



**EXECUTIVE SUMMARY
HIGHLIGHTS**

Overview..... 1

Working Together..... 2

Challenges 3

Performance 5

Vision 6

Implementing the Plan..... 6

EXECUTIVE SUMMARY

OVERVIEW

Moving Forward 2040 is a 25-year plan that takes the long view on transportation. The Plan — also known as the Comprehensive Transportation plan or CTP — serves as the vision for transportation throughout Sonoma County, with aspirational goals for the transportation system, as well as, the well-being of the communities.

With assistance and insight from our advisory committees, the Sonoma County Transportation Authority (SCTA) takes stock of the current conditions, analyzes trends, sets goals and coordinates with the nine cities and the County to determine needs.

The CTP highlights the challenge in meeting the plan goals (below). Current trends in population and employment threaten to stress our already aged transportation system to new levels and presents serious obstacles to reaching our goals.

While the Vision Scenario represents a path to address these challenges, it will require significant new funding, plus new and innovative partnerships and prioritization at every level of government. The funded projects listed in the Plan have important local benefits and show progress, but are limited in scope – especially given the changing economy and shifts in regional, state and national transportation funding.

The CTP shows that it's possible to meet these goals, but only with a significant coordinated effort using resources that are beyond SCTA control. While the SCTA will continue to advocate for more investment and forward thinking policies at the regional, state and national level, an important next step is to refine our priorities for the limited resources under local control (including Measure M, other local funds and planning efforts to advance the solutions we need).

Goals

The CTP has five ambitious goals, with the fifth goal on Economic Vitality added this year:

- 1. Maintain the System** - Protect the investment in public transportation infrastructure
- 2. Relieve Traffic Congestion** - Reduce person hours of delay through strategic improvements, technology and changes in driving habits
- 3. Reduce Greenhouse Gas Emissions** - Meet the targets to reduce GHG emissions in the transportation sector
- 4. Planning for Safety and Health** - Increase safety and emphasize health aspects of transportation planning strategies
- 5. Promote Economic Vitality** - Reduce travel time and cost and increase mobility in communities of concern

WORKING TOGETHER

The SCTA is governed by a twelve-member Board of Directors representing each of the jurisdictions - Cloverdale, Cotati, Healdsburg, Petaluma, Rohnert Park, Santa Rosa, Sebastopol, Sonoma, the Town of Windsor - and the Sonoma County Board of Supervisors. In addition to working closely with these ten jurisdictions, the SCTA coordinates regionally with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) to produce the Sustainable Communities Strategy – also known as Plan Bay Area. The local CTP helps inform Plan Bay Area, documenting our needs and goals.

The CTP complements a number of other countywide planning documents that help to define a better future for Sonoma County and how it might be achieved. These include:

- Climate Action 2020 and Beyond
- Portrait of Sonoma County
- Regional Equity and Housing Plans

