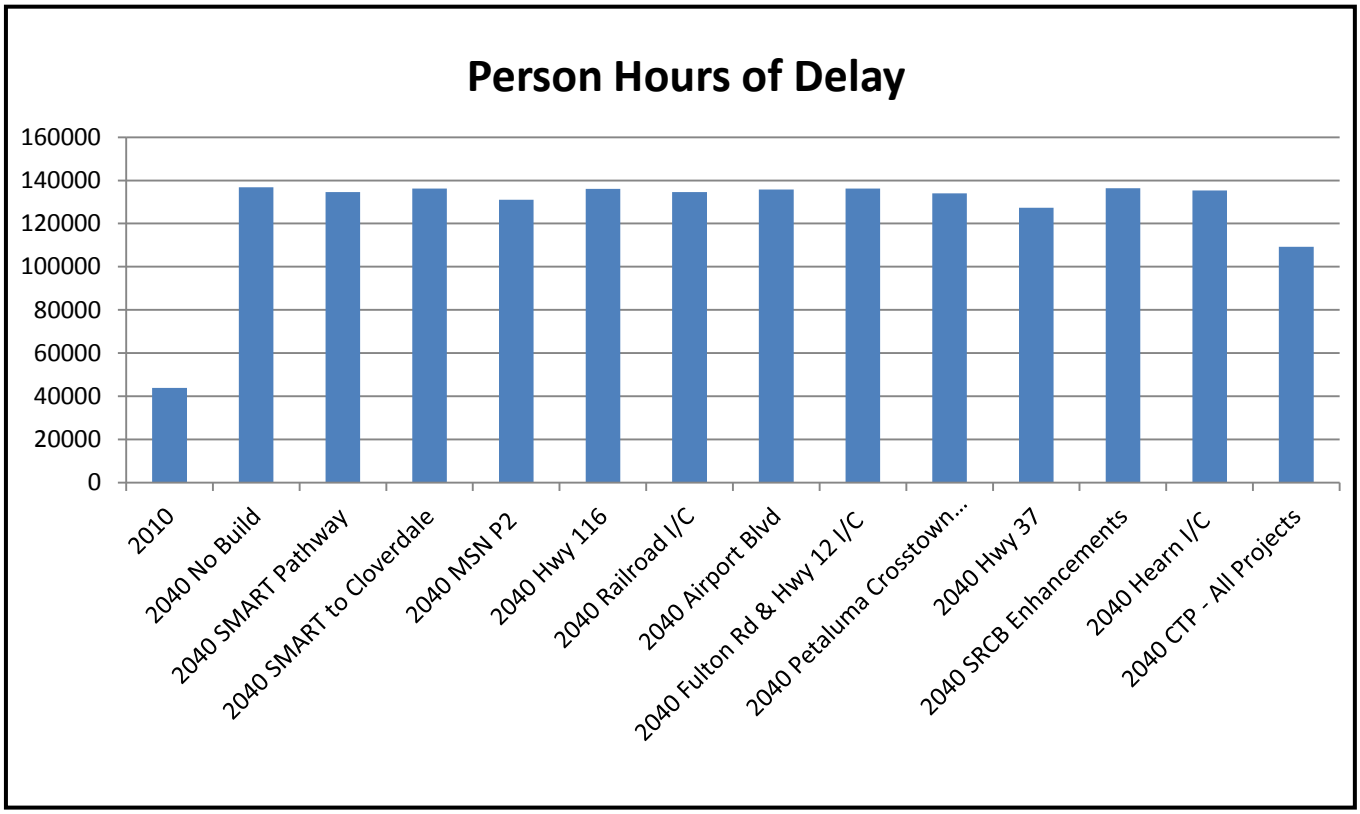
The project level performance assessment suggests that individual projects do not have a significant impact on countywide VMT. Most projects are shown to provide very small VMT reductions when compared to the 2040 No Build scenario, with most providing less than a .1% reduction in daily travel, or a roughly 5,000 VMT per day reduction. A few large highway capacity expansion projects are estimated to increase VMT slightly, but increases are expected to be under 1% or less than 100,000 VMT per day. These results are both under 2% and could be attributed to random error and do not necessary represent any actual increase or reduction in VMT.



Congestion Reduction – Delay

Traffic volumes and congestion continue to increase in Sonoma County. Increased traffic congestion can lead to lost productivity due to increased delay, increased fuel consumption and pollution, reduced accessibility, longer emergency response times, higher traffic accident rates, and quality of life impacts.

A commonly used measure of congestion is Person Hours of Delay (PHD). PHD is calculated by determining the difference between estimated travel time under congested conditions and under free-flow or uncongested conditions for a roadway segment or trip. The travel model estimates that in 2010 almost 44,000 hours were lost each day because of traffic congestion in Sonoma County. 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. The performance assessment indicates that certain projects could provide some congestion relief in 2040. Projects that improve highway capacities, such as MSN Phase 2 and Hwy 37 improvement projects, reduce congestion in heavily traveled corridors and have some congestion reduction impact countywide. Completing all proposed CTP projects would provide an almost 20% congestion reduction benefit in 2040 when compared to no build 2040 conditions.



PHD is commonly used by traffic engineers and transportation planners, but can be difficult for others to understand. The Texas Transportation Institute (TTI) summarizes yearly peak period delay per travel for urbanized areas in the United States. This metric quantifies how long, in hours, an average traveler sits in traffic each year. TTI provides these summaries for different cities or metropolitan areas each year. Sonoma County travelers lost about 15 hours per year sitting in peak period traffic in 2010, which is similar to current congestion levels in Bakersfield, CA, Boise, ID, or Eugene, OR. Annual peak traveler delay is estimated to increase to about 39 hours per year in 2040 under no build conditions.

This is comparable to current congestion conditions experienced by travelers in San Diego or San Jose (see Table 1 below).

CTP projects could help reduce peak period traveler delay. Projects that focus on non-motorized travel such as the SMART Pathway or the entire CTP project list (includes build-out of entire Class I bike network), or highway congestion reduction projects such as MSN Phase 2 and Highway 37 improvements, provide the greatest reductions in peak traveler delay (up to 9 hours of reduced delay).

Scenario	**Annual Peak Delay Hrs/Traveler**
2010	14.9
2040 No Build – Committed Projects Only	39.3
2040 SMART Pathway	37.8
2040 SMART to Cloverdale	39.2
2040 MSN Phase 2 Construction	38.0
2040 Hwy 116 Improvements	39.2
2040 Railroad I/C and corridor improvements	38.6
2040 Airport Blvd Improvements (Including Brickway/Laughlin)	38.9
2040 Fulton Rd & Hwy 12 I/C	39.2
2040 Petaluma Crosstown Connector and Rainier I/C	38.9
2040 Hwy 37 Corridor Improvements	37.0
2040 Santa Rosa CityBus Service Enhancement - incl. BRT	39.1
2040 Hearn Ave I/C Improvements	39.0
2040 CTP Complete Project List	30.4
2011 Metro Averages	
SF-Oakland Average	61.00
Bakersfield	12.00
Los Angeles	61.00
Sacramento	32.00
San Diego	37.00
San Jose	38.00

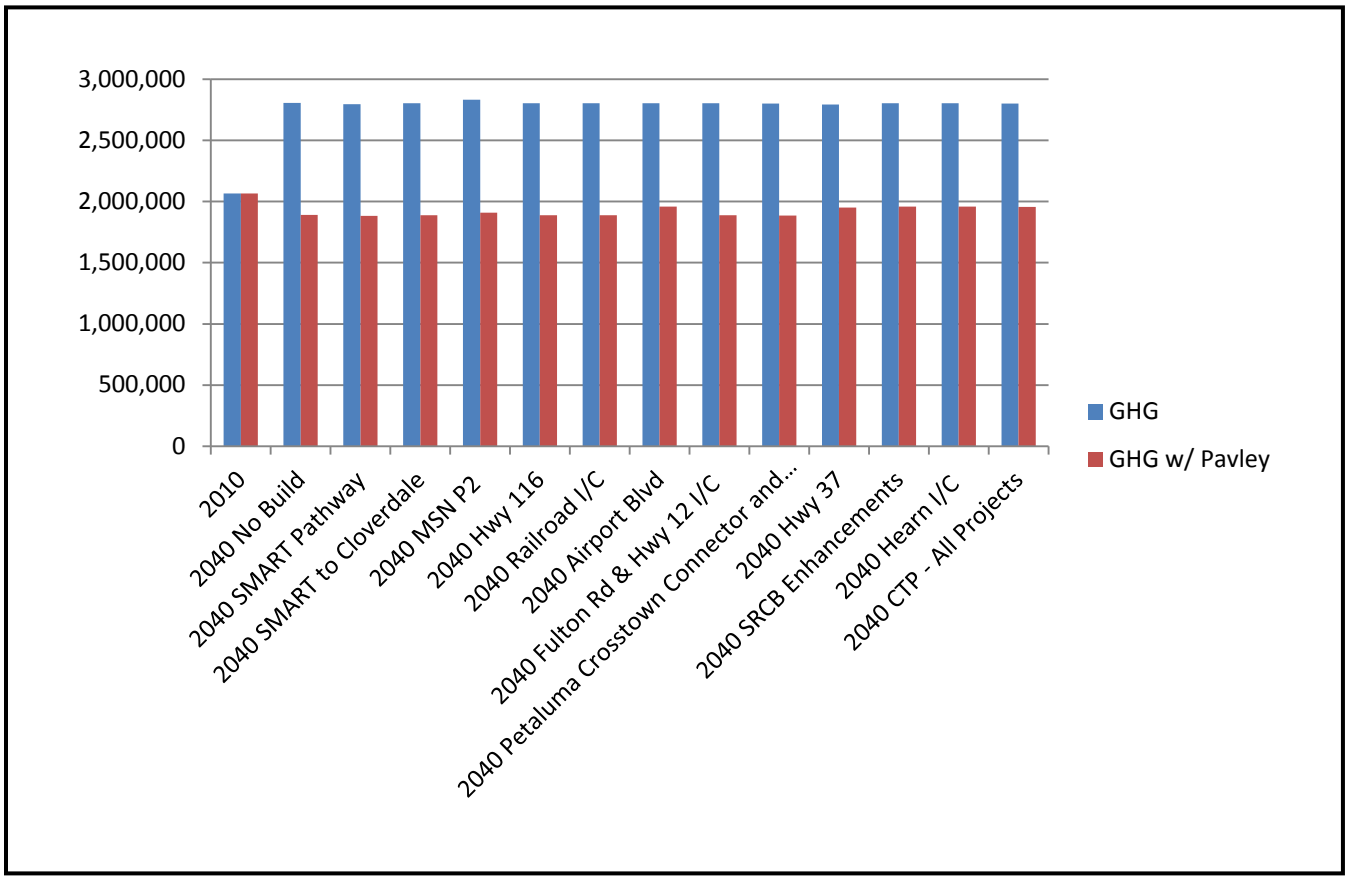
Table 1. Estimated Annual Peak Period Delay per Traveler

Reducing Greenhouse Gas Emissions

Transportation accounts for roughly 50% of all countywide greenhouse gas emissions in Sonoma County. The SCTA and 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. The target is being reevaluated as part of the Climate Action 2020 (CA2020) planning process. Any revised targets that are developed as part of CA2020 will be included in the 2015 CTP.

Transportation greenhouse gas emissions are calculated using estimates of total vehicle travel (VMT), travel speeds, and vehicle fleet characteristics. Greenhouse gas emissions for the CTP performance assessment where calculated using EMFAC, a California Air Resource Board sponsored tool which is used to estimate vehicle emissions.

GHG emissions are expected to increase by about 39% during the period from 2010-2040 under no build conditions. This is largely a factor of increased travel due to population and employment growth, and assumes that the vehicle fleet makeup and vehicle fuel economy stay about the same as they currently are by 2040. State mandated fuel economy improvements (Pavley, AB 1493) would provide an 8% GHG reduction benefit by 2040 because of improved vehicle fuel economies. Individual projects do not have a large impact on countywide emissions, but projects focused on shifting travel to non-auto transportation modes, or that focus on reducing traffic congestion and making travel more efficient provide the largest GHG reduction benefit.

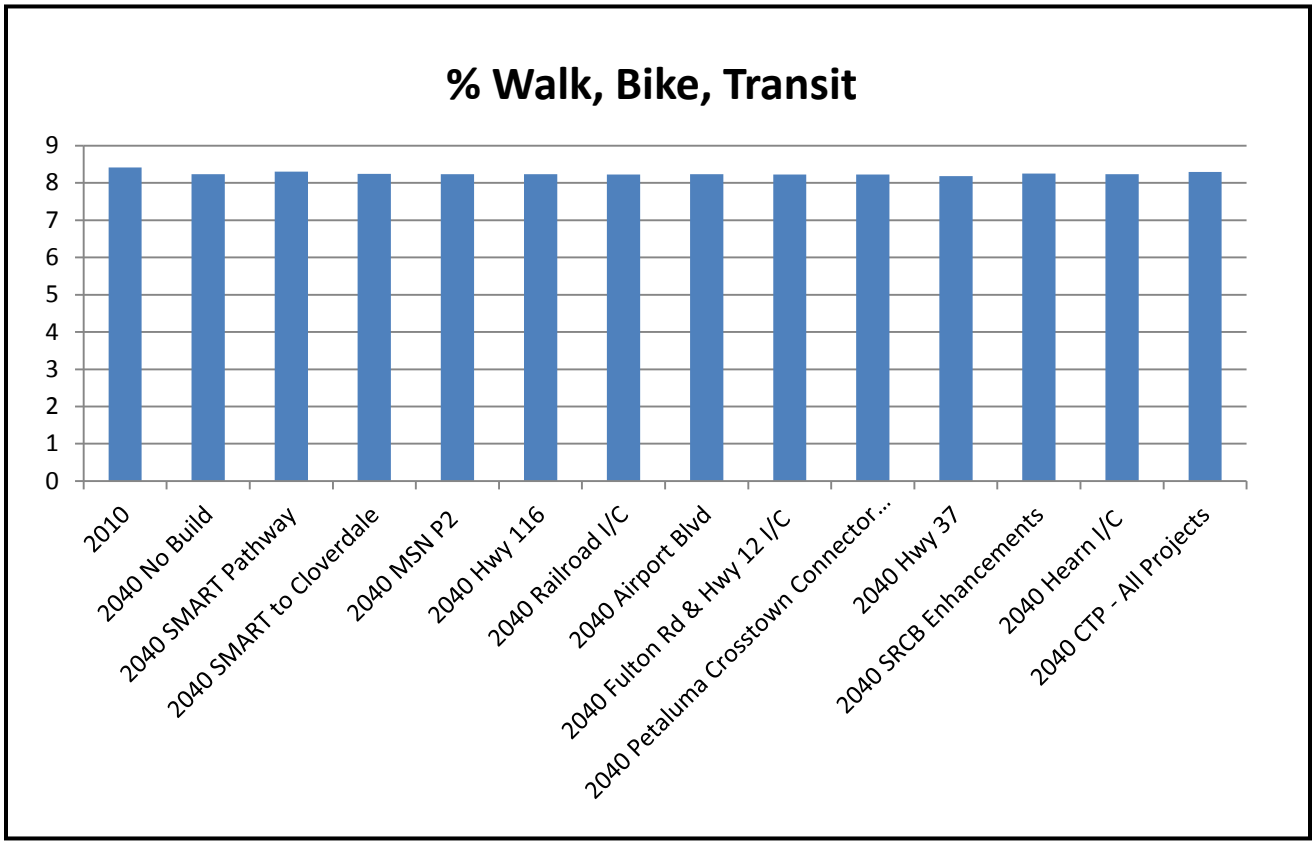


Safety and Health

Transportation choices can have a big impact on safety at the local and regional level and on community and individual health. Two performance measures and targets have been identified which can help indicate progress in these areas. One focuses on active transportation modes and another focuses on traffic safety and accident reduction.

Active Transportation:

Land use planning, urban design, and transportation choices can improve 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. The Sonoma County Travel Model estimates that the rate of using active travel modes will stay in the roughly 8% range in 2040, and that projects have a very small impact on shifting travel to active transportation modes at the countywide level. Projects focused on improving pedestrian or bicycle infrastructure or which improve transit service have a larger 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 regional travel, and are small when compared to existing auto-oriented travel.



Accidents

Traffic accidents impose a significant economic and societal burden on Sonoma County residents. Costs include loss of life, medical and rehabilitation costs, productivity losses, property damage, congestion, legal and court costs, emergency service, insurance administration costs, and tremendous emotional and societal costs. Existing and estimated traffic accident rates will be summarized in the 2015 CTP, and the SCTA approved adding a safety performance target to the plan which sets a goal of reducing countywide daily traffic accidents by 20% below 2010 levels by 2040.

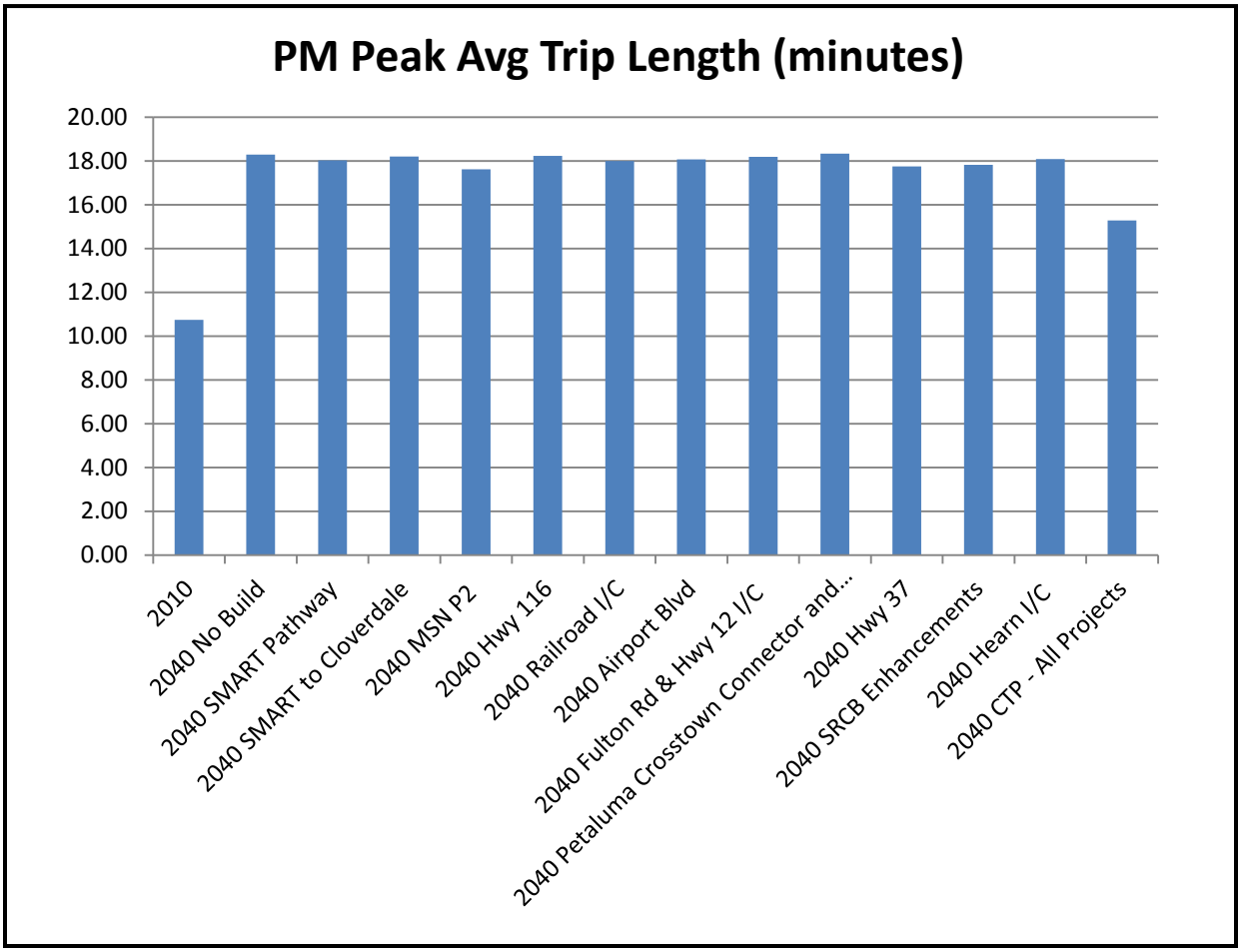
Safety impacts were calculated using the SmartGAP post-processing tool which uses VMT, road lane miles, transit service (transit revenue service hours), and travel mode shares to estimate accident rates. Fatality, injury, and property damage accidents rates are included in the estimates.

Performance assessment results indicate that project level improvements have little impact on countywide accident rates. The Sonoma County Travel Model and post-processing tools provide countywide and regional safety estimates and do not estimate safety improvements that would likely occur at local roadway, corridor, or neighborhood level. Individual projects could provide very large safety improvements for local intersections or road segments which could be missed when considering only regional or countywide safety impacts.

Promoting Economic Vitality

The SCTA recognizes that the countywide transportation system plays an important role in the local economy. A new goal has been added to the 2015 CTP which focuses 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 is PM peak period average trip length in minutes. This measure is used by transportation planning agencies to measure transportation system efficiency and provides information on how easy, or difficult it is to conduct business, move goods, and attract employees in Sonoma County. Increases in peak period congestion make doing business in the county more difficult and make it difficult for workers to reach work sites.

