SCTA
sonoma county transportation authority

490 MENDOCINO AVENUE, SUITE 206
SANTA ROSA, CA 95401
WWW.SCTAINFO.ORG (707) 565-5373

RCPA
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SCTA Citizens Advisory Committee

MEETING AGENDA

April 28, 2014 at 4:00 p.m.

Sonoma County Transportation Authority
SCTA Large Conference Room
490 Mendocino Avenue, Suite 206
Santa Rosa, California 95401

ITEM

1. Introductions
2. Public Comment
3. Approval of Minutes March 31, 2014*
4. Measure M – DISCUSSION/ACTION
    a. Measure M Project Presentation – Regional Parks - Bodega Bay trail, Sonoma Schellville and Sonoma Valley Trail
    b. Measure M Strategic Plan - ACTION
    c. Measure M – Maintenance of Effort
    d. Measure M Financial Reports*
5. Comprehensive Transportation Plan update*-ACTION
    a. Plan Goals*
    b. Public Engagement Strategy
6. Updates
    a. Highway 101
    b. SMART
7. Announcements
8. Adjourn

*Materials attached.

The next **SCTA/RCPA** meeting will be **May 12, 2014**
The next **CAC** meeting will be **?, 2014**

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 ***Citizens 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.

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CITIZENS ADVISORY COMMITTEE MEETING MINUTES

Meeting Minutes of March 31, 2014

ITEM

1. Introductions

Meeting called to order at 4:10 p.m. by Chair Bob Anderson.

Committee Members: Chair Bob Anderson, United Winegrowers; Mousa Abbasi, Santa Rosa Chamber of Commerce; Steve Birdlebough, Sierra Club; Curt Nichols, Building Industry Association; Thomas Petersen, First District; Willard Richards, League of Women Voters of Sonoma County, Chris Snyder, Operating Engineers Local #3.

Guests: Kathleen Willert, citizen; Linda Picton, Occupy Transit.

Staff: Chris Barney, James Cameron, Diane Dohm, Nina Donofrio, Seana Gause, Janet Spilman.

2. Public Comment

None.

3. Approval of Minutes February 24, 2014*

Approved as submitted.

4. 20th Anniversary of Base Excise Tax – Caltrans Presentation

http://www.catc.ca.gov/meetings/agenda/index2014.htm

Under January 29 meeting, click on link to "Tab 19 Presentation"

James Cameron shared a PowerPoint slide show from Caltrans that was presented at a California Transportation Commission meeting in January. This presentation was also shown at the January Board meeting.

The presentation marks the 20th anniversary of no change to the Base Excise Tax, or gas tax.

The tax started in 1923 at 2¢ per gallon, and was last raised in 1994 to the rate of 18¢ per gallon.

Mr. Cameron pointed out a pie chart showing that total taxes on gasoline are approximately 70¢ per gallon; the Base State Excise Tax of 18¢ per gallon makes up 26% of these taxes. Another pie chart showed the uses of taxes collected on gasoline. In response to Committee questions, Mr. Cameron explained that uses under transportation are not broken down into further detail, and that information is not available as to whether there is a difference in distribution among the accounts for the 18¢ Base Excise Tax and sales tax equivalent.

Mr. Cameron next showed a comparison of typical consumer expenses (cable, $1,032; cell phone, $852.00; Internet, $540.00; specialty coffee drinks $780.00) and average annual gas tax expense of $368.00.

Additional data showed that if the 18¢ were adjusted to the Consumer Price Index (CPI) over the previous 20-year period, the buying power of this 18¢ would be 11¢ today. Adjusting to the State Historical Cost Indexes shows an even more dramatic decrease in value, to 10.5¢. The value of the 18¢ gas tax today, adjusted to inflation and mileage, is 9.0¢; or approximately half of the spending power over the last 20-year period.

Increased fuel efficiency has also added to the reduction in the value of the Base Excise Tax, despite the increased miles being driven by consumers.

Annual Base Excise Tax revenues are $344 million below the peak of 2006-07.

Discussion followed regarding how California's tax compares to other states and how much of the tax supports transportation infrastructure. It was acknowledged that a gas tax increase is the simplest form of revenue administratively; however, the issue of vehicle miles traveled, the inclusion of electric vehicles and reduction in the use of petroleum are additional factors to be considered. Other options mentioned included toll roads.

Discussion continued regarding road pricing and funding sources.

Suggestions for next steps were that Public works provide a presentation to the Board of Supervisors; that the California Alliance for Jobs be contacted as a resource and that the next level of analysis and ideas be developed for further consideration.

5. Measure M – DISCUSSION/ACTION

5.1 Measure M Project Presentation – Sonoma County Transportation & Public Works Arnold Drive, Forestville Bypass (Roundabout)

This item was postponed at the request of the Department of Transportation and Public works due to a schedule conflict.

5.2 Measure M Financial Reports*

Mr. Cameron reported that revenues are still approximately 9% higher than last year from July through February.

5.3 Measure M Strategic Plan - available online at www.sctainfo.org

Ms. Gause presented the Draft Plan and explained that this is the fifth update to the Plan, and includes data from the close of the last fiscal year so that financial information shown in the Plan is the most current available. The Technical Advisory Committee (TAC) has reviewed the Plan and provided feedback and edits, and the document is almost ready to go to print once minor editorial and formatting revisions are made.

Ms. Gause summarized the Plan contents by chapter. Of particular interest are the project schedules and Project Information Sheets, with maps of the locations of each project, and financial information regarding costs and expenditures, including the SMART rail project and comprehensive information on the Highway 101 projects.

The appendices include reference materials for project sponsors (information on the Measure and a project sponsor checklist).

Staff is seeking the Committee's approval of the Plan to present to the Board at its April meeting for final review and approval.

Motion by Chris Snyder, seconded by Curt Bates, to approve the Strategic Plan for presentation to the Board for review and final approval. The motion carried unanimously.

6. Comprehensive Transportation Plan update*

Janet Spilman summarized the history of the Comprehensive Transportation Plan (CTP). She emphasized that this is not a new Plan, but is an update. The Board determined that the Plan is to be updated every four years.

Ms. Spilman noted that there is no budget for the current Plan update. Ms. Spilman also noted that staff now has an updated model that is much more sensitive to other modes, and they would like to test and update scenarios on projects and update the plan to better align with the Regional Transportation Plan, and conduct performance assessment of projects.

Ms. Spilman explained that the update kick-off has been presented to the Board. The Board wishes to see performance assessments, and it determined that any targets established should be demonstrably achievable, and the update should not be unduly demanding of staff time/resources. Staff is seeking the Committee's recommendations on the public engagement process and in identifying stakeholders. Staff has begun the engagement process through the various advisory committees, local agencies, the tribes, and various community stakeholders.

Staff is seeking a budget to conduct a poll to establish trends in transportation issues, to be followed up with focus groups, and then making these results available to the public online. .

Ms. Spilman referred to the Goals, Objectives and Policies, explaining that staff is seeking the Committee's recommendations as to whether these need to be revised. She requested comments from the Committee by April 18 in order to prepare this to present to the Board at its April meeting.

Additional discussion involved the best use of limited resources, next steps, and the timeline for completion of the updated CTP. Ms. Spilman explained that staff's goal is to conduct the poll this summer, followed by target focus groups, with regular reports to, and input from, the various advisory groups (CAC, TAC, CBPAC and PAC) taking place during this period, followed by public hearings, which will likely take place this winter.

In response to Committee questions regarding performance measurement, Ms. Spilman explained that staff has a much improved model and can assess scenarios. Projects can also now be assessed based on goals and targets. She also noted that staff will be working with Climate Action 2020 to coordinate GHG reduction goals. Ms. Spilman further explained that the need for an environmental document would be established once staff knows whether, and how much, goals, policies and objectives are changed; and whether, and how much, the project list is changed.

In response to further questions from the Committee regarding polling, Ms. Spilman explained that this will be a random telephone poll, followed with an online interactive public engagement poll. She confirmed that staff would also devise a method for accepting comments in writing.

Ms. Spilman confirmed that discussion is taking place with MTC on guidelines and that for the first time they are considering guidelines for transportation plans. Staff is working closely with MTC in this effort. She also noted that planners are providing feedback and that most communities do not have transportation plans.

Chris Barney responded to Committee questions regarding CAFE standards and pricing measures, noting that modeling shows pricing measures to be the most effective means of reducing VMT and GHG emissions. He noted that part of the update will be revising the baseline conditions and adjusting current pricing and development. A significant change to be noted is that the regional housing and climate forecast is currently much lower, with fewer people anticipated to be moving into the region.

7. Updates

7.1 Highway 101

James Cameron reported that in May staff expects to have the existing structure at the Airport Boulevard Intersection demolished, with traffic using the new northbound onramp.

The bridge at Old Redwood Highway is also scheduled to be completely demolished by May. Work is still ongoing on demolishing the northbound lane, as the planned freeway closure in order to complete this was delayed due to inclement weather. A successful freeway closure did allow for demolishing of the northbound lane of this structure.

In May, girders for the Petaluma River Bridge are projected to be installed. The finished project will include three lanes in each direction, with 10 ft. inside shoulders and 10 ft. outside shoulders.

Discussion followed regarding Petaluma River Bridge construction to Novato. Mr. Cameron reported that there are still sections of construction going southbound within Novato city limits and sections of the Narrows to be completed. The current shortfall for construction is close to $250 million. The total cost of the widening of Highway 101 from Windsor to Novato is approximately $2.4 billion.

In response to Committee questions, Mr. Cameron reported that the Petaluma River Bridge on Highway 37 has been the subject of a concept study for future improvements, but to date no projects are scheduled.

Mr. Cameron reported that the finalized implementation plan for ramp metering is expected to be received from the consultant this summer. Once Caltrans completes infrastructure improvements (likely around July) ramp metering implementation can take place in late July/August.

The next meeting of the Ramp Metering Technical Advisory Committee will be in June, and this matter will be presented to the Board at the July meeting, to inform the Board as to what public outreach is planned. He added that the biggest challenge is likely to be not necessarily the implementation itself in the summer, but with the start of the school year in the fall.

7.2 SMART

Mr. Birdlebough had nothing new to report.

8. Announcements

None.

9. Adjourn

5:29 p.m.

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Staff Report

To: **Sonoma County Transportation Authority: Technical Advisory Committee (TAC) & Citizens' Advisory Committee (CAC)**

From: **James R. Cameron, Deputy Director of Projects & Programming**

Item: **Measure M - Maintenance of Effort - Policy 14 and PUC Compliance**

Date: **TAC: April 24, 2014 & CAC: April 29th**

Issue:

Is SCTA in conformance with Public Utilities Code 180200 and Measure M Policy 14 Maintenance of Effort (MOE)?

Background:

The Traffic Relief Act for Sonoma County, Measure M, is governed by the Public Utilities Code. PUC 180200 requires that "local governments maintain their existing commitment of local funds for transportation purposes". The PUC does not specify how an existing commitment must be measured, in order to ensure compliance with the requirement.

Until 2010, Sonoma County jurisdictions received Proposition 42 funds, which had specific MOE requirements. Since the Prop 42 requirements were more stringent than Measure M, there seemed little need for a Measure M policy to address maintenance of effort. Once Proposition 42 funds ended, the SCTA acted to implement its own MOE policy. The SCTA board approved Measure M Policy 14 on July 11, 2011 after Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) review.

Policy 14 (attached) requires that jurisdictions report the amount of local transportation funding, as a percentage of that jurisdiction's overall general fund spending. By analyzing the commitment as a percentage of general funds, as opposed to the actual amount of transportation funding, the policy considers the possibility that transportation spending may go down, if there is a decrease in general fund spending. However, if the general fund increases, transportation funding would be expected to be increased by the same percentage.

