

**Citizens Advisory Committee  
MEETING AGENDA**

**August 28, 2017 at 4:00 p.m.**

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

**ITEM**

1. Introductions
2. Public Comment
3. Administrative - Approval of Notes July 31, 2017\* - ACTION
4. Measure M – DISCUSSION/ACTION
  - a. Measure M Projects
    - i. Bicycle Safety and Education – Department of Health Services
    - ii. 116/121 Intersection Improvements – SCTA staff
  - b. Measure M Reauthorization Maintenance of Effort TAC Discussion Update
  - c. Measure M Financial Reports\*
5. Model Overview and Admin Guidelines- DISCUSSION
6. Shift Presentation
7. Highway Updates - DISCUSSION
  - a. Hwy 37 outreach meetings\*
8. Announcements
9. Adjourn

\*Materials attached.

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The next **SCTA** meeting will be held **September 11, 2017**  
The next **CAC** meeting will be held **September 25, 2017**

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 **Citizens Advisory Committee** after distribution of the agenda packet are available for public inspection in the Sonoma County Transportation Authority office at 490 Mendocino Ave., Suite 206, during normal business hours.

Pagers, cellular telephones and all other communication devices should be turned off during the committee meeting to avoid electrical interference with the sound recording system.

**CITIZENS ADVISORY COMMITTEE MEETING NOTES**

**Meeting Notes of June 26, 2017**

**ITEM**

1. Introductions

Meeting called to order at 4:04 p.m. by Seana Gause.

Committee Members: Stan Gow, Transit Paratransit Coordinating Committee; Ray Mulas, Sonoma County Farm Bureau; Christine Culver, Third District; Steve Birdlebough, Sierra Club; Michael Wray, First District; Willard Richards, League of Women Voters of Sonoma County; Al Lerma, Fifth District; John Bly, Engineering Contractors Association; Tom Conlon, Sonoma County Conservation Council; Dennis Harter, Sonoma County Alliance; Alisha O’Loughlin, Sonoma County Bicycle Coalition.

Guests: Larry Zimmer, City of Petaluma; Tina Panza, Sonoma County Bicycle Coalition.

Staff: Seana Gause; Janet Spilman; James Cameron; Chris Barney; Dana Turrey; Brant Arthur; Drew Nichols.

2. Public Comment

N/A

3. Administrative - Approval of Notes April 24, 2017\* - ACTION

The minutes for the April 24<sup>th</sup> CAC meeting were approved as submitted.

Tom Conlon is noted as present during the April 24<sup>th</sup> CAC meeting.

4. Measure M – DISCUSSION/ACTION

a. Measure M Projects

i. Petaluma River Trail (Petaluma)

Larry Zimmer discussed the Petaluma River Trail Project. A visual illustration was provided to the committee. Further progress on the trail has been stalled due to right of way rights and retaining walls are needed to safely construct the path.

The proposition with the remaining funds is to construct the path along a segment of the river.

Steve Birdlebough asked about the excess easements and the likelihood of the path will be finished.

Mr. Zimmer responded the open parcels are anticipated to be developed in the near future, and likely able to finish the pathway.

ii. Bicycle Safety and Education, Safe Routes to School Phase (DHS)

N/A

iii. Bicycle Safety and Education, Safe Routes to School Phase (SCBC)

Tina Panza described the Safe Routes to Schools (SRTS) program, beginning with an overview of the program budget. The presentation was focused on efforts not taken on by the Sonoma County Department of Health Services.

SRTS is a program which encourages students to consider walking and/or bicycling to school. Students’ grades 2-8 were provided with lessons on bicycle and pedestrian safety. These lessons

included community education, outreach, and workshops.

Ms. Panza continued by describing the International Walk and Roll to School Day, which was held on October 5, 2016. 66 K-12 sites participated.

A video clip was played that illustrated the bicycle rodeos. The bicycle rodeos serve a good purpose for law enforcement and student to connect and become familiar with one another.

SCBC works closely with law enforcement to help with the enforcement and education of bicycle laws.

Over 600 children received bicycle education. Ms. Panza explained the various outreach efforts embarked by SCBC.

Additionally, 30 participants attended a family bicycle safety workshop in Petaluma.

Upon a question regarding an increase in funding appropriated for FY 17/18, Ms. Panza and Seana Gause responded the increase of the budget was to bridge a gap between federal funding.

#### iv. Bicycle Safety and Education, Bike to Work Phase (SCBC)

Alisha O'Loughlin began the presentation by explaining the financials of SCBC for FY16/17.

Accomplishments include: pre-bike month events and activities, including participation at the Sustainability Fair at Sonoma State University.

