

## Technical Advisory Committee

### MEETING AGENDA

**May 22, 2014 1:30 PM**

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

#### ITEM

1. Introductions
2. Public Comment
3. Approval of Minutes, April 24, 2014\* – **DISCUSSION / ACTION**
4. 2015 Comprehensive Transportation Plan Performance Update\* – **DISCUSSION**
5. Regional Update - **DISCUSSION**
  - 5.1 Caltrans E-76 tracking report: <http://www.dot.ca.gov/hq/LocalPrograms/E-76-status.php>
  - 5.2 Inactive Federal Obligations <http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>
6. Measure M **DISCUSSION**
  - 6.1 Measure M Invoicing Status\*
  - 6.2 Measure M Strategic Plan [http://www.sctainfo.org/reports/Measure\\_M\\_Strategic\\_Plan/](http://www.sctainfo.org/reports/Measure_M_Strategic_Plan/)
7. DRAFT Upcoming SCTA Agenda for June 9, 2014 - **DISCUSSION**
8. Other Business / Comments / Announcements - **DISCUSSION**
9. Adjourn – **ACTION**

\*Materials attached.

\*\*Handout at meeting

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The next **SCTA** meeting will be held June 9, 2014  
The next **TAC** meeting will be held on June 19, 2014

Copies of the full Agenda Packet are available at [www.sctainfo.org](http://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 **Technical 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.



TAC Voting member attendance – (6 Month rolling 2013-2014)

<b>Jurisdiction</b>	<b>Sept</b>	<b>Dec</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>
Cloverdale Public Works							
Cotati Public Works	√	√	√	√	√	√	
County of Sonoma DHS				√	√		
County of Sonoma PRMD			√				
County of Sonoma Reg. Parks		√		√	√	√	
County of Sonoma TPW		√	√	√	√	√	
Healdsburg Public Works			√		√	√	
Petaluma Public Works & Transit	√	√	√	√	√	√	
Rohnert Park Public Works	√	√	√	√	√	√	
Santa Rosa Public Works	√	√	√	√	√	√	
Santa Rosa Transit							
Sebastopol Public Works		√	√	√	√	√	
SMART	√	√	√	√	√		
Sonoma County Transit		√	√		√		
Sonoma Public Works	√	√	√	√	√	√	
Windsor Public Works	√	√	√	√	√	√	

## SCTA TECHNICAL ADVISORY COMMITTEE

### Meeting Minutes of April 24, 2014

#### 1. Call to Order/Introductions

The meeting was called to order by Vice-Chair Larry Zimmer.

**Members:** Nancy Adams, Santa Rosa, Pat Barnes, Rohnert Park, Joe Gaffney, Sebastopol, Mario Landeros, Healdsburg, Damien O'Bid, Cotati, Alejandro Perez, Windsor, Dan Takasugi, Sonoma, Elizabeth Tyree, Sonoma County Regional Parks, Steve Urbanek, Sonoma County TPW, Larry Zimmer, Petaluma.

**Staff:** Chris Barney, Diane Dohm, Marge Fernandez, Seana Gause, Suzanne Smith, Janet Spilman.

#### 2. Public Comment

There was no public comment.

#### 3. Approval of Minutes, March 27, 2014

The minutes were approved as submitted.

#### 4. TFCATDA3 Quarterly Report

A staff report is included in the agenda packet that provides a quarterly status report of TDA3 and TFCA projects not fully expended as of March 31, 2014.

The FY14/15 TFCA Program of Projects was presented to the TAC for their review and approval for staff to take to the SCTA Board in May. The staff recommendation was approved unanimously.

#### 5. 2015 Comprehensive Transportation Plan Update

Staff will be taking the CTP to the CAC and the PAC to get input on the Goals,

objectives and policies, and the public engagement strategy. Staff is relying on the TAC for information on updates to the project lists. SCTA staff has requested that the PAC coordinate through their Public Works staff on this committee. SCTA staff is requesting a single point of contact.