The baseline percentage was set for FY 2011/12, since it was the year the policy was enacted. SCTA staff has received reporting from all Measure M Local Street Rehabilitation (LSR) Program recipients, including baseline FY 2011/12 reporting and FY 2012/13 reporting. A summary of that reporting is shown in the following table:

Maintenance of Effort Calculations

Jurisdiction	FY 11-12			FY 12-13			FY 13-14
	Transportation*	General Fund	%	Transportation*	General Fund	%	LSR Projection
County of Sonoma	$6,668,087	$360,118,999	1.9%	$17,585,227	$383,148,289	4.6%	$1,658,399
Cotati	$96,726	$4,436,499	2.2%	$100,215	$4,596,544	2.2%	$58,532
Cloverdale	$162,404	$5,270,429	3.1%	$299,748	$5,178,211	5.8%	$45,386
Healdsburg	$916,656	$7,547,774	12.1%	$1,124,923	$8,377,514	13.4%	$78,246
Petaluma	$775,000	$32,472,271	2.4%	$1,136,000	$33,856,954	3.4%	$358,976
Rohnert Park	$1,340,818	$25,377,864	5.3%	$4,822,549	$26,163,018	18.4%	$227,818
Santa Rosa	$2,298,378	$117,000,000	2.0%	$2,547,748	$116,900,000	2.2%	$1,037,654
Sebastopol	$159,486	$4,884,137	3.3%	$158,454	$4,966,686	3.2%	$47,304
Sonoma (City)	$749,256	$11,838,835	6.3%	$773,077	$15,652,676	4.9%	$67,042
Windsor	$3,043,675	$13,108,791	23.2%	$3,188,492	$15,706,762	20.3%	$170,629
TOTALS	**$16,210,486**	**$582,055,599**	**2.8%**	**$31,736,433**	**$614,546,654**	**5.2%**	**$3,749,988**

**Does not include Measure M, Local Streets Rehabilitation (LSR) Program Funds*

Countywide, the commitment of transportation funding increased both in overall dollars and as a percentage of cumulative general funds. Seven of ten jurisdiction maintained or increased their individual percentage commitment of local funds for transportations purposes between FY11/12 and FY12/13. The City of Sebastopol, the City of Sonoma, and the Town of Windsor decreased their percentage of transportation funding. However, both the City of Sonoma and the Town of Windsor actually increased overall spending on transportation, whereas the City of Sebastopol's spending on transportation only dropped by $1,032.

The PUC does not state that the commitment must be calculated as a percentage of the general fund or that it be met annually. Policy 14 requires that each jurisdiction provide reporting, but it does not state that each jurisdiction's individual commitment must be maintained. Since many small jurisdictions need to "bank" transportation funding for several years in order to deliver a reasonably sized project, a single year's baseline figure can easily be skewed, based on whether the baseline year contained a large transportation project. Additionally, Policy 14 does not specify consequences for a jurisdiction that does not individually meet their baseline figure. Finally, although the Traffic Relief Act of Sonoma County requires that local governments maintain their existing commitment of local funds for transportation purposes, it does not state whether the commitment must be maintained individually by each jurisdiction, or collectively as a whole.

Given that all jurisdiction met the reporting requirements of Policy 14 and that collectively the commitment of transportation funding has increased, both in actual dollars and as a percentage of overall general fund spending, the TAC and CAC should consider recommending to the Board that SCTA is in compliance, with the PUC, the Traffic Relief Act of Sonoma County, and Measure M Policy 14.

Policy Impacts:

This is an interpretation of the Measure M Strategic Plan Policy 14 that would allow for individual jurisdictions to not meet their baseline MOE commitment, provided that collectively SCTA jurisdictions meet or exceed the baseline MOE commitment.

Fiscal Impacts:

Consequences of determining that individual jurisdictions must maintain their baseline contribution to transportation could result in a suspension of a portion of the Measures M Local Street Rehabilitation (LSR) allocations to those jurisdictions, until contributions are brought back to FY 11/12 baseline levels.

Staff Recommendation:

Staff recommends that the TAC and CAC consider recommending to the Board that SCTA is in compliance with the Public Utilities Code Section 180200, the Traffic Relief Act of Sonoma County, and Measure M Policy 14.

MEASURE M - STRATEGIC PLAN POLICY 14

The Traffic Relief Act for Sonoma County is governed by the Public Utilities Code. PUC 180200 requires that "local governments maintain their existing commitment of local funds for transportation purposes." The Measure M Expenditure Plan states "consistent with California Public Utilities Code Section 180200, the SCTA intends that the additional funds provided governmental agencies by the Traffic Relief Act for Sonoma County shall supplement existing local revenues being used for public transportation purposes and that local jurisdictions maintain their existing commitment of local funds for transportation purposes." Measure M cooperative agreements for the Local Streets Rehabilitation Program also require maintenance of effort.

For the Local Streets Rehabilitation Program funding, each local agency shall be responsible for identifying which of their accounts have local funds for transportation purposes. For these purposes, expenditures would be calculated per fiscal year. A fiscal year is defined as July 1 through June 30. The baseline amount is transportation fund expenditures in FY11/12 which will be converted to percentage of general fund expenditure. Expenditures for each subsequent year will be compared to the baseline to determine the same percentage of general fund expenditures is occurring. Baseline percentages (FY11/12) and subsequent year percentages of discretionary fund expenditures on transportation shall be provided to SCTA by each jurisdiction no later than February 15, starting in February 2013. This is to allow agency audits to be completed prior to submittal.

FUND : 80 OTHER GOVERNMENTAL AGENCIES
SUBFUND : 100 MEASURE M

G/L	ACCOUNT TITLE	BEGINNING BALANCE	YEAR TO DATE DEBITS	YEAR TO DATE CREDITS	ENDING BALANCE
101	EQUITY IN POOLED CASH	68,907,749.04	20,449,578.40	45,894,989.85	43,462,337.59
103	CASH WITH FISCAL AGENT/TRUSTEE	2,168,090.65	7,207,463.73	2,295,464.76	7,080,089.62
109	OTHER RECEIVABLES	2,749,001.00	391,725.00	3,140,726.00	.00
132	DUE FROM OTHER GOVERNMENTS	449,583.12	.00	399,991.95	49,591.17
182	AMT TO BE PROVIDED FOR DEBT RETIREMENT	70,565,000.00	.00	.00	70,565,000.00
201	VOUCHERS PAYABLE	-3,066,807.53	33,173,779.61	30,106,972.08	.00
203	ACCOUNTS PAYABLE	14,327.97	30,961.79	46,460.99	-1,171.23
205	DUE TO OTHER GOVERNMENTS	-1,538,218.53	1,530,650.16	.00	-7,568.37
234	REVENUE BONDS PAYABLE	-70,565,000.00	.00	.00	-70,565,000.00
320	UNRESERVED/UNDESIGNATED FUND BALANCE	-66,424,454.69	28,087.95	28,087.95	-66,424,454.69
350	FUND BALANCE RESRVD- DEBT SERVICES	-3,259,271.03	.00	.00	-3,259,271.03
400	BUDGETARY FUND BALANCE	.00	59,118,101.00	31,176,140.00	27,941,961.00
401	ESTIMATED REVENUE	.00	31,176,140.00	.00	31,176,140.00
411	REVENUE	.00	559,386.52	13,726,987.18	-13,167,600.66
420	APPROPRIATIONS	.00	.00	59,118,101.00	-59,118,101.00
431	EXPENDITURES	.00	33,079,907.17	811,859.57	32,268,047.60
	TOTAL SUBFUND 100	.00	186,745,781.33	186,745,781.33	.00

FUND : 80 OTHER GOVERNMENTAL AGENCIES
SUBFUND : 100 MEASURE M
PROJECT : 100 ADMINISTRATION

G/L	ACCOUNT TITLE	BEGINNING BALANCE	YEAR TO DATE DEBITS	YEAR TO DATE CREDITS	YEAR TO DATE ENDING BALANCE
101	EQUITY IN POOLED CASH	181,576.35	161,550.98	109,270.62	233,856.71
109	OTHER RECEIVABLES	27,490.01	3,917.25	31,407.26	.00
132	DUE FROM OTHER GOVERNMENTS	416.00	.00	416.00	.00
201	VOUCHERS PAYABLE	-2,493.34	71,414.18	68,920.84	.00
320	UNRESERVED/UNDESIGNATED FUND BALANCE	-206,989.02	.00	.00	-206,989.02
400	BUDGETARY FUND BALANCE	.00	199,800.00	211,910.00	-12,110.00
401	ESTIMATED REVENUE	.00	211,910.00	.00	211,910.00
411	REVENUE	.00	.00	129,180.13	-129,180.13
420	APPROPRIATIONS	.00	.00	199,800.00	-199,800.00
431	EXPENDITURES	.00	102,860.03	547.59	102,312.44
	TOTAL PROJECT 100	.00	751,452.44	751,452.44	.00

FUND : 80 OTHER GOVERNMENTAL AGENCIES
SUBFUND : 100 MEASURE M
PROJECT : 200 LOCAL STREET REPAIRS

G/L	ACCOUNT TITLE	BEGINNING BALANCE	YEAR TO DATE DEBITS	YEAR TO DATE CREDITS	YEAR TO DATE ENDING BALANCE
101	EQUITY IN POOLED CASH	640,084.27	3,203,159.68	2,802,777.95	1,040,466.00
109	OTHER RECEIVABLES	549,800.20	78,345.00	628,145.20	.00
201	VOUCHERS PAYABLE	-590,026.36	1,801,596.22	1,211,569.86	.00
205	DUE TO OTHER GOVERNMENTS	-47,407.34	47,407.34	.00	.00
320	UNRESERVED/UNDESIGNATED FUND BALANCE	-552,450.77	.00	.00	-552,450.77
400	BUDGETARY FUND BALANCE	.00	4,850,900.00	4,220,104.00	630,796.00
401	ESTIMATED REVENUE	.00	4,220,104.00	.00	4,220,104.00
411	REVENUE	.00	.00	2,575,014.48	-2,575,014.48
420	APPROPRIATIONS	.00	.00	4,850,900.00	-4,850,900.00
431	EXPENDITURES	.00	2,086,999.25	.00	2,086,999.25
	TOTAL PROJECT 200	.00	16,288,511.49	16,288,511.49	.00

FUND : 80 OTHER GOVERNMENTAL AGENCIES
SUBFUND : 100 MEASURE M
PROJECT : 300 LOCAL STREET PROJECTS

G/L	ACCOUNT TITLE	BEGINNING BALANCE	YEAR TO DATE DEBITS	YEAR TO DATE CREDITS	YEAR TO DATE ENDING BALANCE
101	EQUITY IN POOLED CASH	24,590,344.37	3,372,606.04	9,637,336.87	18,325,613.54
109	OTHER RECEIVABLES	549,800.20	78,345.00	628,145.20	.00
201	VOUCHERS PAYABLE	-145,791.75	8,716,719.21	8,570,927.46	.00
320	UNRESERVED/UNDESIGNATED FUND BALANCE	-24,994,352.82	.00	.00	-24,994,352.82
400	BUDGETARY FUND BALANCE	.00	10,273,000.00	4,342,467.00	5,930,533.00
401	ESTIMATED REVENUE	.00	4,342,467.00	.00	4,342,467.00
411	REVENUE	.00	.00	2,648,324.51	-2,648,324.51
420	APPROPRIATIONS	.00	.00	10,273,000.00	-10,273,000.00
431	EXPENDITURES	.00	9,413,200.12	96,136.33	9,317,063.79
	TOTAL PROJECT 300	.00	36,196,337.37	36,196,337.37	.00