A bike social was promoted to share tips with riders, provide helmet fittings, and tune bicycles. These socials provided new riders an environment to become familiar with bicycling around the cities.

For Bike to Work Day, 22 energizer stations were set up, servicing over 1,200 cyclists. The total of participants on Bike to Work day tallies around 1,700 cyclist.

Upon a question comparing the rider counts to the budget, Ms. O'Loughlin responded more companies and teams participated in bike to work day this year. As well, the energizer stations were better set up this year.

John Bly inquired on SCBC's expansion in the coming year.

Ms. O'Loughlin stated there is an emphasis on targeting employers, and to assess the location of the energizer stations to see how they can be better utilized.

#### b. Measure M Financial Reports

James Cameron announced two months of financial statements are available for the committee, and is available for any questions.

The sales tax growth is at 3% and is aligning with the budget and 2017 Strategic Plan.

#### 5. Shift Presentation

Dana Turrey and Brant Arthur presented on Shift Sonoma County.

Ms. Turrey described Shift as a low-carbon transportation action plan, funded by a grant from the Strategic Growth Council. The report focuses on fuel and mode shifts. Shift Sonoma County provides tools for reducing VMT and greenhouse gas emissions.

The action plan will be presented to the Board of Directors on July 10<sup>th</sup>.

Shift Sonoma County reflects strategies and goals from the region, while embodying goals in the Comprehensive Transportation Plan and Climate

Action 2020. This plan focuses on behavior changes and addresses travel demand as population grows.

Electric vehicle charging stations are funded by various grants, businesses, and PGE.

John Bly asked if the County is funding charging stations. Mr. Arthur responded that the County sponsors EV charging stations at the County Center, and charging stations north of Healdsburg are funded by the Northern Sonoma County Air Pollution Control District.

Additionally, most EV charging is done at private residences and is an element that is not tracked.

AL Lerma inquired about whether hybrid vehicle usage is tracked. Mr. Arthur responded that part of the forecasts started with taking a snapshot of vehicle ownership.

Concurrently, upon a question whether leading businesses and/or governments will lead by example in alternative transportation, Mr. Arthur noted that these entities have not begun leading; however, the raw numbers are not readily available.

Ms. Turrey explained the process for developing the plan, including an assessment of needs and gaps, how experts and community members were engaged, how opportunities were defined, and how implementation tools were developed.

The tools are broken up between mode and fuel shift. Mode shift tools include a bike share feasibility study and a car share feasibility study. As well, a transportation demand management toolkit.

Fuel shift is understood as shifting away from traditional gasoline vehicles, while promoting electric vehicles, identifying EV charging

infrastructure and framework, local EV readiness policy toolkits, and updated guidance.

Highlights from the action plan include:

- A foundation on reducing single occupancy vehicles; and
- Transportation patterns and efforts to reduce VMT; and
- Further explaining the co-benefits to the mode shift.

A discussion continued on EV charging in homes and the readiness for EV infrastructure in Sonoma County.

## 6. Highway Updates

James Cameron spoke on the Highway 101 San Antonio Bridge Structure construction, which is expected to be completed in late October. Following the completion, the next major traffic switch is anticipated between November and spring 2018, weather dependent.

Additionally, in regards to upcoming events for Highway 37, the SCTA Board of Directors will be presented with information from PFAL (Project Finance Advisory Ltd.) and from the Bay Area Toll Authority. PFAL will present their findings on the financial options/affordability analysis and BATA will discuss the corridor as a toll bridge.

September 7 is the next scheduled policy committee meeting, where the corridor plan will be presented. A high level plan will be discussed around existing issues, such as congestion, environmental impacts, etc.

An outreach effort is scheduled for September 28, where exhibits on the corridor will be presented.

Additionally, Mr. Cameron referenced the recent SMART bicycle path presentation and provided

maps of the bicycle path along the SMART railway corridor. These maps are current information and are available on the SMART website.

Announcements

N/A

7. Adjourn

The meeting adjourned at 5:18p.m.

## Staff Report

**To:** Citizens Advisory Committee

**From:** Chris Barney, Senior Transportation Planner

**Item:** Sonoma County Travel Model – Update to Administrative and Operational Travel Demand Modeling Guidelines

**Date:** August 28, 2017

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**Issue:** The Administrative and Operational Travel Demand Modeling Guidelines identifies and describes the policies, procedures, and protocols that are used to guide SCTA’s travel demand modeling program.