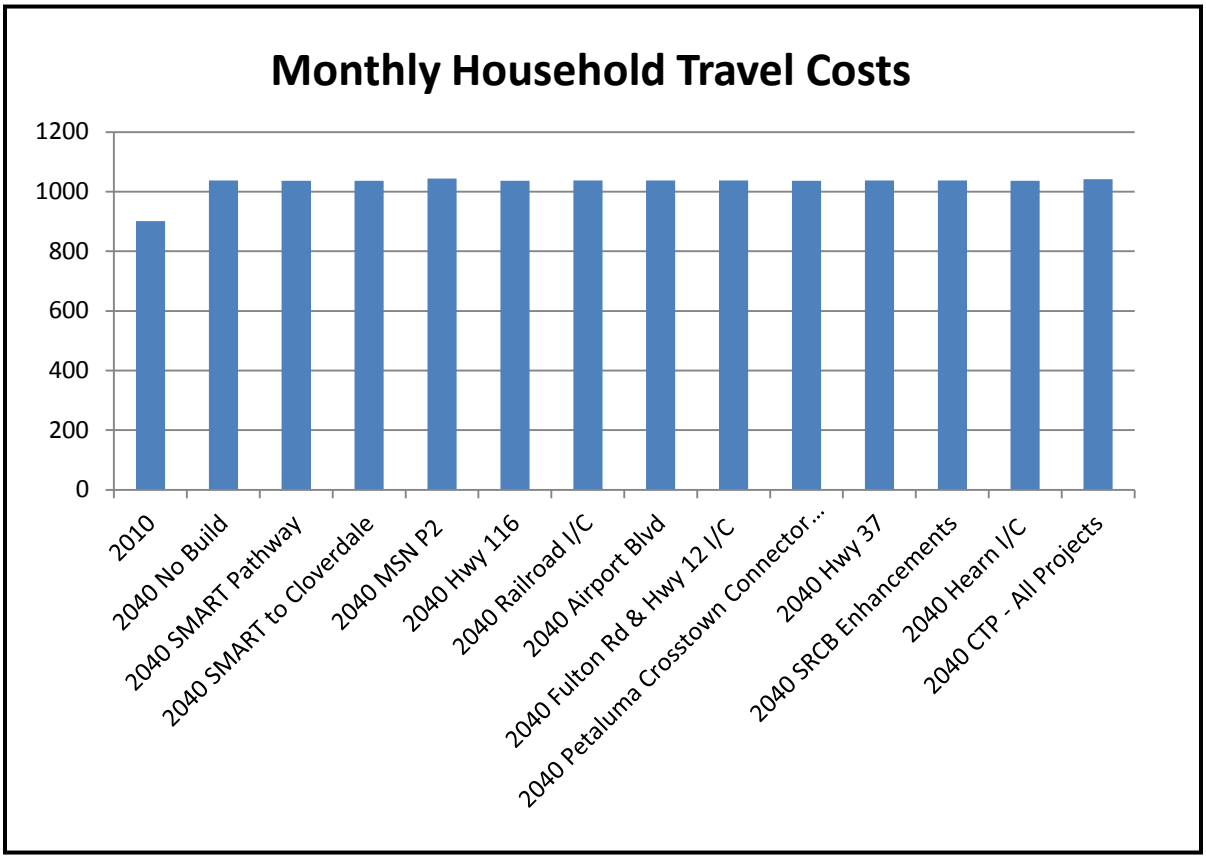
PM peak period average trip length is predicted to increase from around 11 minutes per trip in 2010 to over 18 minutes per trip in 2040. Population, housing, and employment growth are the primary causes of this increase in congestion and average travel time. Proposed projects do provide some congestion relief and peak period travel time benefit in the future. Projects which reduce future congestion provide the largest benefit. This includes projects such as the SMART pathway, and improvements in the Hwy 101 and Hwy 37 corridors. Building all submitted 2015 CTP projects could reduce PM peak trip time by about 3 minutes per trip below 2040 no build conditions.


PM Peak Avg Trip Length (minutes)
20.00
18.00
16.00
14.00
12.00
10.00
8.00
6.00
4.00
2.00
0.00
2010
2040 No Build
2040 SMART Pathway
2040 SMART to Cloverdale
2040 MSN P2
2040 Hwy 116
2040 Railroad I/C
2040 Airport Blvd
2040 Fulton Rd & Hwy 12 I/C
2040 Petaluma Crosstown Connector and...
2040 Hwy 37
2040 SRCB Enhancements
2040 Hearn I/C
2040 CTP - All Projects

Average Household Travel Costs

Ensuring that transportation is affordable and efficient for all county residents 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 often hit the hardest by rising transportation costs. Future monthly household travel costs are estimated to increase from roughly $900 per month to over $1000[5] 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, with this percentage estimated to increase to 20% by 2040 under no build conditions[6]. The performance assessment indicates that projects have little impact on household travel costs with non-auto projects providing the largest benefit.

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.



[5] Monthly household travel costs include fuel, fees (parking/tolls), insurance, maintenance, and vehicle depreciation. Sources: SmartGAP data post processing (Strategic Highway Research Program), and AAA driving cost estimates.
[6] Monthly household transportation costs were compared to 2010 Sonoma County median household income ($63,356, US Census) to estimate percentage of household budget that would be spent on transportation.

Maintaining the System

The SCTM and available post-processing tools to not provide a way to estimate future system condition. Project sponsors have identified projects that are expected to improve roadway condition (PCI), transit system condition (average fleet age), or non-motorized facility condition. A list of maintenance projects will be included in the final CTP.

Interpreting the Results and Next Steps

The preliminary project performance assessment suggests that projects will have only small impact in CTP performance areas associated with CTP Goals: reducing vehicle miles traveled, reducing greenhouse gas emissions, shifting travel onto non-auto modes, improving safety, and improving travel affordability in Sonoma County. Projects do provide congestion reduction benefits, with the highest congestion improvements provided by large highway improvement projects. Constructing all projects that were submitted as part of the 2015 CTP call for projects[7] would provide the highest congestion reduction benefit, while still only providing marginal benefits in other performance areas.

Staff recognizes that projects that have been submitted would provide benefits that have not been highlighted in the CTP performance assessment because of the scale of analysis or the performance measures considered. Additional benefits could include:

- Local roadway or corridor congestion reduction and operational improvements.
- Improved roadway, intersection, or corridor safety.
- Increases in transit ridership.
- Improved neighborhood mobility.
- Improved travel experience for pedestrians and bicyclists.
- Maintain and enhance existing infrastructure.

Staff recommends the following approach for communicating the results of the performance assessment to the SCTA and public going forward:

- Emphasize that population and employment growth, which are based on regional forecasts and which are generally consistent with local general plan build-out assumptions, are the driving factors behind increases in VMT, GHG emissions, congestion, accidents, and flat active transportation mode shares.
- Emphasize the importance of maintaining existing infrastructure.
- Recognize the local benefits that projects will have on individual corridor, roadway, or neighborhood travel conditions.
- Discuss possible policy levers that should be considered which could help SCTA reach CTP performance targets. Policies could include pricing strategies, transportation technology improvements, land use change, more aggressive vehicle fuel economy improvements including accelerated electric vehicle deployment, and improved telecommuting and other travel demand management strategies.

[7] Over 200 projects were submitted during the 2015 CTP call for projects. Most of these projects are currently unfunded.

The results of the performance assessment will be presented to advisory committees during the months of May and June. Staff will refine how the results will be presented based on feedback from these committees and present the results of the performance assessment to the SCTA in July.

Policy Impacts

Performance results indicate that individual CTP projects do not have a large impact on countywide performance measures. Staff will work with SCTA advisory committees and project sponsors to highlight the positive impacts individual projects would have on local congestion, safety, and operations in individual jurisdictions and travel corridors.

Fiscal Impacts: No impact at this time.

Staff Recommendation

Provide feedback on the preliminary performance assessment results and the recommended approach for incorporating these results in the Comprehensive Transportation Plan. Provide feedback on how the results should be communicated to the SCTA and public.

2015 Comprehensive Transportation Plan

2015 Project Performance Assessment – Preliminary Results

2015 CTP Goals

- Maintain the System
- Relieve Traffic Congestion
- Reduce GHG Emissions
- Plan for Safety and Health
- Promote Economic Vitality

Performance Measures

CTP GOAL	Performance Measure	Method
Reduce GHG Emissions	Greenhouse Gas Emissions	SCTM, EMFAC
Relieve Traffic Congestion	a. Person Hours of Delay b. Annual Peak Delay Hrs/Person	SCTM, Post-processing
Maintain the System	PCI, Transit System Condition	Maintenance Projects identified as improving condition.
Plan for Safety and Health	a. Share of trips made by walking, bicycling, and transit (50%)	SCTM
	b. Accident Rates (50%)	SCTM, SMARTGAP
Promote Economic Vitality	a. Average Peak Period Motorized Travel Time (per trip)	SCTM
	b. Economic Equity - Does the project serve a Community of Concern? c. Monthly household travel costs	Communities of Concern Map , SCTM, SMARTGAP

2015 CTP Performance Targets

- **System Maintenance: PCI** – Improve countywide PCI for arterial and collector streets to 80 by 2040. Improve countywide PCI for residential streets to 65 by 2040.
- **System Maintenance: Transit System Condition** – Reduce the average bus fleet age by 25% below 2010-2012 average fleet by 2040.
- **Congestion** – Reduce PHD by 20% below 2005 levels by 2040.
- **GHG Emissions** – Reduce GHGs to 40% below 1990 levels by 2040.
- **Safety & Health: Active Modes** – Reduce drive along mode share to 33.3% by 2040. Increase active transportation (walk, bike, transit) mode share to 15% by 2040.
- **Safety & Health: Accident Rates** – Reduce total daily accident rates by 20% by 2040.
- **Economic Vitality** – Reduce average peak period travel time (2010) per trip by 10% by 2040.
- **Economic Vitality** – CTP will identify which projects/programs serve Sonoma County Communities of Concern.

Additional Metrics

- **Vehicle Miles Traveled**
- **Average Household Travel Costs**
- **Land Use/Priority Development Areas**: Does the project serve a PDA or other area identified in the PDA Investment and Growth Strategy?

Modeling Assumptions

- **2010 Base Year** - Existing Land Use from parcels
- **2040 Forecast Year** - Employment and Population growth based on regional SCS forecasts and local general plans
- **Committed Projects** included in all scenarios
- **11 Large projects** analyzed in addition to 2010, 2040 No Build, and 2040 complete project list scenarios.
- **System condition** assumed to stay the same
- No significant changes to **travel behavior**
- No significant transportation **technology improvements**

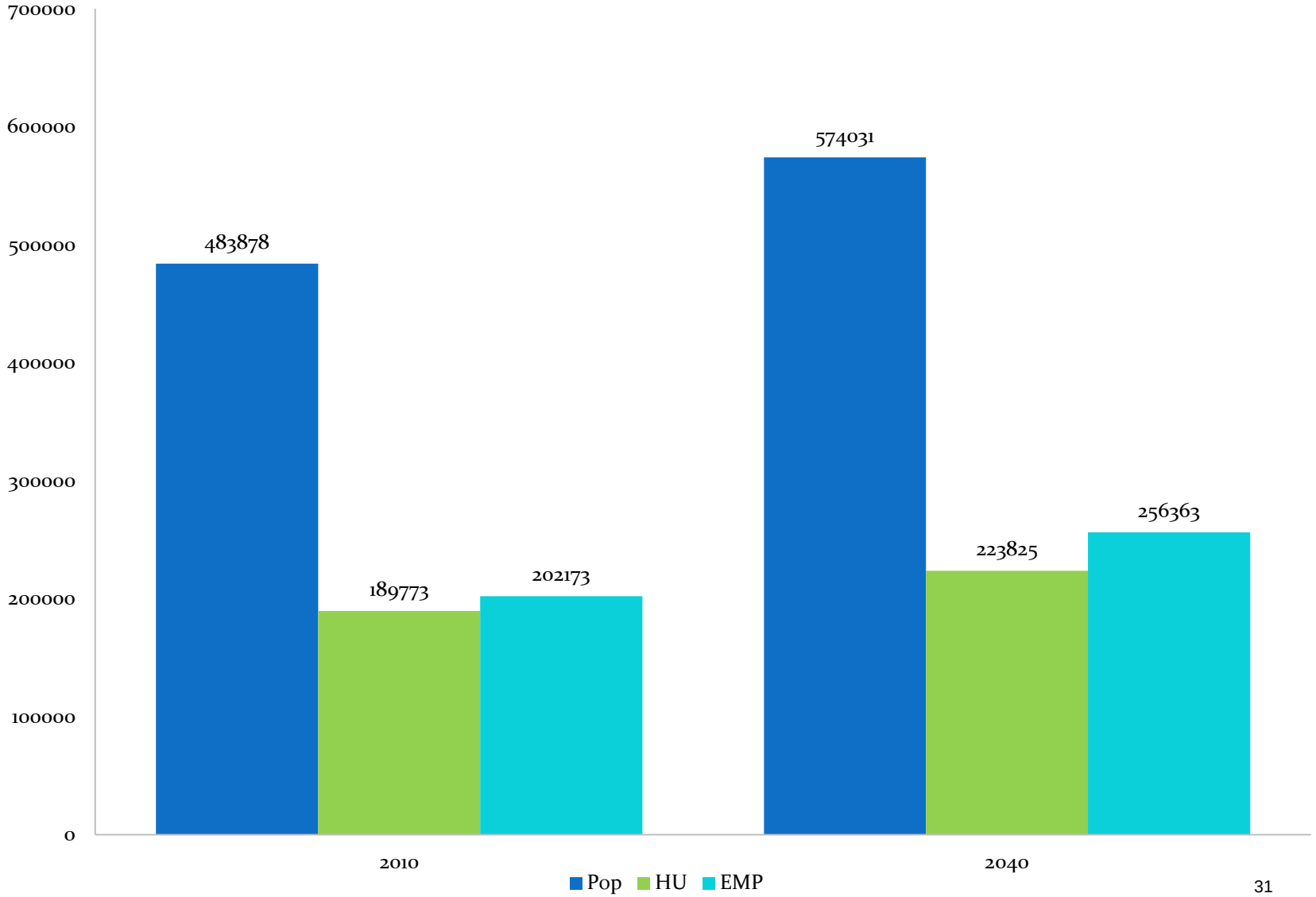
Committed/Fully Funded Projects

1. Marin Sonoma Narrows: Phase 1 - SCTA
2. Healdsburg Avenue Bridge Retrofit/Rehabilitation - Healdsburg
3. River Road channelization and improvements – Sonoma County
4. Bodega Highway improvements west of Sebastopol – Sonoma County
5. Five-way Intersection/Roundabout – Healdsburg
6. Dowdell Avenue Extension – Rohnert Park
7. Bodway Parkway Extension – Rohnert Park
8. Keiser Avenue Reconstruction – Rohnert Park

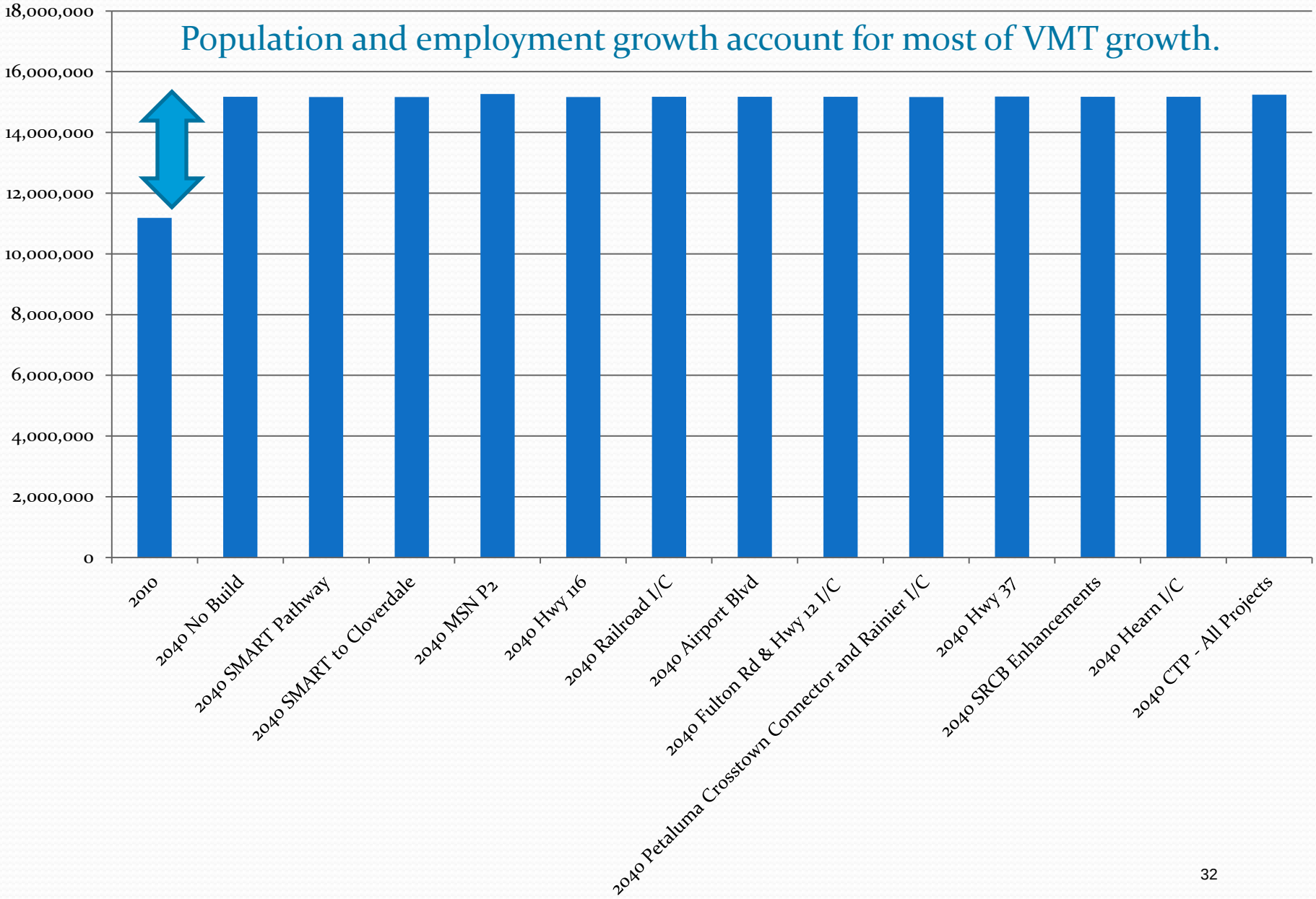
Large CTP projects analyzed in the CTP Performance Assessment

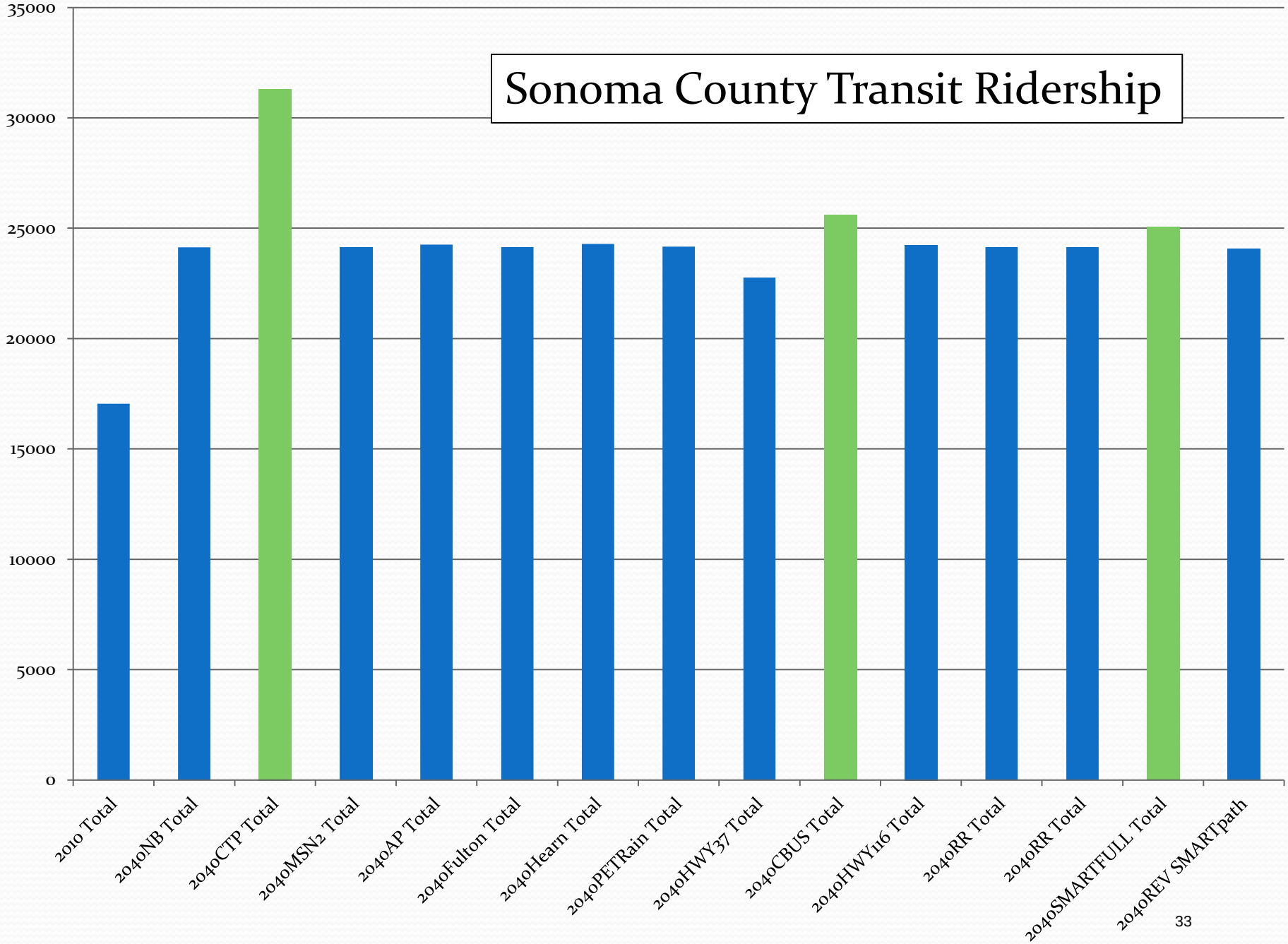
1. Hearn Avenue/Highway 101 interchange improvements
2. Highway 116 widening and rehabilitation between Sebastopol and Cotati
3. Marin Sonoma Narrows: Phase 2
4. SMART: Airport to Cloverdale extension
5. SMART Pathway
6. Railroad Avenue/Highway 101 interchange improvements
7. Airport Boulevard Widening including Brickway and Laughlin Rd improvements
8. Fulton Road/Highway 12 Interchange
9. Petaluma Crosstown Connector and Rainier Interchange
10. State Route 37 Corridor Protection and Enhancement Project
11. Santa Rosa CityBus service expansion including Rapid Bus

