
Planning Directors/Planning Advisory Committee

MEETING AGENDA

Thursday, May 22, 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. Review Meeting Notes from April 24, 2014 - ACTION
5. Round table members discussion
6. Climate Action 2020 – update
7. Countywide Transportation Plan update*
Review Objectives, Policies, Strategies – ACTION
Review Performance Assessment - DISCUSSION
8. PDA Investment & Growth Strategy – May 2014 Draft update
9. TPAs, IOZs, and PDAs - draft online interactive maps
10. Other Business /Next agenda
11. Adjourn

*Attachment

The next **S C T A** meeting will be held **June 14, 2014**
The next **Planning Directors/PAC** meeting will be held **June 26, 2014**

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

Meeting Notes of April 24, 2014

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

ITEM

1. Introductions

Meeting called to order at 9:40 a.m. by Janet Spilman.

Committee Members: Gillian Hayes, Federated Indians of Graton Rancheria; Karen Massey, City of Cloverdale; Kenyon Webster, City of Sebastopol.

Staff: Chris Barney, Diane Dohm, Nina Donofrio, Misty Mersich, Suzanne Smith, Janet Spilman.

Guests: Stefanie Hom, MTC

2. Public Comment

None.

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

Approved as submitted.

4. Approval of Notes of February 27, 2014* and Notes of March 27, 2014* - ACTION

The notes of the meeting of February 27, 2014 were approved with the following correction: to include Gillian Hayes as a Committee member.

The notes of the meeting of March 27, 2014 were approved as submitted.

5. Round table members discussion
City of Sebastopol:

Kenyon Webster reported that a recent use permit application for a new retail electronic cigarettes smoke shop located in The Barlow was denied by the Planning Commission, and that e-cigarettes have been a major local issue. In response to Ms. Hayes' inquiry, he explained that the City does not have regulations specific to smoke shops; this requires a use permit. However, he noted that many cities are now beginning to adopt ordinances on smoke shops and e-cigarette sales.

Karen Massey added that the Cloverdale City Council is currently determining certain areas for smoke shops and recently adopted an emergency ordinance that was approved by the Planning Commission.

Federated Indians of Graton Rancheria:

Gillian Hayes announced that staff has begun the planning grant application process with Caltrans right-of-way for a National Heritage Area Management Plan for cultural and native vegetation management.

City of Cloverdale:

Ms. Massey announced that a workshop is scheduled for April 29 for working on the MSR Housing Element Update. The City is trying to build into this more flexibility for existing local businesses and new businesses, to help Cloverdale expand and grow, while watching for opportunities for economic development.

MTC:

Stefanie Hom announced Alice Hoffman is the new Deputy Director, and, in her place, for the Policy Analysis Section, Anne Richman has been promoted to Section Director.

PDA applications are still being reviewed.

The Cycle II Climate Funding proposal was approved by the Commission. This will allocate funding for bikeshare, to start a Transportation Demand Management (TDM)

and a carshare program, and to continue funding EVs and EV strategy. She explained that the program is just in the beginning stage of development.

MTC is also starting a Regional Freight Study. This is expected to be released at the end of 2015. Staff is developing the schedule and plans for outreach.

In response to Suzanne Smith's inquiry, Ms. Hom explained that this cycle will have much less funding than Cycle I; therefore, there will not be a major call for projects. Cities that have full TDM strategy packages, PDAs will be engaged in this program.

Ms. Smith expressed interest in these opportunities, as did Ms. Hayes; specifically in bikeshare and carshare programs. Ms. Smith added that with the EV component to the carshare program, the County could potentially have a zero-emissions fleet of vehicles.

Ms. Hom stated that staff has developed a contact list for the Freight Study for a workshop that will likely take place at the end of June, and will be contacting the Committee for further details.

Ms. Spilman added that the CARMA rideshare program is very interested in possibly partnering on this opportunity. Ms. Hom explained that MTC will probably start developing the program at the end of the year, so staff will be contacted about this some time next year.

In response to Ms. Spilman's inquiry, Ms. Hom confirmed that there is no funding left from Cycle I.

The schedule for developing the Regional Transportation Plan is under discussion by MTC staff. This will likely take place next year.

6. Climate Action 2020 – update*

Misty Mersich reported that the second Stakeholders Advisory Group (SAG) meeting took place April 23, with good attendance. The theme was on climate adaptation. Ideas, strategies and recommendations were discussed as to how Sonoma County could address climate adaptation.

Ms. Mersich reported that the North Bay Climate Adaptation Initiative is in the process of conducting a vulnerability study. Staff is working with this group and will have them give a presentation to the SAG.

Outreach is under way, with presentations and tabling. Ms. Mersich referred to a list of markets at

each jurisdiction that staff will be attending where they will be tabling this summer; this will combine both Climate Action 2020 and energy efficiency.

