
Planning Directors/Planning Advisory Committee

MEETING AGENDA

Thursday, April 24, 2014, 9:30 a.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 the agenda – changes, additional discussion items- ACTION
4. Approval of Minutes of February 27, 2014* and Minutes of March 27, 2014* - ACTION
5. Round table members discussion
6. Climate Action 2020 – update*
7. Countywide Transportation Plan update*
Approval of Goals, Public Engagement Strategy - ACTION
8. Other Business /Next agenda
9. Adjourn

*Attachment

The next **S C T A** meeting will be held **May 12, 2014**
The next **Planning Directors/PAC** meeting will be held **May 22, 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 **Planning Advisory Committee** after distribution of the agenda packet are available for public inspection in the Sonoma County Transportation Authority office at 490 Mendocino Ave., Suite 206, during normal business hours. Pagers, cellular telephones and all other communication devices should be turned off during the committee meeting to avoid electrical interference with the sound recording system.



**PLANNING DIRECTORS/ PLANNING ADVISORY COMMITTEE MEETING
MINUTES**

Meeting Minutes of February 27, 2014

Planning Advisory Committee Attendance						
	August (July meeting cancelled)	September	October	December (November meeting cancelled)	January	February
Jurisdiction						
Cloverdale		√		√	√	
Cotati		√			√	
County of Sonoma PRMD	√	√	√	√	√	
Healdsburg			√	√		
LAFCO	√	√	√		√	√
Petaluma	√	√	√	√	√	
Petaluma Transit						
Rohnert Park						
Santa Rosa	√	√		√		√
Santa Rosa CityBus						
Sebastopol	√		√	√		√
SMART	√	√	√	√	√	√
Sonoma County Transit						
Sonoma						√
Windsor	√		√	√	√	

ITEM

1. Introductions
Meeting called to order at 9:38 a.m. by Lisa Kranz, Chair.

Committee Members: Lisa Kranz, City of Santa Rosa, Chair; Jonathan Atkinson (on behalf of Kenyon Webster), City of Sebastopol; Richard Bottarini, LAFCo; Amy Lyle, Sonoma County



PRMD; Linda Meckel, SMART; Barbara Nelson, City of Healdsburg.

Guests: Della Acosta, Sonoma State University; Bob Anderson, United Winegrowers; Travis Bradley, Sonoma State University; Elizabeth Dippel, Sonoma State University; Lois Fisher, Fisher Town Design; Wayne Goldberg, Sonoma State University; Jana Hill, Sonoma County Department of Health Services; Stefanie Hom, MTC; Tom Jacobson, Sonoma State University; Dana Janian, Sonoma State University; Alan Montes, Sonoma State University.

Staff: Chris Barney, Lauren Casey, Diane Dohm, Nina Donofrio, Janet Spilman.

2. Public Comment/Announcements
None.

3. Approval of the agenda – changes, additional discussion items
Approved as submitted.

4. Approval of Minutes of January 23, 2014* - ACTION
Approved as submitted.

5. Round table members discussion
Sonoma County PRMD:

Nothing to report.

SMART:

Linda Meckel reported that construction is expected continue in Marin within the next couple of months. This will include the Haystack Bridge, a section of track from the Marin Civic Center to downtown San Rafael, seven segments of pathway (some of which have been completed), and Airport Boulevard.

LAFCo:

Mr. Bottarini reported that a series of fire studies is taking place throughout the County and cited fiscal issues facing all County fire districts. Staff is working with cities and the County to develop a new paradigm for fire delivery as there are currently insufficient funds for this service.

City of Sebastopol:

Jonathan Atkinson reported that staff is preparing to update the General Plan. City Council is currently selecting members for the General Plan Advisory Committee. A kick-off is planned at the March 25 Planning Commission meeting.

Staff is currently processing business license applications and development applications for tenants.

City of Healdsburg:

Barbara Nelson announced that staff has selected and is working with Mintier Harnish, consultant, on the Housing Element update.

A comprehensive parking strategy is being studied and developed by Walker Parking Consultants to evaluate and design a more cost effective and efficient parking management system throughout the City.

The City is continuing to experience robust development activity.

Ms. Nelson noted that current efforts in updating the Housing Element and the City parking system are linked together as part of a larger, overall strategic plan that staff is developing.

Ms. Meckel added, as part of recent SMART activities, that a Strategic Plan update and overview of SMART progress over the last two years was presented at the recent Board meeting as part of the General Manager's report. She offered to email a link to the streaming video (which is available online at the SMART website).

MTC:

Stefanie Hom announced the upcoming retirement of Ann Flemer, Executive Director Policy, and that Alex Bockelman will be taking her place.

Staff is preparing for the Cycle 2 Climate Initiative update. A strategy for expansion of EV infrastructure is being examined and developed (MTC is partnering with BAAQMD on this).

City of Santa Rosa:

Ms. Kranz announced that staff is anticipating the release of their draft Housing Element next week. They are also following up with City Council at the April 1 meeting on expediting a work plan for the annexation of the Roseland area.