2010 – 2040 Population and Employment Growth – Sonoma County

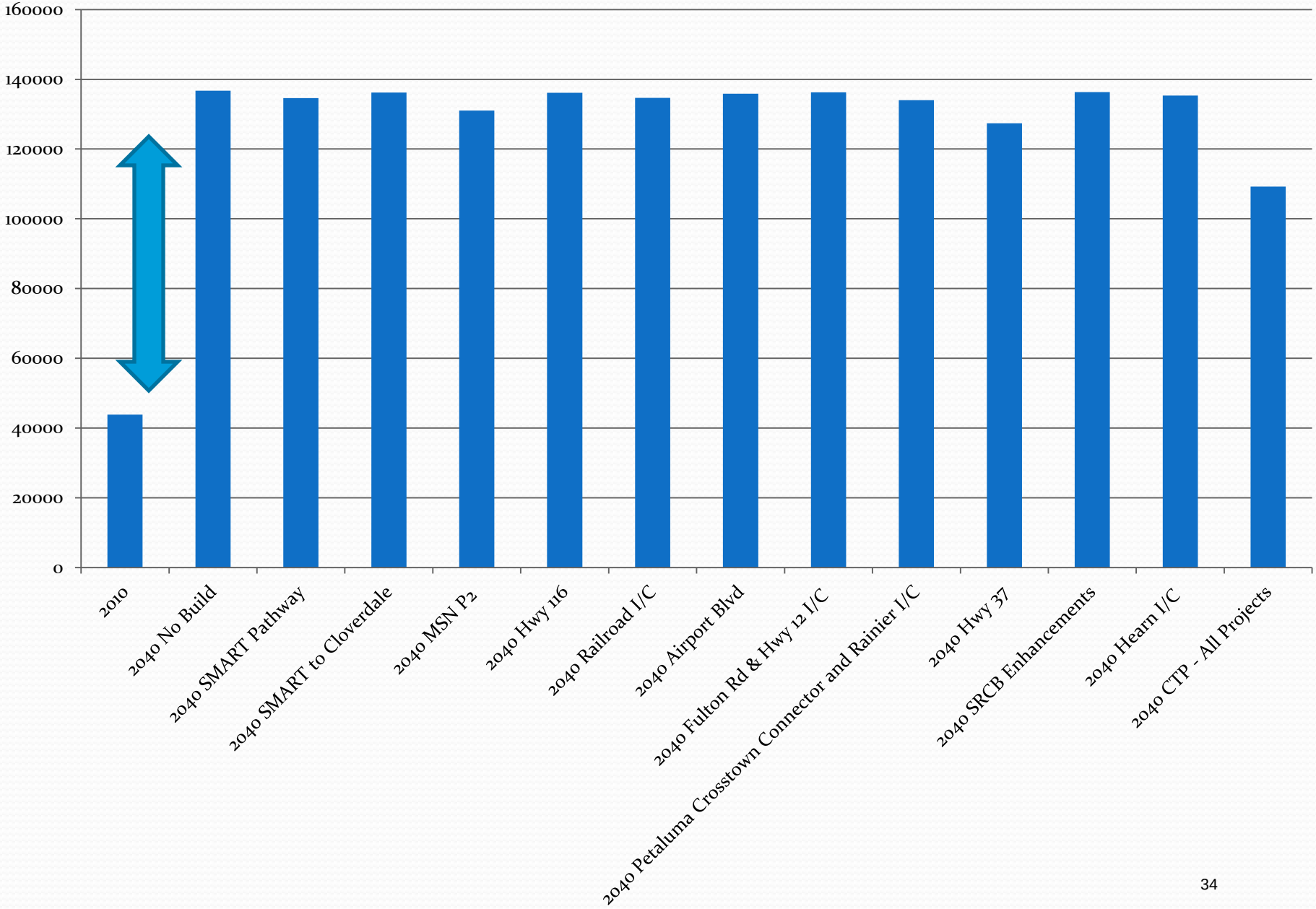


Daily VMT

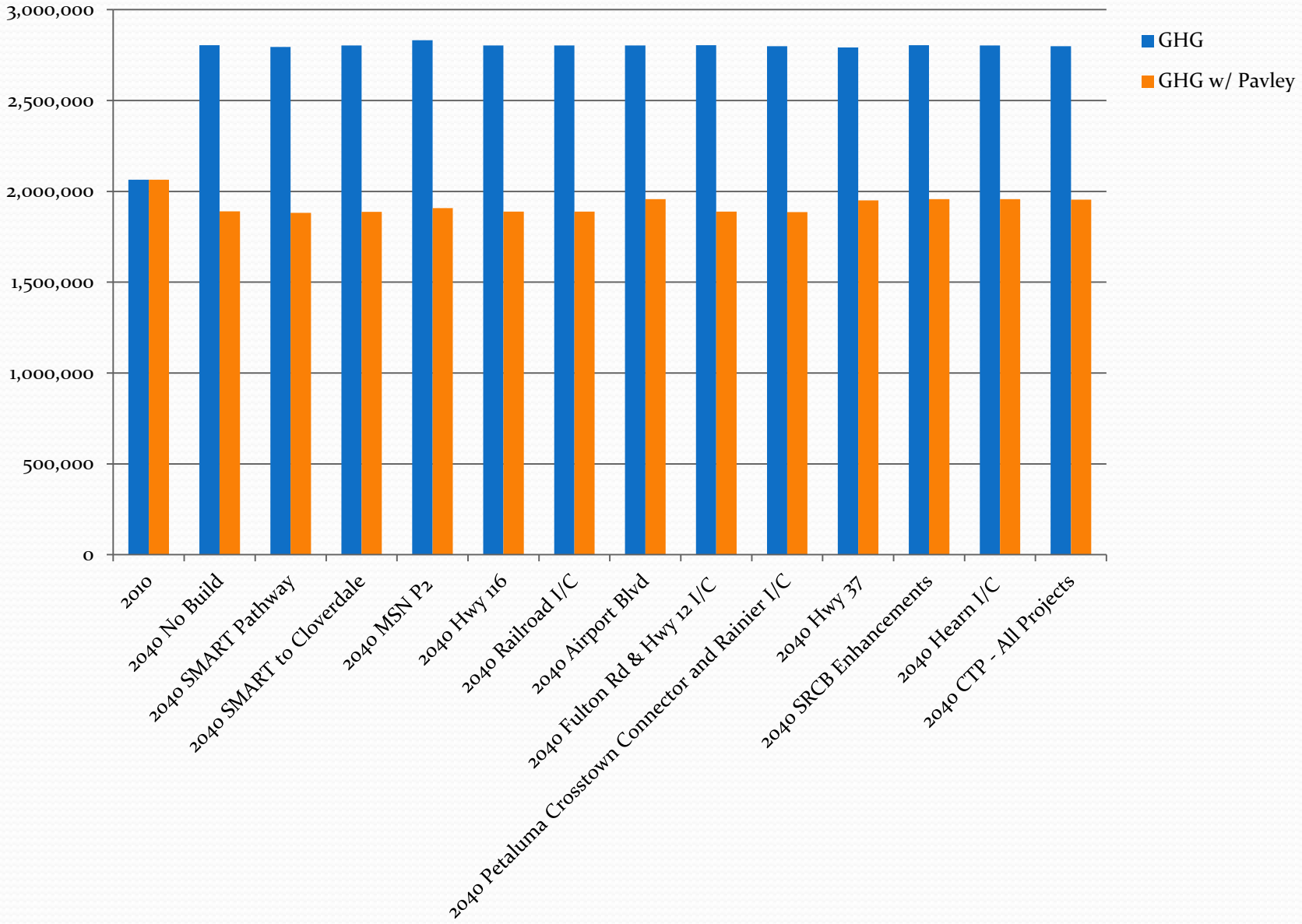

Population and employment growth account for most of VMT growth.
18,000,000
16,000,000
14,000,000
12,000,000
10,000,000
8,000,000
6,000,000
4,000,000
2,000,000
0
2010
2040 No Build
2040 SMART Pathway
2040 SMART to Cloverdale
2040 MSN P2
2040 Hwy 116
2040 Railroad I/C
2040 Airport Blvd
2040 Fulton Rd & Hwy 12 I/C
2040 Petaluma Crosstown Connector and Rainier I/C
2040 Hwy 37
2040 SRCB Enhancements
2040 Hearn I/C
2040 CTP - All Projects


Sonoma County Transit Ridership
35000
30000
25000
20000
15000
10000
5000
0
2010 Total
2040NB Total
2040CTP Total
2040MSN2 Total
2040AP Total
2040Fulton Total
2040Hearn Total
2040PETRain Total
2040HWY37 Total
2040CBUS Total
2040HWY116 Total
2040RR Total
2040RR Total
2040SMARTFULL Total
2040REV SMARTpath

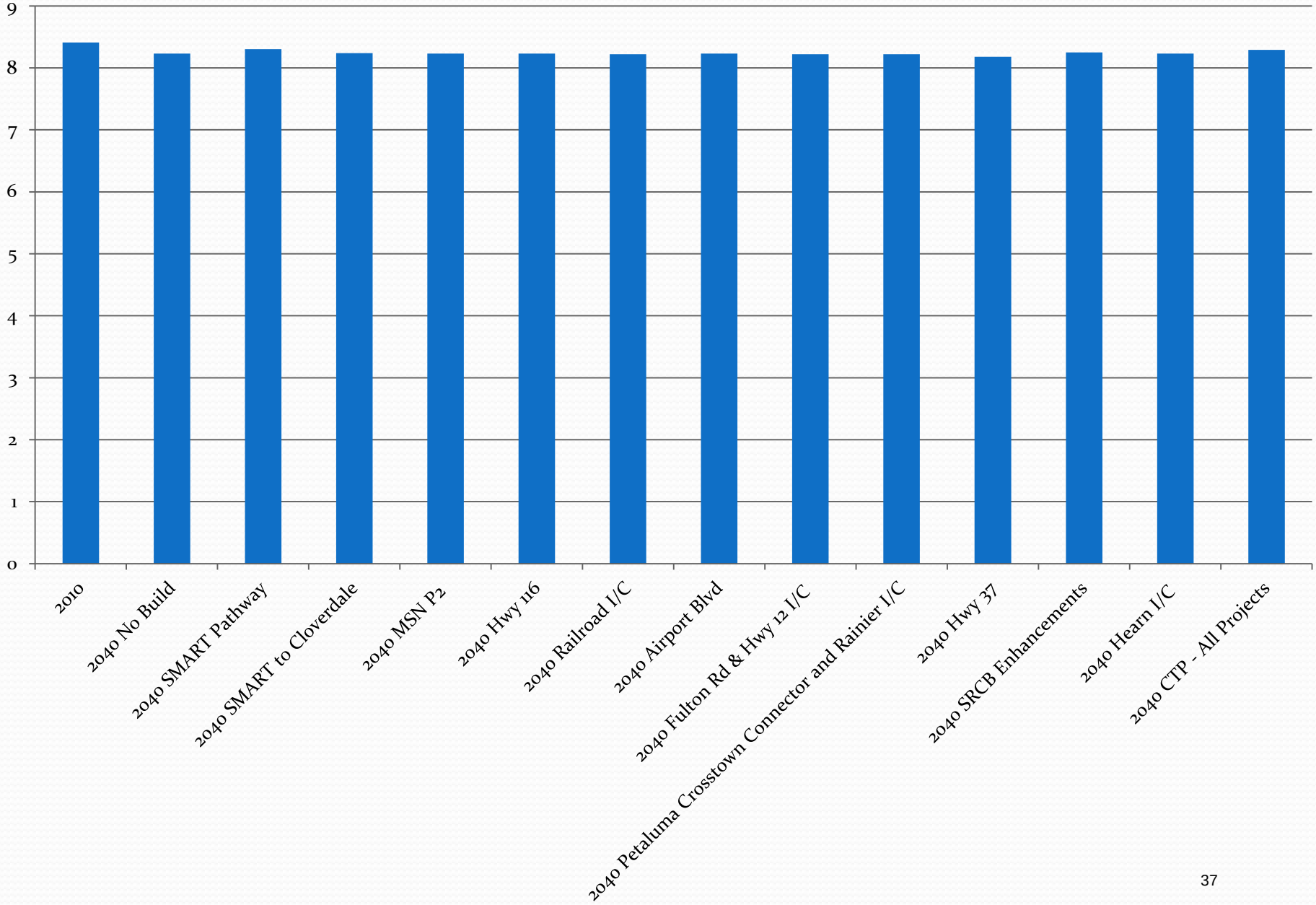
Person Hours of Delay



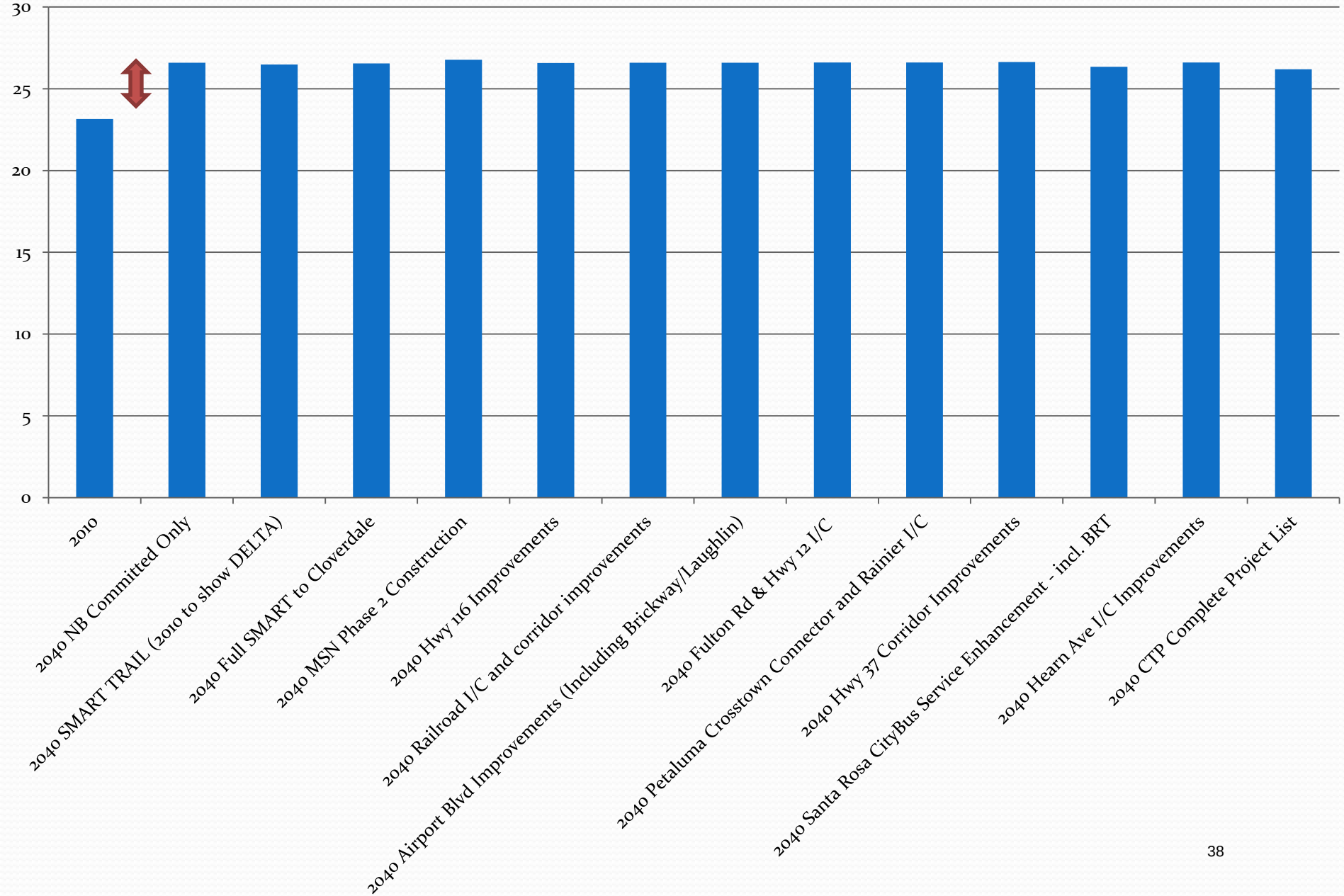
Scenario	Annual Peak Delay Hrs/Traveler
2010	14.9
2040 No Build – Committed Projects Only	39.3
2040 SMART Pathway	37.8
2040 SMART to Cloverdale	39.2
2040 MSN Phase 2 Construction	38.0
2040 Hwy 116 Improvements	39.2
2040 Railroad I/C and corridor improvements	38.6
2040 Airport Blvd Improvements (Including Brickway/Laughlin)	38.9
2040 Fulton Rd & Hwy 12 I/C	39.2
2040 Petaluma Crosstown Connector and Rainier I/C	38.9
2040 Hwy 37 Corridor Improvements	37.0
2040 Santa Rosa CityBus Service Enhancement - incl. BRT	39.1
2040 Hearn Ave I/C Improvements	39.0
2040 CTP Complete Project List	30.4
2011 Metro Averages	
SF-Oakland Average	61.00
Bakersfield	12.00
Los Angeles	61.00
Sacramento	32.00
San Diego	37.00
San Jose	38.00


3,000,000
2,500,000
2,000,000
1,500,000
1,000,000
500,000
0
GHG
GHG w/ Pavley
2010
2040 No Build
2040 SMART Pathway
2040 SMART to Cloverdale
2040 MSN P2
2040 Hwy 116
2040 Railroad I/C
2040 Airport Blvd
2040 Fulton Rd & Hwy 12 I/C
2040 Petaluma Crosstown Connector and Rainier I/C
2040 Hwy 37
2040 SRCB Enhancements
2040 Hearn I/C
2040 CTP - All Projects

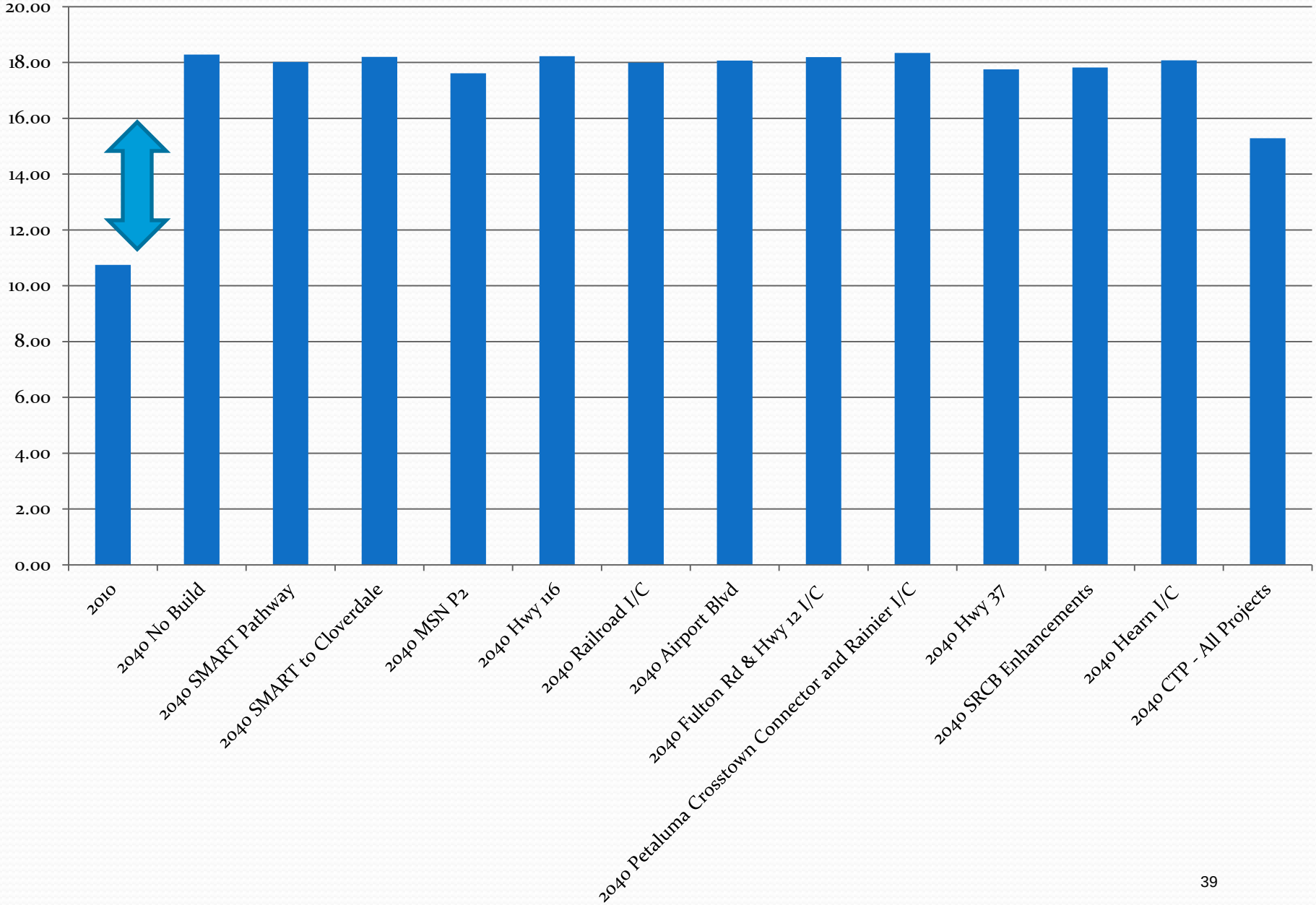
% Walk, Bike, Transit



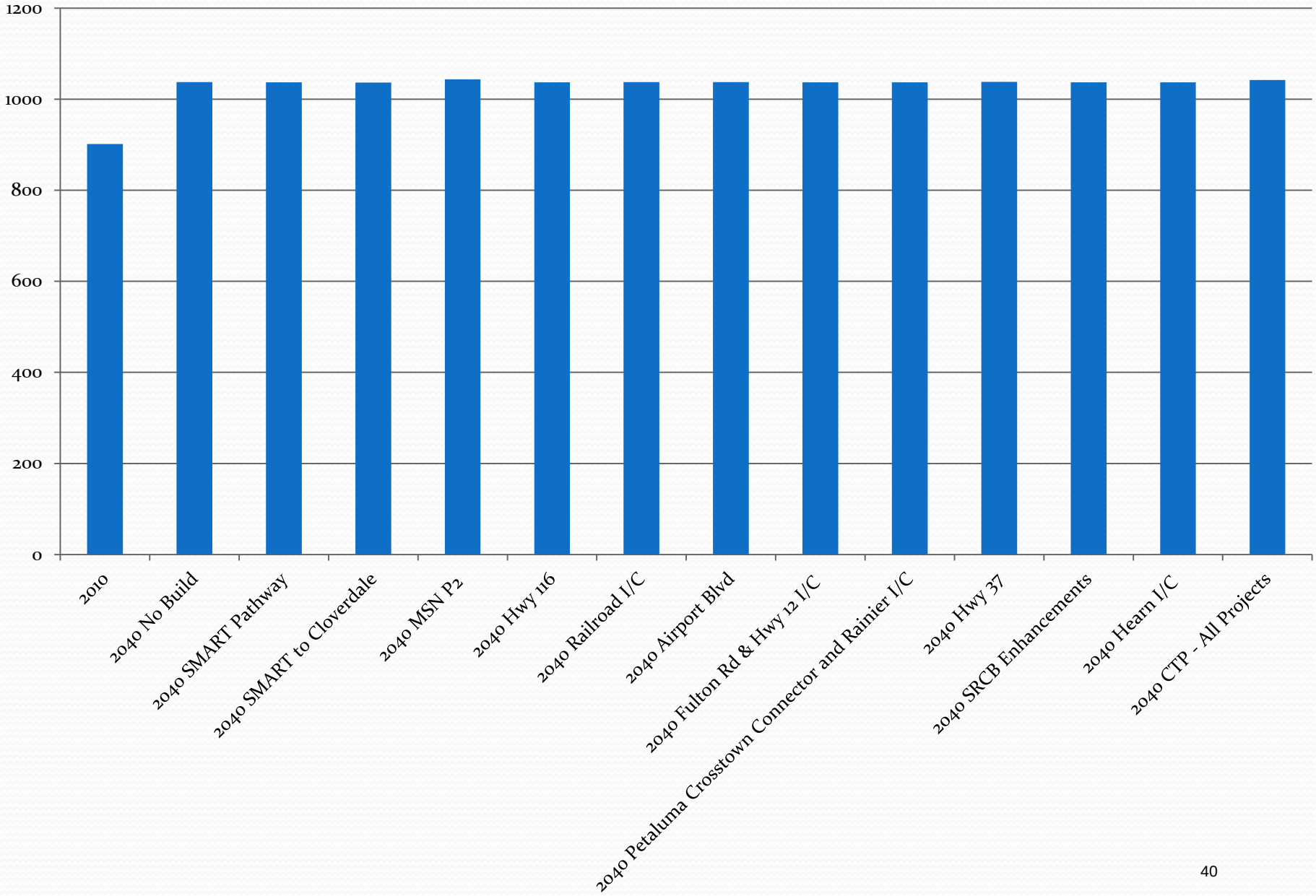
Accidents/Day



PM Peak Avg Trip Length (minutes)



Monthly Household Travel Costs



System Condition

Modeling tools do not allow estimation of future system condition. Projects that are expected to improve system condition* will be identified.