Presentations are being planned for Kiwanis, Chambers of Commerce and rotaries.

Ms. Hayes suggested that realtors also be included in outreach, and that the Guerneville Farmers Market will be taking place Thursday, May 1, which is another possible venue for outreach.

Ms. Mersich next reported that she gave a presentation to the North Bay Electric Vehicle Association, who are very enthused about Climate Action 2020.

Ms. Hayes added that the Tribe was awarded a grant by BAAQMD for the installation of electric vehicle chargers for the casino.

Ms. Mersich announced that staff is examining and conducting analysis of the final inventory that was received from ICS and will be sending this to the Committee.

7. Countywide Transportation Plan update*

Approval of Goals, Public Engagement Strategy – ACTION

Ms. Spilman referred to additional comments on the goals, objectives and policies, and public engagement strategy and invited the Committee's comments.

Ms. Spilman noted that traffic congestion relief is addressed in staff analysis as person hours of delay. She added that the goal of reduced GHG emissions from 2015 through 2035 needs to be revisited, and that staff is looking to the Climate Action Plan for figures on this by the end of the year.

Addressing safety and health, staff is identifying more targetable benchmarks than solely traffic collision data, and will be working with the Department of Health Services to see if they may have more measurable targets that could be utilized for safety and health.

Ms. Spilman summarized additional comments received on the goals, objectives and policies, and explained that budget, resources and staff constraints limit the level of public engagement that can take place. She emphasized that this will be an update of the CTP and not a new Plan.

Discussion followed regarding the comment that recommended adding a new long-term goal for zero carbon transportation and the feasibility of such a goal. It was suggested that "carbon neutral" or "carbon free" may be more appropriate terminology to use. Ms. Spilman noted that the Board direction was to establish achievable goals; this would be more aspirational. It was suggested that this goal be added under 3E.

Ms. Spilman noted that she had received no further comments regarding public engagement other than the one additional comment for more public engagement.

In response to questions from the Committee, Ms. Spilman reported that she has been in contact with MetroQuest, an online public engagement tool. This is not in a "forum" format but is more of a one-on-one exchange. A telephone poll is also planned. The core of the engagement strategy will be more targeted focus groups.

The consensus of the Committee was to approve the goals, objectives and policies and public engagement strategy.

Ms. Spilman referred to the Project Lists, noting that this will be reviewed by the Technical Advisory Committee, noting that projects that do not have costs will not be included under the financially constrained projects in the list. Ms. Spilman will be looking to the TAC for additional information on projects.

Chris Barney addressed project assessment and how these achieve goals and objectives. Currently, this will apply to financially constrained projects. He referred to the performance areas that will be examined. Each project sponsor will also be requested to provide a self-evaluation on other performance areas (e.g., pavement condition; transit system; accessibility and mobility; health and safety, and efficiency). This will be reviewed by the Board. He noted where smaller projects have been grouped together (e.g., TDM projects) for analysis.

Ms. Spilman stated that following this analysis, a project list will likely be released early in 2015.

8. PCA update from ABAG - <http://www.abag.ca.gov/abag/events/agendas/r040214a.htm>

9. Other Business /Next agenda

Ms. Spilman announced the resignation of Diane Dohm, who has accepted a position with ChangeLab Solutions in Oakland.

10. Adjourn

10:34 a.m.

Staff Report

To: Citizens Advisory Committee
From: Janet Spilman, Deputy Director, Planning & Public Outreach
Item: Comprehensive Transportation Plan update
Date: May 12, 2014

Issue:

What is the status of the Goals Objectives Policies and Strategies of the CTP update?

Background

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 existing Goals of Maintenance and Congestion Relief along with detailed objectives and potential strategies.

The goals, objectives, policies and strategies were reviewed by the Planning Advisory Committee (PAC) and Citizens Advisory Committee (CAC) in March and April to determine if there were additions, deletions or any other changes. Consensus in both groups was that the Goals remained relevant. The SCTA Board agreed and added Goal 5 – Promote Economic Vitality.

Staff is in the process of analyzing the Objectives that have measureable targets. There is agreement that the Objectives represent the SCTA intent, further evaluation will evaluate progress. Modeling scenarios will help determine how we may meet the objectives in the future.

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.

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.

- Policy 2A: Implement strategic transit and roadway capacity expansion to meet current and future needs
 - 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.
 - 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.
 - 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.
 - 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.

- Policy 3A: Reduce vehicle miles of travel (VMT) per capita by 10% below 2005 levels by 2035.
 - 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.
 - 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.
 - Transportation Strategies:**
 - Improve Pedestrian Facilities
 - Promote and Seek Funding for Safe Routes to Schools
- Policy 3D: Implement 2008 Countywide Bicycle and Pedestrian Master Plan
 - 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
- Policy 3E: Support development and deployment of new technologies to reduce transportation emissions.
 - 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.