Ms. Kranz next announced that the City Council certified the EIR for the reunification of Courthouse Square.

6. Climate Action 2020 – update*

Lauren Casey reported that staff is currently working on the reduction tool 1.0 based on feedback from jurisdictions. Staff is still awaiting comments from a few jurisdictions.

A meeting will be scheduled with chief building officials and planning directors to discuss potential GHG reduction strategies in connection with building code. This is anticipated to be scheduled within the next two weeks.

Ms. Casey reported that the website has been updated, with the addition of comments posted by sector, as well as comments from the first Stakeholders Advisory Group meeting and Frequently Asked Questions.

Ms. Casey announced the submittal of a proposal to the Strategic Growth Council for the last round of the Sustainable Communities planning grant, called Shift Sonoma County, centered around transportation-related strategies of the Climate Action Plan, the Comprehensive Transportation Plan (which will be updated this year), and Plan Bay Area. Key initiatives identified in this study are to shift transportation away from single occupancy vehicles and to alternative modes, and the proposal of a fuel shift from gasoline to electric vehicles.

Stefanie Hom agreed to look into the EV strategy under development by MTC and BAAQMD to identify any overlap with the RCPA/SCTA proposal.

7. Healthy By Design 2.0/Healthy Communities Training* presentation by Sonoma County PRMD

Amy Lyle of PRMD invited input and referred to tools under development for training by Lois Fisher of Fisher Town Design, consultant. Training will be held from April through December. She introduced Tom Jacobson of Sonoma State University for leading a dialogue on possible case studies for the next version of the *Healthy by Design* workbook.

Mr. Jacobson summarized the history of the workbook, which began in 2010 as a collaboration of all local planning directors, the Department of Health Services, SCTA, and the Sonoma County Agricultural Preservation and Open Space District. He announced that part of this collaboration was the implementation of a new course in “Planning for Healthy Communities,” which he and Wayne Goldberg developed. A series of community forums has also been scheduled. The next forum is scheduled for Wednesday, March 5, and any interested Committee members are welcome to attend.

Mr. Jacobson explained that students are currently working on making the *Healthy by Design* workbook available online as a resource, and that 20 case studies (which include all jurisdictions in Sonoma County as well as some in other areas) were researched by the students and included in the workbook. He invited input and contributions from the Committee to include in the workbook, and explained that this workbook is an ongoing resource to be maintained and kept current.

Committee comments included the value of examining health impacts and outcomes of these policies over time, and zoning code amendments. Ms. Spilman cited examples of Community-Based Transportation Plans that address transportation gaps in different communities and the current interest in the relationship between equity and disadvantaged communities.

Additional discussion involved disadvantaged communities and the need to address water

and sewer needs as well as transportation; examples of communities with these needs are Cloverdale, Healdsburg and Monte Rio. These communities were noted to have major effluent issues.

8. SB 743 Preliminary Evaluation of Alternative Methods of Transportation Analysis for CEQA by OPR - Comment Letter*

Chris Barney reported that this was presented to the Board and that the Board's recommendation was to respond by letter with the following comments: The comment period needs to be extended; that it is critical that the alternative metric be transparent and easily understood; provide guidance as to how thresholds will set; the need to address mitigation; calculation methods; and that a "one-size-fits-all" approach is not appropriate for the State of California or Sonoma County.

Additional concerns addressed by the Board were litigation exposure. The Board emphasized their support for focusing on a metric that encourages multi-modal transportation and safety.

Mr. Barney announced that OPR will be holding a meeting in Oakland March 5 to discuss the comments that have been received. He will be attending this meeting and invited any interested members to attend; he also invited members to notify him of any specific, additional comments they may have for him to bring to the meeting.

Mr. Barney reported that next steps will be for OPR to develop an alternative metric. This is likely to come out April/May. A report is expected to be presented to the Natural Resources Board July 1.

The Committee noted that the metrics as outlined are vague.

9. Bicycle & Pedestrian Master Plan*

Diane Dohm presented slides of the draft plan, summarizing key areas that were updated; project lists, data and maps. Additional text includes more pedestrian-focused planning and projects, Safe Routes to School information, and a glossary of acronyms.

According to MTC data, bicycling has increased 104% in Sonoma County since 2010, and walking has increased 85% since 2002.

Traffic collision data involving bicyclists shows an increase in collisions since 2002, but a decrease in fatalities of 6% to 7%. There have been a total of four fatalities from 2004 to 2011.

Pedestrian activity shows a decrease in collisions by 8%; however, fatalities have increased; Sonoma County had 31 pedestrian fatalities from 2007 to 2011.

Map edits are being completed. The draft Plan will be reviewed at the March CBPAC meeting and upon approval will be presented at the May Board meeting for Board approval.

Discussion followed regarding integrating the local jurisdictions' plans with the Countywide Plan.

10. 2014 Highway 101 Corridor Landscaping & Tree Planting Plan*

Janet Spilman announced that the Plan has been approved by the Board and is available to view online.