SCTA staff provided a PowerPoint presentation on the CTP performance assessment and how it supports the CTP goals and objectives. The TAC recommended weighting performance measures so that all CTP goals would be considered equally.

#### 6. Regional Update

##### 6.1. 2015 TIP Development Deadlines

Staff reviewed the 2015 TIP Development deadlines that are included in the agenda packet. This schedule is going to make getting ATP new projects into the TIP challenging due to the timing.

##### 6.2. Inactive Federal Obligations

A hyperlink to Caltrans inactive federal obligations was embedded in the April 24, 2014 SCTA TAC agenda page.

##### 6.3. Revision to Standard Plans ADA Curb Ramps

A hyperlink to Caltrans revised standard plans ADA curb ramps was embedded in the April 24, 2014 SCTA TAC agenda page.

#### 7. Measure M

##### 7.1. Maintenance of Effort Policy Compliance



Staff will be taking a recommendation to the CAC, and the SCTA Board in May that SCTA is in compliance with Public Utilities Code 180200 and Measure M Policy 14 Maintenance of Effort (MOE).

#### 7.2. Invoicing Status

The invoice status report included in the agenda packet is outdated, and has been updated since the publication of the agenda packet. Bike to Work is out of compliance and everything else is current.

#### 7.3. Strategic Plan

The Strategic Plan was approved at the last Board Meeting. An ADA compliant version of the Strategic Plan will be posted to our website at the end of the week. Printed final versions will be available next month.

### **8. DRAFT Upcoming SCTA Agenda for May 12, 2014**

A draft agenda is not available yet. A few of the items that will go to the Board will be the Maintenance of Effort Policy, legislation for the South East Greenway in Santa Rosa, TDA Article 3, CTP update, a minor budget adjustment related to an inter-program loan for SMART, Bike Plan, and the Highway update.

### **9. Other Business / Comments / Announcements**

Last month the question was asked of SMART about the Rail crossing tests. SMART found that everything is working well, however they did find that there were scheduling issues. They do feel they will have to redesign Washington in Petaluma

### **10. Adjourn**

The meeting adjourned at 2:45 PM.

## 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**

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### 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.