- 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.

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

NEW Goal 5. Promote Economic Vitality - NEW

Objective – Increase Economic Development in jobs and tourism through major transportation projects

- Policy 5A: MSN completion
- Policy 5B: SMART in operation
- Policy 5C: Sonoma County Airport
- Policy 5D: Park access

Policy Impacts:

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

Staff Recommendation:

Review the Policies for recommendation to the SCTA.

Staff Report

To: Technical Advisory Committee

From: Chris Barney, Senior Transportation Planner

Item: CTP Performance Assessment, Performance Measures Tracking and Project Level Performance Assessment.

Date: 5/22/2014

Issue:

SCTA identified four performance measures that align with 2009 Comprehensive Transportation Plan (CTP) Goals and Objectives. The first section of this report summarizes progress made in these performance areas since the 2009 CTP. **At the May 12, 2014 SCTA meeting, the board of directors approved adding a fifth goal to the CTP – 5) Promote Economic Vitality.** The 2015 Comprehensive Transportation Plan will include a project level performance assessment. The project performance approach has been revised based on feedback from the TAC and is included below.

CTP Performance Measures – Measuring Progress:

The 2009 CTP identified the following overarching goals: 1) Maintain the System, 2) Relieve Traffic Congestion, 3) Reduce Greenhouse Gas Emissions, and 4) Plan for Safety and Health. In an effort to measure progress toward meeting these goals, the 2009 CTP identified the following performance measures:

2009 SCTA COMPREHENSIVE TRANSPORTATION PLAN 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 2005 levels by 2035.
- Reduce person hours of delay (PHD) by 20% below 2005 levels by 2035.
- Improve countywide pavement condition index (PCI) to 80 by 2035, with a minimum road PCI of 70 by 2035.

Evaluating whether or not progress has been made on these performance measures will help SCTA make adjustments to the goals and targets where appropriate.

SCTA's sister agency, the Regional Climate Protection Authority (RCPA), is currently working on Climate Action 2020, which is a countywide climate action plan involving all Sonoma County jurisdictions. Climate Action 2020 will revisit GHG emission reduction targets by the end of 2014 and these will be incorporated into the CTP and will replace the 2009 CTP GHG emission reduction target.

No metrics have been determined for CTP Goals #4 – Plan for Safety and Health, or #5 – Promote Economic Vitality. Goal #4 is focused on increasing safety by minimizing traffic related incidents, improving community health by encouraging increased walking, biking, and other active transportation modes, and by improving access and connectivity between people and job locations, education, commercial centers and other destinations. Goal #5 focuses on ensuring that the countywide transportation system supports local economic development, tourism, and commerce. It may be difficult to connect health, safety, and economic impacts

directly to individual projects, but staff will continue to investigate potential performance measures that may be useful to assess progress in these areas.

The 2009 CTP set a 2005 baseline for each performance measure, and set targets for 2035. A brief summary on performance measure tracking since 2005 is provided below.

Performance Measure 1: Reduce GHG emissions to 25% below 1990 levels by 2015, and 40% below 1990 levels by 2035.

In Sonoma County the transportation sector contributes roughly 60% of all county greenhouse gas emissions. Transportation related GHG emissions in Sonoma County have increased slightly since 2005 from 2,549,000 tons of CO₂e to 2,618,000 tons of CO₂e per year in 2010. This represents a 2.7% increase in emissions over this 5 year period. This increase tracks closely with population growth in the county during this period (3% increase from 469,967 in 2005 to 483,878 in 2010). More detailed analysis of GHG emissions growth, emissions growth forecasts and revisions to GHG reduction goals and targets will be included in Climate Action 2020, but the 5 year trend does not indicate that the county will be able to meet 2015 or 2035 GHG reduction targets if current trends continue. Analysis in the 2009 CTP estimated that significant future GHG reductions would be realized due to changes in vehicle fuel economy as required by state and national CAFÉ standard improvements.