11. Countywide Transportation Plan update*
Ms. Spilman noted that the previous Plan was a significant change in format, with the addition of GHG reduction, safety and health factors. This update will likely not be as significant a change.

Ms. Spilman addressed the matter of public outreach, noting that this has been a challenge and will likely be more difficult with the upcoming Plan update. SCTA members, jurisdictions and advisory committees, will be asked for input as part of the public outreach effort. Online engagement will also be made available. These activities are projected to take place this summer. The draft Plan is expected to be released early next year.

Project assessment will also be included in the Plan for the first time. A prioritized list of projects will be developed, with categories of projects that will be analyzed as groups.

Ms. Spilman added that health and safety activity will also be addressed and incorporated into the Plan goals, identifying progress made since 2009.

The travel demand model has been updated, which will be a significant help in measuring alternative modes of transportation.

Ms. Spilman explained that most of this work will be done in-house due to lack of a budget.

12. Other Business /Next agenda

None.

13. Adjourn

11:00 a.m.

**PLANNING DIRECTORS/PLANNING ADVISORY COMMITTEE MEETING
MINUTES**

Meeting Minutes of March 27, 2014

Jurisdiction	September	October	December (November meeting cancelled)	January	February	March
Cloverdale	√		√	√		
Cotati	√			√		
County of Sonoma PRMD	√	√	√	√		
Healdsburg		√	√			
LAFCO	√	√		√	√	
Petaluma	√	√	√	√		√
Petaluma Transit						
Rohnert Park						
Santa Rosa	√		√		√	
Santa Rosa CityBus						
Sebastopol		√	√		√	√
SMART	√	√	√	√	√	√
Sonoma County Transit						
Sonoma					√	
Windsor		√	√	√		

ITEM

1. Introductions

Meeting called to order by Chair Lisa Kranz at 9:35 a.m.

Members: Scott Duiven, City of Petaluma; Linda Meckel, SMART; Ned Thomas, Town of Windsor; Kenyon Webster, City of Sebastopol.

Guests: Bob Anderson, United Winegrowers; Gillian Hayes, Tribal Government, Graton Rancheria; Ann Handenberg, Citizens Advisory Committee.

2. Public Comment/Announcements
None



3. Approval of the agenda – changes, additional discussion items

Approved as submitted

4. Approval of Minutes of February 27, 2014*
- ACTION

Approved as submitted.

5. Round table members discussion

City of Petaluma:

Scott Duiven reported that the update of the Housing Element is ongoing. The first public workshop is scheduled for April 10.

Town of Windsor:

Ned Thomas reported that staff will be working with Mintier Harnish, consulting firm, in conducting their Housing Element and the Transportation Element update. The contract will be presented to the Town Council in April.

Staff is expecting to get the first building and grading permit applications for the Bell Village Project on this date.

Permit applications for a new hotel project are expected to be received within approximately the next month.

Staff will be “refreshing” or reaffirming the mission, vision and goals of the General Plan.

Tribal Government-Graton Rancheria:

Gillian Hayes, Planning Director, introduced herself and explained the tribal governance and area/region of its jurisdiction.

Staff is working on tribal land and watershed restoration, as well as a Reservation Master Plan process for the 170-acre area behind the Graton Casino. This will include farming and an Environmental and Cultural Educational Center. Staff is also working on a Long Range Transportation Plan and has been coordinating with the City of Santa Rosa, County of Sonoma, and City of Rohnert Park.

Staff is also working with Sonoma County Regional Parks on a Master Plan for Tolay Lake, which is a significant cultural resource for the Tribe.

Ms. Hayes also noted that casino negotiations included an agreement to pay Sonoma County Regional Parks \$25 million, up to possibly \$30 million if revenues are high, over a 20-year period.

SMART:

Linda Meckel reported that construction is ongoing. The Board approved submittal of a TIGER grant application to complete the last two miles of rail to Larkspur.

Stations are currently in design. Environmental clearance for the pathway is ongoing.

City of Sebastopol:

Kenyon Webster announced that the kickoff meeting for the General Plan update took place March 25, with an expedited Housing Element component.

Small grants are now available to property owners and businesses for façade improvements through the Redevelopment Agency.

The way-finding signage project, which had been suspended due to redevelopment, has been reinstated.

City of Santa Rosa:

Lisa Kranz announced that the City released a Draft Housing Element earlier this month, and that this has been submitted to the State.

6. Climate Action 2020 – update*

Misty Mersich announced that an updated scheduled would be emailed to the Committee.

The Stakeholders Advisory Group will have four meetings instead of three. The next meeting is scheduled for the end of April. The fourth meeting will likely take place in June/July.

Ms. Mersich summarized outreach activities, including a presentation at the Sebastopol Grange, with an audience of approximately 50.

Ms. Mersich next reported that she had also given a presentation to the Healdsburg Transition Group and provided an overview of the program to the Community Environment Commission in Sonoma. She offered to speak to

any of the jurisdictions' Planning Commissions or other groups upon request.