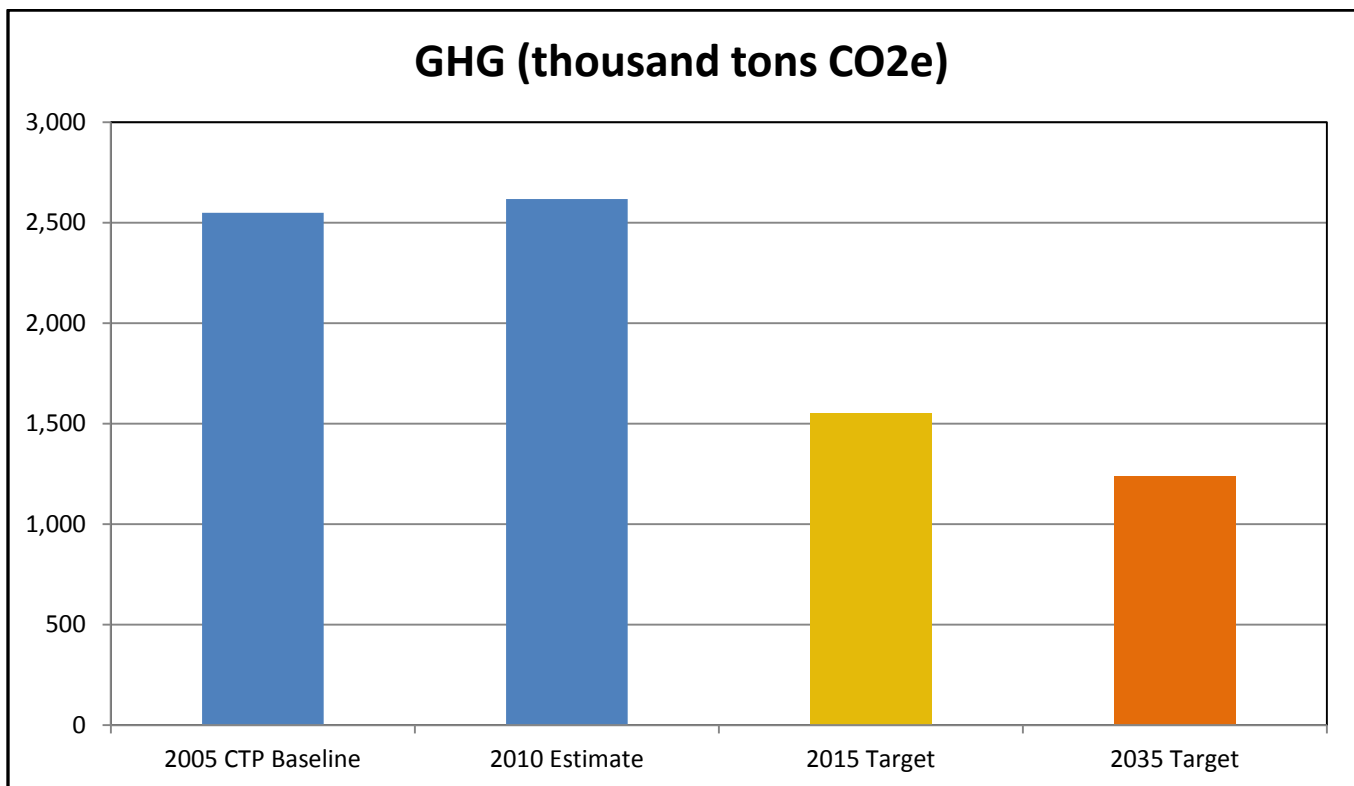
No metrics have been determined for CTP Goals #4 – Plan for Safety and Health, or #5 – Promote Economic Vitality. Goal #4 is focused on increasing safety by minimizing traffic related incidents, improving community health by encouraging increased walking, biking, and other active transportation modes, 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 CO<sub>2</sub>e to 2,618,000 tons of CO<sub>2</sub>e 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.