**System condition quantified using:*

1. *Pavement Condition Index*
2. *Transit Fleet Age*

Summary of Results

- Population and employment growth have the largest impact on future travel conditions.
- Projects have a small impact on countywide conditions.
- Projects provide some countywide congestion and travel time reduction.
- Improved fuel economy standards will provide a large GHG reduction benefit.
- Local, corridor, or neighborhood benefits may be significant, but are difficult to see when looking at countywide conditions.

Additional Project Benefits not included in performance assessment:

- Neighborhood/corridor congestion reduction
- Local operational improvements
- Improved safety
- Increases in transit ridership
- Improved neighborhood mobility
- Improve travel experience for pedestrians and bicyclists
- Existing infrastructure maintained and enhanced

Next Steps…

- Test policy based scenarios
  - Pricing
  - Additional fuel economy improvements
  - Increased housing and employment density
  - Travel demand management/telecommuting
  - Increased non-motorized mode share
  - Slower growth
  - Improvements in transportation technologies

MTC Regional Advisory Working Group
April 7, 2015 9:30 AM

Joseph P. Bort MetroCenter
MTC Offices, 1st Floor, Auditorium
101 Eighth Street
Oakland, CA 94607

1.
9:30 a.m.
Welcome, Introductions
Presented by: ABAG and MTC
2.
9:35 a.m.
Plan Bay Area (PBA) Workshop Overview*
Staff will provide an overview of the approach to the first round of Public Workshops and related outreach efforts for Plan Bay Area.
Presented by: Ellen Griffin, MTC
• 02_Plan_Bay_Area_-_PBA_-_Workshop_Overview_with_Attachments.pdf
3.
10:05 a.m.
Plan Bay Area Update*
Presented by: Adam Noelting, MTC and Bill Bacon, MTC
• Handout_-_3_PlanBayAreaUpdate.pdf
a) Committed Projects & Funds Policy
Staff will present the Committed Projects and Funds Policy for the Plan Bay Area update.
• 03a_Plan_Bay_Area_Update_-__Committed_Projects___Funds_Policy_with_attachment.pdf
b)
Project Update, Call for Projects and Need Assessments Process
Staff will present background information and an overview of the Project Update, Call for Projects and Need Assessments process for the Plan Bay Area update.
• 03b_Plan_Bay_Area_Update_-_Project_Update_-_Call_for_Projects_and_Need_Assessments_Process_with_attachments.pdf
4.
10:30 a.m.
HUD Regional Prosperity Plan: Overview of the Bay Area Regional Prosperity Plan*
Staff will provide an overview and status update on the Regional Prosperity Plan, a 3-year project funded through a $5 million grant from the U.S. Department of Housing and Urban Development. Staff will share key challenges that are driving this effort, and key outcomes from pilot projects that were funded by a $3 million pass-through sub-grant program and how they may inform the update of Plan Bay Area. Staff will be joined by one co-chair from each of the three working groups that are implementing this program. Pilar Lorenzana-Campo, Non-Profit Housing Association of Northern California; Jennifer Martinez, San Francisco Organizing Project; and Egon Terplan, SPUR.
Presented by: Vikrant Sood, MTC
• 04_HUD_Regional_Prosperity_Plan_-_Overview_of_the_Bay_Area_Regional_Prosperity_Plan_with_attachments.pdf
5.
11:00 a.m.
State of the Region Report and Vital Signs Initiative (Phase 2: Land, People, and Economy)*
Staff will provide an overview of ABAG's State of the Region report and highlight the latest release of MTC's Vital Signs performance monitoring initiative.

Presented by: Kristen Carnarius, MTC and Cynthia Kroll, ABAG
• 05_State_of_the_Region_Report_and_Vital_Signs_Initiative_-_Phase_2_-_Land_-_People_and_Economy_with_attachments.pdf

6.
11:30 a.m.
Call for Volunteers : Regional Equity Working Group*
Staff will present on the creation of the Regional Equity Working Group for the update to Plan Bay Area. Volunteers should plan to attend 18 meetings over the next 24 months.
Presented by: Miriam Chion, ABAG and Doug Johnson, MTC
• 06_April17_REWG_Recruitment_Memo_KK.pdf

7.
11:35 a.m.
Call for Volunteers: Performance Working Group

MTC Regional Advisory Working Group
June 2, 2015 9:30 AM

https://mtc.legistar.com/DepartmentDetail.aspx?ID=30014&GUID=78D73FB5-374C-42BD-810D-820AAB4419BC

1. 15-0507 Welcome, Introductions
Presenter: **ABAG and MTC**
9:35 a.m.
One Bay Area Grant Cycle 2 Update*
MTC staff will give an update on the development of Cycle 2 of the One Bay Area Grant (OBAG) program

2. 15-0508
Presenter: **Craig Goldblatt, MTC**
02_OBAG2 Initial Proposal RAWGl Memo June with attachments.pdf
OBAG2 Proposal_RAWG.pptx
Attachments:
10:10 a.m.
Value Pricing Pilot (VPP) Parking Pricing Analysis Project: Update*
MTC staff will present an overview of the new regional parking database, findings on key policy questions, and potential policy approaches related to the Plan Bay Area implementation.

3. 15-0509
Presenter: **Valerie Knepper, MTC**
03_Value Pricing Pilot - VPP - Parking Pricing Analysis Project - Update3 with attachments.pdf
03_June 2 RAWG Parking Presentation3.pdf
Attachments:
11:00 a.m.

Plan Bay Area Transportation Financial Projections Assumptions*
MTC staff will present the assumptions and methodologies that will be used to forecast transportation revenues for Plan Bay Area 2040.

4. 15-0510
Presenter: **Bill Bacon, MTC**
Attachments: 04_PBA2040_062015_RAWG_FinancialAssumptions with PPt.pdf
11:25 a.m.

5. 15-0511 Next Steps/Other Business/Public Comments
11:30 a.m.

6. Adjournment
The next meeting will be held on July 7, 2015 at 9:30 a.m. in the Lawrence D. Dahms Auditorium, First Floor, 101 Eighth Street, Oakland, CA.

The ABAG Regional Forecast and Sonoma County

Cynthia Kroll, Chief Economist, ABAG

Santa Rosa, June 8, 2015

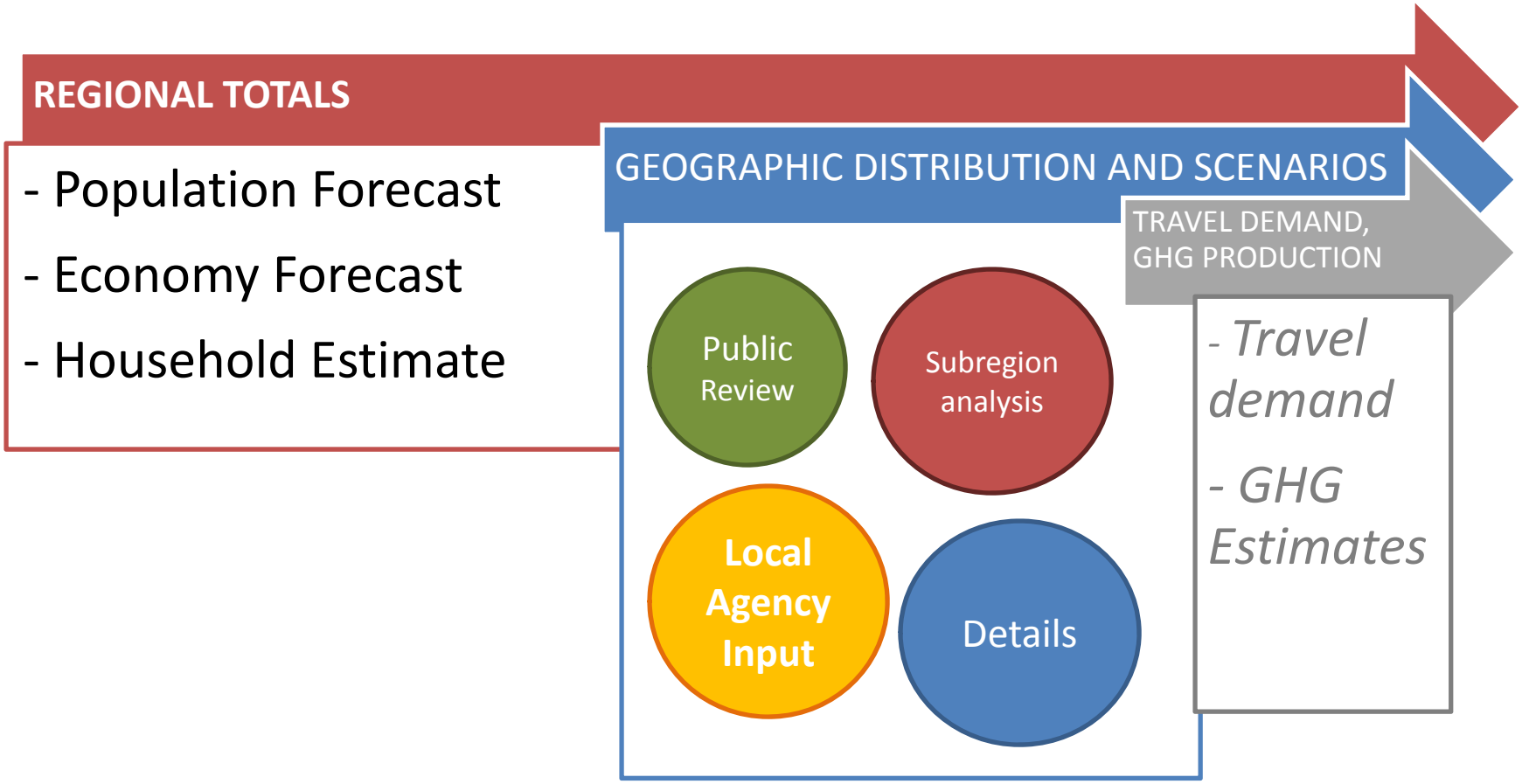
What is the Regional Forecast?

- A realistic 25-year regional outlook, based on expected national and international trends
- Estimates to 2040 of regional totals for population, jobs, households and income
- Geographic distribution of the forecast within the region based on local policy choices, market conditions, and baseline circumstances
- Frequently revised (current time frame—every four years)

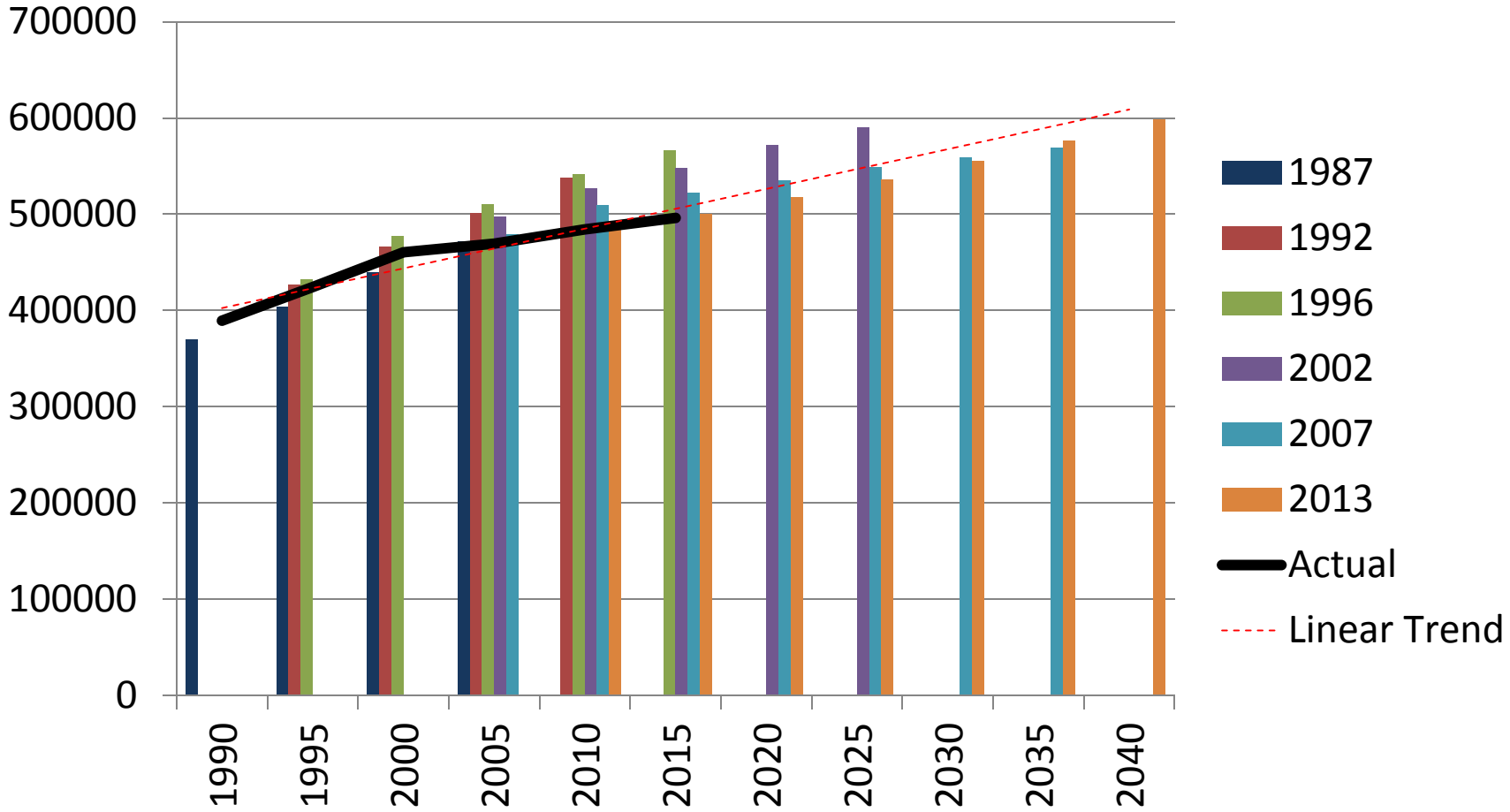
Why Have a Regional Forecast?

- Internally consistent estimates of jobs, population, households and income
- Context for local general planning efforts
- Needed for planning and financing long term transportation and housing investments
- California statutory framework

How do we do the Forecast?

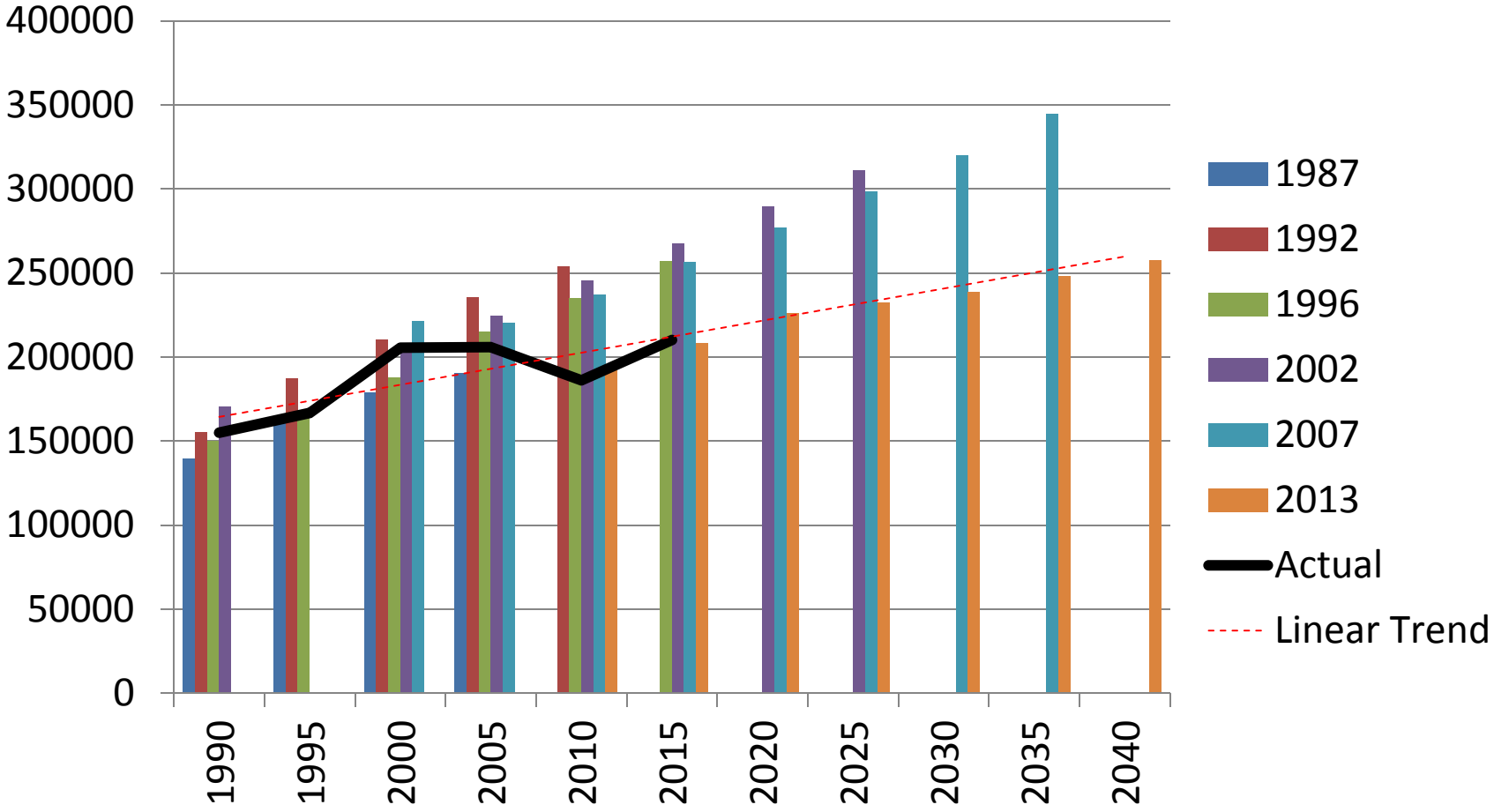


How Good Are the Forecasts? Sonoma County Population



Source: ABAG from earlier Projections series and California Department of Finance.
Note: 2015 Actual is January 2015.

How Good Are the Forecasts? Sonoma County Employment



Source: ABAG from earlier Projections series and California Employment Development Department. Note: "Actual" is Bureau of Labor Statistics plus 6%. 2015 Actual is 2014 annual average.

Why Are Employment Forecasts Less Accurate?

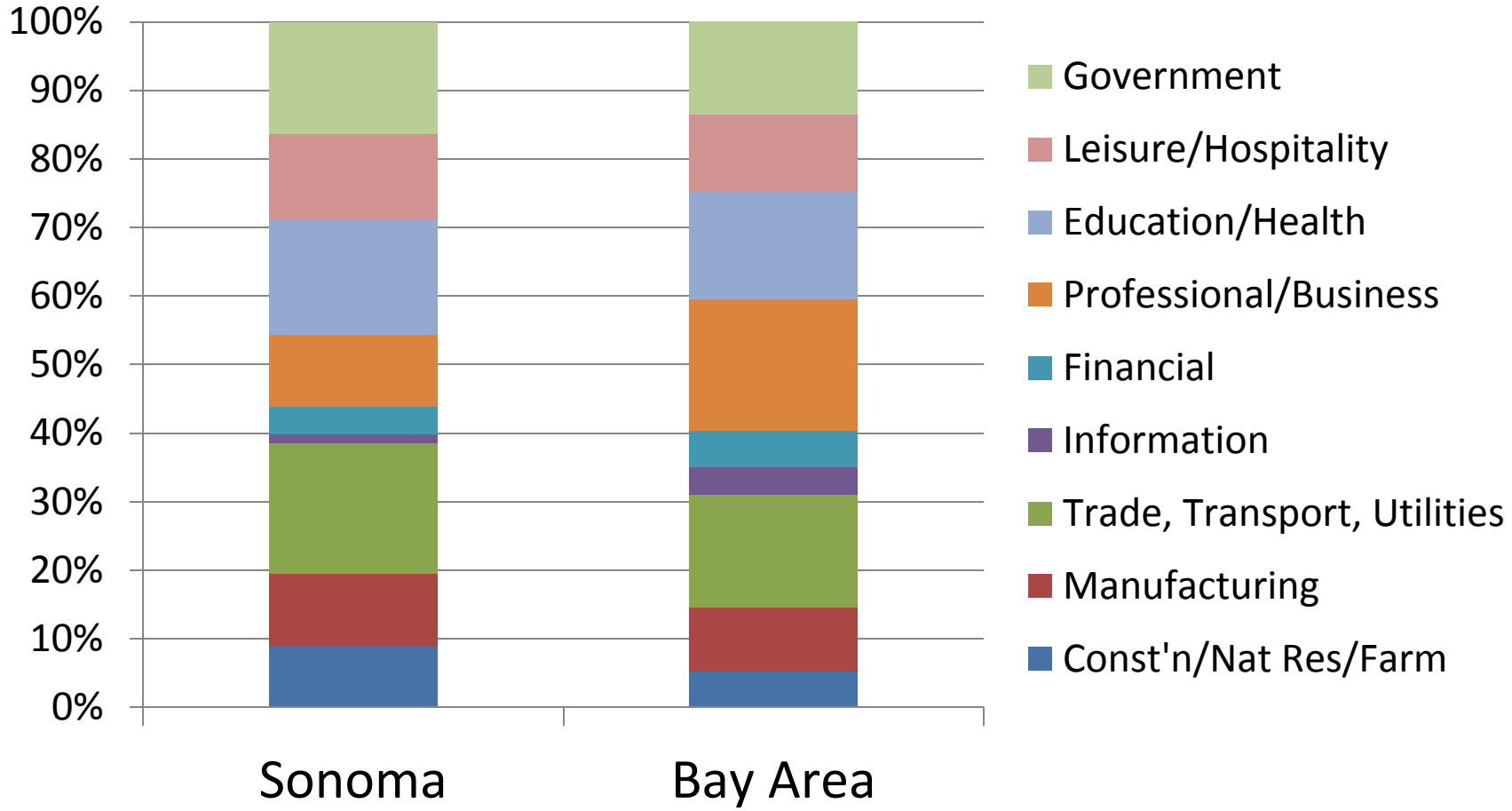
- Forecasts predict long term trends but employment has short term cycles.
  - Past “trends” depend on the starting point
  - Accuracy depends on point in cycle
- Measurement issues
  - Many different definitions of employment
  - ABAG adjusts to jobs per person (tied to travel database)
  - Data accuracy is weaker for smaller geographies
- Geographic uncertainty—what will be the hot spots?