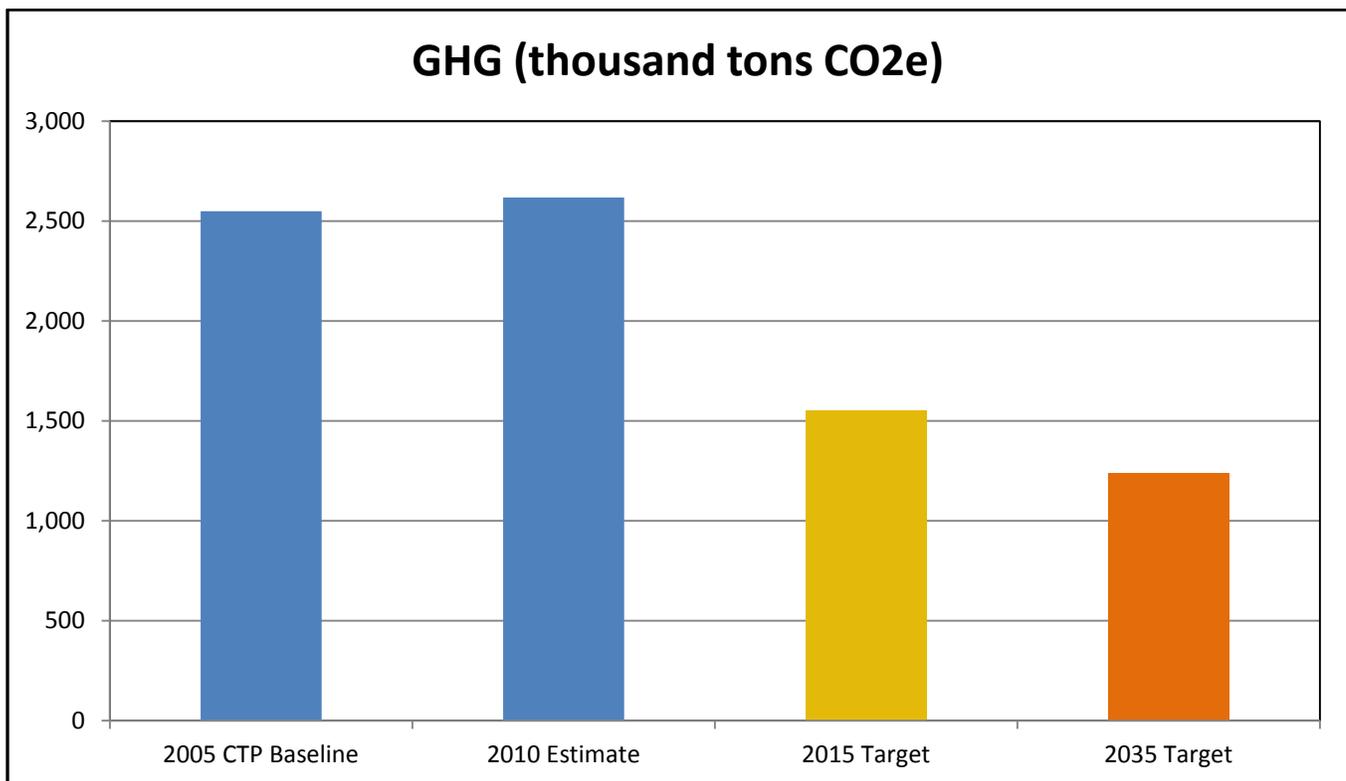


Figure 1. Sonoma County Estimated GHG Emissions – 2005 and 2010 estimates and 2015 and 2035 GHG Reduction Targets (Source – SCTA).

Performance Measure 2: Reduce VMT per capita by 10% of 2005 levels by 2035.

VMT, vehicle miles traveled or miles traveled by a vehicle, is a standard measure of transportation activity and use of the transportation system. VMT can be used to measure automobile trip frequency, trip length, and vehicle occupancy rates. Transportation GHG emissions are tied directly to the burning of fossil fuels and there is a strong correlation between VMT and the production of GHG emissions such as CO2 and particulates. GHG emissions can be partially mitigated by higher vehicle fuel standards, use of cleaner burning fuels, and increase use of zero/low emissions vehicles, but reducing VMT could provide additional GHG reductions as well as decreasing congestion, improving mobility, and reducing wear and tear on the countywide transportation system.

VMT per person, or the average miles traveled per person per day, leveled off according to 2010 estimates from the State of California Highway Performance Monitoring System (HPMS), with no significant change since 2005. Since 2005, VMT per capita dropped from just over 23 VMT per day per person to 21.8 VMT per day person in 2012. Recent VMT/Capita trends suggest positive movement towards meeting SCTA's 2035 reduction target of 20.8 miles per person per day.