**Background:**

SCTA operates and maintains the Sonoma County Travel Model (SCTM) which is used to support SCTA’s transportation planning activities and to provide analytic and modeling support to the Authority’s member organizations. SCTA’s Administrative and Operational Travel Demand Modeling Guidelines are used by staff to guide the operation, maintenance, improvement, and administration of the SCTM. This document identifies:

- Modeling Goals and Objectives
- Program Products and Services
- Modeling Priorities
- Scope of the Modeling Program
- Intended Use of the Travel Model
- Model Maintenance and Improvement
- Data Dissemination
- Model Validation and Reasonableness Checking
- Modeling Program Evaluation

**Policy Impacts:** This document is used to guide how the travel model is used, updated, and maintained and outlines how the model shall be used to support SCTA and local planning and project delivery efforts.

**Fiscal Impacts:** None at this time.

**Staff Recommendation:** Consider recommending revisions to the Draft Administrative and Operational Travel Demand Modeling Guidelines. Consider providing feedback on the Travel Model Data Request Form.

# **Administrative and Operational Travel Demand Modeling Guidelines**

**DRAFT**

Sonoma County Transportation Authority  
490 Mendocino Ave., Suite 206  
Santa Rosa, CA 95401  
(707) 565-5373

August 17, 2017

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## Introduction

These guidelines identify and describe the policies, procedures, and protocols guiding the Sonoma County Transportation Authority's (SCTA) Travel Demand Modeling (TDM) program and are intended to ensure that the Authority's governing board, and all of its member agencies support and are aware of these policies, procedures, and protocols. This document outlines the benefits of the modeling program and the products and services that are available through the program. Guidance is provided on how different organizations can access these products and services.

## Program Administration

Travel demand modeling is an important transportation planning tool in Sonoma County. Most transportation projects and development projects that are proposed, designed, or built require an analysis of the potential impacts the project may have on local and regional transportation systems. Travel demand modeling is often used to quantify these impacts. In the past SCTA and local jurisdictions have relied on outside contractors to run travel demand models and to perform travel demand analysis. The program has been configured to bring the maintenance and operation of the travel model in-house. Routine model analysis and maintenance is performed by SCTA staff with outside consultants providing additional modeling support when necessary. By maintaining a countywide model in-house, SCTA is able to provide local control over the modeling process, and is better able to provide customized analysis for SCTA's planning activities and for member organizations. Supporting a local modeling program also ensures that the authority has in-house technical modeling expertise and allows SCTA's member organizations to exercise more control over the modeling process. Local engineering and planning staff are able to participate in model development, improvement and application by participating in modeling discussions at SCTA advisory committees (the Technical Advisory and Planning Advisory Committees primarily), or by working directly with SCTA modeling and technical staff.

The following sections identify important administrative components of the modeling program including the program's guidelines and policies:

### A. Modeling Goals and Objectives

SCTA's modeling program supports the authority's planning and programming functions as laid out by SCTA's mission statement:

"As a collaborative agency of the cities and County of Sonoma, we work together to maintain and improve our transportation network. We do so by prioritizing, coordinating, and maximizing the funding available to us and providing comprehensive, countywide planning. Our deliberations and

decisions recognize the diverse needs within our county and the environmental and economic aspects of transportation planning."

The modeling program will help the Authority fulfill its mission by analyzing the transportation impacts of future growth, analyzing the impact of regional projects that affect local jurisdictions, provide a modeling framework that allows staff to analyze alternative modes of transport, and by providing local modeling expertise and control over the maintenance, improvement, and operation of the travel model.

The modeling program provides modeling support, data, and analysis that may be useful to the authority's member organizations, other public and private organizations, and the public at large.

B. Authority Planning Goals

SCTA's planning goals are outlined in chapter 4 of the 2016 Comprehensive Transportation Plan (CTP). The travel demand model allows the authority to evaluate how different actions including project implementation and policy approaches can help SCTA achieve CTP goals. CTP Chapter 6 – Evaluating Plan Performance provides an overview of this process.

C. Products and Services

The data and analysis provided by SCTA's modeling program are used to support local and regional transportation planning and project development activities. Local agencies, their consultants, and the public often request model data or specialized analysis to support their planning and capital improvement activities or for informational purposes.

In order to meet the majority of this demand, SCTA provides baseline model run data and associated modeling input data upon request. It is important to consider that travel demand model data in general and SCTM projections in particular have limitations and should be used to predict trends and provide a generalized idea about impacts and travel changes. Geographically, the SCTM is focused on the HWY 101 corridor and urbanized areas and the quality of the model output decreases as one moves away from these locations. The model is intended to allow analysis of traffic impacts for projects and/or issues that impact a number of different jurisdictions, or to analyze impacts within cities that have regional significance. The model was not designed to perform detailed traffic studies for more local projects, though the countywide model data is often used as a starting point for these types of analysis. Disclaimers explaining these limitations and discussing the intended uses of the provided data are provided when the data is delivered to the requesting party.