Adriana Stagnaro, Climate Fellow, will be assisting in Farmers Market outreach this summer/fall at each jurisdiction. This will be a collaboration of Climate Action 2020 and RCPA's Energy Upgrade California Energy Efficiency. Ms. Mersich invited any members to notify her of local environmental events where staff may join in providing outreach on Climate Action 2020.

A joint meeting with Planning Directors and Building Officials will be scheduled soon to discuss reduction measures. Jurisdictions will be polled in May to find a suitable date and time to meet.

7. 2014 Highway 101 Corridor Landscaping & Tree Planting Plan:

http://www.sctainfo.org/pdf/Agenda_Packets/2014/CorridorTreeandLandscapingPlan_20140113.pdf

James Cameron presented the Plan, which was approved by the Board to address landscaping and tree planting along the Highway 101. He pointed out where the Plan is available online.

Mr. Cameron pointed out on a project map from Windsor to Petaluma where \$900 million in construction has been completed. Two projects remain unfunded; these are in Petaluma and just south of Petaluma.

Mr. Cameron referred to the list of landscape projects, pointing out those that are not funded and those that have been funded. He summarized the order of construction for each project, noting that in general staff is anticipating beginning work in the fall. Staff is actively seeking funding sources.

In an effort to identify alternatives for implementing landscaping and get trees planted in the right-of-way, staff considered the possibility of advance tree planting prior to the full landscaping project being completed. \$200,000 was identified in funding; staff offered a program for jurisdictions to partner with the SCTA in providing advance tree planting. Each participating jurisdiction would be allocated

\$50,000, to be matched, for advance tree planting.

Mr. Cameron summarized the three-tiered priority list of projects, noting that completion of the car pool lane is a priority, but landscaping along the 101 corridor is also a priority.

SCTA will implement Tier #1, which is \$5 million in landscaping. Tier #2 makes \$200,000 available to local jurisdictions (up to \$50,000 for each jurisdiction, to be matched) partnering with staff to complete projects within the Caltrans right-of-way. SCTA staff will continue to pursue funding sources for full landscaping throughout the corridor.

Ms. Hayes added that the Tribe has just kicked off landscaping activities along the highway between Marin County and Sonoma County.

Mr. Cameron explained that ad hoc meetings had taken place on the landscaping plan. Ms. Hayes raised the possibility of Tribal staff assisting in the landscaping plan in the Rohnert Park area surrounding the casino, as long as it is consistent with the Tribe's native plant landscaping plan.

Mr. Cameron affirmed that the landscaping plan is in response to mitigation of the tree removal for the Highway 101 corridor construction, and cited the varieties of native trees that are included in the landscaping plan. He also noted that there is keen interest in retaining redwood trees and that this discussion is ongoing.

Ms. Smith addressed the matter of current drought conditions and the State Executive Order placing restrictions on new landscaping. She explained that thus far this does not impact the Highway 101 project, as this project's focus is on native plants; however, the establishment of landscaping does require water.

Mr. Cameron added that Caltrans is examining specifically what the Executive Order entails, and recycled water and other options are being examined.

8. Countywide Transportation Plan update*

Ms. Spilman announced the kickoff of the CTP update, and summarized the history of the Plan.

The 2009 Plan was a significantly updated document, including some new elements (New Goals regarding GHG Reductions and Safety and Health), along with detailed objectives and potential strategies. This plan had a consultant budget of \$750,000 and included extensive public outreach.

Ms. Spilman noted the many activities currently taking place among the jurisdictions (e.g. the General Plan Update) and emphasized that this effort represents an update of the Plan only, and not drafting of a new Plan.

Ms. Spilman requested the Committee's review of public engagement, noting that this will depend a good deal on the various advisory committees and stakeholder groups, as there is not a budget for the CTP update. She invited the Committee's suggestions and feedback on conducting public outreach.

A potentially significant and efficient resource for public comment is to make this available online through the MetroQuest.com application, which allows the public to provide individual comments. Ms. Spilman requested that the Committee review the MetroQuest website and see if they would like to pursue this, and offered to arrange a webinar with the vendor to demonstrate its capabilities.

Ms. Spilman next requested the Committee's feedback on Goals, Objectives and Policies of the CTP by the next meeting. These include maintenance at a PCI level for roads, bus fleet management for transit, traffic congestion, and GHG reduction, which will be examined in light of the Climate Action Plan to ensure that both Plans are complementary. Another goal is Planning for Safety and Health, which requires additional information to complete.

In response to the Committee's request, Ms. Spilman agreed to include both transit and rail service (including bus and rail stations) in Policy 1B under Goal #1.

Ms. Spilman explained that this will be reviewed by the CBPAC and T-TAC, particularly the project lists, updating these and providing information on project assessment.

Ms. Spilman asked that the Committee's comments be received in time to be included in the next SCTA Board agenda for the May 12 Board meeting.