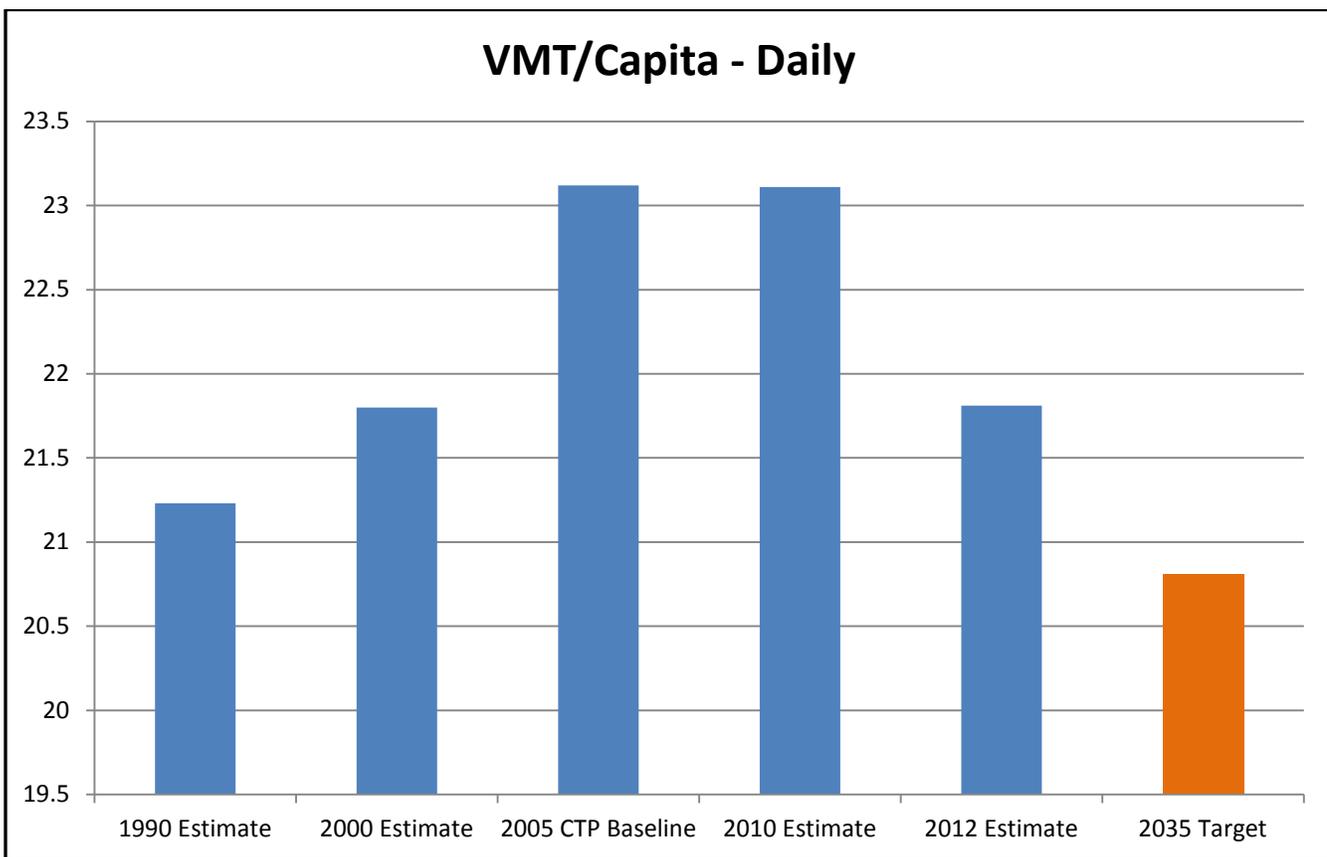


Figure 2. Sonoma County per Capita VMT – Past and Current Estimates and 2035 Reduction Target (Source – State of California HPMS).

Performance Measure 3: Reduce person hours of delay (PHD) 20% below today's levels (2005) by 2035.

Congestion has been consistently identified as an important public concern in Sonoma County. Traffic congestion has significant impacts on the county's economic performance and quality of life. Travel demand routinely exceeds highway capacity during peak periods in many areas of the county. Traffic flow is also often impacted by accidents, vehicle breakdowns, road work, adverse weather conditions, and local operational issues. Person Hours of Delay (PHD) is a common aggregate measure of congestion. PHD represents the average number of hours that travelers are stuck in traffic due to recurring (due to demand) and non-recurring (due to incidents, construction, etc) congestion.

Daily PHD has remained relatively static since the adoption of the 2009 CTP. PHD dropped slightly in 2010 to 52,938 from the 2005 estimate of 53,226. 2012 estimated PHD has risen slightly since 2010 and 2030 to 55,535. Recent congestion measurements suggest that congestion is staying relatively constant in Sonoma County, and that no observable progress has been made towards reducing countywide congestion levels.