FUND : 80 OTHER GOVERNMENTAL AGENCIES
SUBFUND : 100 MEASURE M
PROJECT : 400 HIGHWAY 101

G/L	ACCOUNT TITLE	BEGINNING BALANCE	YEAR TO DATE DEBITS	YEAR TO DATE CREDITS	YEAR TO DATE ENDING BALANCE
101	EQUITY IN POOLED CASH	30,911,968.42	3,047,752.81	21,660,525.87	12,299,195.36
109	OTHER RECEIVABLES	69,241.54	156,690.00	225,931.54	.00
132	DUE FROM OTHER GOVERNMENTS	449,167.12	.00	399,575.95	49,591.17
201	VOUCHERS PAYABLE	-1,670,040.99	20,772,650.21	19,102,609.22	.00
203	ACCOUNTS PAYABLE	-4,045.07	3,216.18	.00	-828.89
320	UNRESERVED/UNDESIGNATED FUND BALANCE	-29,756,291.02	28,087.95	.00	-29,728,203.07
400	BUDGETARY FUND BALANCE	.00	30,270,250.00	15,397,612.00	14,872,638.00
401	ESTIMATED REVENUE	.00	15,397,612.00	.00	15,397,612.00
411	REVENUE	.00	13,795.89	1,753,530.66	-1,739,734.77
420	APPROPRIATIONS	.00	.00	30,270,250.00	-30,270,250.00
431	EXPENDITURES	.00	19,788,694.86	668,714.66	19,119,980.20
	TOTAL PROJECT 400	.00	89,478,749.90	89,478,749.90	.00

FUND : 80 OTHER GOVERNMENTAL AGENCIES
SUBFUND : 100 MEASURE M
PROJECT : 430 HIGHWAY 101 2008 BONDS DEBT SERVICE

G/L	ACCOUNT TITLE	BEGINNING BALANCE	YEAR TO DATE DEBITS	YEAR TO DATE CREDITS	ENDING BALANCE
101	EQUITY IN POOLED CASH	.00	4,239,791.92	4,239,791.92	.00
103	CASH WITH FISCAL AGENT/TRUSTEE	1,869,314.84	3,815,846.09	.00	5,685,160.93
109	OTHER RECEIVABLES	847,891.66	.00	847,891.66	.00
182	AMT TO BE PROVIDED FOR DEBT RETIREMENT	46,075,000.00	.00	.00	46,075,000.00
234	REVENUE BONDS PAYABLE	-46,075,000.00	.00	.00	-46,075,000.00
350	FUND BALANCE RESRVD- DEBT SERVICES	-2,717,206.50	.00	.00	-2,717,206.50
400	BUDGETARY FUND BALANCE	.00	5,015,350.00	2,298,144.00	2,717,206.00
401	ESTIMATED REVENUE	.00	2,298,144.00	.00	2,298,144.00
411	REVENUE	.00	423,945.83	3,391,900.26	-2,967,954.43
420	APPROPRIATIONS	.00	.00	5,015,350.00	-5,015,350.00
	TOTAL PROJECT 430	.00	15,793,077.84	15,793,077.84	.00

FUND : 80 OTHER GOVERNMENTAL AGENCIES
SUBFUND : 100 MEASURE M
PROJECT : 440 HWY 101 BOND RESERVE 2008 BNY TT

G/L	ACCOUNT TITLE	BEGINNING BALANCE	YEAR TO DATE DEBITS	YEAR TO DATE CREDITS	YEAR TO DATE ENDING BALANCE
101	EQUITY IN POOLED CASH	4,607,500.00	.00	.00	4,607,500.00
320	UNRESERVED/UNDESIGNATED FUND BALANCE	-4,607,500.00	.00	.00	-4,607,500.00
	TOTAL PROJECT 440	.00	.00	.00	.00

FUND : 80 OTHER GOVERNMENTAL AGENCIES
SUBFUND : 100 MEASURE M
PROJECT : 450 HWY 101 2008 BOND ISSUE BNY TT

G/L	ACCOUNT TITLE		BEGINNING BALANCE	YEAR TO DATE DEBITS	YEAR TO DATE CREDITS	YEAR TO DATE ENDING BALANCE
	TOTAL PROJECT	450	.00	.00	.00	.00

FUND : 80 OTHER GOVERNMENTAL AGENCIES
SUBFUND : 100 MEASURE M
PROJECT : 460 HWY 101 BOND RESERVE 2011 BNY TT

G/L	ACCOUNT TITLE	BEGINNING BALANCE	YEAR TO DATE DEBITS	YEAR TO DATE CREDITS	YEAR TO DATE ENDING BALANCE
101	EQUITY IN POOLED CASH	1,890,000.00	.00	.00	1,890,000.00
320	UNRESERVED/UNDESIGNATED FUND BALANCE	-1,890,000.00	.00	.00	-1,890,000.00
	TOTAL PROJECT 460	.00	.00	.00	.00

FUND : 80 OTHER GOVERNMENTAL AGENCIES
SUBFUND : 100 MEASURE M
PROJECT : 470 HWY 101 2011 BOND ISSUE BNY TT

G/L	ACCOUNT TITLE	BEGINNING BALANCE	YEAR TO DATE DEBITS	YEAR TO DATE CREDITS	ENDING BALANCE
101	EQUITY IN POOLED CASH	890,262.34	984,406.41	1,866,945.80	7,722.95
103	CASH WITH FISCAL AGENT/TRUSTEE	.00	856,014.90	856,014.90	.00
201	VOUCHERS PAYABLE	-402,884.30	964,469.91	561,585.61	.00
203	ACCOUNTS PAYABLE	18,373.04	27,745.61	46,460.99	-342.34
320	UNRESERVED/UNDESIGNATED FUND BALANCE	-505,751.08	.00	28,087.95	-533,839.03
400	BUDGETARY FUND BALANCE	.00	533,840.00	.00	533,840.00
411	REVENUE	.00	.00	7,381.58	-7,381.58
420	APPROPRIATIONS	.00	.00	533,840.00	-533,840.00
431	EXPENDITURES	.00	580,300.99	46,460.99	533,840.00
	TOTAL PROJECT 470	.00	3,946,777.82	3,946,777.82	.00

FUND : 80 OTHER GOVERNMENTAL AGENCIES
SUBFUND : 100 MEASURE M
PROJECT : 480 HWY 101 2011 BONDS DEBT SERVICE

G/L	ACCOUNT TITLE	BEGINNING BALANCE	YEAR TO DATE DEBITS	YEAR TO DATE CREDITS	ENDING BALANCE
101	EQUITY IN POOLED CASH	.00	913,348.27	913,348.27	.00
103	CASH WITH FISCAL AGENT/TRUSTEE	224,081.88	822,114.67	.00	1,046,196.55
109	OTHER RECEIVABLES	182,467.20	.00	182,467.20	.00
182	AMT TO BE PROVIDED FOR DEBT RETIREMENT	18,367,500.00	.00	.00	18,367,500.00
234	REVENUE BONDS PAYABLE	-18,367,500.00	.00	.00	-18,367,500.00
320	UNRESERVED/UNDESIGNATED FUND BALANCE	-17.29	.00	.00	-17.29
350	FUND BALANCE RESRVD- DEBT SERVICES	-406,531.79	.00	.00	-406,531.79
400	BUDGETARY FUND BALANCE	.00	1,090,697.00	684,150.00	406,547.00
401	ESTIMATED REVENUE	.00	684,150.00	.00	684,150.00
411	REVENUE	.00	91,233.60	730,881.07	-639,647.47
420	APPROPRIATIONS	.00	.00	1,090,697.00	-1,090,697.00
	TOTAL PROJECT 480	.00	3,601,543.54	3,601,543.54	.00

FUND : 80 OTHER GOVERNMENTAL AGENCIES
SUBFUND : 100 MEASURE M
PROJECT : 500 TRANSIT

G/L	ACCOUNT TITLE	BEGINNING BALANCE	YEAR TO DATE DEBITS	YEAR TO DATE CREDITS	ENDING BALANCE
101	EQUITY IN POOLED CASH	255,719.95	1,601,500.52	1,337,013.83	520,206.64
109	OTHER RECEIVABLES	274,900.10	39,172.50	314,072.60	.00
201	VOUCHERS PAYABLE	-254,413.83	740,767.41	486,353.58	.00
320	UNRESERVED/UNDESIGNATED FUND BALANCE	-276,206.22	.00	.00	-276,206.22
400	BUDGETARY FUND BALANCE	.00	2,426,129.00	2,110,752.00	315,377.00
401	ESTIMATED REVENUE	.00	2,110,752.00	.00	2,110,752.00
411	REVENUE	.00	.00	1,287,427.92	-1,287,427.92
420	APPROPRIATIONS	.00	.00	2,426,129.00	-2,426,129.00
431	EXPENDITURES	.00	1,043,427.50	.00	1,043,427.50
	TOTAL PROJECT 500	.00	7,961,748.93	7,961,748.93	.00

FUND : 80 OTHER GOVERNMENTAL AGENCIES
SUBFUND : 100 MEASURE M
PROJECT : 600 PASSENGER RAIL

G/L	ACCOUNT TITLE	BEGINNING BALANCE	YEAR TO DATE DEBITS	YEAR TO DATE CREDITS	YEAR TO DATE ENDING BALANCE
101	EQUITY IN POOLED CASH	1,180,693.92	530,373.49	20,284.72	1,690,782.69
109	OTHER RECEIVABLES	76,627.65	19,586.25	96,213.90	.00
201	VOUCHERS PAYABLE	.00	323.47	323.47	.00
320	UNRESERVED/UNDESIGNATED FUND BALANCE	-1,257,321.57	.00	.00	-1,257,321.57
400	BUDGETARY FUND BALANCE	.00	2,006,207.00	729,300.00	1,276,907.00
401	ESTIMATED REVENUE	.00	729,300.00	.00	729,300.00
411	REVENUE	.00	.00	434,159.59	-434,159.59
420	APPROPRIATIONS	.00	.00	2,006,207.00	-2,006,207.00
431	EXPENDITURES	.00	698.47	.00	698.47
	TOTAL PROJECT 600	.00	3,286,488.68	3,286,488.68	.00

FUND : 80 OTHER GOVERNMENTAL AGENCIES
SUBFUND : 100 MEASURE M
PROJECT : 610 PASS RAIL BOND RESERVE 2011 BNY TT

G/L	ACCOUNT TITLE	BEGINNING BALANCE	YEAR TO DATE DEBITS	YEAR TO DATE CREDITS	YEAR TO DATE ENDING BALANCE
101	EQUITY IN POOLED CASH	630,000.00	.00	.00	630,000.00
320	UNRESERVED/UNDESIGNATED FUND BALANCE	-630,000.00	.00	.00	-630,000.00
	TOTAL PROJECT 610	.00	.00	.00	.00

FUND : 80 OTHER GOVERNMENTAL AGENCIES
SUBFUND : 100 MEASURE M
PROJECT : 620 PASS RAIL 2011 BOND ISSUE BNY TT

G/L	ACCOUNT TITLE	BEGINNING BALANCE	YEAR TO DATE DEBITS	YEAR TO DATE CREDITS	ENDING BALANCE
101	EQUITY IN POOLED CASH	1,944,612.12	1,446,154.80	2,878,899.72	511,867.20
103	CASH WITH FISCAL AGENT/TRUSTEE	.00	1,439,449.86	1,439,449.86	.00
205	DUE TO OTHER GOVERNMENTS	-1,392,876.00	1,392,876.00	.00	.00
320	UNRESERVED/UNDESIGNATED FUND BALANCE	-551,736.12	.00	.00	-551,736.12
400	BUDGETARY FUND BALANCE	.00	656,427.00	104,690.00	551,737.00
401	ESTIMATED REVENUE	.00	104,690.00	.00	104,690.00
411	REVENUE	.00	.00	6,704.94	-6,704.94
420	APPROPRIATIONS	.00	.00	656,427.00	-656,427.00
431	EXPENDITURES	.00	46,573.86	.00	46,573.86
	TOTAL PROJECT 620	.00	5,086,171.52	5,086,171.52	.00