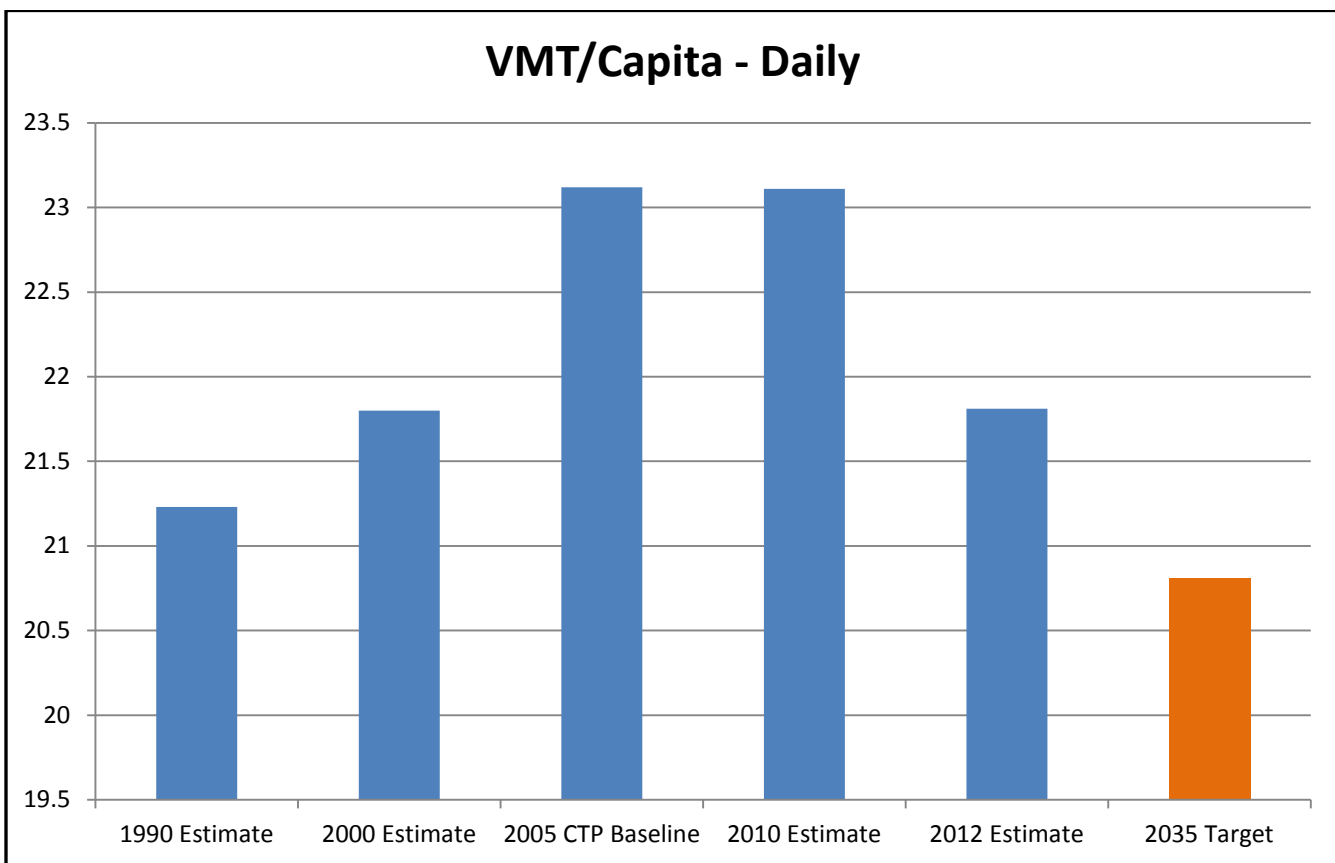


**Figure 1. Sonoma County Estimated GHG Emissions – 2005 and 2010 estimates and 2015 and 2035 GHG Reduction Targets (Source – SCTA).**