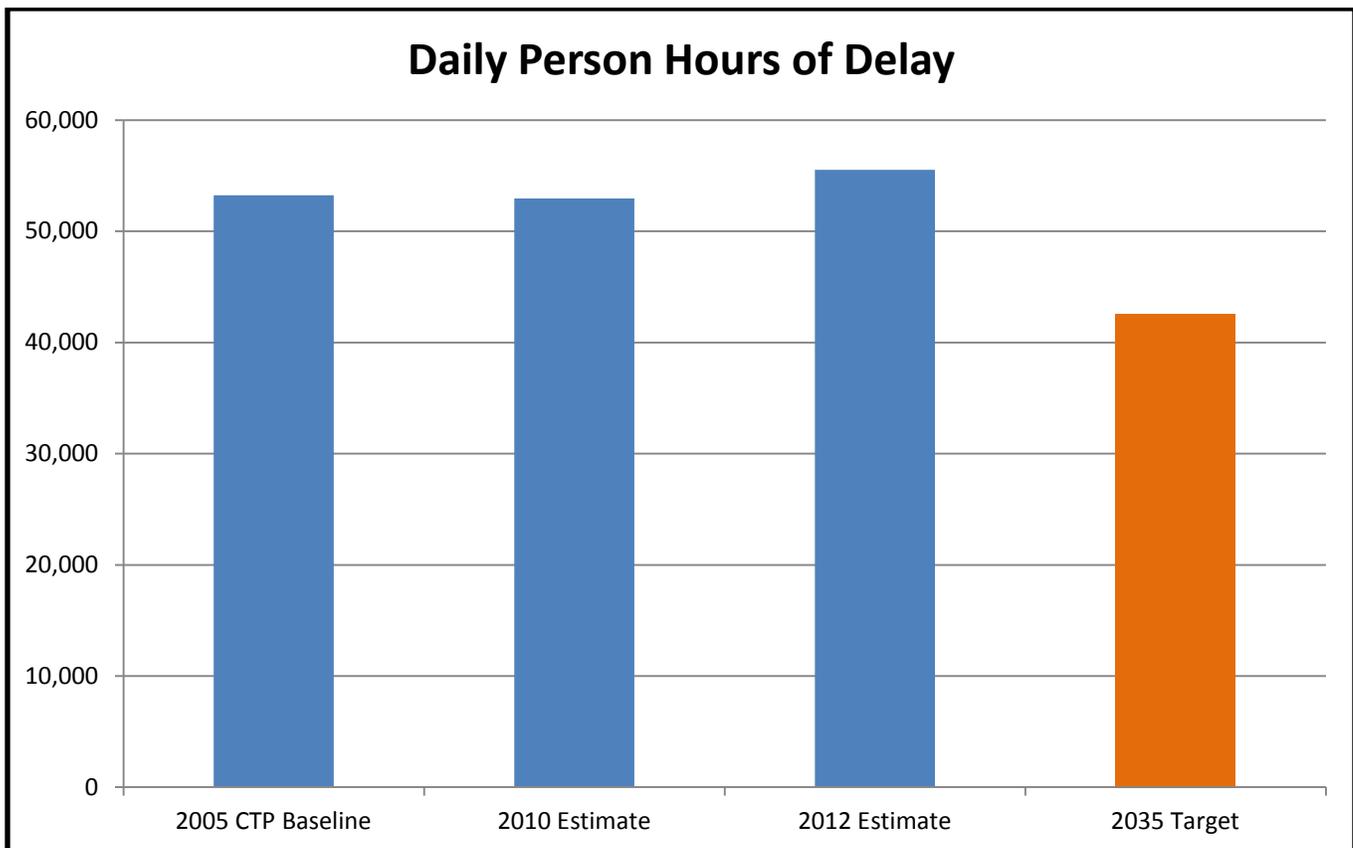


Figure 3. Sonoma County Daily Person Hours of Delay (Congestion) – 2005, 2010, and 2012 Estimates and 2035 Reduction Target (Sources – Caltrans/SCTA).

Performance Measure 4: Improve countywide Pavement Condition Index (PCI) to 80 by 2035, with a minimum road PCI of 70 by 2035.

Transportation funding shortages and aging transportation infrastructure are contributing to the continued degradation of the countywide road network. Many jurisdictions are forced to defer needed preventative maintenance or rehabilitation projects due to budget shortfalls and increasing competition for transportation and general fund dollars. Local jurisdictions forward road condition field survey data on to the Metropolitan Transportation System for inclusion in the Regional Pavement Management System. Roadways are assigned a 1-100 Pavement Condition Score and MTC compiles jurisdiction, county, and regional weighted pavement condition scores.

It is most efficient to maintain roads at higher PCIs, with the optimum PCI being 80. Current countywide and local PCIs are below the optimal PCI level. Countywide PCI has dropped slightly since 2005 from 53 to 52, with slight improvements observed at the countywide and jurisdiction level in 2010. Current trends indicate that SCTA will be unable to meet its target of improving countywide PCI to 80 by 2035.