FUND : 80 OTHER GOVERNMENTAL AGENCIES
SUBFUND : 100 MEASURE M
PROJECT : 630 PASS RAIL 2011 BONDS DEBT SERVICE

G/L	ACCOUNT TITLE	BEGINNING BALANCE	YEAR TO DATE DEBITS	YEAR TO DATE CREDITS	YEAR TO DATE ENDING BALANCE
101	EQUITY IN POOLED CASH	.00	304,449.41	304,449.41	.00
103	CASH WITH FISCAL AGENT/TRUSTEE	74,693.93	274,038.21	.00	348,732.14
109	OTHER RECEIVABLES	60,822.40	.00	60,822.40	.00
182	AMT TO BE PROVIDED FOR DEBT RETIREMENT	6,122,500.00	.00	.00	6,122,500.00
234	REVENUE BONDS PAYABLE	-6,122,500.00	.00	.00	-6,122,500.00
320	UNRESERVED/UNDESIGNATED FUND BALANCE	16.41	.00	.00	16.41
350	FUND BALANCE RESRVD- DEBT SERVICES	-135,532.74	.00	.00	-135,532.74
400	BUDGETARY FUND BALANCE	.00	363,566.00	228,050.00	135,516.00
401	ESTIMATED REVENUE	.00	228,050.00	.00	228,050.00
411	REVENUE	.00	30,411.20	243,627.01	-213,215.81
420	APPROPRIATIONS	.00	.00	363,566.00	-363,566.00
	TOTAL PROJECT 630	.00	1,200,514.82	1,200,514.82	.00

FUND : 80 OTHER GOVERNMENTAL AGENCIES
SUBFUND : 100 MEASURE M
PROJECT : 700 BICYCLE/PEDESTRIAN

G/L	ACCOUNT TITLE	BEGINNING BALANCE	YEAR TO DATE DEBITS	YEAR TO DATE CREDITS	YEAR TO DATE ENDING BALANCE
101	EQUITY IN POOLED CASH	1,184,987.30	644,484.07	124,344.87	1,705,126.50
109	OTHER RECEIVABLES	109,960.04	15,669.00	125,629.04	.00
201	VOUCHERS PAYABLE	-1,156.96	105,839.00	104,682.04	.00
205	DUE TO OTHER GOVERNMENTS	-97,935.19	90,366.82	.00	-7,568.37
320	UNRESERVED/UNDESIGNATED FUND BALANCE	-1,195,855.19	.00	.00	-1,195,855.19
400	BUDGETARY FUND BALANCE	.00	1,431,935.00	848,961.00	582,974.00
401	ESTIMATED REVENUE	.00	848,961.00	.00	848,961.00
411	REVENUE	.00	.00	518,855.03	-518,855.03
420	APPROPRIATIONS	.00	.00	1,431,935.00	-1,431,935.00
431	EXPENDITURES	.00	17,152.09	.00	17,152.09
	TOTAL PROJECT 700	.00	3,154,406.98	3,154,406.98	.00
	TOTAL SUBFUND 100	.00	186,745,781.33	186,745,781.33	.00

SCTA
sonoma county transportation authority

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RCPA
regional climate protection authority

Staff Report

To: **Citizens Advisory Committee**

From: **Janet Spilman, Deputy Director, Planning & Public Outreach**

Item: **Comprehensive Transportation Plan update**

Date: **April 28, 2014**

Issue:

Does the PAC recommend the Public Engagement Strategy? Does the PAC recommend the Goals, Objectives and Policies to the SCTA?

Background:

The Goals, Objectives and Policies have also been discussed at both meetings. SCTA has received several comments on this and the Public Engagement Strategy. They are attached.

The Public Engagement Strategy is attached and has been discussed at the PAC and Citizens Advisory Committee. Several members have offered specific contact information to invite stakeholders to focus groups. There has been generalized support regarding the poll and online engagement tools discussed.

Performance Assessment

The TAC is tasked with determining a methodology for performance assessment. Staff recommends that projects be categorized by type and cost. Only high cost projects would be assessed. The cost threshold is yet to be determined.

Performance metrics and performance targets were part of the 2009 CTP that aligned with the CTP Goals, Objectives and Policies. The Goals are 1) Maintain the System, 2) Relieve Traffic Congestion 3) Reduce Greenhouse Gas Emissions, 4) Plan for Safety and Health

The 2015 CTP will use the performance metrics to assess progress towards meeting goals, and reassess and update targets where necessary.

Project Level Performance Assessment:

Projects with identifiable funding sources and demonstrable support will be considered for performance assessment. Projects of a certain minimum cost (i.e. greater than $5 ($10, $50) million could be graded on their performance in certain areas (see below for a list of potential performance areas and performance measures). Ultimately the SCTA will approve a financially constrained tiered list of projects. The SCTA may also choose a list of unconstrained “vision” projects for the life of the 25 year CTP to be considered in future CTPs.

Performance Level Scoring:

+1.0	Very supportive	-0.5	Somewhat detrimental
+0.5	Somewhat supportive	-1.0	Very detrimental
0.0	Neither supportive or detrimental		

Scores for each performance area would be added together and would provide a project level performance score for each project. Projects could then be grouped into tiers including low, medium, and high performing projects.

Potential Performance Areas and Measures:

- *Greenhouse Gas Emissions (2009 CTP Performance Measure):* Does the project or program help SCTA meet its GHG reduction goals? Project level GHG emissions would be calculated using the Sonoma County Travel Model and EMFAC 2011. Climate Action 2020 will identify the specific targets.
- *Vehicle Miles Traveled (2009 CTP Performance Measure):* Does the project or program help SCTA meet its VMT reduction goals? Project level VMT would be calculated using the Sonoma County Travel Model.
- *Person Hours of Delay (2009 CTP Performance Measure):* Does the project or program help SCTA meet its congestion reduction goals? Project level PHD would be calculated using the Sonoma County Travel Model.
- *Pavement Condition Index/Transportation System Condition (2009 CTP Performance Measure):* Does the project or program help SCTA maintain or improve the condition of the countywide transportation system? The potential for each project or program to improve (or degrade) PCI or the condition of non-road transportation infrastructure and assets could be assessed by project sponsors or SCTA staff.
- *Mode Share:* Does the project or program help SCTA increase non-single occupant vehicle mode share. Project or program mode share impacts would be assessed using the Sonoma County Travel Model.
- *Countywide Accessibility/Mobility:* Does the project or program improve (or degrade) countywide access to jobs, goods, services, and recreation opportunities? Project or program accessibility impacts would be assessed by project sponsors or SCTA staff.
- *Health/Safety:* Would the project or program decrease traffic related injuries/fatalities, increase active transportation and decrease obesity, or improve neighborhood level air quality conditions? Project or program health and safety impacts would be assessed by project sponsors or SCTA staff.
- *Transportation System Efficiency:* Would the project or program increase transportation system efficiency by implementing new technologies, strategies, or policies that would increase system capacity, speed, or reliability? Project or program impacts on transportation system efficiency would be assessed by project sponsors or SCTA staff.

Policy Impacts:

The CTP is the long term planning document for the SCTA. CTP Goals reflect SCTA policy.

Fiscal Impacts:

No fiscal impacts.

Staff Recommendation:

Consider recommending to the SCTA approval of the Goals, Objectives and Policies document as well as the Public Engagement Strategy.

Goals, Objectives, Policies
of the
2009 SCTA Comprehensive Transportation Plan

Goal 1. Maintain the system

Objective: Protect the investment in public transportation infrastructure.

- Policy 1A: Pavement Management: Maintain streets and roads at a standard within the range of 70-80 Pavement Condition Index (PCI) – the equivalent of good to excellent on the PCI scale. Include the maintenance of bicycle routes along roadways as part of this measure.
- Policy 1B: Bus Fleet Management: Ensure that all revenue vehicles and all bus stop facilities and transfer stations are properly maintained and all maintenance personnel are properly trained.

Goal 2. Relieve Traffic Congestion

Objective: Reduce person hours of delay 20% below 2005 levels by 2035 through strategic improvements, technology and changes in driving habits.

- Policy 2A: Implement strategic transit and roadway capacity expansion to meet current and future needs
- Policy 2B: Expand rideshare, carpool, van pool, travel demand management, and telecommute programs.
- Policy 2C: Implement new technologies to monitor and control traffic flow.
- Policy 2D: Implement pricing strategies to help relieve congestion and make progress in attaining goals related to reducing GHG and maintaining the transportation system.

Goal 3. Reduce Greenhouse Gas Emissions

Objective: Meet the targets to reduce GHG emissions 25% below 1990 levels by 2015, and 40% below 1990 levels by 2035 by working with government agencies and the public.

- Policy 3A: Reduce vehicle miles of travel (VMT) per capita by 10% below 2005 levels by 2035.
- Policy 3B: Increase transit use and productivity.
- Policy 3C: Improve accessibility and safety for pedestrians at and around activity centers.
- Policy 3D: Implement 2008Countywide Bicycle and Pedestrian Master Plan
- Policy 3E: Support development and deployment of new technologies to reduce transportation emissions.

Goal 4. Planning for Safety and Health

Objective: Increase safety and emphasize health aspects of transportation planning strategies

- Policy 4A: Planning for Transportation Safety -Adopt State of California goals to minimize traffic related fatalities.
- Policy 4B: Planning for Public Health - Plan neighborhoods that encourage walking, biking and physical activity, and connect residential areas, workplaces, schools, commercial centers and community facilities

CHAPTER 4

VISION FOR THE FUTURE

TRANSPORTATION PLAN GOALS

The four goals of the 2009 CTP are

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

The 2009 CTP has four overarching goals. The first two, Maintain the System and Relieve Congestion have been in previous Comprehensive Transportation Plans and continue to pose challenges and opportunities.

The last two goals, Plan for Safety and Health and Reduce Emissions are new to this plan. The issue of personal and public safety and health as it relates to transportation planning arose during the public outreach as an area of significant concern in Sonoma County. These have always been important issues in the development of transportation plans and projects, but now, especially as they intersect with other goals such as preserving air quality, maintaining a safe and efficient transportation system and reducing congestion, health and safety require special attention in transportation planning.

Addressing emissions from transportation projects has historically been done via air quality analysis on a project level basis, but with new State law and local expectations about reducing greenhouse gas emissions the 2009 CTP has a greater focus on the problem of climate change, a look at the connection to transportation and analysis of strategies to address the problem here in Sonoma County. This is set forth in the new policy goal to Reduce Emissions.

In support of the CTP update, six transportation scenarios, representing sets, or programs, of transportation improvement solutions, were tested using SCTA's travel demand model. The Sonoma County Travel Model (SCTM 07) uses land use, population, and employment data for

CTP TRANSPORTATION SCENARIOS

No Action/No Build

Projects with Likely Sources of Funding

Projects with Unknown Sources of Funding

Smart Growth Land Use with Supportive Transit Expansion

Innovative Congestion Pricing Strategies

Comprehensive–Projects, Smart Growth Land Use/Transit, and Pricing

Important transportation strategy categories are shown below with more detailed strategies included in the discussion of each CTP goal and objective (See Appendix A-i–Strategies Matrix for more detail):

- Improve Bicycle and Pedestrian Facilities and Safety
- Improve Transit Service and Facilities
- Land Use Improvements
- Promote Ride Sharing and more efficient use of existing travel system
- Implement Travel Demand Management
- Implement Transportation Pricing Policy
- Implement Traffic Flow Improvements
- Encourage Transportation Technology Improvements
- Maintain the System
- Expand the System

Sonoma County to estimate trips, travel patterns, traffic volumes, congestion, and travel mode for the current and future (2035) countywide transportation system.

The six scenarios representing different future transportation improvement alternatives were evaluated based on a set of scenario performance measures. Performance measures can be used to quantify how well the goals and objectives of the plan are being meet. Performance measures analyzed include greenhouse gas emissions, vehicle miles traveled, and congestion (See Appendix C-vi for more information on SCTM 07 and a detailed summary of scenario analysis results).

The results of the scenario analysis support the policies and projects contained in this plan. Model output, CTP project lists, and the transportation strategies matrix serve as decision support tools to aid decision makers in the prioritization of transportation projects and policies, and provide guidance on which types of projects and policies will allow SCTA to meet its goals and objectives.