What Distinguishes Sonoma?

- Strong agriculture economy
- Somewhat older population than most other counties, except Marin; aging faster.
- Less ethnically diverse than the region as a whole
- Low median household Income
- Growing slowly
- A higher share of movers stay in Sonoma

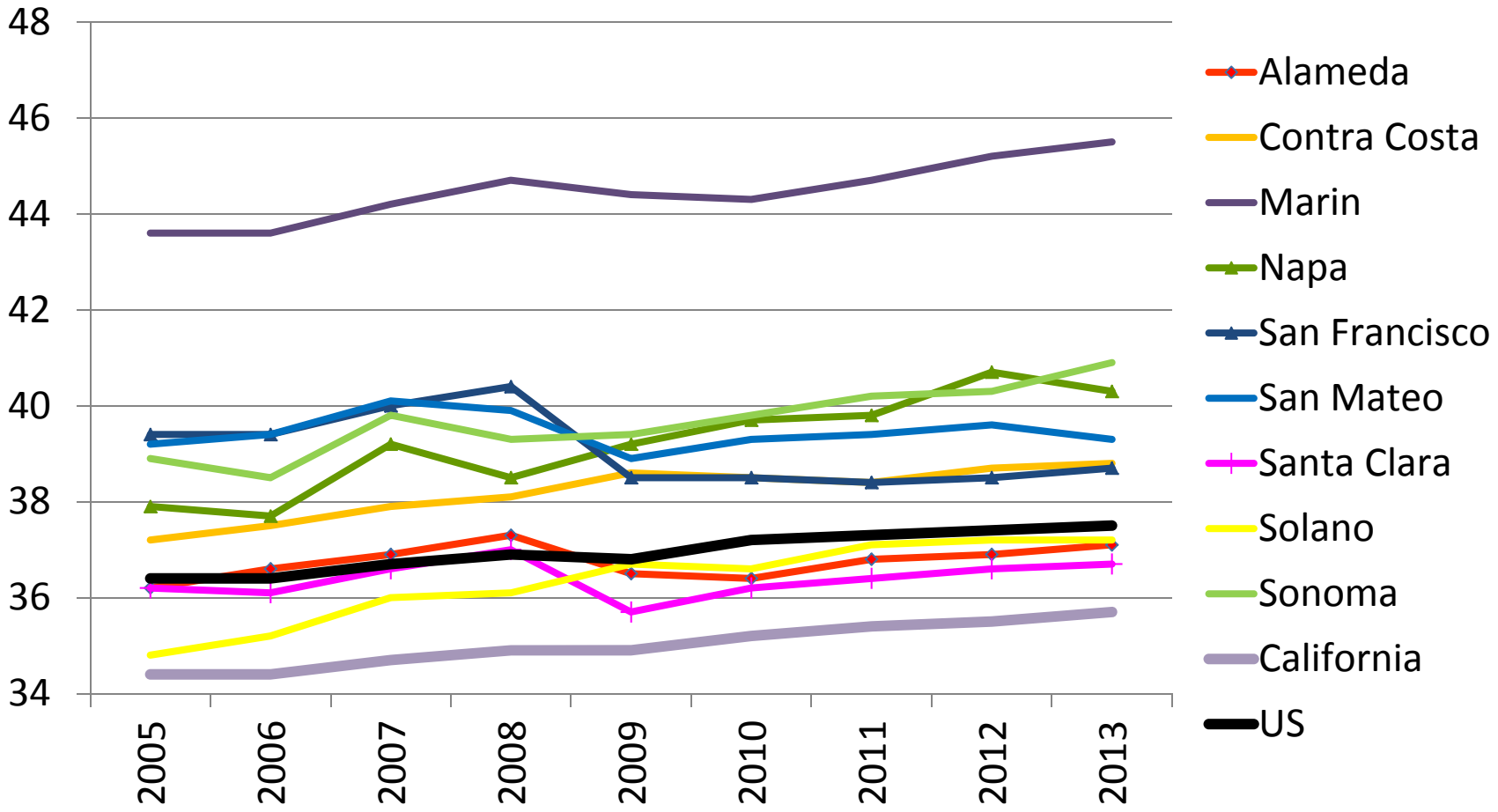
Distribution of Employment by Sector--

Higher share of construction, farm, manufacturing, trade, health, leisure and government jobs



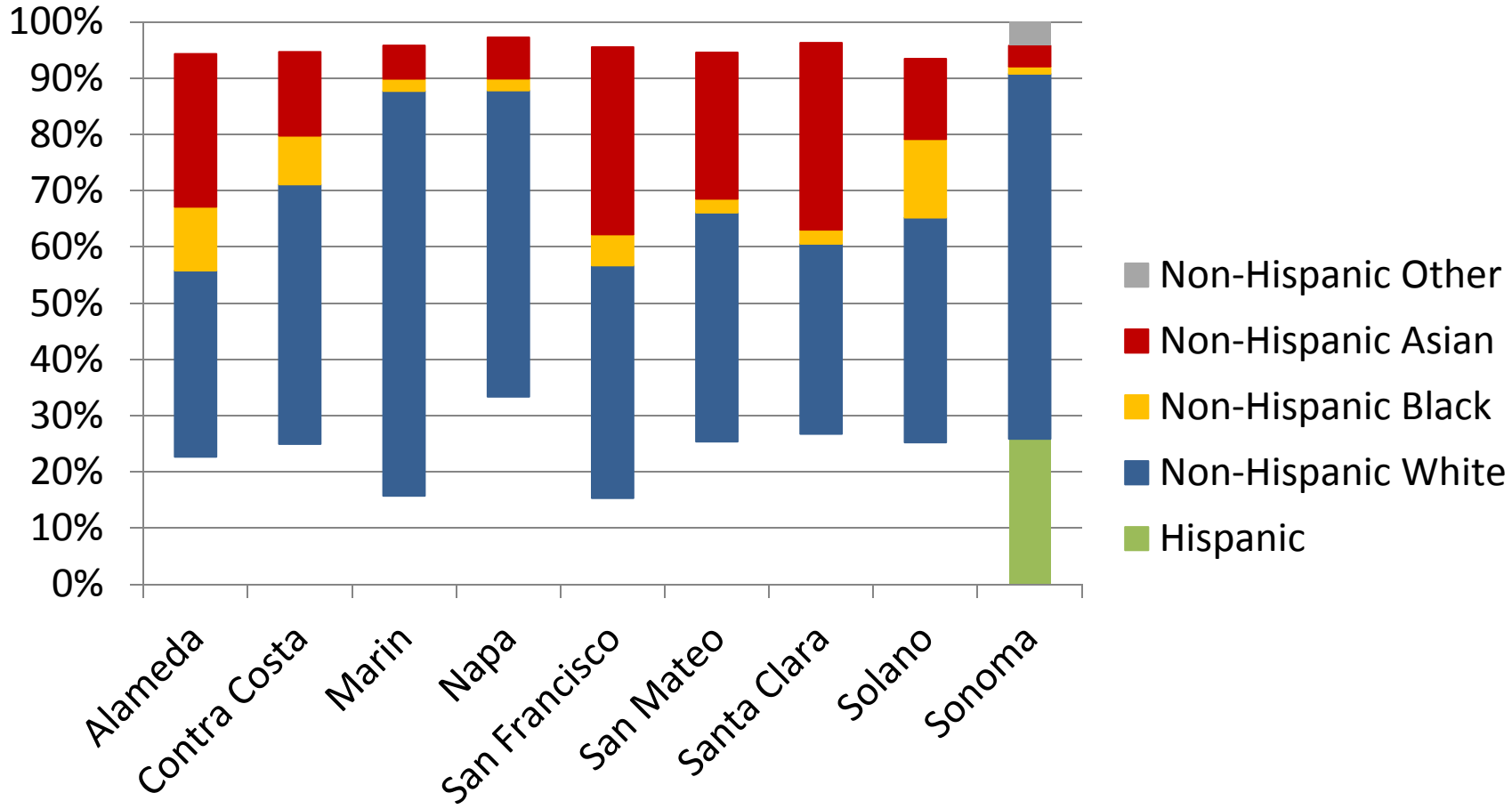
Source: ABAG from California Employment Development 2014 data.

Sonoma Residents Are Younger than Marin, Older than Solano Residents



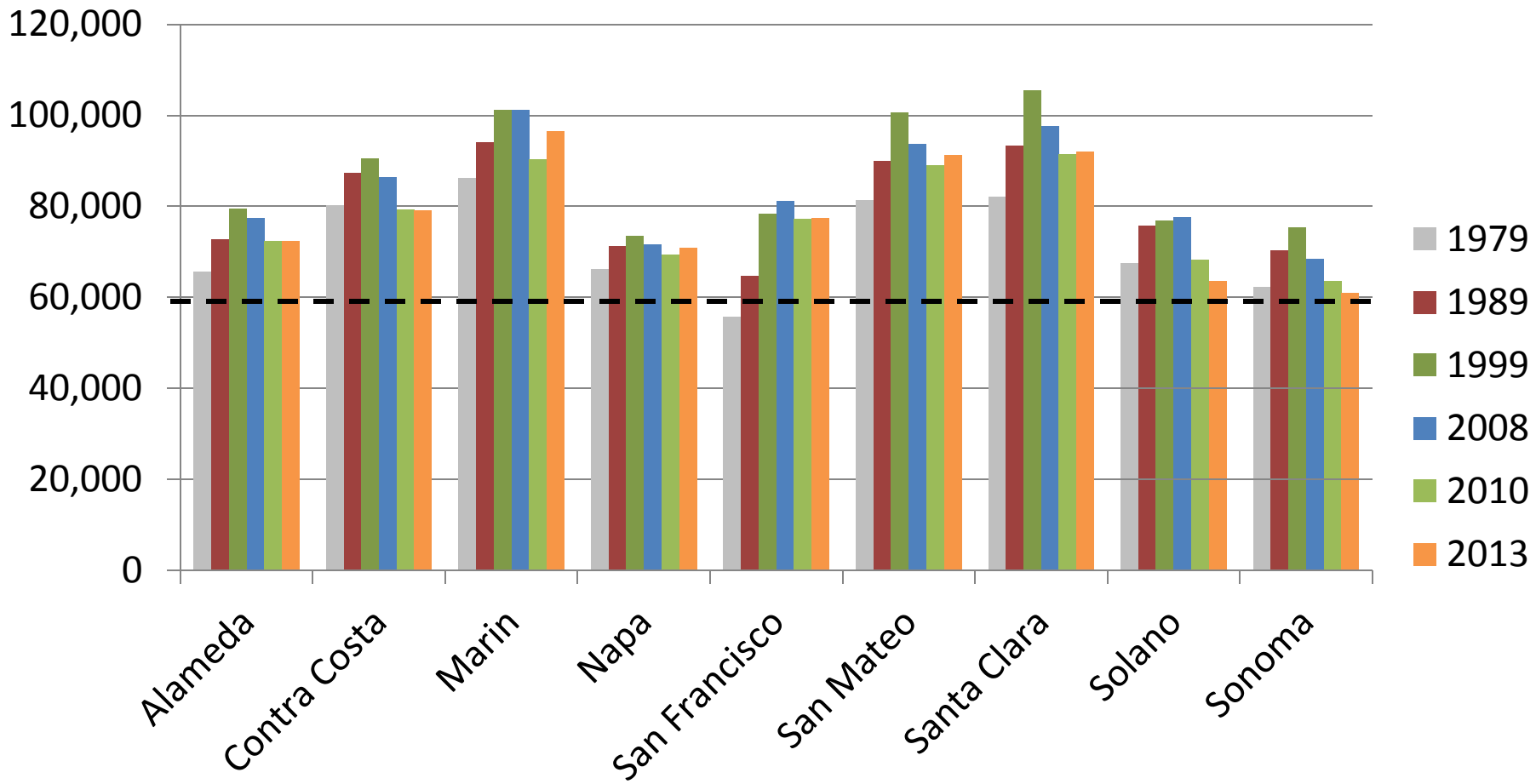
ABAG from US Census ACS data

White Non-Hispanic Residents Were 65% of Sonoma Population in 2013

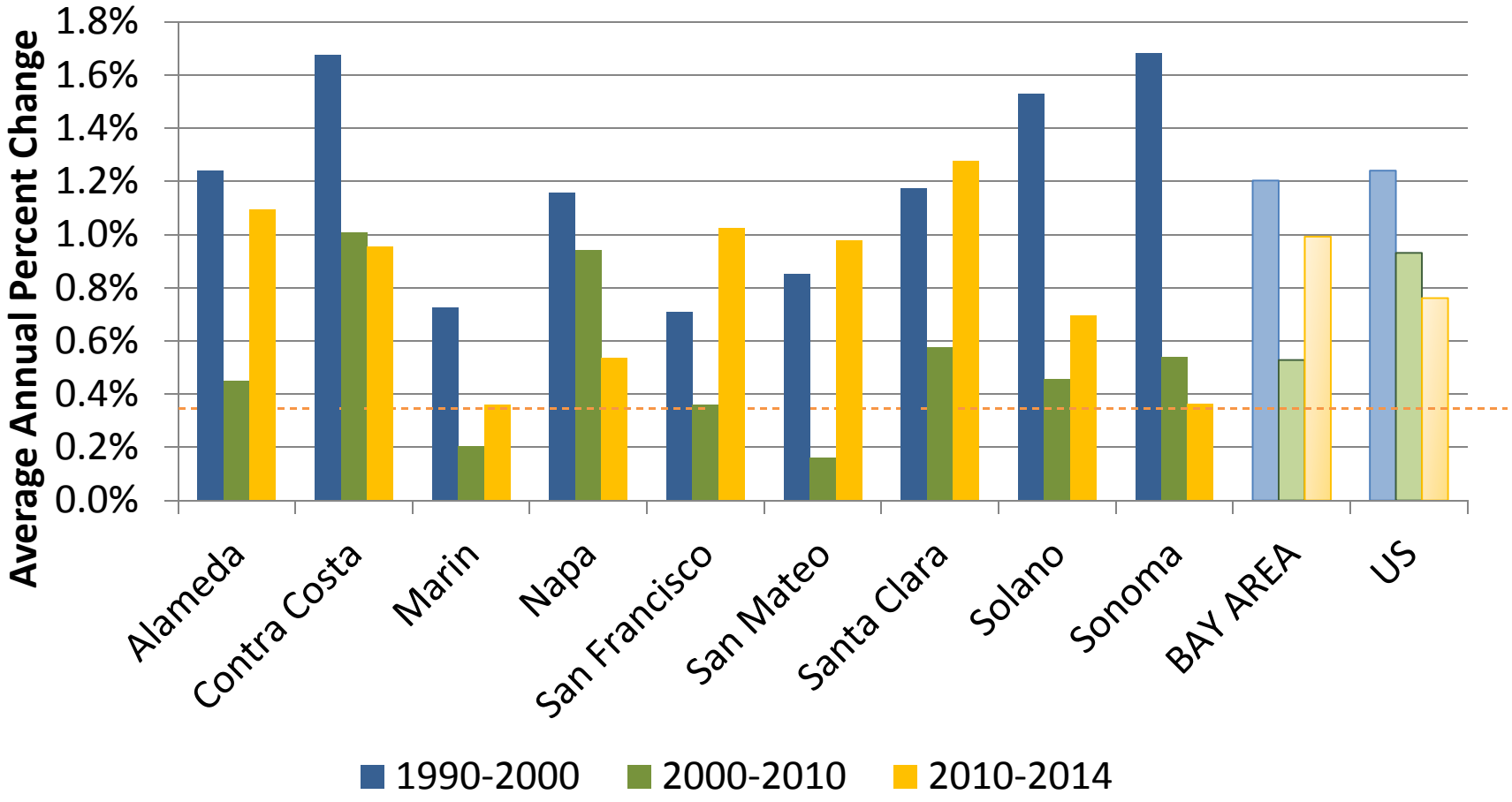


ABAG from US Census ACS data

Sonoma Had the Lowest Median Household Income in 2013, below 1979

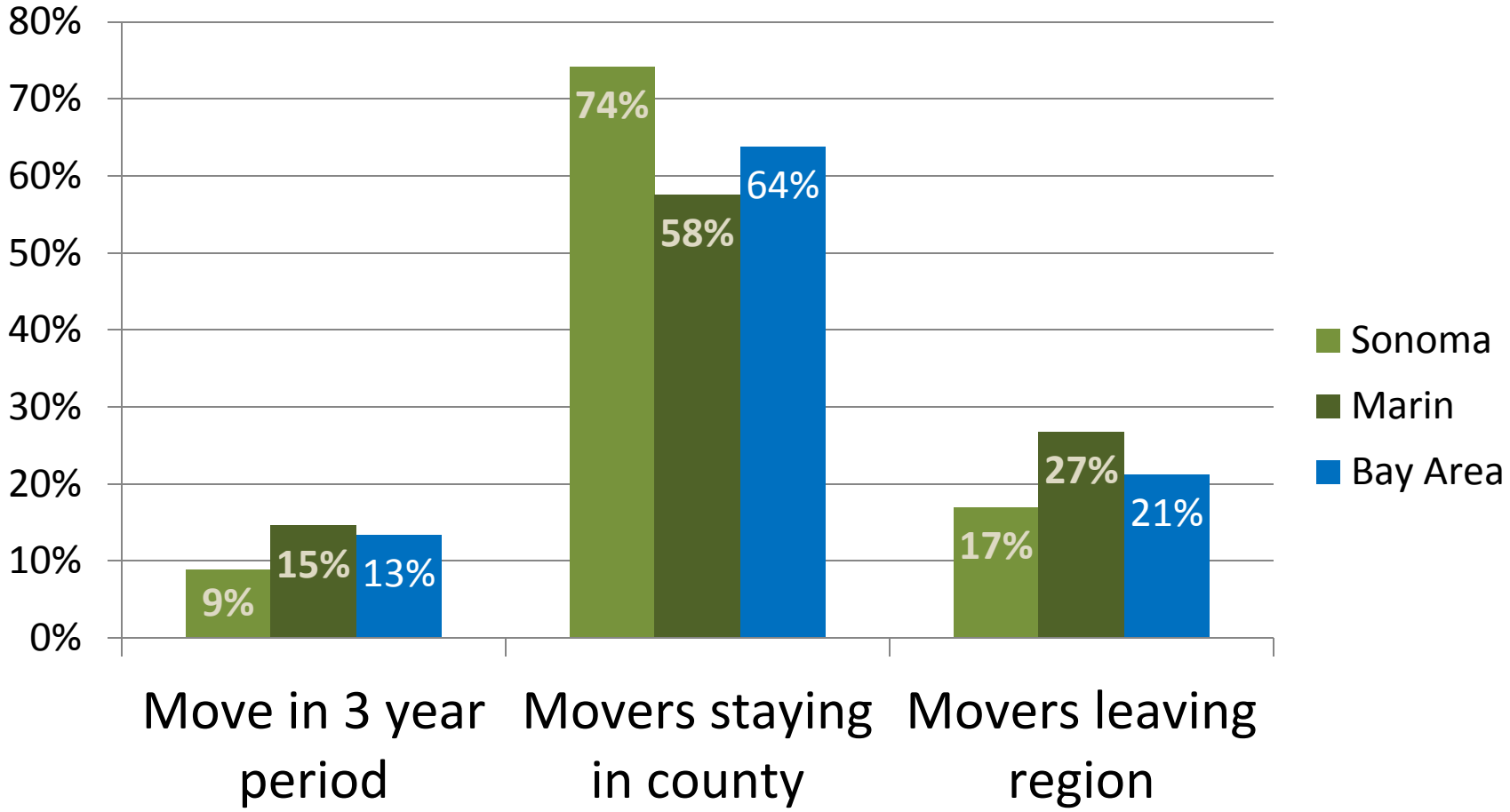


Sonoma and Marin Had the Slowest Population Growth Rates Since 2010



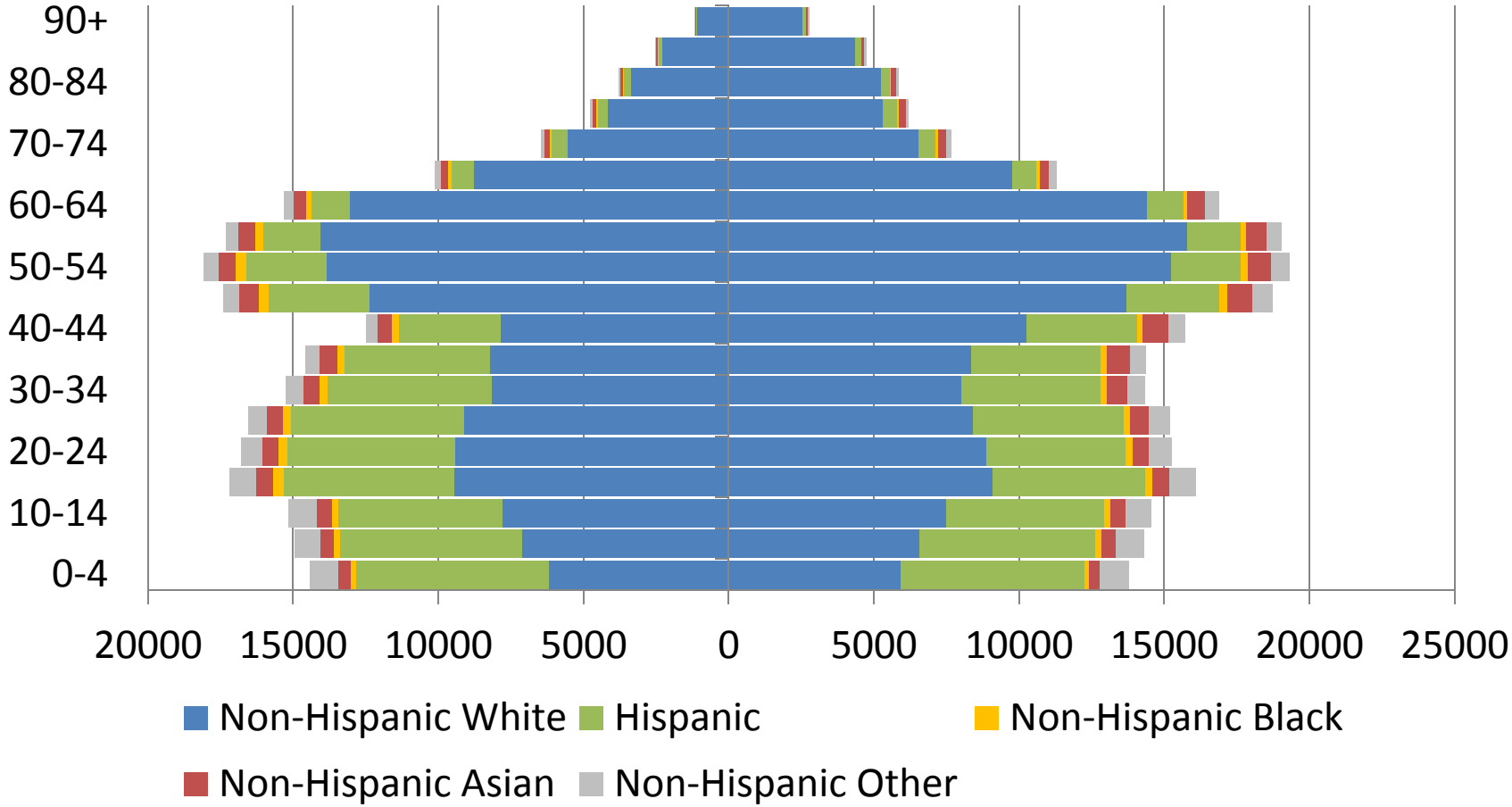
ABAG from US Census and California DOF data

Sonoma Residents are Less Likely to Move, More Likely to Stay in the County



Source: ABAG from American Community Survey PUMS data.