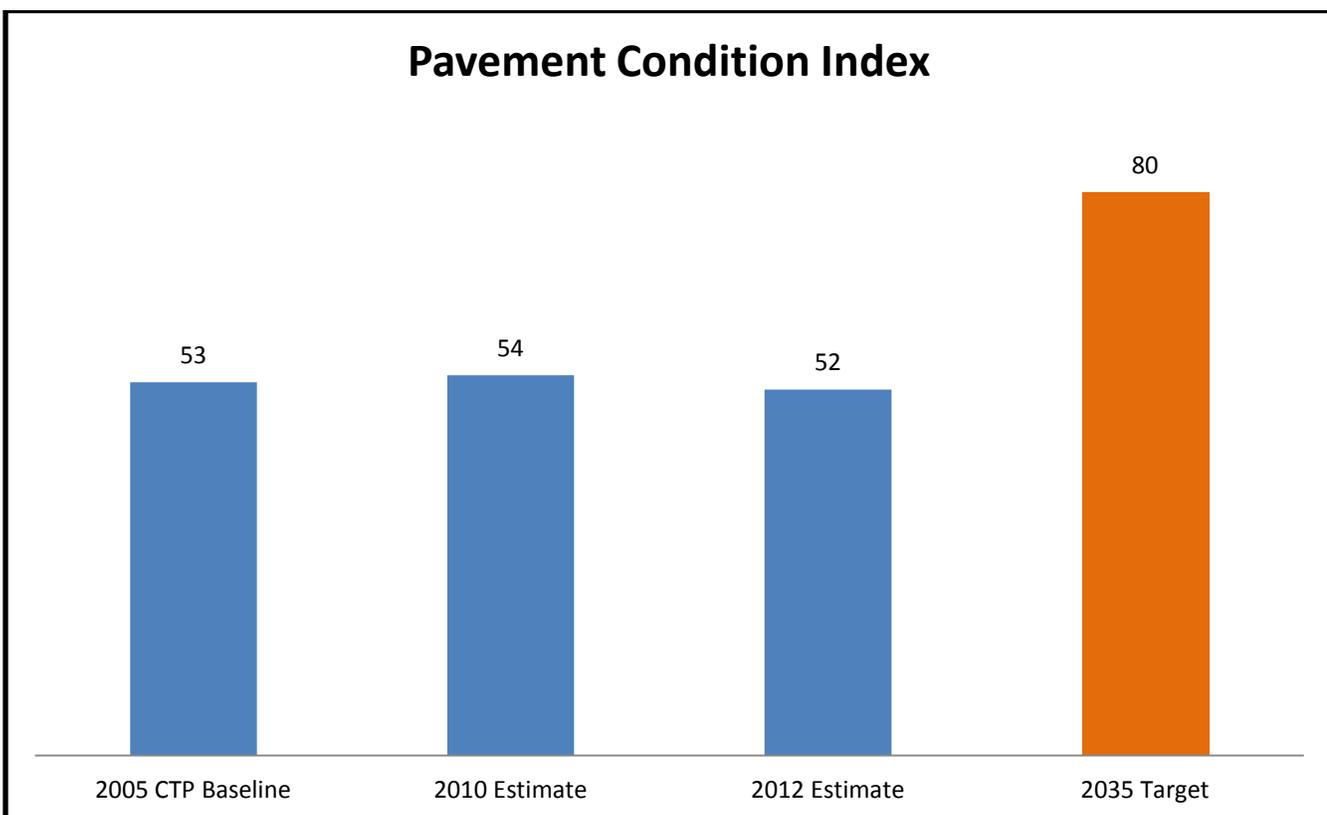


Figure 4. Sonoma County Daily Pavement Condition Index (PCI) – 2005, 2010, and 2012 Estimates and 2035 Reduction Target (Source – MTC Regional Pavement Management Program).

Revised Project Level Performance Assessment:

The 2015 CTP financially constrained project list (definition is yet to be determined), will be considered for performance assessment. Staff recommends that projects with an estimated cost of lower than \$5 million not be analyzed directly, but be analyzed as programmatic groups of projects. Examples could include signalization, miscellaneous non-motorized projects, small rehab/maintenance projects, etc. Projects that do not have identified costs will be included in the CTP, but will not be analyzed as part of the performance assessment and will be considered “vision” projects and will be analyzed in a future CTP update once more information and detail on the project is available.

Projects or project groups will be scored in 5 areas that correspond with SCTA’s 5 major CTP goals. These areas are:

- GHG Reduction
- Congestion Reduction
- Transportation System Condition
- Safety and Health
- Economic Vitality – **NEW FOR 2015 CTP**

Each project will receive a +1.0 - -1.0 score in each category using the following scale:

- +1.0 Supports progress in performance area
- 0.0 Neither supportive or detrimental
- 1.0 Detrimental

Scores for each performance area will be added together to produce a cumulative project level performance score for each project. Cumulative scores will range from -5.0 for a project that negatively impacts all CTP performance areas to +5.0 for a project that supports progress in all performance areas. Projects will then be grouped into tiers of low, medium, and high performing projects based on final cumulative scores.