There are a few specific cases where the solutions proposed here seem to contradict (for example roadways that are safer often carry more traffic and lead to more driving), but the overarching solution to transportation problems is to drive less. This is only possible when viable options are available to the public—be it transit, bike routes, land use planning, housing, school and job linkages, pedestrian amenities, car share and ride share programs, ability to make shorter trips or avoid trips altogether, etc. Mobility relies on options and the 2009 CTP is aimed at addressing how those options can best meet the needs of our community and address the plan goals.

Implementing the necessary options requires two basic ingredients: funding and a shift in personal transportation habits. Aside from being inadequate to meet the needs of transportation, funding is funneled through dozens of special programs, at various levels of government, with specific goals and eligibility that do not always fit well with the goals of the local community. Funding will be addressed in greater detail as a separate chapter in the plan. The issue of modifying personal transportation habits is reliant on the availability of reliable options to driving and is linked to pricing, land use and technology.

The 2009 CTP is structured to place general policy and planning information in this chapter and provide a higher level of detail as appendices to cover key information such as project lists, a list of innovative transportation improvements (or Transportation Strategies Matrix), transportation's role in the production of GHG emissions and more detailed reports.

PERFORMANCE MEASURES

REDUCE GHG EMISSIONS TO 25% BELOW 1990 LEVELS BY 2015, AND 40% BELOW 1990 LEVELS BY 2035.

REDUCE VMT PER CAPITA BY 10% BELOW CURRENT LEVELS (2005) BY 2035.

REDUCE PERSON HOURS OF DELAY 20% BELOW TODAY'S LEVELS (2005) BY 2035.

IMPROVE COUNTYWIDE PCI TO 80 BY 2035, WITH A MINIMUM ROAD PCI OF 70 BY 2035.

GOAL 1. MAINTAIN THE SYSTEM

Objective: Protect the investment in public transportation infrastructure.

Maintaining transportation infrastructure covers many activities from keeping ditches clear so they drain properly to purchasing new buses to keeping bike lanes free of debris and sealing cracked pavement on a local roadway. The transportation infrastructure is the most expensive asset owned by local governments and is also the most expensive to maintain.

No one likes potholes, but it is a fact of life that many jurisdictions respond to funding shortages by deferring preventative maintenance for roads, which has drastic consequences on the condition of pavement. The 25 year planning horizon must also account for replacement of the bus fleet—large fixed route vehicles as well as paratransit buses, vans and cars. This, in addition to important routine maintenance, is protection of a significant investment.

Policy 1A:

Pavement Management: Maintain streets and roads at a standard within the range of 70-80 Pavement Condition Index (PCI)—the equivalent of good to excellent on the PCI scale. Include the maintenance of bicycle routes along roadways as part of this measure.

Transportation Strategies:

- Maintain State Highway System
- Improve Local Streets/Roads PCI
- Improve Conditions/Maintenance Of Bike/Ped Facilities

Policy 1B:

Bus Fleet Management: Ensure that all revenue vehicles and all bus stop facilities and transfer stations are properly maintained and all maintenance personnel are properly trained.

Transportation Strategies:

- Maintain Transit System

GOAL 2. RELIEVE TRAFFIC CONGESTION

Objective: Reduce person hours of delay 20% below 2005 levels by 2035 through strategic improvements, technology and changes in driving habits.

Freeway congestion monitoring data for 2006 indicates that freeway congestion, measured in vehicle hours of delay, increased 75% between 2002 and 2006 in Sonoma County, and 45% between 2004 and 2006. In 2007 it increased another three percent, to 7,900 vehicle hours of delay. By way of contrast, the remainder of the Bay Area (eight counties) had less than a 15% increase in delay between 2004 and 2006. It is also noteworthy that the duration of congestion—from the time it starts until the time it ends—has also increased dramatically. Some segments of US 101 now begin experiencing congestion in the early- to mid-afternoon. Southbound Highway 101 in south Petaluma becomes congested by 5:30 AM.

State Highway 12 links Sebastopol, Santa Rosa, the Sonoma Valley, and Napa County. It also provides an important connection to the Interstate 80 corridor, for interstate trucks, commuters and recreational trips. Within Santa Rosa, between Fulton Road on the west to Farmers Lane on the east, State Highway 12 is developed to freeway standards.

The two lane sections in Sebastopol and in the Sonoma Valley are severely congested on both weekdays and weekends

Arterials are also showing signs of strain. Main Street (Penngrove) suffers considerable peak period weekday traffic congestion due to drivers avoiding congestion on U.S. 101, and new development in northeast Petaluma and east Rohnert Park. Arnold Drive, River Road, Old Redwood Highway, Bodega Highway, Lakeville Highway, and Petaluma Hill Road have heavy weekday traffic. Todd Road, Llano Road, Crane Canyon Road have congested conditions on weekdays and many roads within incorporated cities have severe congestion.

Future travel demand analysis shows that congestion could continue to worsen (roughly 6 times more congestion that current levels) given our current course. Currently congested locations are expected to experience increased back-ups, with local arterials absorbing the bulk of future traffic and becoming more and more congested.

Adding additional roadway and transit capacity, implementing smart growth land use policies, and implementing transportation pricing policies, were all shown to provide significant congestion relief in future model output.

Travel Demand Management programs and new technologies are promising methods for reducing traffic delay. Shifting travelers to different travel modes (transit, car/vanpools, bicycles, walking and car-sharing), different times to avoid peak congested periods (flextime, compressed work week), and avoiding trips altogether (telecommuting, etc) also have great potential for reducing traffic congestion.

Increases to transit service, adding rail service in Sonoma and Marin, and decreased transit headways require strategic expansion as well in terms of both capital expenses to purchase rolling stock (buses and trains), and operating and maintenance needs.

Policy 2A:

Implement strategic transit and roadway capacity expansion to meet current and future needs

There are critical roadway projects that have been planned for decades that still need to be completed—Highway 101 HOV lanes, Penngrove area improvements, certain interchange and intersection configurations and other projects identified in Appendix A-ii.

Additionally, expansion of transit service is needed both with the initiation of passenger rail service via SMART and with increased bus service from all of our local and regional operators. Providing individuals with convenient, safe and easy alternatives to their car expands the capacity of the roadways.

Adding additional roadway and transit capacity was shown to provide one of the biggest congestion relief benefits in future model runs. Roadway expansion , beyond the completion of the HOV system, may create immediate congestion relief, however long term consequences include increased VMT and GHG emissions.

Transportation Strategies:

- Expand Local Streets/Roads Capacity
- Expand Transit Capacity
- Complete HOV system

Policy 2B:

Expand rideshare, carpool, van pool, travel demand management, and telecommute programs.

There are innovative programs in place that reduce the vehicle miles traveled of individuals in single occupant vehicles. Santa Rosa CityBus and Sonoma County Transit work with local employers to provide incentives to ride the bus instead of drive. Regionally, 511.org offers ride share programs. Car-sharing is a new option that is in preliminary development in Sonoma County but is in effect in the urban centers in the Bay Area. Travel demand management and telecommute programs can be effective

at reducing countywide travel or shifting trips to less congested periods.

Transportation Strategies:

- Increase Ridematching Services
- Increase the number and capacity of park and ride facilities
- Telecommuting
- Travel Demand Management

Policy 2C:

Implement new technologies to monitor and control traffic flow.

Moving traffic smoothly will help relieve congestion on major roads by reducing the stop and go and increasing awareness of conditions with changeable message signs. Signals at freeway on ramps helps control the number of vehicles attempting to merge at one time and allows the flow of traffic to absorb more vehicles without a significant slowdown. Real-time information about traffic conditions enables drivers to make choices about what route or what mode will serve them best.

Transportation Strategies:

- Incident Management
- Traveler Information Programs
- Signalization Improvements/ Intelligent Transportation Systems
- Traffic Circles/Traffic Calming
- Turn Restrictions at Intersections
- Goods Movement Improvements

Policy 2D:

Implement pricing strategies to help relieve congestion and make progress in attaining goals related to reducing GHG and maintaining the transportation system.

User based pricing strategies have demonstrated the ability to reduce congestion, reduce the number of solo drivers, shift vehicle trips from peak hours, decrease vehicle emissions, and improve safety. Successful implementations such as London and Singapore congestion pricing systems, San Diego's I-15 HOT Lane implementation, and Trondheim, Norway's 'toll ring', suggest that these types of strategies may be successful in Sonoma County.

Transportation pricing policy measures are shown to have significant congestion and travel reduction benefits in future year analysis.

Transportation Strategies:

- Increase Gas Tax or User Fees
- Congestion Pricing
- High Occupancy Toll Lanes
- Increased Parking Charges
- Carbon Offsets

GOAL 3. REDUCE GREENHOUSE GAS EMISSIONS

Objective: Meet the targets to reduce GHG emissions 25% below 1990 levels by 2015, and 40% below 1990 levels by 2035 by working with government agencies and the public.

In Sonoma County the transportation sector contributes roughly 60% of all county greenhouse gas (GHG) emissions. This is a new issue to the field of transportation planning which requires research, analysis and aggressive strategies to ensure success in meeting greenhouse gas reduction targets. Included as Appendix C-i is the SCTA Greenhouse Gas Emissions Reduction White Paper that was written specifically to inform policy makers and the community about the connection between transportation and climate change.

In 2007, transportation GHG production represented a roughly 34% increase from 1990 levels of GHG production.[1] The California Global Warming Solutions Act (AB32) mandates that CO2 and other GHG emissions be reduced to 1990 levels by the year 2020. All Sonoma County Jurisdictions have set a more ambi-

1 Data from the Climate Protection Campaign 2005 May 2008 Status Report, HPMS (Highway Performance Management System) Annual VMT data, and GHG eCO2 productions based on output from CACP software.

tious goal of reducing GHG emissions to 25% below 1990 levels by 2015. The Bay Area region has set a longer term goal of reducing regional GHG emissions to 40% below 1990 levels by 2035.

A number of broad approaches can be taken to meet these goals. CTP model analysis shows that increasing fuel efficiencies and vehicle occupancies, implementing transportation pricing policies aimed at reducing VMT, and encouraging transit oriented development are effective at reducing future GHG emissions.

The policy solutions that reduce GHG emissions, and will allow SCTA and local jurisdictions to meet county and regional GHG reduction targets, rely upon a variety of approaches and require a concerted and sustained effort at varying levels of government. See Appendix C-i for a more detailed look at GHG Reduction strategies.

Policy 3A:

Reduce vehicle miles of travel (VMT) per capita by 10% below 2005 levels by 2035.

Land use planning for concentrated, contiguous and balanced development provides opportunities to meet daily needs with shorter car trips or by walking, bicycling, or taking transit. This will reduce overall VMT and efforts to manage congestion, reduce energy vulnerability, and achieve air quality health standards. These land use changes in conjunction with expansion of the transit system and transportation pricing measures are shown to have the greatest impact on reducing future VMT in CTP model analysis.

The VMT reduction benchmark may seem quite conservative when compared to the GHG reduction benchmark. This represents the difficultly in actually reducing the number and length of trips people are making. GHG reduction includes reducing VMT, but can also be addressed by shifting travel modes, using more efficient vehicles, and by using cleaner fuels, and achieving more aggressive reductions in GHG emissions should be easier due to the breadth of possible reduction methods.

Transportation Strategies:

- Transit Oriented Development
- 4-d Transportation Investment (density, diversity, design, destinations)
- Infill Development and Carbon Efficient Design
- Address Jobs-Housing imbalance
- Encourage smaller neighborhood locations for daily goods and services
- Housing Assistance
- Travel Demand Management (TDM)
- Public Education/Travel Choice Programs
- Promote Telecommuting
- Promote school based TDM
- Implement Carsharing Programs

Policy 3B:

Increase transit use and productivity.

Clustering and intensification of residential and commercial development along transit lines and around transit facilities increases the number of jobs, services, and recreation opportunities that can conveniently be reached by transit. These increased opportunities to use non-automobile travel modes lead to higher levels of transit ridership, cost effectiveness, and potential for even higher transit service levels.