**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.

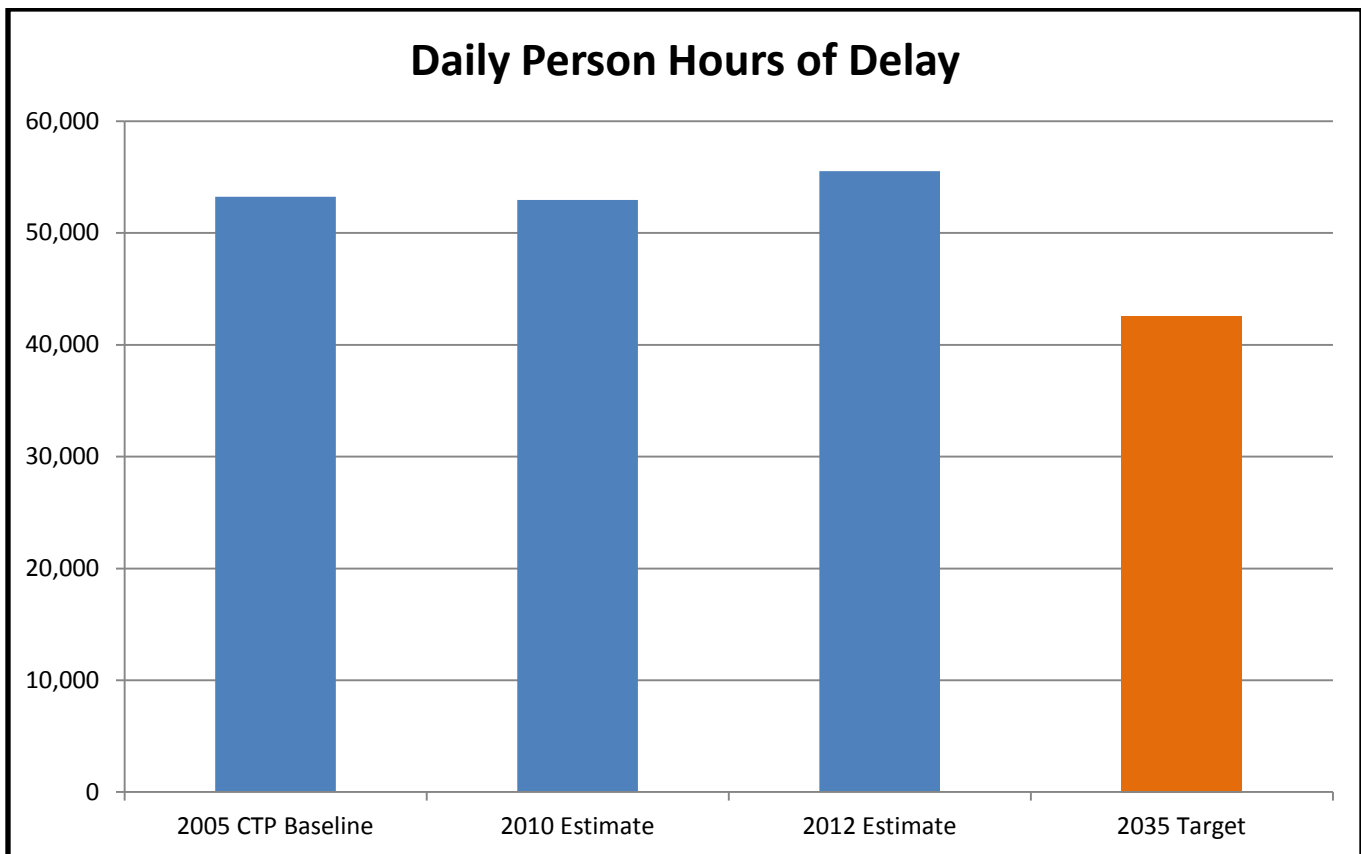


**Figure 2. Sonoma County per Capita VMT – Past and Current Estimates and 2035 Reduction Target (Source – State of California HPMS).**