Sonoma Population Distribution By Age
2010 Census



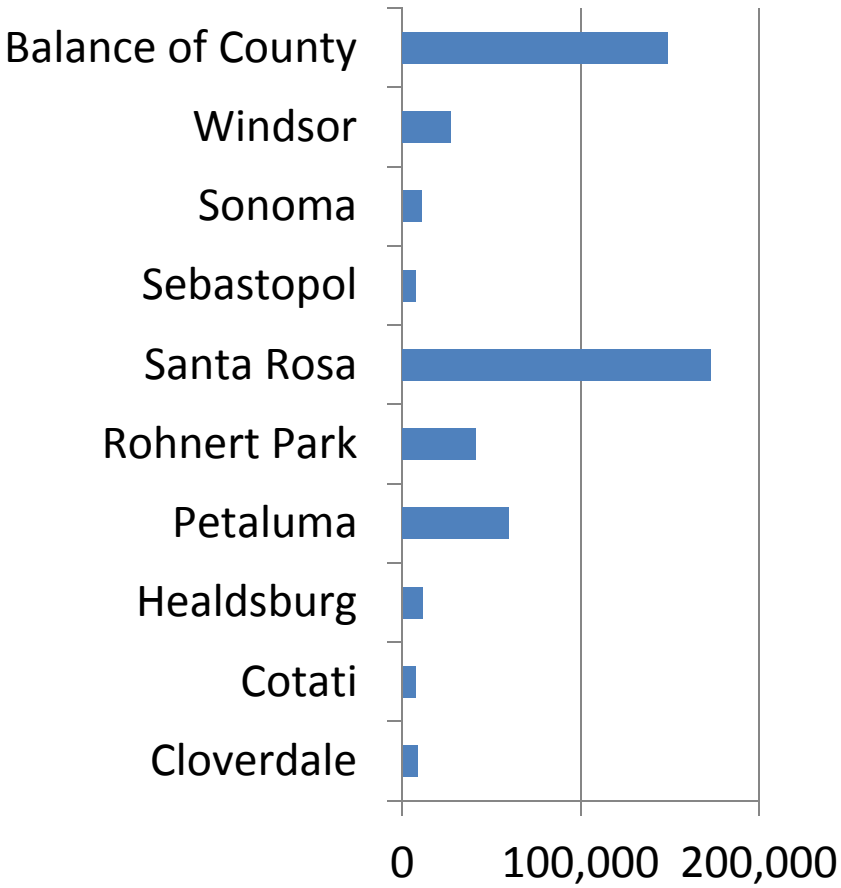
Source: ABAG from US Bureau of the Census 2010 Decennial Census.

How Do these Factors affect the Forecast?

- Population Change
  - If migration pattern continues, then growth will be more dependent on natural increase
- Employment Change
  - Aging of workforce may affect labor force availability
  - Existing industry mix, labor force, population affect new businesses and expansions
- Household Change
  - Aging population may affect type of demand

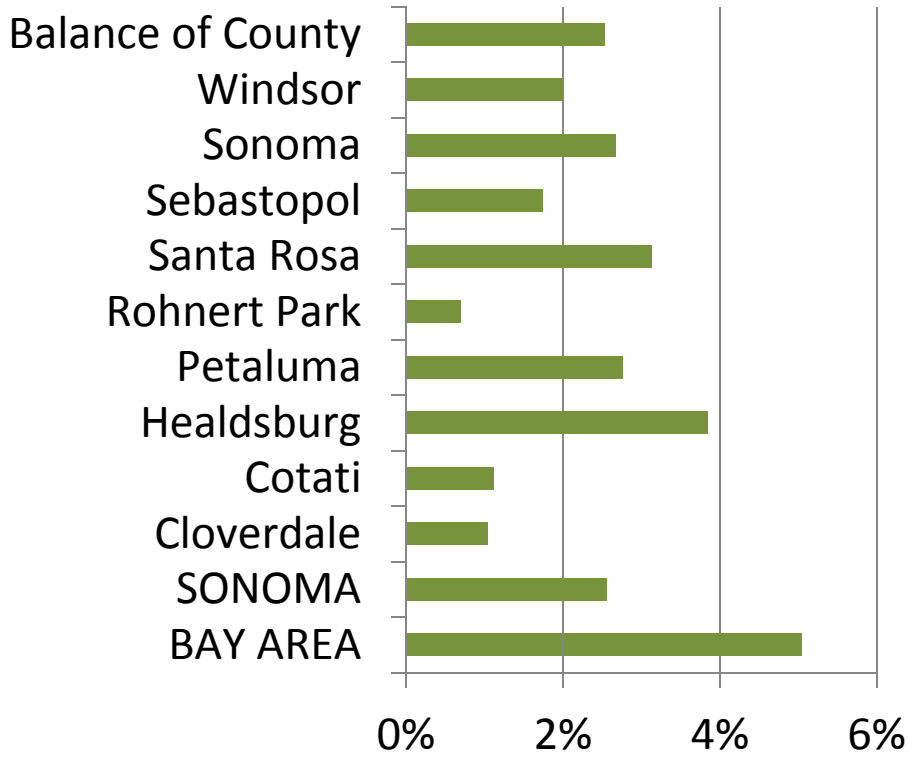
Sonoma Cities Have Grown Slowly

Population Size 2015



Population Growth 2010-15

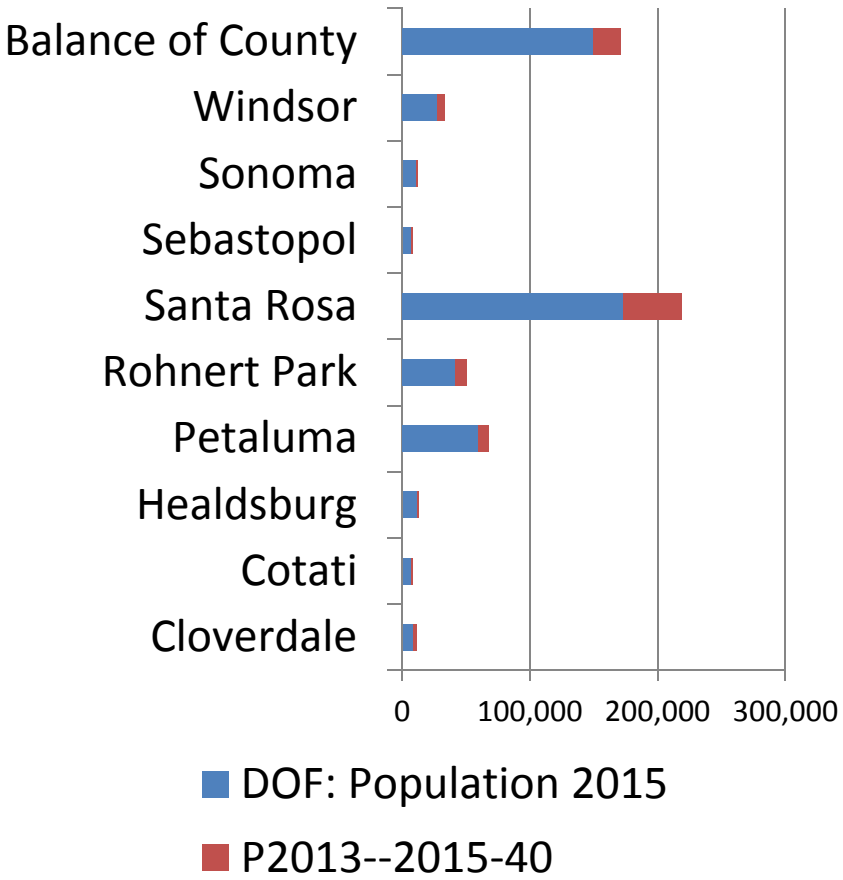
Percent Change



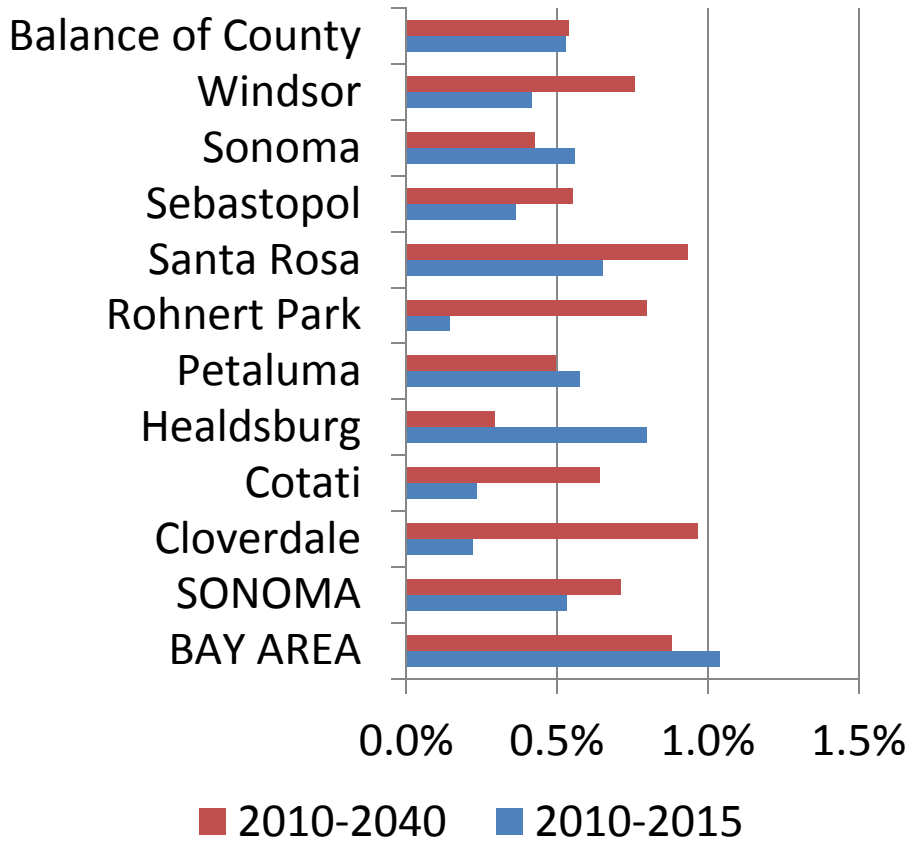
Source: ABAG from California Department of Finance data.

PBA 2013 Projected Sonoma's Slow Growth Will Continue

Population Size 2015 and 2040



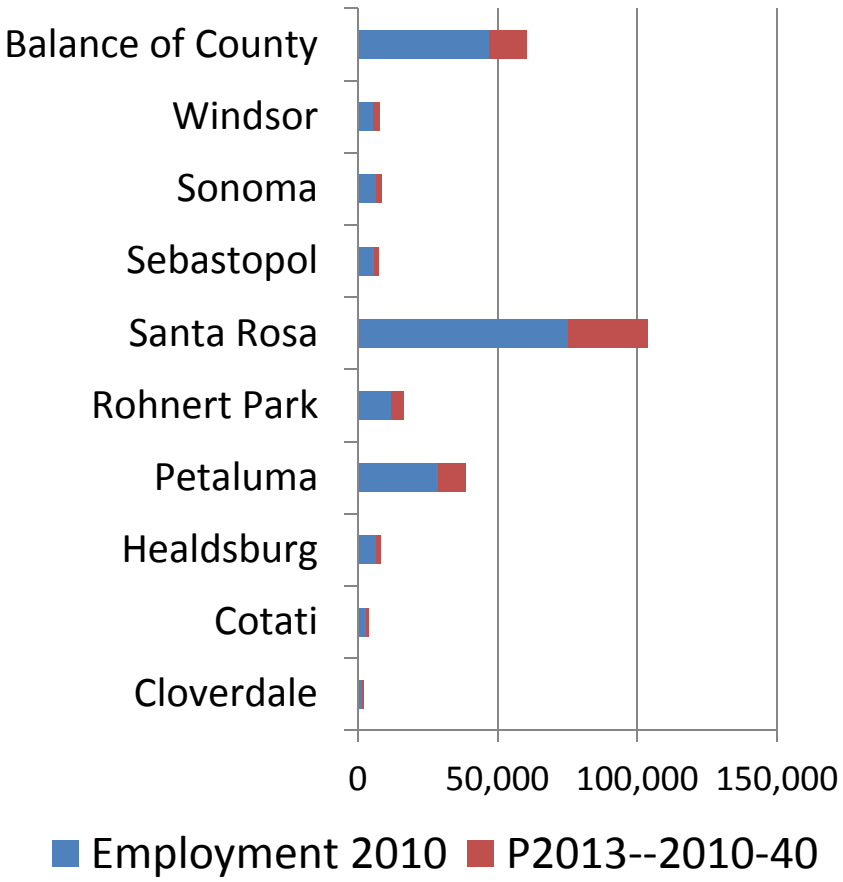
Annual Population Growth Rates



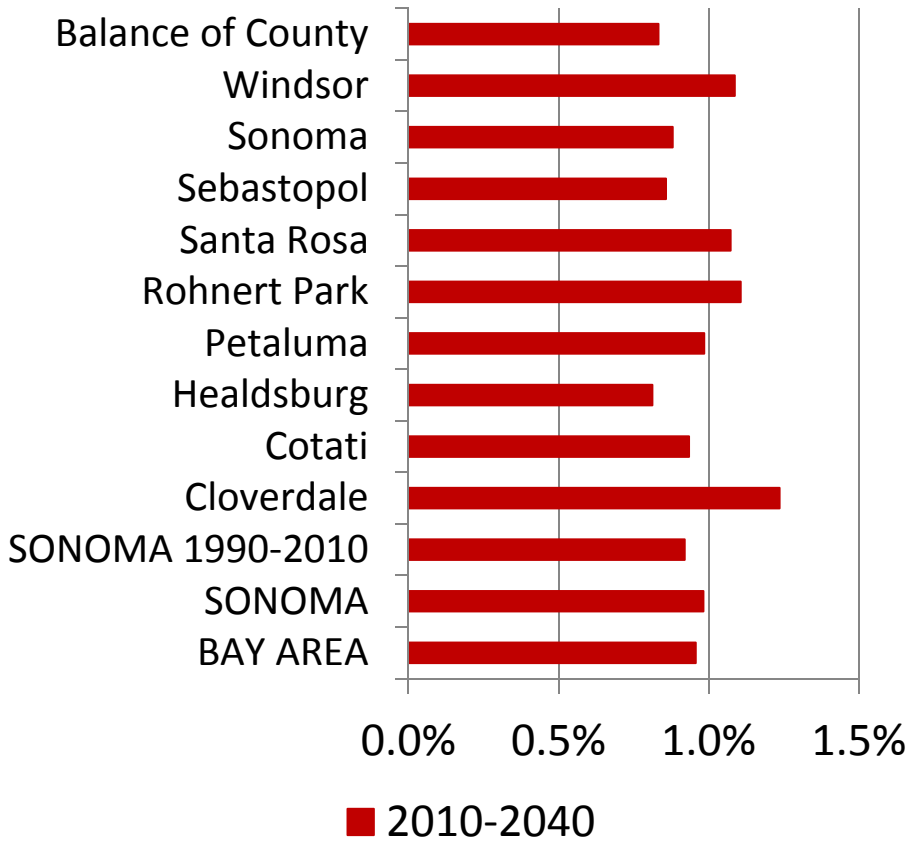
Source: ABAG from California Department of Finance data and Projections 2013

PBA 2013 Projected Employment

PBA 2013 Employment 2010 and 2040

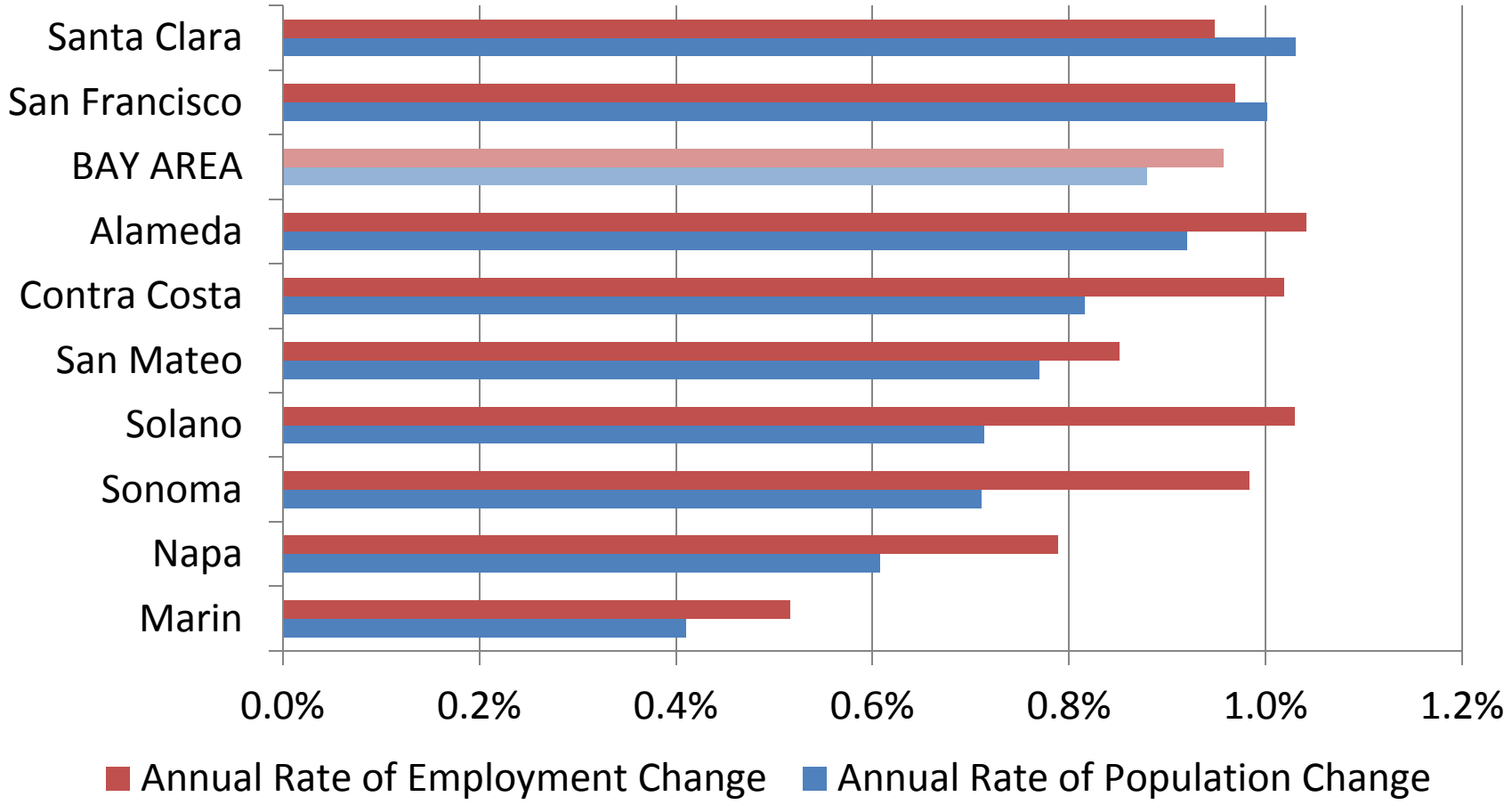


Annual PBA 2013 Growth Rates 2010-2040



Source: ABAG from Projections 2013

PBA 2013 9-County Population and Employment Change



Source: ABAG from Projections 2013

The Process Going Forward—
Role for Local Jurisdictions

Forecast Timing	Phase	Local Role
Spring and Summer 2015	Data and Plan Verification	Review zoning, pipeline, PDA and general plan info
Fall 2015	Scenario Concepts and Drafts	Review and response
Winter and early Spring 2016	Final regional forecast and final scenarios	Review and Response

Thank You

http://abag.ca.gov

http://reports.abag.ca.gov/sotr/2015/

cynthiak@abag.ca.gov

COUNTY FOCUS

Sonoma County Today

Plan BayArea 2040

POPULATION

490,000
Residents

232% Increase since 1960

EMPLOYMENT

$61,000
Median family income

6.7%
Unemployment rate

TRANSPORTATION

76%
Drive alone

10% carpool
2% take transit
3% walk
1% bike
7% telecommute
1% other

COMMUTE TIMES

25
Minute commute to work

(Compared to an average of **28** minutes for the entire Bay Area)

COMMUTE FROM?

84%
Of residents live AND work in Sonoma County

Sonoma County exports and imports the most workers to and from Marin County

TRAFFIC

4%
Of miles traveled on Sonoma County highways are affected by congestion

Southbound US-101 from Santa Rosa to Petaluma during the evening commute is one of the most congested segments in Sonoma County

PUBLIC TRANSIT

25,000
Daily Golden Gate Transit boardings
(-17% since 1991)

8,000
Daily Santa Rosa CityBus boardings
(+101% since 1991)

4,000
Daily Sonoma County Transit boardings
(+44% since 1991)

HOUSING

$1,172
Median monthly rent

$433,250
Median home price

71%
Multifamily permits in 2013

PAVEMENT CONDITION

54
Overall score for all jurisdictions

Best: Windsor at **70**

Worst: Petaluma at **46**

Index on a scale of 0 - 100

Data Sources: Population–California Department of Finance, 2014; Employment–U.S. Census Bureau: American Community Survey, 2013; California Employment Development Department, 2013; Transportation–U.S. Census Bureau: American Community Survey, 2013; Commute Times–U.S. Census Bureau: American Community Survey, 2013; Traffic–Caltrans Performance Monitoring System, 2013; Metropolitan Transportation Commission, 2013; Public Transit–Federal Transit Administration: National Transit Database, 2012; Housing– U.S. Census Bureau: American Community Survey, 2013; Multiple Listing Service Homes Sales Records, 2014; California Homebuilding Foundation/Construction Industry Research Board, 2013; Metropolitan Transportation Commission, 2013 Regional Pavement Condition Report.