Expansion of the countywide transit system, in conjunction with supportive land use policy, is shown to have a positive impact on reducing future congestion, VMT, and emissions in the future based on CTP modeling.

Transportation Strategies:

- Implement Rail Transit Service (SMART)
- Transit Marketing
- Increase and Improve Bus Transit Service
- Improve Transit Amenities

- Implement Bus Rapid Transit (BRT) and Express Bus Service
- Transit Priority Measures
- Lower fares
- Implement Ferry Service

Policy 3C:

Improve accessibility and safety for pedestrians at and around activity centers.

Concentrated, mixed land uses coupled with pedestrian friendly site design not only facilitate non-motorized and other non-auto driver travel by residents, but also by commuters, students and commercial visitors. Knowledge that most activities within a center can be reached on foot or via local transit diminishes perceived need to drive to a center, enhancing choice of transit and carpooling.

Transportation Strategies:

- Improve Pedestrian Facilities
- Promote and Seek Funding for Safe Routes to Schools

Policy 3D:

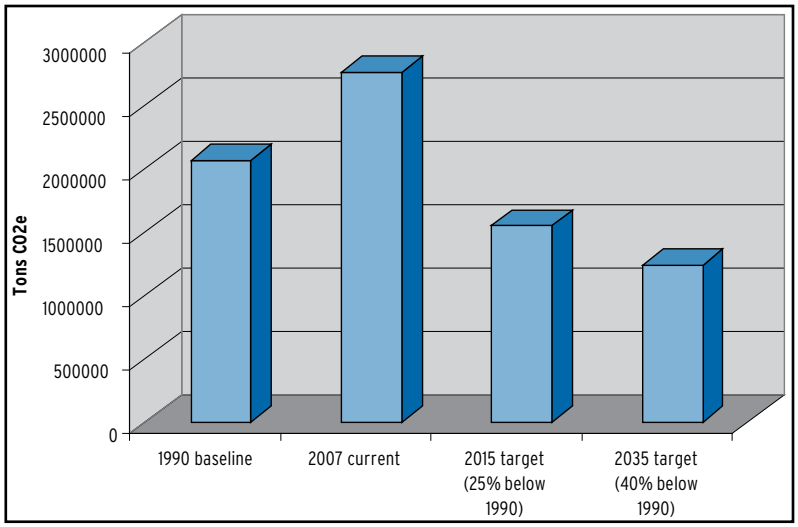
Implement 2008Countywide Bicycle and Pedestrian Master Plan

Providing a safe, attractive, and effective bicycle and pedestrian network that includes bicycle parking is an important step in encouraging increased bicycle and pedestrian travel.

Transportation Strategies:

- Improve Roadway Bicycle Facilities and Bike Paths
- Improve Transit and Bicycle Integration
- Require Bicycle Lockers/ Racks at Park and Ride Lots
- Require Bicycle Facilities and Showers at new Developments

SONOMA COUNTY GHG EMISSIONS AND TARGETS



Policy 3E:

Support development and deployment of new technologies to reduce transportation emissions.

Transportation improvements such as increase vehicle fuel economies are shown to have great potential for reducing future GHG emissions in future years. Other emerging or yet to be developed technological transportation improvements will provide additional benefits.

Transportation Strategies:

- Increase Fuel Efficiencies
- Improve Fuels/Biofuels
- Accelerate School Bus Replacement
- Provide Fuel at Stabilized Cost

GOAL 4. PLANNING FOR SAFETY AND HEALTH

Objective: Increase safety and emphasize health aspects of transportation planning strategies

There is a growing trend among transportation planners and health professionals to focus on the link between a healthy community and safe transportation options as a means to improving public health. Transportation is intimately related to public health issues on a variety of fronts, be it that traffic accidents are

the leading cause of death for teenagers or that fatality and injury accidents impact everyone in the community or that air quality effects asthma suffers, or that safe bicycle and pedestrian routes can benefit transportation and health. This chapter discusses safety and health issues in the transportation context. Appendix C-iv provides more detailed information that helps define strategic safety planning. Appendix C-ii, Transportation & the Built Environment, provides background about the health problem and healthy transportation options.

Policy 4A:

Planning for Transportation Safety—Adopt State of California goals to minimize traffic related fatalities.

Strategic safety planning, which has also been called "safety conscious planning," is done to assure that road safety becomes an explicit priority in land use and transportation planning, thus establishing a safer transportation network.

The fundamental approach is to do whatever possible at each stage of planning and design of transportation infrastructure to promote safety. This includes:

- Reducing exposure and the amount of travel
- Reducing the risk associated with travel that does take place
- Reducing the consequences of crashes that do occur

Policy 4B:

Planning for Public Health—Plan neighborhoods that encourage walking, biking and physical activity, and connect residential areas, workplaces, schools, commercial centers and community facilities

There is mounting evidence that land use planning, urban design, and transportation systems have a powerful effect on health issues.

Chronic disease, including cancer, heart disease, stroke, chronic lung disease and diabetes, accounts for the majority of deaths in Sonoma County. Many chronic diseases, some of which are linked to obesity and lack of exercise, are considered preventable.[2] Reduced reliance on the automobile is central to healthier transportation.

Transportation Strategies:

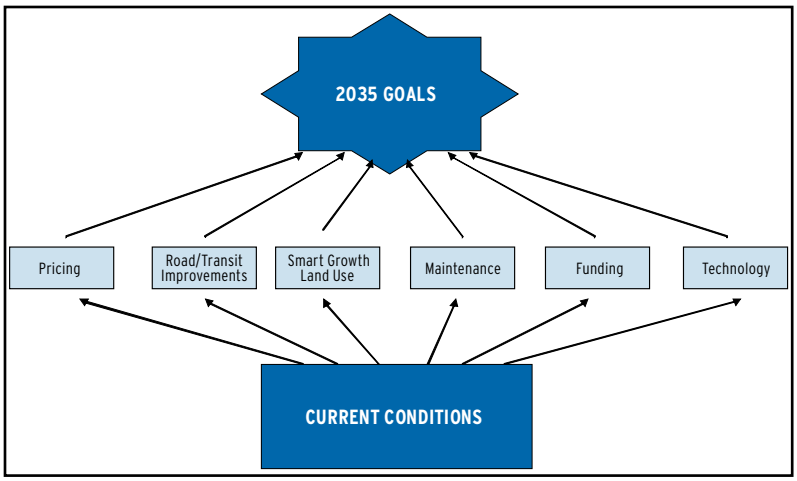
- Transit Oriented Development
- 4-d Transportation Investment (density, diversity, design, destinations)
- Infill Development and Carbon Efficient Design
- Address Jobs-Housing imbalance
- Encourage smaller and more frequent service centers
- Housing Assistance
- Improve Roadway Bicycle Facilities and Bike Paths
- Improve Transit and Bicycle Integration
- Require Bicycle Lockers/ Racks at Park and Ride Lots
- Require Bicycle Facilities and Showers at new Developments
- Improve Pedestrian Facilities
- Promote and Seek Funding for Safe Routes to Schools

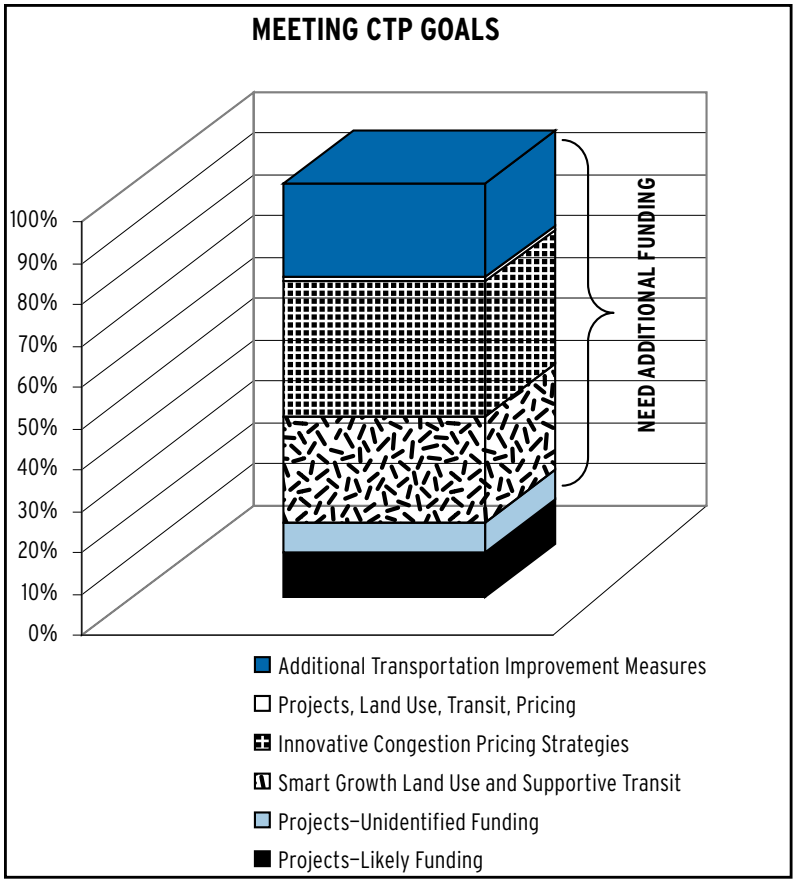
2 Sonoma County Department of Prevention & Planning

IMPLEMENTATION

A combination of capital improvements (transit and selected expansion of the highway/roadway system), land use improvements, transportation technology improvement, and the introduction of transportation pricing policy, has been demonstrated in CTP model analysis to come closest to meeting CTP benchmarks. Future year model analysis demonstrates that SCTA will only be able to make it roughly 1/10 of the way to meeting CTP benchmarks assuming only projects with likely funding are implemented in the future. Considering approaches that do not have indentified funding such as smart growth land use development and supportive transit, implementing innovative congestion pricing strategies, and funding additional transit and roadway projects have the potential to get SCTA about 70% of the way to meeting CTP benchmarks. Additional transportation improvement measures identified in this policy chapter and the transportation strategies matrix, along with emerging and currently unidentified transportation improvement strategies can help close the gap and allow these benchmarks to be met.

A balanced approach, focused on pricing, road and transit improvements, smart growth land use policy, system maintenance, maximizing and seeking new funding, and encouraging and implementing transportation technology improvements have the potential to provide the greatest level of VMT reduction, congestion, and GHG emissions reduction benefits. Many of the strategies identified in this plan are currently unfunded, making the identification and procurement of additional future transportation funding a critical component to supporting this approach and will be necessary to allow SCTA to meet CTP goals.





WHAT DO WE NEED TO DO NOW?

- Maximize and Find New Sources of Funding
- Change Travel Behavior
- Improve Transit Capacity
- Support Improvement of the Highway and Local Streets and Roads System
- Support Smart Growth Land Use
- Support Alternative Transportation
- Maintain Existing Infrastructure
- Advocate State and Federal Legislative Change
- Gather Public and Private Support
- Support Technological Innovation and Deployment

Comments received

			Policy Area	Concern	Requested change
Linda	Meckel	SMART	P1B	Include Train Transit	~~Bus~~ Fleet Management: Ensure that all revenue vehicles and all bus stop facilities and ~~transfer~~ train stations are properly maintained and all maintenance personnel are properly trained.
Brant	Arthur	CPC	P2A	it could be cheaper and more complimentary towards meeting all goals to increase roadway efficiency ahead of roadway capacity expansion.	Address operations and maximize performance using technology and other methods (?)
Brant	Arthur	CPC	Goal 3	While the GHG goal from Plan Bay Area is per capita it would be helpful to also express this as overall emission reductions in the CTP. While Plan Bay Area doesn't achieve overall emission reductions, I'm curious if the CTP would be able to achieve these through slower projected growth.	Measure GHG as overall reduction and not per capita, as it is currently measured (?)
Brant	Arthur	CPC	New Goal	Consider adding a long-term vision for zero carbon transportation (this may be beyond the 25 year scope of the plan, but ultimately it's where we want to be headed and is possible through shifts already underway — such as electrification and TOD).	Transportation in Sonoma County should be zero carbon. (?)
Brant	Arthur	CPC	Public Engagement	Try to be more clear about the "promise to the public" made in the public engagement strategy. Most of the proposed techniques fall between "inform" and "consult" on IAP2's Spectrum of Public Participation. Other techniques should be used if the intention is to move beyond these levels.	Engage in more robust public outreach that actively collaborates and empowers the public…

DRAFT, March 2014

Public Engagement Strategy for the SCTA Comprehensive Transportation Plan

Sonoma County Transportation Authority (SCAT) is a 12-member policy board composed of local elected officials from throughout Sonoma County, including three members of the County Board of Supervisors as well as council members from each town or city in the County. The Board meets monthly on the second Monday of the month, at 2:30 pm., at the PRMD Hearing Room at 2550 Ventura Boulevard in Santa Rosa.