Projects will be scored using the following criteria:

- Greenhouse Gas Emission Reduction: Does the project or program help SCTA meet its GHG reduction goals? Project/program level GHG emissions will be calculated using the Sonoma County Travel Model and EMFAC 2011.
- Congestion Reduction: Does the project or program help SCTA meet its congestion reduction goals? Project/program level PHD will be calculated using the Sonoma County Travel Model.
- Transportation System Condition: 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 such as transit systems and bicycle/pedestrian facilities will be assessed by project sponsors or SCTA staff.
- Safety and Health: Safety and health will be evaluated in two parts. Safety impacts and health impacts will be evaluated separately and averaged to determine an overall Safety and Health performance score.
 - Safety: Will the project or program decrease traffic related injuries/fatalities, increase active transportation, decrease obesity, or improve neighborhood air quality conditions? Project or program health and safety impacts will be assessed by project sponsors or SCTA staff or an empirical measure or measures may be used if available.
 - Health: Will the project or program increase active transportation and decrease obesity, or improve neighborhood air quality conditions? Mode shift to active transportation modes (calculated using the Sonoma County Travel Model) will be used to estimate a project’s positive or negative impact on countywide health.
- Economic Vitality: Will the project or program help improve the economic vitality of the county by encouraging economic development and job creation, tourism, commerce, and other positive economic

impacts? Project or program economic impacts will be assessed by project sponsors or SCTA staff or an empirical measure or measures may be used if available.

The following performance measures will be reported as part of the performance assessment for informational purposes, but will not be included in the project scoring exercise:

- Vehicle Miles Traveled: Project level VMT will be calculated using the Sonoma County Travel Model. VMT is highly correlated to GHG emissions and will not be scored separately from GHG emissions.
- Land Use: Is the project located in one of the areas identified in the in the PDA Investment and Growth Strategy?

As part of the 2015 CTP Update Call for Projects, project sponsors will be asked to score each of their projects in each of the 3 staff assessed scoring categories, and are highly encouraged to provide a short justification for the scoring (How will the project improve transportation system condition?, how will the project improve safety?, etc). Scores will be reviewed by a scoring committee made up of SCTA staff and interested TAC members and project sponsors may be asked to provide additional information or justification for project scores as requested by the scoring committee.

Policy Impacts:

Progress in CTP performance areas may inform changes or revisions to CTP goals, objectives, targets, and policies. Project level performance will be used to generate a ranked list of CTP projects.

Fiscal Impacts:

None at this time

Staff Recommendation:

Consider approving the proposed project level performance approach.

From: Dave Vautin [<mailto:DVautin@mtc.ca.gov>]

Sent: Thursday, May 08, 2014 12:49 PM

To: r macaulay

Cc: 'Kara Vuicich'; Carolyn Clevenger; Chris.Ganson@opr.ca.gov; Christopher.Calfree@opr.ca.gov; Ken Kirkey

Subject: TPAs, IOZs, and PDAs - draft online interactive maps

Bob:

Could you please forward the following to the CMA Planning Directors distribution list? I'd like to make sure that everyone who attended last week's meeting has access to our latest TPA/IOZ maps.

At last week's CMA Planning Directors meeting, I briefly presented the draft TPA and IOZ maps we've developed for the nine-county region in alignment with the language of Senate Bill 743 and the direction of OPR staff. MTC has developed an online interactive map that will allow you to zoom in and explore these geographies within each of your counties; we've also made shapefiles available through the site if you'd prefer to examine the data in that format.

Please note that these are still draft geographies and we'd appreciate your feedback if you identify any potential issues. We may also receive further clarification from OPR on TPA and IOZ mapping in the coming months that could result in updated layers later this summer. Feel free to contact me at dvautin@mtc.ca.gov if you have any questions or comments.

TPA, IOZ, and PDA Map Link:

<http://bit.ly/1iVXk28>

TPA, IOZ, and PDA Definitions and Methodologies:

- Bus stops had to meet the criterion for both AM and PM peaks
- Average headway during the 4-hour window was used to identify achievement of 15-minute threshold
- Bus stops have to be less than 0.2 miles in distance from one another (i.e., short walk to transfer)
- **Note: not consistent with SB 375 definition of a TPA**

IOZs

- As defined in: Senate Bill 743
- Includes all geographies incorporated in TPAs, plus:
 - Half-mile buffer around existing or planned fixed-route bus corridor with headway of 15 minutes or better during both the morning and evening peak periods
- Data Source: Regional Transit Database, 2014
- Key Assumptions:
 - Peak periods were defined as 6 AM to 10 AM and 3 PM to 7 PM
 - Corridor had to meet the criterion for both AM and PM peaks
 - Average headway during the 4-hour window was used to identify achievement of 15-minute threshold
 - Bus service had to originate from a single route (i.e., not combined headways of multiple routes)
- Note: map highlights areas eligible for IOZ designation by a city or county
- **Note: aligns with SB 375 definition of TPA-eligible locations, but only IOZs with sufficient residential or commercial densities in Plan Bay Area would qualify as TPAs under Plan Bay Area**

PDAs

- As defined in: Plan Bay Area
- Defined as locations slated for regional growth with existing or planned 20-minute frequency transit service somewhere within or proximate to the PDA
- Data Source: Plan Bay Area, 2013

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