CHALLENGES

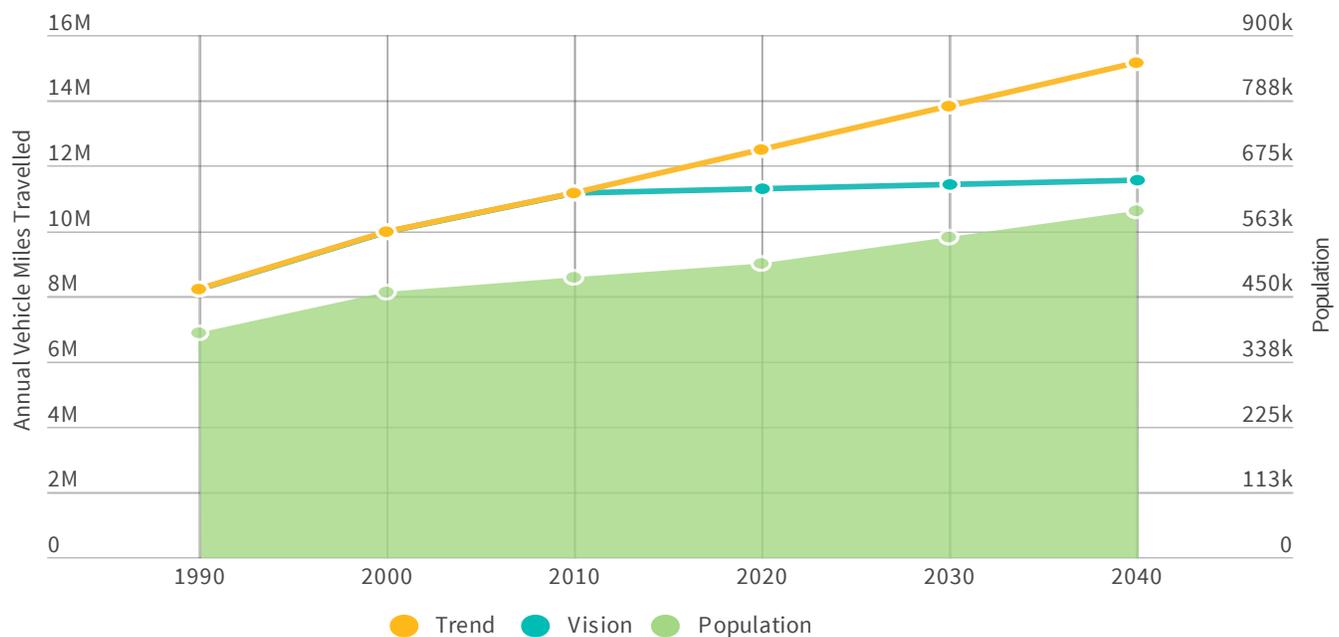
Over the next 25 years Sonoma County will face many challenges in transportation. Some of these are familiar, such as equity and funding. Addressing other issues, such as climate change, will push us to meet significant greenhouse gas (GHG) reductions goals and plan for infrastructure at risk of sea level rise in ways that are new to transportation planning.

Population Growth

The forecasted growth in population and the economy over the next 25 years is one of the main challenges facing Sonoma County when it comes to meeting our goals. The Sonoma County population is predicted to grow at a rate of 23 percent by 2040 (from 483,878 residents in 2010 to 598,460 in 2040). Employment is predicted to grow at an even greater rate (34 percent) from 192,010 in 2010 to 257,450 in 2040.

Population and employment growth have a significant impact on total travel in Sonoma County. The additional people, new jobs and destinations that attract employees are expected to increase countywide travel by more than one third by 2040 (36 percent increase in daily vehicle miles traveled by 2040).

FIGURE ES-1 Projected Sonoma County Growth Trends in Population and Annual Vehicle Miles Travelled



Climate Change

In Sonoma County the transportation sector contributes over half of all GHG emissions. Transportation GHG emissions are a factor of total travel of vehicles, speed of travel, and characteristics of the vehicle fleet. Emissions from this sector could be reduced by reducing the amount of travel, lowering travel speeds, and improving the efficiency of the vehicle fleet. Transportation related GHG emissions in Sonoma County have steadily increased since 1990.

Rising GHG emissions and their impact on the climate could negatively impact countywide transportation infrastructure, quality of life, the economy, and accessibility. More frequent and intense storms and sea level rise could accelerate roadway deterioration, cause transportation facilities to close completely, and increase congestion because of temporary closures. Sonoma County jurisdictions have committed to facing this challenge head on

and have made significant progress towards reducing countywide GHG emissions from the transportation and other sectors.

Equity

State, regional, and local planning efforts have focused on addressing transportation equity in recent years. These efforts have identified geographic concentrations of socioeconomically disadvantaged or vulnerable populations and have highlighted transportation issues facing these populations. These areas are also identified by the MTC as “Communities of Concern” (CoC). CoCs have special mobility needs associated with access to reliable transportation, proximity to pollutants, and safety.

In Sonoma County these areas are currently defined as census block groups in which 30 percent or more of families have incomes between 0 – 200 percent of the federal poverty level or \$21,660 - \$74,020 total household income depending on family size. CoCs have been used to prioritize funding in an effort to improve conditions in disadvantaged areas. The 2014 Portrait of Sonoma County provides an in-depth look at living conditions in Sonoma County based on life expectancy, education and income.