The SCTA Comprehensive Transportation Plan (CTP) is the long range planning document that guides policy makers by setting transportation related policies and priorities. The 2015 CTP will build upon an extensive body of transportation planning and land use analyses developed over many years that have focused on identifying and evaluating the county's access and mobility needs. See Attachment A for a review of related plans and planning activities.

Stakeholder Engagement

The goal of engaging local governments and other stakeholders in the CTP planning effort is to promote an open, transparent process that encourages the ongoing and active participation of local governments, a broad range of stakeholders and the general public. The success of the CTP is predicated on effective partnership with local governments and public support for policies, programs and projects to support jurisdictions' ability to achieve CTP targets.

Government Engagement

In developing the CTP, the SCTA will involve both government and non-government agencies, organizations and individuals. A partnership with local governments is critical — from elected officials to city managers, planning and public works directors, transit operators and tribes.

SCTA/RCPA Advisory Committees

SCTA has several advisory committees that include members of public works and planning departments of local governments as well as transit agencies. Key staff also meets regularly with city managers. Advisory committee meeting agendas are available here: http://sctainfo.org/agenda

Advisory Committees include:

- Citizens Advisory Committee:
- Bicycle/Pedestrian Advisory Committee
- Planning Advisory Committee
- Technical Advisory Committee
- RCPA Climate Action Forum
- Transit/Paratransit Advisory Committee
- Transit Technical Advisory Committee
- Climate Action 2020 Stakeholder Advisory Group

Other Agencies or Departments

The CTP will address the mobility connections that create a community. SCTA recognizes the overlap with the important work done in health, housing, education, emergency services and public safety (among others) and will include these organizations in outreach.

Native American Tribal Governments

In addition to the local governments that will be involved in development of the CTP, SCTA will coordinate and consult with the county's five federally recognized Native American tribes.

Community Stakeholder Engagement

The SCTA will seek the active participation of a broad range of non-governmental groups in the development of the CTP. Outreach efforts will encourage the participation of a broad range of public advocates and community members. We will make special effort to engage under-represented communities who may not typically participate in regional and local planning.

The CTP planning stakeholders include, but is not limited to, the following:

- Transportation and environmental advocates
- Organizations representing the senior and disabled populations
- Neighborhood and community groups
- Broad-based business organizations
- Organized labor
- Affordable housing advocates, home builder representatives, homeowner associations
- Low-income communities, communities of color and limited English proficient communities
- School districts and the county office of education
- Goods movement advocates, including agriculture
- Youth and student input
- Other interested opinion leaders, advocacy groups and the general public.

Public Participation Techniques

Voices from Underserved Communities

The success of the CTP is dependent on a range of voices in the county being represented and involved. SCTA will take special effort to engage minority and low-income residents.

Participation Techniques include:

Advance Notice

- Maintain an updated calendar of events on the www.sctainfo.org website.
- Provide timely notice about upcoming meetings. Post agendas and meeting materials on the web in advance of meetings.
- Use a mailing list database to keep participants notified throughout the process (via email and/or U.S. mail).
- Circulate a Draft CTP and Draft EIR, if one is required, for public review at least 55 days before the adoption of the Final CTP.
- Work with media outlets to encourage news coverage in advance of meetings.

Poll

- Conduct a statistically relevant public opinion poll (building data points and trends from previous polls).

Presentations, Hearings

- Hold at least three public hearings on the Draft CTP
- Report regularly at SCTA and SCTA Advisory Committee meetings

- Use “visualization” tools and techniques to communicate technical planning issues and strategies to the public, such as maps and graphics to depict alternatives under consideration
- Provide a summary of comments heard at meetings via www.sctainfo.org
- Seek out and consider the needs of those traditionally under-represented in the planning process, including minority, low-income and limited English proficient communities
- Conduct focus groups targeted at stakeholders
- Piggy-back on existing meetings in order to attract greater attendance and participation.
- Consider a “Moving Forward 2040” conference

Internet/Social Media

- Use of a web address — www.sctainfo.org for current updates, and to request to receive notices and information.
- Offer interactive web polls, surveys, etc.
- Provide timely, easy-to-understand information on a website that is accessible, per the Americans with Disabilities Act.
- Explore using social media methods to reach, engage and survey residents.

Media Outlets

- Issue press releases to media outlets, including foreign-language and community media, to keep reporters apprised of progress and generate coverage on radio, television, newspapers and the Internet.
- Translate news releases about public workshops into Spanish

Attachment A – Review of Related Current Plans and Planning Activities

SCTA 2009 Comprehensive Transportation Plan: The 2009 CTP represented a complete overhaul of nearly every element of the previous document. New goals regarding GHG Reductions and Safety and Health joined previous goals of Maintenance and Congestion Relief along with detailed objectives and potential strategies. New features included Research & Technical Documents that remain relevant.

Public Outreach was extensive including

- Public Opinion poll – over 600 Sonoma County Residents were surveyed via telephone polling
- Public workshops in 6 locations around the county featuring "world café" discussion on the topic "What will motivate and support you in making significant behavior change that results in reducing your green house gas emissions?"
- Focus groups on business, paratransit, seniors, youth and the Latino community
- Individual interviews
- Moving Forward day-long conference

The budget for public outreach in 2008 (not including staff time) was $200,000. The conference had its own budget and was largely supported by sponsorships. The 2009 CTP Plan is available at: http://sctainfo.org/reports.asp

Climate Action 2020: Climate Action 2020 is a collaborative effort among all 9 cities and the County of Sonoma to take further actions in reducing GHG emissions community-wide and respond to the threats of climate change. RCPA is working with communities to develop a comprehensive and detailed plan for each jurisdiction that will identify measures to reduce GHGs from sources including building energy (electricity and natural gas), transportation, water use and transport, waste, wastewater and agriculture. This detailed plan is called a Community Climate Action Plan, and known locally as Climate Action 2020. http://sctainfo.org/climate_action_2020.htm

SCTA Countywide Bicycle and Pedestrian Master Plan: SCTA adopted the first Countywide Bicycle Plan in 2003. The plan that followed was adopted in 2008, and established a comprehensive, collaborative approach to countywide bicycle and pedestrian planning. In 2013, SCTA and its jurisdictions embarked on a process to update data, map and project list. The County vision, goal and objectives were reviewed and remain the same with inclusion of discussion of "complete streets." Final approval of the document is expected in Spring 2014. http://sctainfo.org/reports.asp

Priority Development Area Investment and Growth Strategy: This report provides a look at place types in Sonoma County that were developed with the regional land-use blueprint plan lead by ABAG and MTC to support voluntary, incentive-based efforts to direct development toward a more compact land use pattern for the Bay Area. Jurisdictions in Sonoma County have identified twelve Priority Development Areas (PDAs), six Rural Community Investment Areas (RIAs) and one Employment Investment Area. Recognizing the value of conserving the region's most significant resource lands there are eighteen Priority Conservation Areas (PCAs) in the County as well. For more information, visit: http://sctainfo.org/reports.asp

Station Area/PDA Planning: Almost every jurisdiction with a SMART station or PDA has developed a plan that addresses planning elements such as traffic circulation, community engagement, housing types, as well as implementation and financing strategies. For more information visit: http://www.mtc.ca.gov/planning/smart_growth/#stations.

Community-Based Transportation Plans: With MTCs Community-Based Transportation Planning Program, the SCTA engaged in a collaborative planning process that involves residents in low-income communities, community- and faith-based organizations that serve them, transit operators, and transportation agencies. The SCTA produced four CBTPs in the following locations: Roseland in Santa Rosa, The Springs in Sonoma Valley, The River Area, including Monte Rio and Guerneville, and the west end of Healdsburg that is home to predominantly migrant laborers. These communities set priorities and evaluated options for filling transportation gaps. These plans are available at http://sctainfo.org/reports.asp

Portrait of Sonoma County: This effort is working to identify disadvantaged communities in Sonoma County at a census block level. Portrait results will allow the SCTA/RCPA to target disadvantaged communities in Sonoma County with outreach and prioritize implementation actions in the communities that have greatest need.

Healthy Communities Training/Healthy By Design 2.0: This effort is a collaborative with the Permit Resource Management Department, Health Services and Sonoma State University to implement broad sustainable strategies to reduce health disparities and expand clinical and community preventive services, with an emphasis on healthy communities.

2009 CTP Project List
by **project sponsor**

Jurisdiction	Project Cost in millions	Rank	Project	Cost range
Cloverdale				
		12	Cloverdale Blvd/South Interchange Improvement near Hwy 101	NL
		23	First Street Improvement - widen from Crocker Road to Asti Road & install sidewalk	NL
Cotati				
	$1.00	23	W Sierra Arterial Improvements – Old Redwood Hwy to Stony Point Road signalization & bike lanes	<$5M
		12	S. Healdsburg Ave./Mill St. Improvements	NL
		New	5 way intersection at Healdsburg, Mill & Westside Roads	NL
	$8.00	New	Old Redwood Hwy rehab - Plaza to Gravenstein Hwy	$5M-$10M
Cotati/Rohnert Park				
	$1.00	12	E Cotati Ave Hwy 101 to Snyder – implement arterial management	<$5M
County				
		2	Calistoga Rd - Montecito to Hwy 12 - traffic calming	NL
			Arnold Dr - center turn lane from Madrone to Petaluma Ave	NL
			Old Redwood Highway - Widen from Railroad to Petaluma City Limits	NL
			Fulton Rd - Widen from ORH to Piner Rd	NL
			HWY 12 - Widen from Llano to 116 in Sebastopol	NL
			Stony Point Rd - widen from Santa Rosa City Limits to Petaluma City Limits	NL
			Santa Rosa Ave - Widen from SR City limits to HWY 101	NL
			Ely Rd - center turn lane ORH to Petaluma	NL
			Corona Rd - center turn lane Adobe to Ely	NL
			Lakeville Hwy - Widen from Hwy 101 to Hwy 37	NL
			HWY 37 - Widen to 4 Lanes	NL
			Old Redwood Highway - Widen from Shiloh Rd to SR City Limits	NL
			HWY 12 - center turn lane from SR to Sonoma	NL
			Gravenstein Hwy South (Hwy 116) from Spooner Park to HWY 101	NL
			Madrone Rd - center turn lane from Aronold to HWY 12	NL
			Aqua Caliente - center turn lane from Aronold to HWY 12	NL
			Verano Ave - center turn lane from Aronold to HWY 12	NL
			Petaluma Ave - center turn lane from Aronold to HWY 12	NL
			Traffic Calming of County ROW Countywide	NL
			Stage Gulch - center turn lane from Adobe to Arnold Dr	NL
		8	Hwy 12 widening Llano Road to South Wright	NL
		11	8th Street East widening Napa Rd to Napa Street	NL