Ms. Spilman briefly summarized the timeline for the CTP. This will include public engagement over the summer, a consensus on the project assessments over the summer with a call for projects by late summer, and a draft Project List by the end of the year.

Ms. Spilman assumed chairing of the meeting in Ms. Kranz's absence.

9. SB 743 update*

Chris Barney provided a brief overview of the Bill, explaining that it requires the Governor's Office of Planning and Research (OPR) to establish an alternative to Level of Service in the CEQA process, and noted that the timeline has been accelerated. A recommendation is required to the Natural Resources Board by July 1.

The OPR released a preliminary evaluation of potential alternatives to LOS in December, 2013, and accepted comments on this document through February 14, 2014. Over 100 comments were received from diverse groups. These have been posted to the SCTA/RCPA website.

A meeting was held March 5 with OPR and stakeholders to review comments and go over next steps, metrics, and address and resolve misconceptions about SB 743. It was emphasized that SB 743 does not prevent local governments from using LOS locally (e.g., General Plans, building ordinances, etc.).

In response to Committee questions, Mr. Barney confirmed that the Bill strictly refers only to the CEQA process. He noted that concern has been expressed regarding thresholds of significance; the group is looking to OPR to provide guidance but to have flexibility in determining how to set thresholds.

Another issue involves changes in Transit Priority Areas; the definition of TPAs is yet to be determined.

Mr. Barney outlined proposed mitigation measures being investigated by OPR.

A draft recommendation by OPR is anticipated within approximately the next two months, possibly in April, with a final recommendation to the Natural Resources Agency July 1.

Mr. Barney clarified that projects would not be subject to the new requirements until final CEQA guidelines are adopted in 2015.

Discussion followed regarding the move away from congestion reduction to environmental issues, and both benefits and drawbacks of using VMT and multi-modal service as metrics. It was noted that it is the congestion at local intersections that LOS allows to be measured and then determine how to mitigate.

Mr. Barney agreed to notify the Committee as soon as information is forthcoming from OPR on this issue.

10. Other Business /Next agenda

Ned Thomas of Windsor reported that Home Depot will be installing a Bloom Clean Energy Server and that other large companies are looking into using this as an energy source. It uses natural gas and the output is essentially water vapors. He agreed to send this information to Ms. Spilman, who said she would forward it to the Committee.

Mr. Thomas next inquired if any Committee members could refer him to an Affordable Housing Consultant. Kenyon Webster referred him to Craig Meltzner in Santa Rosa, who specializes in affordable housing.

Mr. Thomas next announced that a ribbon cutting ceremony is scheduled on April 4 for the new Raven Theater, which is also their opening night.

11. Adjourn

10:52 a.m.

**Sonoma State University
Department of Environmental Studies & Planning
Center for Sustainable Communities
And the Planning for Healthy Communities Class (ENSP 412)
Present:**

A Community Forum: Meeting challenges for the healthy communities planning movement

**Wednesday, April 9, 2014
SSU Environmental Technology Center
500-630pm**

**Elizabeth Baca, MD, MPA, Senior Health Advisor, California
Governors Office of Planning and Research**

**Peter Rumble, Deputy County Administrator for Community and
Government Affairs, County of Sonoma**

Moderator

**Thomas Jacobson, Professor, Dept. of Environmental Studies &
Planning and Director, Center for Sustainable Communities,
Sonoma State University**

**Join our distinguished panelists as they identify the most
significant obstacles facing the movement toward planning for
healthier communities and offer prescriptions for meeting those
challenges**

More information: tom.jacobson@sonoma.edu

Staff Report

To: Planning Advisory Committee
From: Janet Spilman, Deputy Director, Planning & Public Outreach
Item: Comprehensive Transportation Plan update
Date: April 24, 2014

Issue:

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

Background:

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.

The Goals, Objectives and Policies have also been discussed at both meetings. One comment, that Rail Transit be added to Goal 1 – Maintain the System has been received and is added as a change to the attached document.

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.

The GHG Emissions Goal will be out of date by the time the CTP update is approved. Climate Action 2020, a plan with participation by all of the jurisdictions and the RCPA is revisiting the GHG Emissions reductions targets and will be providing approved targets for this Goal by the end of the year.

There is no current metric for the Fourth Goal of the CTP – Planning for Safety and Health. The Objectives are to increase safety and emphasize health aspects of transportation planning strategies, by minimizing traffic related fatalities and planning neighborhood that encourage walking, biking and physical activity, and connect residential areas, workplaces, schools, commercial centers and community facilities.

It may be difficult to gather data for health and safety impacts for individual projects, unless the projects are designed specifically to achieve those goals.

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).

Some Goals have specific numeric targets that may be applied to projects. Pavement Condition Index (PCI) is one of the most direct targets measurable. Others will be assessed in grade ranges for the Goals addressed by the project.

Performance Level Scoring:

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

Project List

Projects that fall (in cost) beneath the minimum threshold for assessment will be added to a category by type (i.e. signals, channel improvements, maintenance, TDM programs etc.) and assessed as a category. Results of the assessment will be reported to the TAC. If a project receives a low score as part of the project level performance assessment, project sponsors would be required to justify how the project would help SCTA meet its CTP goals, and to describe potential benefits the project would have that were not assessed as part of the performance assessment. 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.