**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.



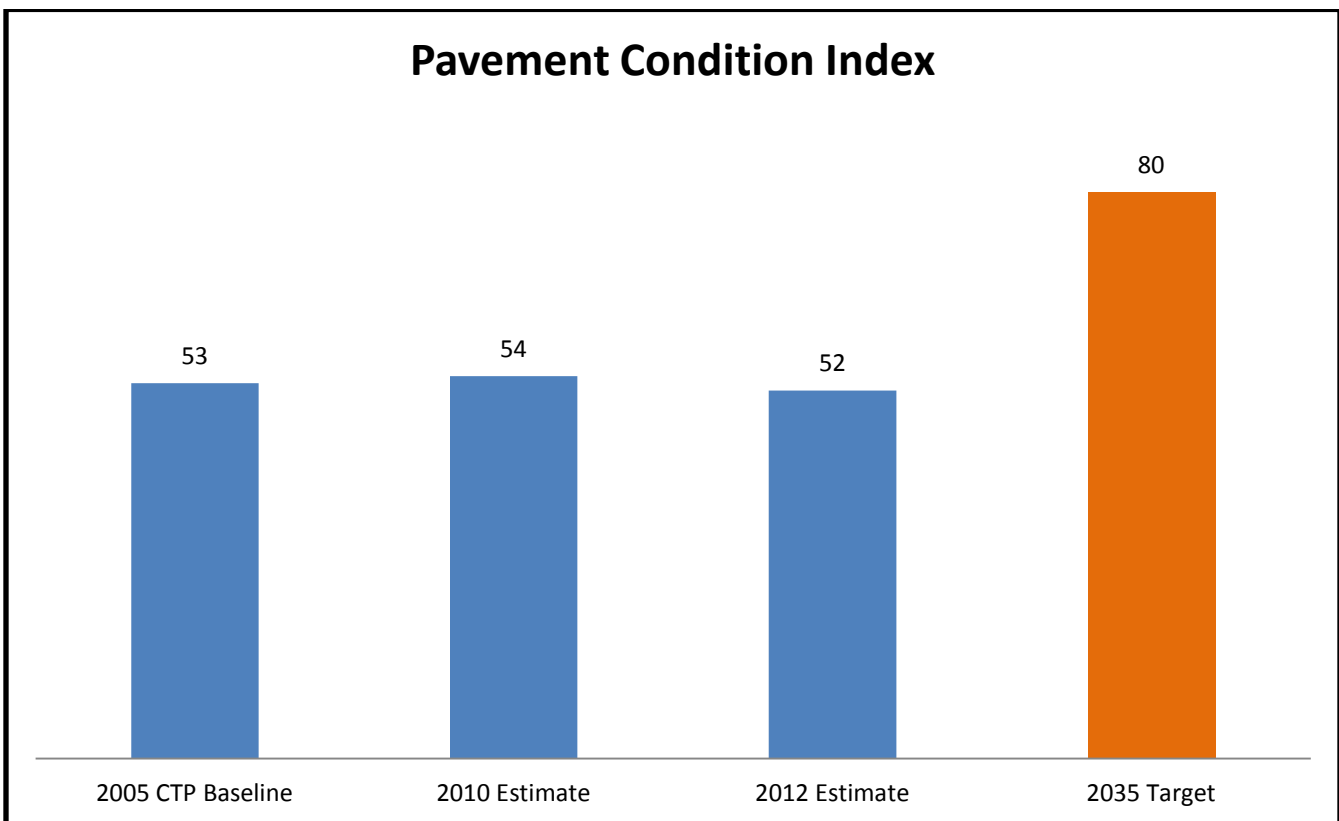
**Figure 3. Sonoma County Daily Person Hours of Delay (Congestion) – 2005, 2010, and 2012 Estimates and 2035 Reduction Target (Sources – Caltrans/SCTA).**



**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.

Sonoma County Transportation Authority  
 Measure M Appropriation/Invoice Status Report  
 FY 13/14

Project Sponsor	Project Name	Measure M Program	Prior Apprp Balance	13/14 Amt Prog'd	13/14 Amount Apprp	Appropriation Date	Last Invoice Date	Balance Remaining	Notes
Santa Rosa	Hearn Avenue (Phase 1)	LSP	\$530,640	\$0	\$0	6/14/10	1/3/14	\$528,683	
Santa Rosa	Santa Rosa Creek Trail - Stmsd to Mission	Bike/Ped	\$0	\$0	\$375,000	12/9/13			
Santa Rosa	Access Across 101 Comm Conn	Bike/Ped	\$159,056	\$0		9/12/11	3/18/14	\$121,741	
SCBC	SRTS	Bike/Ped	\$15,463	\$19,000	\$19,000	4/14/14	4/17/14	\$14,826	
SCBC	BTW	Bike/Ped	\$5,174	\$15,000	\$15,000	4/14/14	4/17/14	\$15,053	
SoCo Regional Pks	Sonoma Schellville	Bike/Ped	\$57,262	\$0	\$0		12/29/13	\$54,426	
Petaluma	Petaluma River Tr	Bike/Ped	-\$45,956	\$0	\$0	5/14/12	3/12/14	-\$821,111	Advanced Funding Apprvd
SMART	NWPRR	Bike/Ped	\$0	\$0	\$0		4/24/14	\$249,933	Authorized for Advanced Funding (bal estimate)
SMART	IOS Construction (Bond)	Rail	\$721,639	\$34,000		10/10/11	4/17/14	\$0	