		9	8th Street East/Hwy 121 intersection	NL
	$1.00	19	Railroad Ave Improvements - from Hwy 101 to Petaluma Hill Road	<$5M
	$2.00	4	Arnold Drive - Verano to Petaluma Street	<$5M
	$2.00	4	Arnold Drive - construct center turn lane Country Club to Madrone	<$5M
	$3.00	N/R	Sebastopol Bypass - Llano Road improvements & extension, Hwy 116 to Occidental Road	<$5M
	$3.00	8	Bellevue Ave/Ludwig Ave Connector - realignment of Bellevue from Ludwig to Stony Point Road	<$5M
	$3.00	7	River Rd/Mark West Springs – construct 2 additional lanes from Fulton to Old Redwood Hwy.	<$5M
	$4.00	2	Alexander Valley Rd - shoulder widening for bikes & sight distance, eliminate safety issues	<$5M
	$4.00	12	Bennett Valley Rd Santa Rosa - Grange – reconstruct & widen	<$5M
	$4.00	22	Dry Creek Road - Safety Improvements	<$5M
	$5.00	23	Bellevue Ave extension to Petaluma Hill Road	$5M-$10M
	$6.00	8	Todd Rd - widen from Stony Point Road to Llano Road extend east to Petaluma Hill Road	$5M-$10M
	$6.00	23	Todd Road - reconstruct from Stony Point Road to Llano Road extend east to Petaluma Hill Road	$5M-$10M
	$6.00	4	Bodega Hwy - Widen from Sebastopol City Limits to Jonve Rd	$5M-$10M
	$8.00	5	Brickway Blvd Connect Airport Blvd.-River Rd	$5M-$10M
	$12.00	8	Adobe Road Reconstruction - reconstruct portions of Adobe Rd from Hwy 116 to Penngrove	$10M-$50M
	$13.00	8	Petaluma Hill Rd -Santa Rosa to Roberts (sections) - widen from Santa Rosa to Roberts	$10M-$50M
	$22.00	4	Lakeville Rd Widen to 4 Lanes from Hwy 37 to Hwy 116	$10M-$50M
Multi				
			Port Sonoma	
	$6.00	5	Old Redwood Hwy improvements from Petaluma to Cotati	$5M-$10M
	$1,948.00	RTP	Local Road Rehabilitation	>$50M
Petaluma				
	$4.00	NR	Petaluma Blvd North-Hwy 101 to city limits (approx 300 ft north of Gossage)	<$5M
	$33.00	19	Southern Crossing of the Petaluma River	$10M-$50M
	$59.00	RTP	Petaluma crosstown connector and Rainier interchange	>$50M
	$72.00	New	Southern Crossing @ Caulfied	>$50M
Rohnert Park				
		New	Commerce Drive corridor improvements	NL
		New	Southwest Blvd Corridor Improvements	NL
		New	City Center Drive & Pedestrian improvements at State Farm Drive	NL
		New	State Farm Drive Corridor Improvements	NL
		New	Dowdell Reconstruction & Extension between Wilfred Ave & Business Park Drive	NL
		New	Rohnert Park expressway widening between Snyder & Petaluma Hill Road	NL

		New	Wilfred Ave widening between 1999 city limits & urban growth boundary	NL
		New	Bodway Parkway Extension - between Valley House Drive and Railroad Avenue	NL
		New	Neighborhood traffic calming program	NL
	$1.00	8	Snyder Lane Widening - widen to 4 lanes from Southwest Blvd to Keiser Lane	<$5M
Santa Rosa				
			Hopper Ave - widen from Cleveland to Coffey Ln	NL
			Santa Rosa Ave - Baker to Colgan	NL
			Petaluma Hill Rd - widen from Aston to SR Citylimes	NL
			Kawana Springs Rd - widen from SR Ave to Pet. Hill Rd	NL
			Stony Point Rd - widen from 3rd St to Hwy 12	NL
			W 3rd St - widen from Senna to Fulton	NL
			Morgan - widen from 3rd St to 5th St	NL
			Piner - widen from Marlow to Fulton	NL
			Courthouse Square Closure	NL
			3rd St - widen from Morgan to B St	NL
			Baker Overcrossing Widen	NL
			Northpoint Pkwy - Extend from Fresno to S Wright	NL
			Cleveland Ave - College to W 9th St	NL
			Corby Ave - widen from Baker to Hearn	NL
			Sebastopol Road - Dutton to Stony Point	NL
			Hearn Ave relignment from Burbank to Northpoint Pkwy	NL
			Dutton Ave - Extend to Dutton	NL
			Maureen Dr realignment and Widening - Dutton Dr to Dutton Mdw	NL
			Stony Point Rd - Widen to four lanes from Hearn Ave to Santa Rosa city limits	NL
			Corporate Pkwy - widen from Northpoint Pkwy to Seb. Rd	NL
			Northpoint Pkwy - widen from Stony Point to Frenso	NL
			Range Ave - widen from Steele to Russel	NL
		New	Hwy 12/Farmers Lane ROW	NL
		14	Phase 3 Hearn Ave realignment - complete widening of Hearn Ave oc and reconfigure SB ramps	NL
		14	Phase 2 Hearn Ave realignment - widen Hearn Ave from the overcrosssing to Cutton Ave, inc improvemer	NL
		5	Phase 2 Stony Point Rd widen & reconstruct south of Sebastopol Road to Hearn Ave.	NL
			North St - widen from Carr to College	NL
			Frenso Ave - Extend From Northpoint Pkwy to Finley	NL
			Chanate - widen from Humboldt to Mendocino	NL
			Mendocino Ave/Hopper Ave -Hwy 101 I/C	NL

2009 CTP Project List
by **project sponsor**

			W 9th St - widen from Dutton to Link	NL
			Franklin - widen from Lewis to North St	NL
	$1.00	23	West Avenue - reconstruct and widen from Sebastopol Road to South Avenue	<$5M
	$2.00	23 &New Proj	6th st. undercrossing, Davis Street & 6th Street Traffic Signal Installation	<$5M
	$2.00	23	New traffic signals - citywide in Santa Rosa	<$5M
	$2.00	9	Farmers/4th Street - intersection improvements	<$5M
	$2.00	8	W College Ave Fulton to Stony Point Road- widen and reconstruct (includes storm drain)	<$5M
	$2.00	14	West 9th St - widen and reconstruct from Dutton Avenue to Morgan Avenue	<$5M
	$3.00	14	Sebastopol Road. - upgrade and reconstruct from Olive to Dutton Avenue	<$5M
	$4.00	23	Dutton Meadows - widen & reconstruct from Hearn Ave to Bellevue Avenue	<$5M
	$4.00		Route 12 at 4th Street	<$5M
	$6.00	14	Phase 1 Hearn Ave realignmnet - add turn lanes and widen the Santa Rosa Ave approaches to the Hearn i	$5M-$10M
	$8.00	New	College Ave improvements between Cleveland & Morgan	$5M-$10M
	$9.00	8	Petaluma Hill Rd in Santa Rosa - widen and reconstruct from Snyder Lane to Kawana Springs Rd	$5M-$10M
	$10.00	5	Phase 1 Stony Point Rd widen & reconstruct from Hwy 12 to approx 800 feet south of Sebastopol Road	$5M-$10M
	$15.00	4	Hwy 12 - widen from Los Alamos to Pythian	$10M-$50M
SCTA				
			MSN Phase 1 - Petaluma Blvd South I/C and frontage	NL
		RTP	U.S. 101/Todd Road interchange	NL
	$2.00	RTP	Bodega Highway improvements west of Sebastopol	<$5M
	$3.00	RTP	Route 121 traffic signal system and channelization at 8th Street	<$5M
	$3.00	RTP	Mirabel Road and Route 116 signalization and Channelization	<$5M
	$4.00	RTP	River Road channelization and improvements	<$5M
	$4.00	RTP	U.S. 101/Dry Creek interchange in Healdsburg	<$5M
	$5.00	RTP	Mark West Springs Road/Porter Creek Road safety improvements	$5M-$10M
	$10.00	RTP	U.S. 101/Arata interchange in Windsor - Phase 4, NB on ramp	$5M-$10M
	$12.00	RTP	U.S. 101/Mill Street interchange in Healdsburg	$10M-$50M
	$14.00	RTP	Forestville bypass on Route 116	$10M-$50M
	$15.00	RTP	U.S. 101/Bellevue interchange	$10M-$50M
	$15.00	RTP	Hwy 116/Hwy 121 intersection improvements and Arnold Drive improvements	$10M-$50M
	$15.00	RTP	U.S. 101/Shiloh Road interchange in Windsor	$10M-$50M
	$17.00	RTP	Convert bridges of Sonoma County from one-lane to two-lane bridges	$10M-$50M
	$18.00	RTP	U.S. 101/River Road interchange	$10M-$50M
	$23.00	RTP	Healdsburg Bridge	$10M-$50M
	$23.00	RTP	U.S. 101/East Washington Street interchange improvements	$10M-$50M

	$25.00	RTP	U.S. 101 ramp metering and fiber optic cable in Sonoma County	$10M-$50M
	$25.00	RTP	U.S. 101 Traffic Operations System (TOS)	$10M-$50M
	$28.00	RTP	U.S. 101/Old Redwood Highway interchange improvements	$10M-$50M
	$28.00	RTP	U.S. 101/Hearn Avenue interchange improvements, including widening overcrossing and ramps	$10M-$50M
	$30.00	RTP	U.S. 101/Airport Boulevard interchange improvements and Airport Boulevard widening - North Phase B	$10M-$50M
	$38.00	RTP	Realign Route 116 (Stage Gulch Road) along Champlin Creek and widen remaining segments to accommo	$10M-$50M
	$38.00	RTP	Route 12/Fulton Road interchange and widen Fulton Road from 2 lanes to 4 lanes north of Guerneville R	$10M-$50M
	$38.00	RTP	Penngrove local road improvements including Railroad Avenue interchange	$10M-$50M
	$41.00	RTP	Extend Farmers Lane as a 3-lane or 4-lane arterial from Yolanda Avenue to Route 12	$10M-$50M
	$45.00	RTP	Interchange improvements at U.S.101 & Steele Lane in Santa Rosa	$10M-$50M
	$50.00	RTP	Widen U.S. 101 for HOV lanes (one in each direction) from Old Redwood Highway to Pepper Road - Centr	$10M-$50M
	$83.00	RTP	Rehabilitate and widen Route 116 from Elphick Road to Redwood Drive (involves realignment, new shoul	>$50M
	$85.00	RTP	Widen U.S. 101 for HOV lane (one in each direction) between Rohnert Park Expressway to Santa Rosa Av	>$50M
	$118.00	RTP	Widen U.S. 101 for HOV lanes Central Phase A (one in each direction) from Pepper Road to Rohnert Park	>$50M
	$120.00	RTP	Widen U.S. 101 for HOV lane (one in each direction) between Steele Lane and Windsor River Road - Nort	>$50M
	$400.00	RTP	Widen U.S. 101 (adding an HOV lane in each direction) from the Route 37 in Novato north to Old Redwoo	>$50M
Sebastopol				
		8	Bodega Ave. Curb Gutter & Sidewalk Improvements - Golden Ridge to Pleasant Hill	NL
	$1.00	8	Hwy 116 Curb Gutter & Sidewalk Improvements (Healdsburg Avenue, Live Oak to Hurlbut)	<$5M
	$1.00	4	Intersection Control on Hwy 116 at 4 locations in Sebastopol	<$5M
Windsor				
		12	Windsor River Rd - widen & reconstruct from Windsor Rd to Starr Rd	NL
		19	Starr Rd/NWPRR rebuild Grade Crossing**	NL
		23	Old Redwood Hwy - Windsor Road to Windsor River Road	NL
	$2.00	12	Shiloh Rd - Hembree Ln to Old Redwood Hwy	<$5M
	$2.00	23	Old Redwood Hwy - widen from Arata Lane to North Town Limits	<$5M
	$2.00	23	Shiloh Rd - widen to four lanes from Hwy 101 to Skylane Blvd	<$5M
	$5.00	12	Old Redwood Hwy - Hembree Ln to Shiloh Road	$5M-$10M