Approved projects will be modeled in a number of scenarios yet to be determined. In the 2009 CTP the scenarios were 1) No Action/No Build 2) Constrained Project List 3) Unconstrained "vision" list 4) Smart Growth Land Use with Supportive Transit Expansion 5) Innovative Congestion Pricing Strategies 6) Comprehensive "Everything". The scenarios were then tested to determine how the Plans Goals would be met.

Next steps for the Project list

The TAC will make the formal recommendation regarding the project list however, please note that some of the Goals and proposed performance measures are planning related (Health targets for example) and the PAC is welcome to weigh in. It would be appreciated if the PAC members also conferred with their counterparts on the TAC.

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.

2009 CTP - Goals, Objectives Policies

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~~transit 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 2008 Countywide 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.

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

**2009 CTP Project List
by project sponsor**

		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

**2009 CTP Project List
by project sponsor**

		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 realignment 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 Fresno	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 overcrossing to Cutton Ave, inc improvement	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
			Fresno 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	\$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

**2009 CTP Project List
by project sponsor**

	\$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 Redwoc	>\$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

2009 CTP Project List
grouped by cost

Jurisdiction	Project Cost in millions	Rank	Project	Cost Range
Cost Not Listed				
Cloverdale		12	Cloverdale Blvd/South Interchange Improvement near Hwy 101	NL
Cloverdale		23	First Street Improvement - widen from Crocker Road to Asti Road & install sidewalk	NL
Cotati		12	S. Healdsburg Ave./Mill St. Improvements	NL
Cotati		New	5 way intersection at Healdsburg, Mill & Westside Roads	NL
County			Arnold Dr - center turn lane from Madrone to Petaluma Ave	NL
County			Old Redwood Highway - Widen from Railroad to Petaluma City Limits	NL
County			Fulton Rd - Widen from ORH to Piner Rd	NL
County			HWY 12 - Widen from Llano to 116 in Sebastopol	NL
County			Stony Point Rd - widen from Santa Rosa City Limits to Petaluma City Limits	NL
County			Santa Rosa Ave - Widen from SR City limits to HWY 101	NL
County			Ely Rd - center turn lane ORH to Petaluma	NL
County			Corona Rd - center turn lane Adobe to Ely	NL
County			Lakeville Hwy - Widen from Hwy 101 to Hwy 37	NL
County			HWY 37 - Widen to 4 Lanes	NL
County			Old Redwood Highway - Widen from Shiloh Rd to SR City Limits	NL
County			HWY 12 - center turn lane from SR to Sonoma	NL
County			Gravenstein Hwy South (Hwy 116) from Spooner Park to HWY 101	NL
County			Madrone Rd - center turn lane from Aronold to HWY 12	NL
County			Aqua Caliente - center turn lane from Aronold to HWY 12	NL
County			Verano Ave - center turn lane from Aronold to HWY 12	NL
County			Petaluma Ave - center turn lane from Aronold to HWY 12	NL
County			Traffic Calming of County ROW Countywide	NL
County			Stage Gulch - center turn lane from Adobe to Arnold Dr	NL
County		8	Hwy 12 widening Llano Road to South Wright	NL
County		11	8th Street East widening Napa Rd to Napa Street	NL
County		9	8th Street East/Hwy 121 intersection	NL
County		2	Calistoga Rd - Montecito to Hwy 12 - traffic calming	NL
Multi			Port Sonoma	NL
Rohnert Park		New	Commerce Drive corridor improvements	NL
Rohnert Park		New	Southwest Blvd Corridor Improvements	NL
Rohnert Park		New	City Center Drive & Pedestrian improvements at State Farm Drive	NL

**2009 CTP Project List
grouped by cost**

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

**2009 CTP Project List
grouped by cost**

Santa Rosa			Chanate - widen from Humboldt to Mendocino	NL
Santa Rosa			Mendocino Ave/Hopper Ave -Hwy 101 I/C	NL
Santa Rosa			W 9th St - widen from Dutton to Link	NL
Santa Rosa			Franklin - widen from Lewis to North St	NL
SCTA			MSN Phase 1 - Petaluma Blvd South I/C and frontage	NL
SCTA		RTP	U.S. 101/Todd Road interchange	NL
Sebastopol		8	Bodega Ave. Curb Gutter & Sidewalk Improvements - Golden Ridge to Pleasant Hill	NL
Windsor		12	Windsor River Rd - widen & reconstruct from Windsor Rd to Starr Rd	NL
Windsor		19	Starr Rd/NWPRR rebuild Grade Crossing**	NL
Windsor		23	Old Redwood Hwy - Windsor Road to Windsor River Road	NL