What are the current trends in Sonoma County?

Cloverdale | Cotati | Healdsburg | Petaluma | Rohnert Park | Santa Rosa | Sebastopol | Sonoma | Windsor

Understanding what's happening in Sonoma County now helps us recognize what issues may become most important as we plan for the future. Here's a brief snapshot of Sonoma County and some key issues to consider for these communities as we update Plan Bay Area.

TRANSPORTATION: There are many transportation options in Sonoma County, but local pavement conditions remain a challenge in some areas.

DIVERSITY: 1.4% of Sonoma County residents are African-American, 3.9% are Asian, 25.2% are Latino, 65.8% are White, and 3.7% are multiple or other races.

COUNTY FOCUS

PDAs in Sonoma

Plan BayArea 2040

Locally Nominated Priority Development Areas and Priority Conservation Areas

Sonoma County is the largest and northernmost county in the San Francisco Bay Area. The geographic makeup of the county is very diverse as it contains coastal areas, redwood forests and oak woodlands, rivers, wetlands and baylands, vineyards, grasslands, and small farms. Urban development in Sonoma County is concentrated primarily within cities along the U.S. 101 corridor, which has been supported by voter-approved urban growth boundaries and other policies that encourage separation between cities and scenic landscapes to maintain the county's rural character and economy.

Sonoma County is home to 12 locally nominated PDAs and 14 PCAs.

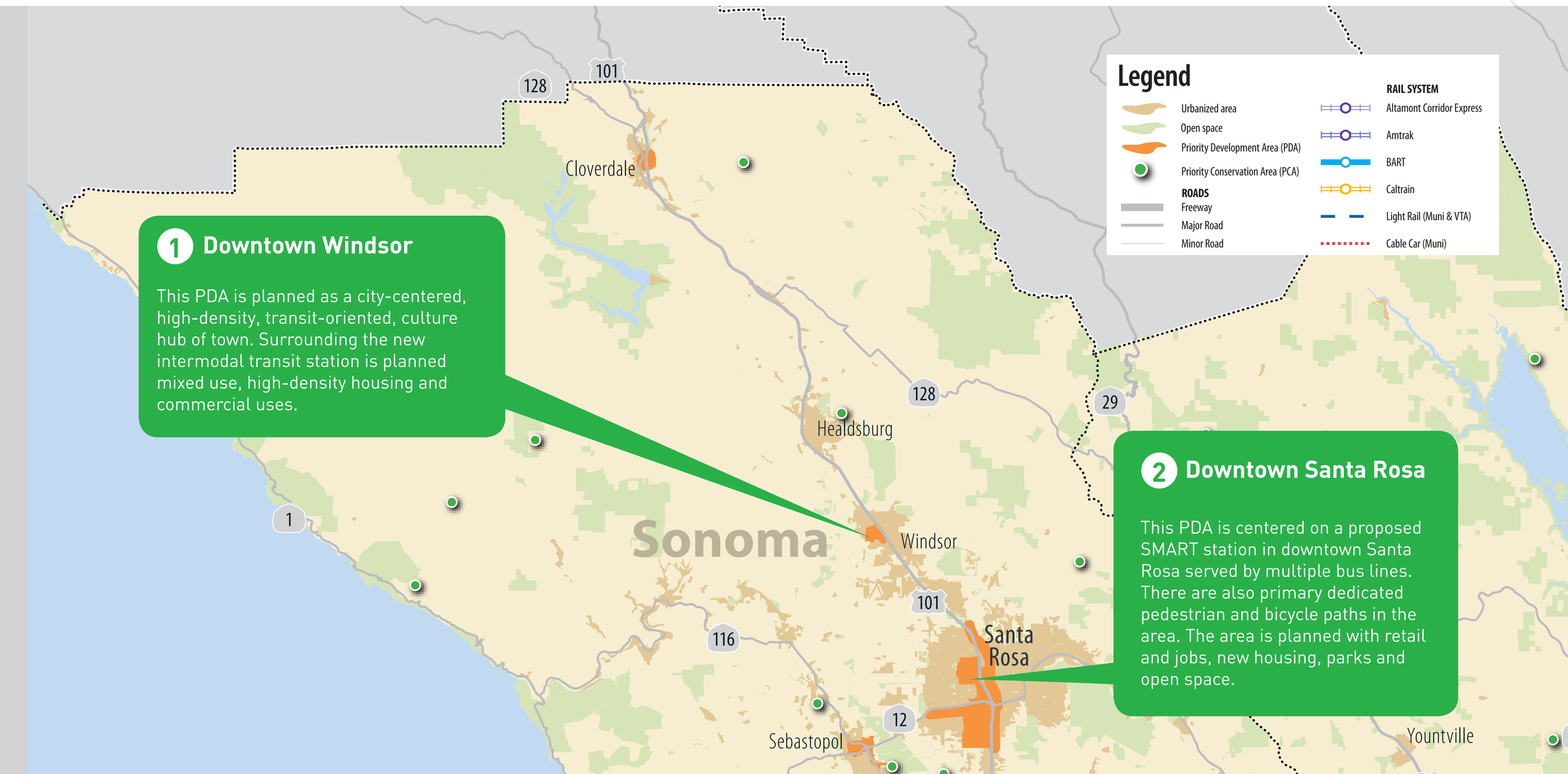
Priority Development Areas (PDAs)

Priority Development Areas (PDAs) are locally designated areas within existing communities that provide infill development opportunities, and are easily accessible to transit, jobs, shopping and services.

Priority Conservation Areas (PCAs)

Priority Conservation Areas (PCAs) are regionally significant open spaces for which there exists a broad consensus for long-term protection and for which public and private funds may be invested to promote their protection. The purpose for identifying Priority Conservation Areas is to highlight near-term opportunities for land conservation in the San Francisco Bay Area that are supported by local consensus.

A Map of Sonoma County PDAs

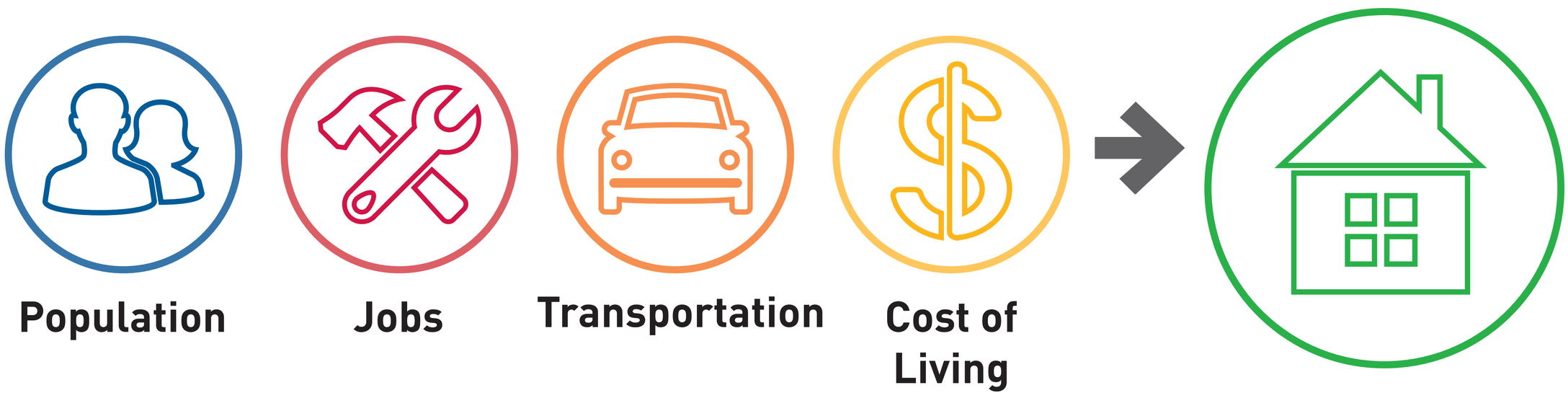


COUNTY FOCUS
Sonoma Housing

Plan BayArea 2040

What Housing is Being Built?

Housing reflects the unique values and lifestyles of a community. Factors that influence types of housing include General Plans, zoning, population growth, household size, job availability, access to transportation, income and the cost of living.



1,027
housing units permitted in Sonoma County in 2013. Of these...

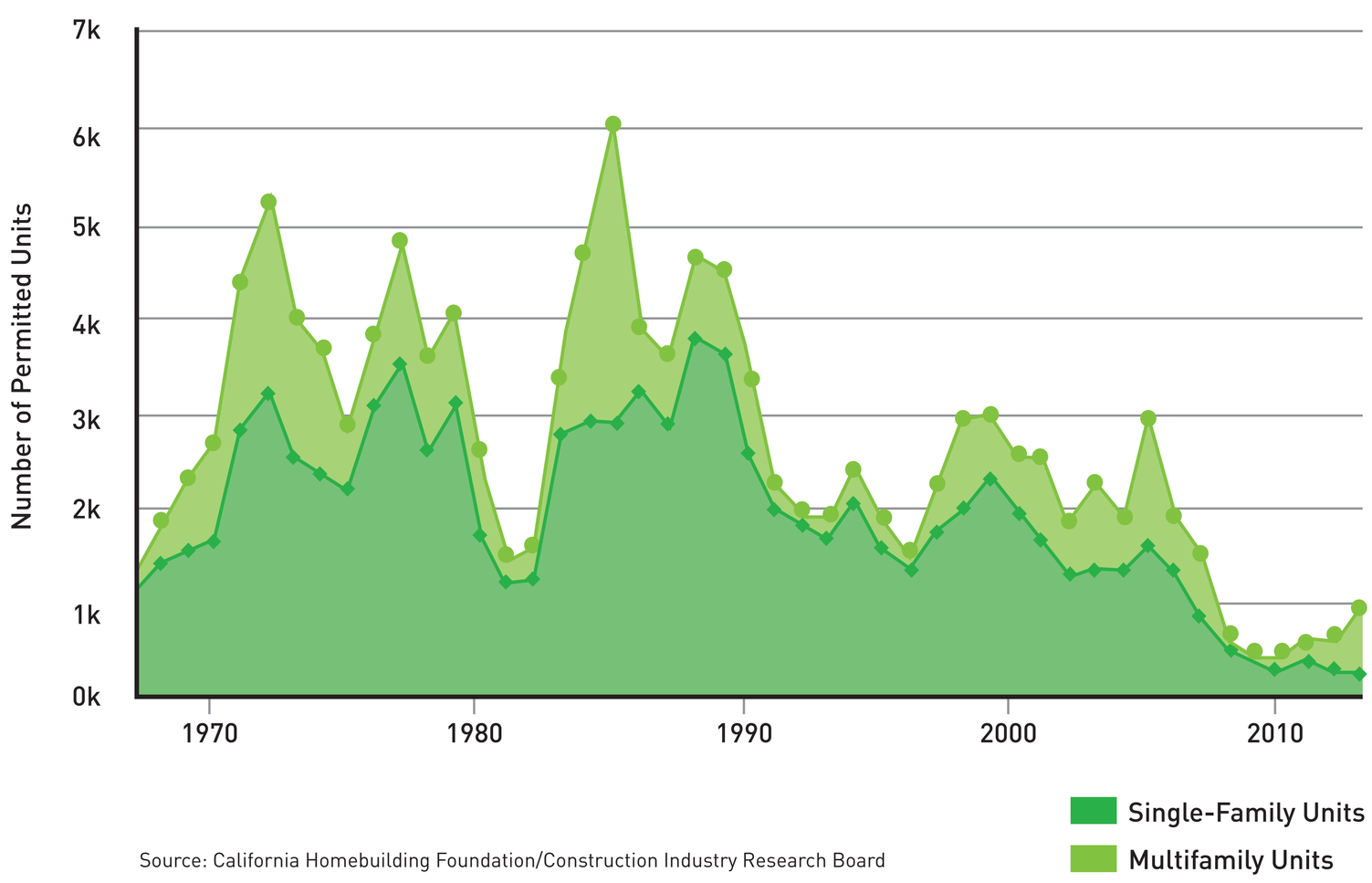
732
(71%) were multifamily

Source: California Homebuilding Foundation/Construction Industry Research Board

Multifamily Homes Grow as Primary Housing Choice in Sonoma County

During the period of expansive growth across the Bay Area over the last half-century, most new housing units were single-family homes. Some parts of the region, by contrast, are shifting more toward multifamily homes, including apartments and duplexes in Priority Development Areas. This is the trend in Sonoma County, with 71 percent of new housing permitted as multifamily homes.

Historical Trends for Housing Growth in Sonoma County



Source: California Homebuilding Foundation/Construction Industry Research Board

70%
of permits are now for multifamily homes across the Bay Area, compared to

40%
25 years ago

Source: California Homebuilding Foundation/Construction Industry Research Board

Agenda Item 2

TO: Regional Advisory Working Group DATE: May 26, 2015

FR: Craig Goldblatt, MTC

RE: One Bay Area Grant Program Cycle 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 federal highway funding program with California's climate statutes and the Sustainable Communities Strategy (SCS). OBAG supports Plan Bay Area, the region's SCS, by directing investments into the region's priority development areas, rewarding housing production, and providing a larger and more flexible funding program to deliver transportation projects. 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)

OBAG 1 projects are nearing completion and there are now two years remaining of the OBAG 1 cycle (FY 2012-13 through FY 2016-17); therefore, it is time to begin discussing the upcoming funding cycle (OBAG 2) with stakeholders and the MTC Commission. This will provide sufficient lead time for regional program managers and county Congestion Management Agencies (CMAs) to design programs and select projects to use funds in a timely manner within the five-year period of OBAG 2 (FY 2017-18 through FY 2021-22).

Recommendations

Considering the positive results achieved to date in OBAG 1 and to extend the time frame to implement and track the effectiveness of OBAG towards meeting its policy goals, staff is recommending only minor revisions for OBAG 2. Listed below are principles that are guiding the proposed program revisions:

1. **Maintain Realistic Revenue Assumptions**:
   OBAG 2 funding is based on anticipated future federal transportation program apportionments. To avoid a shortfall, a conservative flat-line revenue projection sets the size of the program with a total of five years to get closer to maintaining near OBAG 1 funding levels.

2. **Support Existing Programs and maintain Regional Commitments as First Priority Recognizing Revenue Constraints**:
   The OBAG Program as a whole is expected to face declining revenues from $825 million in OBAG 1 to $750 million in OBAG 2. Therefore, staff is recommending no new

programs and to strike a balance among the various transportation needs that were supported in OBAG 1. Generally, funding levels remain at status-quo.

- The regional pot of funding decreases by 9%. With the exception of planning activities and escalation, programs are either maintained or decreased from their OBAG 1 funding levels.
- While the OBAG 2 county program decreases by 8%, this is somewhat offset by the addition of Federal-Aid Secondary Program (FAS), where appropriate / applicable, to the CMA local decision-making process, which was not part of OBAG 1.

Additionally, Transportations Enhancements (TE) revenues included in the OBAG 1 revenues are no longer available to the CMAs for programming since this fund source was eliminated under MAP 21 and folded into the new State Active Transportation Program.

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

Proposed OBAG 2 Funding

Programs	OBAG 2 Proposed Funding (million $, rounded)
Regional Planning Activities	$10
Regional PDA Planning and Implementation	$20
Pavement Management Program	$9
Priority Conservation Area Program	$10
Climate Initiatives	$22
Regional Operations Programs	$160
Transit Priorities Program	$182
County CMA Program	$338
OBAG 2 Total	$750

3. **Support the Plan Bay Area's Sustainable Communities Strategy by Linking OBAG Funding to Regional Needs Housing Allocation (RHNA), Housing Production, Affordable Housing, and Smart Growth Goals**:
There are proposed to be few changes to policies in OBAG 2, which have worked well in OBAG 1. (See Attachment 2.)

- PDA Investment targets stay constant: 50% for the four North Bay counties and 70% for the remaining counties.
- PDA Investment Growth Strategies, now fully completed, should play a stronger role in guiding the County CMA project selection and be aligned with the countywide plan update cycle.

- The county OBAG 2 distribution formula is revised slightly to further weight past housing production against future RHNA housing commitments; and affordable housing shares within each of these categories will be increased by 10%. (Population 50%; Housing Production 30%; and Housing RHNA 20%, with housing affordability at 60%). Also the OBAG 2 county fund distribution formula now uses ABAG's most recently updated RHNA and housing production data. The resulting county shares are summarized in the table below.

County	OBAG 1 Actual Distribution	OBAG 2 Proposed Formula
Alameda	19.6%	20.8%
Contra Costa	14.1%	13.1%
Marin	3.3%	2.5%
Napa	2.3%	1.4%
San Francisco	12.0%	14.4%
San Mateo	8.3%	8.6%
Santa Clara	27.3%	28.7%
Solano	6.0%	4.6%
Sonoma	7.3%	5.9%

4. **Continue Flexibility and Local Transportation Investment Decision Making**: OBAG 2 continues to provide the discretion and the same share of the funding pot (40%) to the CMAs for local decision-making. Also, two regional programs, Safe Routes to Schools and the Federal-Aid Secondary programs, have been consolidated into the OBAG county program with funding targets to ensure that these programs continue to be funded at specified funding 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 as required by SB 375 and other state laws. Those jurisdictions that have not updated their circulation element after 2010 to meet the State's Complete Streets Act requirements will need to adopt a complete streets resolution per the MTC model used for OBAG 1, if they have already not done so. (See Attachment 2.)

6. **Continue Transparency and Outreach to the Public Throughout the Project Selection Process:** CMAs will continue to report on their outreach process as part of their solicitation and selection of projects for OBAG. Each CMA will develop a memorandum addressing outreach, coordination and Title VI.

More specific details of recommended revisions and funding levels in OBAG 2 can be found in the attachments.

Next Steps

MTC Staff will present the OBAG 2 framework along with recommended revisions at various MTC advisory and working group meetings in May and June. The OBAG 2 proposal will then be presented to the Programming and Allocations Committee in June for their information and comment. This will be followed by additional outreach over the summer and fall. The final proposal is anticipated to be presented to the Commission in November for adoption, which will subsequently kick off the CMAs' project solicitation. (See Attachment 3 for full schedule.)

MTC staff is looking forward to discussing the next cycle of OBAG with you and to consider your suggestions for improvements to this program.

Attachments

CG: CG

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May 22, 2015 **Attachment 1**

OBAG 2 Program Considerations	OBAG 1	OBAG 2
Regional Programs – REDUCE by 9%		(millions)
1. Regional Planning Activities – MAINTAIN funding with 2% escalation • Continue regional planning activities for ABAG, BCDC and MTC at current levels, with 2% escalation from final year of OBAG 1	$8	$10
2. PDA Planning and Implementation - MAINTAIN at OBAG 1 funding level • Maintain Regional PDA Planning and Implementation at OBAG 1 levels • Possibly rebrand to TOD Planning	$20	$20
3. Pavement Management Program - MAINTAIN at OBAG 1 funding Level Administered by MTC • Maintain PMP implementation and PTAP at OBAG 1 funding level	$9	$9
4. Priority Conservation Area (PCA) - MAINTAIN at OBAG 1 funding Level • Maintain OBAG 1 Programs: $5M North Bay & $5M Regional Program • 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.	$10	$10
5. Climate Initiatives Program - MAINTAIN at OBAG 1 funding level • Maintain climate initiatives program to implement the SCS	$22	$22
6. Regional Operations – REDUCE by 13% • 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	$160
7. Transit Priorities Program – REDUCE by 10% • BART Car Phase 1 • Clipper Next Generation System • Transit Capital Priorities (TCP), Transit Performance Initiatives (TPI)	$201	$182
	$455	**$413**
Local Programs		
❖ **Local PDA Planning – CMAs to fund at their discretion** Eliminate Local PDA Planning as a separate program. • PDA planning eligible under County program.	$20	-
❖ **Safe Routes to School (SRTS) - MAINTAIN SRTS Program. Redirect to CMAs** Managed by CMAs. Provide Safe Routes To School grants to local jurisdictions. • Maintain Safe Routes to School – Add to county shares. • Use OBAG formula rather than school formula • $25M minimum not subject to PDA investment requirements. • Counties may opt out if they have their own county SRTS program	$23	-
❖ **County Federal-Aid Secondary (FAS) – REDIRECT program to CMAs** Managed by CMAs. Provide FAS funding to Counties. • Fully fund county FAS requirement ($2.5 M per year). Funding not included in OBAG 1 because FAS requirement had been previously satisfied. • Farm to market projects eligible. • $13M guaranteed minimum not subject to PDA investment requirements	-	-
	$43	**-**
County CMA Programs – REDUCE by 8%		
❖ **County CMA Program**		
• Local PDA Planning optional through CMA County OBAG Program	-	-
• SRTS included in County OBAG program (use OBAG formula)	-	$25
• FAS included in County OBAG program (use FAS formula)	-	$13
• County CMA 40% base OBAG program	$327	$300
	$327	**$338**
Program Total	**$825**	**$750**

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May 22, 2015

Attachment 2

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.

OBAG Distribution Factors

	Population	Housing Production	Housing RHNA	Housing Affordability
OBAG 1 (Current)	50%	25%	25%	50%
OBAG 2 (Proposed)	50%	30%	20%	60%

❖ Housing Element

- HCD Certified Housing element by May 31, 3015

❖ General Plan Complete Streets Act Update Requirements

- For OBAG 1, jurisdictions required to have either a complete streets policy resolution ***or*** a general plan that complied with the complete streets act of 2008 as January 31, 2013.
- For OBAG 2 jurisdictions are currently required to have the general plan circulation element comply with the Complete Streets Act of 2008 prior to January 31, 2016.

  For OBAG 2, modify the requirement for funding:

  - Resolution ***or*** Plan (somewhat similar to OBAG 1): Jurisdictions must have either a complete street policy resolution ***or*** a circulation element of the general plan updated after 2010 that complies with the Complete Streets Act. 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 OBAG 2 requirements.

❖ PDA Investment and Growth Strategy

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

❖ Public Participation

- Continue using the CMA self-certification approach and alter documentation submittal requirements to require CMA memorandum encompassing three areas: outreach, coordination and Title VI.