Geography

Sonoma County covers a large geographic area of over 1,750 square miles yet has a population of less than 500,000 people. There are more lane miles per capita in the county than any other county in the Bay Area. This combination provides for important open spaces and recreational opportunities but it also directly impacts funding for transportation investments, such as road maintenance and transit operations. Transit also faces an extra challenge to provide service over such a large area.

Funding

Transportation funding comes in various forms from different levels of government and with varied timing. Most of these sources have uncertain futures and thus leave transportation systems at risk. Sonoma County voters took matters into their own hands in 2004 and approved Measure M with more than two-thirds support. This has been an important local source of funding, providing communities with leverage to focus on important projects and match more significant funding sources.

Transportation funding in Sonoma County and throughout the U.S. comes primarily from federal, state, regional and local sources; however, investments made at the state and federal levels have declined, putting more emphasis on local sources. Funding projections for Plan Bay Area 2040, made by MTC in October 2015, are lower than previous projections. MTC estimates that local sources will provide for over half of the anticipated revenues for the region, as we see more local measures approved and federal and state funds decrease 25 percent from the last regional plan.

Federal transportation funding grants are increasingly competitive. As an example, the Federal Department of Transportation received 627 eligible applications from all 50 states and several U.S. territories, and tribal governments, requesting \$10.1 billion for needed transportation projects – more than 20 times the \$500M available for the program.^{1,2}

1 The program referenced is the Transportation Investment Generating Economic Recovery (TIGER) competitive grant program.

2 U.S. Department of Transportation, U.S. Transportation Secretary Foxx Announces \$500 Million in TIGER Grants Awarded to 39 Projects, 2015 <<https://www.transportation.gov/briefing-room/secretary-foxx-announces-500-million-in-39-tiger-grants>, accessed June 17, 2016>.

PERFORMANCE

The plan includes a list of significant proposed transportation projects that address the CTP goals and identified needs. Individual performance measures were first identified for each of the CTP goals. Then a deeper assessment of individual transportation projects, policies, technologies, and strategies was included to show how different projects or approaches help Sonoma County move closer towards meeting performance targets and achieving the goals.

Information gathered as part of this assessment has been used to assemble a future scenario, or vision, which meets most of the plan's performance targets. A few of the performance targets have been difficult to meet because of limitations in the tools used to assess performance.

Table ES-1 Projects included in Moving Forward 2040

Project type	Number of projects	Cost in \$M
Bike/Walk	93	\$478.41
Bridges	5	\$97.00
Roads and Highways	107	\$2,081.81
Safe Routes to Schools	1	\$26.75
Transit	33	\$1,712.78
Totals	239	\$4,396.75

VISION

Analyzing proposed CTP projects suggests that countywide CTP goals and performance targets cannot be achieved by building projects alone. In order to achieve our goals, Sonoma County residents will need to change how they travel including how far and how often they make trips, what travel modes they use, and how efficiently they travel.

The CTP performance assessment has identified that the following approaches will help achieve plan goals and performance targets:

- Secure additional funding for road, highway, and transit in order to repair and maintain the existing road and transit systems.
- Secure additional transit funding to pay for transit expansion and to improve the average age of the transit fleet.
- Secure funds to build select transportation projects to reduce congestion, emissions, improve health and safety, and to improve the economy.
- Increase transit service.
- Continue current emphasis on Priority Development Areas focused and city-centered growth.
- Implement trip reduction strategies.
- Fill vacant capacity on the transit system by making transit more convenient, less expensive, faster, and more attractive.
- Shift four percent of total daily trips from single occupant vehicles to pedestrian or bike travel.
- Implement system efficiency improvements.
- Improve the average vehicle fleet fuel economy.

IMPLEMENTING THE PLAN

The SCTA performs several key roles that support implementation of the CTP goals in collaboration with the ten jurisdictions in Sonoma County (Cloverdale, Cotati, Healdsburg, Petaluma, Rohnert Park, Santa Rosa, Sebastopol, Sonoma, Windsor and the County of Sonoma). Specific implementation tasks fall under several broad SCTA roles:

- Plan and prioritize transportation improvement projects at a countywide level
- Manage Measure M funds
- Prioritize most state and federal funds available for roadway, transit, bicycle and pedestrian projects
- Provide project management in partnership with Caltrans on the State Highway system

FIGURE ES-2 Components for meeting Plan’s 2040 Goals