costs less than \$5M

Cotati/Rohne	\$1.00	12	E Cotati Ave Hwy 101 to Snyder – implement arterial management	<\$5M
Cotati	\$1.00	23	W Sierra Arterial Improvements – Old Redwood Hwy to Stony Point Road signalization & bike lanes	<\$5M
County	\$1.00	19	Railroad Ave Improvements - from Hwy 101 to Petaluma Hill Road	<\$5M
County	\$2.00	4	Arnold Drive - Verano to Petaluma Street	<\$5M
County	\$2.00	4	Arnold Drive - construct center turn lane Country Club to Madrone	<\$5M
County	\$3.00	N/R	Sebastopol Bypass - Llano Road improvements & extension, Hwy 116 to Occidental Road	<\$5M
County	\$3.00	8	Bellevue Ave/Ludwig Ave Connector - realignment of Bellevue from Ludwig to Stony Point Road	<\$5M
County	\$3.00	7	River Rd/Mark West Springs – construct 2 additional lanes from Fulton to Old Redwood Hwy.	<\$5M
County	\$4.00	2	Alexander Valley Rd - shoulder widening for bikes & sight distance, eliminate safety issues	<\$5M
County	\$4.00	12	Bennett Valley Rd Santa Rosa - Grange – reconstruct & widen	<\$5M
County	\$4.00	22	Dry Creek Road - Safety Improvements	<\$5M
Petaluma	\$4.00	NR	Petaluma Blvd North-Hwy 101 to city limits (approx 300 ft north of Gossage)	<\$5M
Rohnert Park	\$1.00	8	Snyder Lane Widening - widen to 4 lanes from Southwest Blvd to Keiser Lane	<\$5M
Santa Rosa	\$1.00	23	West Avenue - reconstruct and widen from Sebastopol Road to South Avenue	<\$5M
Santa Rosa	\$2.00	23 & New Proj	6th st. undercrossing, Davis Street & 6th Street Traffic Signal Installation	<\$5M
Santa Rosa	\$2.00	23	New traffic signals - citywide in Santa Rosa	<\$5M
Santa Rosa	\$2.00	9	Farmers/4th Street - intersection improvements	<\$5M
Santa Rosa	\$2.00	8	W College Ave Fulton to Stony Point Road- widen and reconstruct (includes storm drain)	<\$5M
Santa Rosa	\$2.00	14	West 9th St - widen and reconstruct from Dutton Avenue to Morgan Avenue	<\$5M
Santa Rosa	\$3.00	14	Sebastopol Road. - upgrade and reconstruct from Olive to Dutton Avenue	<\$5M
Santa Rosa	\$4.00	23	Dutton Meadows - widen & reconstruct from Hearn Ave to Bellevue Avenue	<\$5M
Santa Rosa	\$4.00		Route 12 at 4th Street	<\$5M

**2009 CTP Project List
grouped by cost**

Sebastopol	\$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	\$2.00	12	Shiloh Rd - Hembree Ln to Old Redwood Hwy	<\$5M
Windsor	\$2.00	23	Old Redwood Hwy - widen from Arata Lane to North Town Limits	<\$5M
Windsor	\$2.00	23	Shiloh Rd - widen to four lanes from Hwy 101 to Skylane Blvd	<\$5M
SCTA	\$2.00	RTP	Bodega Highway improvements west of Sebastopol	<\$5M
SCTA	\$3.00	RTP	Route 121 traffic signal system and channelization at 8th Street	<\$5M
SCTA	\$3.00	RTP	Mirabel Road and Route 116 signalization and Channelization	<\$5M
SCTA	\$4.00	RTP	River Road channelization and improvements	<\$5M
SCTA	\$4.00	RTP	U.S. 101/Dry Creek interchange in Healdsburg	<\$5M
costs between \$5M - \$10M				
Cotati	\$8.00	New	Old Redwood Hwy rehab - Plaza to Gravenstein Hwy	\$5M-\$10M
County	\$5.00	23	Bellevue Ave extension to Petaluma Hill Road	\$5M-\$10M
County	\$6.00	8	Todd Rd - widen from Stony Point Road to Llano Road extend east to Petaluma Hill Road	\$5M-\$10M
County	\$6.00	23	Todd Road - reconstruct from Stony Point Road to Llano Road extend east to Petaluma Hill Road	\$5M-\$10M
County	\$6.00	4	Bodega Hwy - Widen from Sebastopol City Limits to Jonve Rd	\$5M-\$10M
County	\$8.00	5	Brickway Blvd Connect Airport Blvd.-River Rd	\$5M-\$10M
Multi	\$6.00	5	Old Redwood Hwy improvements from Petaluma to Cotati	\$5M-\$10M
Santa Rosa	\$6.00	14	Phase 1 Hearn Ave realignmnet - add turn lanes and widen the Santa Rosa Ave approaches to the Hearn	\$5M-\$10M
Santa Rosa	\$8.00	New	College Ave improvements between Cleveland & Morgan	\$5M-\$10M
Santa Rosa	\$9.00	8	Petaluma Hill Rd in Santa Rosa - widen and reconstruct from Snyder Lane to Kawana Springs Rd	\$5M-\$10M
Santa Rosa	\$10.00	5	Phase 1 Stony Point Rd widen & reconstruct from Hwy 12 to approx 800 feet south of Sebastopol Road	\$5M-\$10M
SCTA	\$5.00	RTP	Mark West Springs Road/Porter Creek Road safety improvements	\$5M-\$10M
SCTA	\$10.00	RTP	U.S. 101/Arata interchange in Windsor - Phase 4, NB on ramp	\$5M-\$10M
Windsor	\$5.00	12	Old Redwood Hwy - Hembree Ln to Shiloh Road	\$5M-\$10M
costs between \$10M - \$50M				
County	\$12.00	8	Adobe Road Reconstruction - reconstruct portions of Adobe Rd from Hwy 116 to Penngrove	\$10M-\$50M
County	\$13.00	8	Petaluma Hill Rd -Santa Rosa to Roberts (sections) - widen from Santa Rosa to Roberts	\$10M-\$50M
County	\$22.00	4	Lakeville Rd Widen to 4 Lanes from Hwy 37 to Hwy 116	\$10M-\$50M
Petaluma	\$33.00	19	Southern Crossing of the Petaluma River	\$10M-\$50M