May 22, 2015 **Attachment 3**

OBAG 2 Tentative Development Schedule

May 2015	
• **Outreach** • Refine proposal with Bay Area Partnership and interested stakeholders • Policy Advisory Council / ABAG	
June 2015	
• **Present Approach to Programming and Allocation Committee (PAC)** • Outline principles and programs for OBAG 2 • Approve complete streets requirement	
July-October 2015	
• **Outreach** • Finalize guidance with Bay Area Partnership and interested stakeholders • Policy Advisory Council	
November 2015	
• **Commission Approval of OBAG 2 Procedures** • November Programming & Allocations Committee (PAC) • Commission approval of OBAG 2 procedures & guidance	
December 2015 - September 2016	
• **CMA Call for Projects** • CMAs develop county programs and issue call for projects • CMA project selection process • County OBAG 2 projects due to MTC (September 2016)	
December 2016	
• **Commission Approval of OBAG 2 Projects** • Staff review of CMA project submittals • Commission approves regional programs & county projects	**NOTE:** 2017 TIP Update: December 2016
February 2017	
• **Federal TIP** • TIP amendment approval	
October 2017	
• **First year of OBAG 2 (FY 2017-18)** • On-going planning and non-infrastructure projects have access to funding	**NOTE:** Plan Bay Area Update: Summer 2017
October 2018	
• **Second year of OBAG 2 (FY 2018-19)** • Capital projects have access to funding	
END	

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Transmitted Electronically

April 17, 2015

Gabriel Corley,
CTP 2040 Project Manager Division of Planning, MS-32
California Department of Transportation
P.O. Box 942874
Sacramento, CA 94274-0001

RE: Comments on the Draft California Transportation Plan 2040

Dear Mr. Corley:

Thank you for the opportunity to comment on the California Transportation Plan 2040 (CTP 2040). There are many elements of the draft plan that represent a step forward for mobility and transportation in California. The Department did well to design a collaborative and well-facilitated process that included an inclusive group of stakeholders. The feedback of the working group was largely incorporated into the scenario modeling process. This produce elements that contain good information. The plan also acknowledges the important role that different modes of transportation play in moving goods and people.

While we appreciate what the plan represents, there are several areas where the final draft can be improved.

A. GENERAL POLICY COMMENTS

A-1. More Clearly Distinguish CTP 2040 from Regional Transportation Plans

The regional agencies in California have developed transformative regional transportation plans (RTPs) that are multi-modal and provide benefits beyond the transportation system. While CTP 2040 is a closely related document insofar as it provides a vision for the future of the transportation system goals, it does not provide the same programmic direction for transportation network.

The short description of the relationship between RTPs and CTP 2040 on Page 9 is not sufficient. This discussion should make the following points so that the public will understand why some things may be included in the CTP 2040 that are difficult to include in an RTP.

- A regional transportation plan is a fiscally constrained document, meaning that it cannot include more projects and programs than what could reasonably be expected from realistic revenue forecasts

- In non-attainment areas, RTPs (including all of its forecasts relating to revenue, population, job growth, and development), must be reviewed by the U.S Environmental Protection Agency for reasonableness, which assures consistency with air quality conformity requirements.
- In Metropolitan Planning Organization, the plans are further reviewed to determine whether they will achieve a greenhouse gas reduction target.
- All RTPs are subject to the California Environmental Quality Act.
- RTPs have a defined programmic effect insofar as expenditures in transportation improvement programs (TIPs) and the annual overall work program (OWP) must be consistent with the RTP.

None of these constraints apply to the CTP 2040. None. The CTP 2040 is an aspirational document. As such, it may include very aggressive goals and assumptions that cannot be included in an RTP. As pointed out in the letter by the Riverside County Transportation Commission, the CTP 2040 plan includes aggressive assumptions that include road pricing, transit service, and bus rapid transit. Further analysis in the plan shows that the transportation sector will not achieve GHG reduction goals without applying the plan's most aggressive recommendations, including an assumption that nearly all cars and trucks will become zero emission vehicles.

Many of the aggressive CTP 2040 assumptions would not even be permissible in a RTP for two reasons. First, the regional agency would have to show the funding sources that could be used to implement the strategies. As the Funding Chapter helps document, it is unrealistic to that all of the strategies could be achieved in a fiscally constrained plan. Second, many of the assumptions (road pricing, transit, and electric vehicle) would be rejected in a conformity analysis. We would expect the US EPA would require the region to revise the forecasted result to something more certain to assure that appropriate policies were in place to protect air quality.

The CTP 2040 serves a parallel but very different purpose to the RTP. It is a visionary document that highlights what we can become as a state that need not be grounded in the rigors of reality. Such documents are important to developing policy. But given the relationship between the two documents and the potential for public confusion in their comparison, the CTP 2040 should take the time to describe this relationship more clearly. Our members would gladly assist in drafting this language to assure that the roles of the two documents are clear.

A-2. Partnership and Collaboration with Local and Regional Governments

The CTP 2040 should clearly embrace existing partnerships with local and regional government. For example, the Air Resources Board specifically recognized local and regional governments in the Scoping Plan as "essential partners" in the achievement of the AB 32 goals. But CTP 2040 only recognizes these relationships inconsistently.

Here is an illustration. The CTP 2040 raises several issues that are not within the Department's direct authority. While it is appropriate for the plan to note these relationships, it should frame policies in a way that recognizes the agency's authority (state, regional, or local) that has primary responsibility. Take, for example, the recommendation in the first column on page 111 to "*promote efficient infill housing development and redevelopment opportunities to reduce urban sprawl*." The policy itself is fine (although the choice of the word "redevelopment" is ironic), but that the recommendation does not acknowledge that the Department must partner with local government in order to achieve the goal. Is so doing an opportunity to build partnership is lost.

Fortunately, we need not look far for an appropriate model. The policy immediately to the right of the above example, in the second column on page 111, recommends that the Department "*work with local and regional agencies to apply considerations of health, equity, and sustainability to transportation decision-making*." This is a better statement of what is needed and will appropriately focus the Department's efforts to work with the appropriate lead agency.

Phrasing that respects the authority of other agencies should be applied consistently throughout the document. Accordingly, all the goals and polices should be reviewed to determine whether the overlapping partnerships that the Department has with fellow agencies and local and regional governments are identified. Having the direction at the outset to cooperate with appropriate partners should greatly improve the success for all involved.

A-3. Road Capacity May Be A Strategic Investment.

As a member of the Advisory Committee, we were more than a little taken aback at the breadth of the recommendation on page 122 to "*avoid funding projects that add road capacity and increased maintenance costs.*" It may be fair to consider the impacts of increased capacity and maintenance costs of a project, but "avoid" goes much too far.

Many good projects that are consistent with the plans goals will be capacity increasing: High Occupancy Toll (HOT) lane projects anticipate increasing capacity to fund the additional lane; freight projects may increase road capacity by addressing critical freight needs; bridge repair may increase road capacity if bike lanes and other "complete street" facilities are added; and autonomous vehicle investment may increase the capacity and maintenance costs of the current network by allowing more cars to drive on the same roadway more efficiently. Is the intention for the CTIP to limit capacity increasing projects in all these instances?

Road enhancing projects may induce some travel—but the goal should be to reduce GHG system-wide. As California continues to grow, there will be instances when other goals, such as safety and mobility, suggest that some capacity increasing projects should proceed. A better approach, which conflicts with the language above, can be found on page 59: which acknowledges that "*investments are needed for capacity enhancements, and to manage the system and demand efficiently, provide viable transportation choices, and increase connectivity among all modes*." The language on Page 122 should be amended to reflect the intent on Page 59.

A-4 Performance Metrics Will Need Support.

The performance framework used for CTP 2040 recognizes the benefits associated with building upon the well-vetted set of performance measures drafted by SANDAG for the Strategic Growth Council. In particular, the inclusion of measures related to non-auto mode share, accessibility to destinations, and land use impacts are valuable metrics. A number of MPOs have used either these exact performance measures or closely related measures to evaluate the RTP/SCS. At the same time, several rural agencies lack the resources, data, and capacity to apply a robust performance system.

Given the different capacities and fiscal resources of individual agencies, the CTP 2040 should commit to funding at every level of performance measurement. The infrastructure of a performance metric system—including the collection and maintenance of data and the processing systems to make the data accessible and understandable—is costly. For example, on page 110 includes a policy to "improve data" without a mention of funding. However, the reference in relation to modeling on page 125 calls for "secure stable funding." The CTP 2040 should include policies for properly resourced performance evaluation consistently throughout in the document.

A-5 Several Trends are Not Sufficiently Considered in the CTP 2040

The plan should consider including more emerging technologies and programs that support the plan's goals for expanding multi-modal transportation. Some of the items to consider incorporating include:

- *Expansion of Shared Mobility Services.* The plan addresses car sharing but this should be expanded to support all forms of shared mobility (car sharing, bike sharing, real-time ridesharing, Transportation Network Companies, scooter share, shared neighborhood electric vehicles, and on-demand shuttle and jitney services). Given the recent market expansion of these strategies, including car-pooling features that allows trips to be combined, and the very real possibility that such services will become part of the fabric of the transportation system (if they are not already), their exclusion is a glaring omission. The CTP 2040 could include a short-range recommendation such as: "Create supportive policies and secure funding for the promotion of shared mobility." Additionally, the plan touches on autonomous vehicles but should consider the opportunities for shared autonomous vehicles.

- *High-occupancy toll (HOT) lanes.* HOT lanes as a strategy for reducing greenhouse gas emissions does not appear to have been included in modeling the alternatives. HOT lanes should be considered a viable strategy.

- *Active Traffic and Demand Management (ATDM).* The CTP 2040 deals with TSM and TDM separately but should consider bringing these concepts together (ATDM). ATDM builds on Integrated Corridor Management to dynamically monitor, control, and influence travel demand, traffic demand, and traffic flow of key highway corridors.

ATDM facilitates the use of transportation alternatives through real time traveler information at the corridor level, dynamic ridesharing, dynamic pricing, etc.

- *Unified Transportation Payment Account.* A unified or universal transportation account combines all forms of public transportation payments including transit fares, municipal parking and toll collection into a single user-friendly system. By offering rewards based on frequent use, toll discounts and other incentives, the system can lead to a shift from driving alone to using public transit or ridesharing.

- *Mobility Hubs.* The plan references Transit Oriented Development but could expand on this to incorporate support for the Mobility Hub concept. Mobility hubs provide an integrated suite of transportation services, amenities, and urban design enhancements that bridge the distance between transit and an individual's origin or destination. Mobility hubs are places of connectivity, where different modes of travel come together seamlessly, and where there is a concentration of employment, housing, shopping, and/or recreation. Mobility hubs feature a range of coordinated transportation services including: bike share, car share, neighborhood electric vehicles, bike parking, dynamic parking management strategies, real-time traveler information, real-time ridesharing, demand-based shuttle or jitney services, bicycle and pedestrian improvements, way finding, urban design enhancements, and supporting systems like mobile applications, electric vehicle charging, smart intersections, and a universal payment system to make it easy to access a wide range of travel choices.

- *Parking Management:* The plan mentions parking but could expand on this to encourage parking policies and management strategies that support transit oriented development and alternative transportation choices.

- *Autonomous Vehicles.* The focus by the State on connected vehicles should be placed on following and supporting the U.S. Department of Transportation Connected Vehicle Model Deployment Programs to prepare for connected vehicle deployment applications, only because over the next several years there will be significant activity and new developments by the State and by the US DOT on connected vehicles. Thus, we suggest a strategy recommendation under Chapter 8 also be added to demonstrate/continued support for coordinated connected vehicle efforts and perhaps leave the long-term recommendation as is which focuses on actual deployment "exploration" activities.

B. FUNDING & FUNDING NEEDS FOR RTP IMPLEMENTATION

B-1 at Pg. 9: Suggest expanding to reflect local funding sources that help accomplish regional planning activities (in addition to only state and federal).

B-2 at Pg. 26: Figure 1 should also add revenues to the graph to show the historical reduction in available revenues.

B-3 at Pg. 27: First paragraph – discussion should go into a bit more detail about how over time the state has passed several bond measures to fund transportation, but that these measures are one-time only; that there is a need for sustainable and predictable funding stream that keeps up with inflation, changes to driving behavior, and vehicle efficiencies. It also might help to quantify the deficit as a whole and/or for certain categories. For instance Caltrans' 2015 Mile Marker report shows that there is a $19 billion 10-year unfunded need for bridge work.

B-4 at Pg. 48: Should update the proposed decreased level in state excise tax for FY 2016. May also note how the volatility of ups and downs is causing potential for disruption in the transportation planning and implementation process.

B-5 at Pg. 49: Second paragraph on bonding…not sure if this is supposed to be an example or one highlight. The state also uses TIFIA to fund transportation projects – maybe say state uses other funding mechanisms such as GARVEE or TIFIA.

B-6 at Pg. 50: Cap & Trade paragraph and table 1 – although true, should be updated as the call for projects for some of these programs are done for a 2-year timeframe.

B-7 at Pg. 52: The threshold to pass local sales tax measures is two thirds, not 65 percent.

B-8 at Pg. 52: Under Highways, there should be a more up to date expenditure period than 2001-2011.

B-9 at Pg 54. Under "Funding Challenges: Decreasing Revenue" (page 54), there is some discussion on declining revenue due to better fuel efficiency and economic downturns. Additional points to add include: (1) price-based excise tax (former sales tax on gasoline) fluctuates with price, and with no floor, can (and has) cause significant swings in revenue; and (2) a stable revenue source is necessary to keep awarded projects under construction and planned projects on track for delivery.

B-10 at Pg. 55. The "Strategies to Reduce the Funding Gap" section focuses mainly on existing use and sales taxes. There should be a discussion on other potential sources of revenue, such as goods movement fees, container fees, and tolling.

B-11 at Pg. 108: Investing in public awareness for safety is good strategy, but often there are no funds for those activitie – funding has been specific to capital projects and not for outreach or operations. We did not read in the above funding chapter anything about including those as eligible activities.

B- 12 at Pg. 113: The short-term recommendation seems more general when compared against the long term that is more specific. Creating a tax increment district would lead to disparity among jurisdictions, the state may want to advocate for consistent infrastructure conditions not varying differences like we have today in "self help" and non "self help" counties.

B- 13 at Pg. 113: The recommendations under the Permanent Funding section could be enhanced. The report itself identifies a lack of indexation of fuel taxes as a cause of the lack of funds in today's environment, and yet, an indexation of fuel taxes is not included in the proposal. Likewise, the Road Usage Charge is discussed in the report, but no mention of it in the recommendation. Perhaps it is being included obliquely under the first bullet "Support efforts of a pricing strategy". If the state feels inhibited to be more specific about funding options, it should include all strategies, including indexation and mileage-based fees as options to be explored with policy makers leading to eventual adoption of one or more of them, not as recommendations to be implemented. Should VLF's and Speaker Atkins' idea be included in the report? Putting TIF as a strategy for long-term financing as a fund source is not adequate or reliable for future needs. The recommendations for this section should be strengthened to meaningfully address what the focus groups identified as one of the important challenges: the lack of funds.

B-14 at p.122, Invest Strategically. [SHOPP] funding levels are not sufficient to meet all maintenance and rehabilitation needs." Agreed, would be good to mention some alternative revenue source ideas in this section

C. OTHER TECHNICAL & IMPLEMANTATION RECOMMENDATIONS

C-1 at Chapter 1: Purpose and Context: CTP 2040 Goals. The six goals do not align 100% with the five new Caltrans and CalSTA goals (developed in response to the SSTI findings, 2014). Should they be aligned? For example, CTP 2040's sixth goal is "Practice environmental *stewardship*" whereas the second Caltrans/CalSTA goal is "Stewardship and efficiency" (Responsibly manage California's transportation assets). The use of similar terms for different goals in these two documents can be confusing.

C-2 at Pg. 5, Table 5: Consider including some data for miles of transit service operated (perhaps separated by heavy rail, light rail, bus). Is there any bike information available at a statewide level, perhaps miles of Class I facilities?

C-3 at Pg. 11: Although the statement that "eventually, the (HSR) system will extend to Sacramento and San Diego" is consistent with the CHSRA's business plan, we'd like to see CTP 2040 address the Phase 2 HSR corridors. Phase 2 is only briefly mentioned in the CHSRA business and only focuses on the implementation of Phase 1 which will be complete in 2028. It is reasonable to assume Phase 2 could be built by 2040. We recommend that CTP 2040 include Phase 2 of the HSR system in Alternative 1 or at least in a minimum in Alternative 2.

C-4 at Pg. 15. We are the California Association of Councils of Governments, not the California Council of Governments.

C-5 at Pg. 19. Similarly as the Seaports are highlighted, there should be a section for Land Ports of Entry (POEs) naming all the commercial land POEs: San Ysidro (rail), Otay Mesa and Tecate (trucks), Calexico (rail), and Calexico East and Andrade (trucks). Additionally, please consider using the US Bureau of Transportation Statistics data for trucks/truckloads and/o trade value for these

C-6 at Pg.101: Under "Greenhouse Gas Emissions section," the sentence reads, "AB32 requires that the 2020 total GHG inventory be the same as the 1990 GHG inventory, then 80 percent below the 1990 GHG inventory by 2050." This needs to be clarified. AB 32 does not require the 80 percent below 1990 level by 2050. It is the Executive Order – EO S-3-05 that included the 80 percent below 1990 goal.

C-7 at Pg. 103 We read Alternative 1 in Figure 12 (Statewide GHG Emission Changes Relative to 2020) to show that greenhouse gas emissions will increase by approximately 11 percent between 2040 and 2050. Please help us understand to what we can attribute this increase (e.g. population growth).

C-8 at Pg. 30: Table 10: Freight Forecast and Trends – "Total shipments by weight (into, out of, and within CA) are projected to grow approx. 180% statewide between 2012 and 2040." The SANDAG Freight Gateway Study Update utilizes the Freight Analysis Framework (FAF) Version 3.5 Tool. Considering the time period for the state of California, the total growth would be 55% according to FAF. This is most likely due to the fact that in FAF domestic inbound, outbound and internal is projected to grow near 1% per year; these moves by tonnage are highly substantial when compared to exports/imports. Lastly, "tonnage" is more appropriate rather than "weight."

C-9 at Pg. 60: Traffic Management System: The title and reference throughout the text in this section seems to infer continued focus on "traffic," which seems to be in conflict with overall theme of this goal where focus should be multi-modal mobility.

C-10 at Pg. 60: A key point that could be referenced here, to assure consistency with regional plans or assure that this plan maintains its support for moving forward with G1 - is that improving multimodal mobility and accessibility is based on the foundation of multi-modal system performance and optimization for all modes. These can include multi-modal network efficiencies that cut across multi-jurisdictional operational improvements that do not require significant funding for major capital intensive infrastructure needs. TSM strategies are among the most cost effective strategies for achieving immediate mobility benefits but that will require the State to work in partnership with local and regional agencies.

C-11 at p 67. The Goal 2 discussion of *Preservation of the Multimodal Transportation System* mainly discusses road infrastructure. While the recommended strategies include a process for transit asset maintenance (Strategy P2-S4), public transit investments should be included in additional strategies, such as "include transit as a recipient of a "sustainable funding for maintenance and preservation". (The example of the SHOPP program in P1-S3 reinforces the roadway focus of the goal).

C-12 at Pg. 61: "The concept of Integrated Corridor Management (ICM) is also in development to improve traffic flow from highways to surface streets. Together, these technologies should pave the way for widespread deployment of fully automated vehicles." Would like to suggest that clarification or distinction should be made to express that ICM can be considered as a near to midterm recommendation strategy under Chapter 8 recommendations.

C-13 at Pg. 120: See generally, comments made under for ICM and Connected Vehicles under Chapter 6 page 61. Additionally, and this may seem more of an observation for internal discussion, overall it is not clear on how the recommendations laid out under this Chapter translate to actual funding commitments as they seem to denote general and guiding activities or efforts and not project/program level efforts. That said, even the specific recommendations need improvement:

C-14 at p.120-121, Systemize Traffic Management: The CTP 2040 only includes mid- and long-range TMS investments. TMS should also be a short term investment. Adaptive traffic signals listed under the "mid to long-range" timeframe are already being installed and should also be a short term strategy. Likewise for connected cehicle and vehicle platooning, in which exploration is already under way.

C-15 at Pg. 124: The "Reduce VMT" recommendations are worded in a way that unnecessarily limits their scope to certain strategies. Generally they should be broadened to allow more flexibility. Here are three suggestions: First, expand the recommendation so that it reads: "*create policies to incentivize employers to develop commuter benefit programs that encourage transportation alternatives. Encourage parking management strategies at the workplace, such as parking cash-out or priority parking for HOVs that discourage drive-alone commuting to work. Provide greater telecommuting options, and alternative work schedules designed to reduce the number of daily commute trips*" and add "*create policies that incentivize developers to provide TDM programs and services that mitigate the traffic impacts of developments.*" Second, consider expanding recommendation to "*secure additional funding to implement significant transit improvement strategies, including, but not limited to, increasing speeds, decreasing fares, increasing BRT, and improving transfer times*" to include improved access/connections to transit as well as improving the technologies (real-time traveler information, universal transportation account) that increase the convenience and competitiveness of public transit thereby creating more a positive attitude towards public transit for choice riders. Third, consider expanding recommendation to "*implement substantial public outreach to publicize the GHG benefit of eco-driving, car sharing and telecommuting*" to include transit and ridesharing.

D. CONCLUSION

Thank you once again for the inclusion of so many of our members in the CTP 2040 process and providing this further opportunity to comment. Please contact me if you have any questions or desire to follow up with any of our members that have expertise in the issues raised in this letter.

Best Regards,

[redacted]

Bill Higgins
Executive Director

Caltrans District 4 Bicycle Plan

Purpose: to prepare a bicycle transportation plan in order to understand the safety and mobility needs of bicyclists on the State Highway System (SHS) within District 4, propose and prioritize projects and programs to address those needs, and identify Federal, State, and local funding sources to implement the projects.

Project Cost and Funding Sources: $300,000 from State Planning & Research for technical work plus an estimated $100,000 from the Caltrans Planning Public Engagement contract for public outreach activities.

Justification:
The development of a District 4 Bicycle Plan is needed in order to understand the public's bicycle mobility and safety needs on the SHS in the nine-county San Francisco Bay Area and to provide a framework for selecting and prioritizing projects to address those needs. Although most Bay Area cities and counties have developed bicycle plans, the rural SHS corridors are largely not covered by these plans, and many of the urban SHS routes are not sufficiently addressed in these plans due to being outside the local road system.

Timeline:

July – Dec 2015:	Develop request for consultant services and award consultant contract.
Jan 2016 – Oct 2017:	Conduct stakeholder and public engagement – Hold 4 public workshops (one each in West, East, South & North Bay) and 2 Technical Advisory Committee meetings at each of 3 major project stages: (1) release of draft vision, goals and objectives, (2) release of draft prioritized list, (3) Release of draft list of Tier 1 and 2 projects.
Jan –March 2016:	Develop Bicycle plan vision, goals and objectives.
April – June 2016:	Produce existing conditions report.
July – Dec 2016:	Develop scored list of SHS locations with bicycle improvement needs by analyzing collision data and physical deficiencies and by estimating bicycling demand based on land uses and possibly heat maps.
Jan – April 2017:	Develop lists of Tier 1 (with identified funding sources) and Tier 2 (unconstrained) projects.
May – Aug 2017:	Produce Draft Plan.
Sept – Oct 2017:	Finalize Plan.