**2009 CTP Project List
grouped by cost**

Santa Rosa	\$15.00	4	Hwy 12 - widen from Los Alamos to Pythian	\$10M-\$50M
SCTA	\$12.00	RTP	U.S. 101/Mill Street interchange in Healdsburg	\$10M-\$50M
SCTA	\$14.00	RTP	Forestville bypass on Route 116	\$10M-\$50M
SCTA	\$15.00	RTP	U.S. 101/Bellevue interchange	\$10M-\$50M
SCTA	\$15.00	RTP	Hwy 116/Hwy 121 intersection improvements and Arnold Drive improvements	\$10M-\$50M
SCTA	\$15.00	RTP	U.S. 101/Shiloh Road interchange in Windsor	\$10M-\$50M
SCTA	\$17.00	RTP	Convert bridges of Sonoma County from one-lane to two-lane bridges	\$10M-\$50M
SCTA	\$18.00	RTP	U.S. 101/River Road interchange	\$10M-\$50M
SCTA	\$23.00	RTP	Healdsburg Bridge	\$10M-\$50M
SCTA	\$23.00	RTP	U.S. 101/East Washington Street interchange improvements	\$10M-\$50M
SCTA	\$25.00	RTP	U.S. 101 ramp metering and fiber optic cable in Sonoma County	\$10M-\$50M
SCTA	\$25.00	RTP	U.S. 101 Traffic Operations System (TOS)	\$10M-\$50M
SCTA	\$28.00	RTP	U.S. 101/Old Redwood Highway interchange improvements	\$10M-\$50M
SCTA	\$28.00	RTP	U.S. 101/Hearn Avenue interchange improvements, including widening overcrossing and ramps	\$10M-\$50M
SCTA	\$30.00	RTP	U.S. 101/Airport Boulevard interchange improvements and Airport Boulevard widening - North Phase B	\$10M-\$50M
SCTA	\$38.00	RTP	Realign Route 116 (Stage Gulch Road) along Champlin Creek and widen remaining segments to accommo	\$10M-\$50M
SCTA	\$38.00	RTP	Route 12/Fulton Road interchange and widen Fulton Road from 2 lanes to 4 lanes north of Guerneville R	\$10M-\$50M
SCTA	\$38.00	RTP	Penngrove local road improvements including Railroad Avenue interchange	\$10M-\$50M
SCTA	\$41.00	RTP	Extend Farmers Lane as a 3-lane or 4-lane arterial from Yolanda Avenue to Route 12	\$10M-\$50M
SCTA	\$45.00	RTP	Interchange improvements at U.S.101 & Steele Lane in Santa Rosa	\$10M-\$50M

costs greater than \$50M

Petaluma	\$59.00	RTP	Petaluma crosstown connector and Rainier interchange	>\$50M
Petaluma	\$72.00	New	Southern Crossing @ Caulfield	>\$50M
SCTA	\$83.00	RTP	Rehabilitate and widen Route 116 from Elphick Road to Redwood Drive (involves realignment, new shoul	>\$50M
SCTA	\$85.00	RTP	Widen U.S. 101 for HOV lane (one in each direction) between Rohnert Park Expressway to Santa Rosa Av	>\$50M
SCTA	\$118.00	RTP	Widen U.S. 101 for HOV lanes Central Phase A (one in each direction) from Pepper Road to Rohnert Park	>\$50M
SCTA	\$120.00	RTP	Widen U.S. 101 for HOV lane (one in each direction) between Steele Lane and Windsor River Road - Nort	>\$50M
SCTA	\$400.00	RTP	Widen U.S. 101 (adding an HOV lane in each direction) from the Route 37 in Novato north to Old Redwoc	>\$50M
SCTA	\$1,948.00	RTP	Local Road Rehabilitation	>\$50M