Unprocessed data that has been developed or provided by other organizations will not be provided without the explicit permission of that organization and staff will refer data requestors to the providing or developing organization unless previous agreements or arrangements have been made for SCTA to distribute this information to requesting parties.

#### D. Modeling Priorities

The following list of modeling priorities was assembled in conjunction with SCTA's modeling subcommittee and advisory committees. These priorities should be re-evaluated on an ongoing basis and revised as necessary.

Tasks have not been prioritized individually but have been divided into work task groupings that will be addressed by staff in the short, mid, and long term. Short-term tasks are not necessarily more important than long-term tasks and vice versa.

Short-term or ongoing tasks:

- Providing baseline (2015) and projected year (2040) model projections in easily usable formats (Excel and GIS formats)
- Updating current land use data and evaluating projection year (2040) data for possible update and changes based on new information,
- Maintaining and updating general plan buildout model estimates
- Tracking local pending development and permitted projects and ensuring that these projects are reflected in model forecasts
- Update model transportation networks
- Preparing specialized data products
- Evaluating non-Measure M projects

Mid-term tasks:

- Analyzing travel demand impacts of Measure M projects (CTP analysis)
- Analyzing travel demand impacts of projects of regional significance (CTP analysis)
- Improving modeling capability to analyze alternative modes
- Improving model capabilities for analyzing tourism, visitor, and special event travel.
- Developing non-peak hour and weekend modeling methodology and data-sets

Long-term tasks:

- Shift to activity based modeling framework

- Expand geographic coverage of travel model beyond county boundary

E. Scope of the Program

The Sonoma County Travel Model was developed with a focus on the HWY 101 corridor and the larger regional transportation system. Efforts have been made to provide more detail in other parts of the county by incorporating local travel models into the countywide model, but the program's primary focus remains on countywide regional travel demand impacts and supporting SCTA's long range regional transportation planning efforts.

SCTA staff has regularly worked with a number of jurisdictions and their consultants in an effort to provide them with the modeling data they request in the course of preparing environmental review documents. In this process, SCTA staff has been faced with the challenge of trying to fill all data requests, big and small. Although it is relatively straightforward to disseminate data from already completed model runs, it can require a significant amount of staff time to fill data requests that require any modification to the baseline data, and in many cases, the needs of a particular data user usually requires some modification to existing model inputs and/or outputs.

In order to clearly define the work scope of the modeling program, SCTA staff makes the following policy recommendations:

1. The long-range planning priorities of the SCTA shall dictate how the model will be re-configured/improved over time;
2. Work to incorporate new land use updates/revisions and network modifications shall be the primary maintenance function of the program;
3. Making updated data readily available to SCTA member agencies and their designates shall be the primary dissemination function of the program; and
4. Any work requiring additional manipulation of the baseline updates described in the first three points shall be handled on a case-by-case basis and may require the data user to pay market rate for the additional services being requested out of the program or enter into a formal agreement allowing the user to obtain a copy of the model for use outside the program.
5. Those requesting model data, scripts, or reports shall complete and submit a "SCTM Data Request" form to SCTA staff identifying the requesting individual/ organization, data/files requested, and data purpose. SEE ATTACHMENT A.
6. Any changes or improvements to model files, inputs, or reports will be submitted to SCTA staff for possible inclusion in the countywide model.

F. Coordination with other Modeling Efforts

SCTA staff will compare SCTM output, assumptions, and methodology with regional, county, and jurisdictional travel demand models in the San Francisco Bay Area region. Efforts will be made to coordinate modeling efforts within Sonoma County with other existing regional and local models where possible. Staff will attend regional travel demand modeling workshops and user group meetings to stay informed on regional model developments, and will keep up to date on any local modeling efforts being undertaken by Sonoma County cities.

## **Technical and Operational Policies**

SCTA staff's travel demand modeling efforts have focused predominately on data input and model improvement and modification. STCM model inputs are maintained in geographic information system (GIS) databases, which can be seamlessly displayed and combined with existing GIS data maintained by staff and local jurisdictions. In previous versions of the SCTM, the model inputs and outputs were created without any geographic orientation and were maintained in proprietary formats which made export and display unwieldy and difficult. The transfer of model inputs and outputs into a GIS based database system has streamline the data maintenance and data sharing processes, allowing all model inputs to be maintained in one system that is easy to use, and that most local staff and their consultants are able to access and extract easily.

Staff focuses on the following technical modeling issues in consultation with SCTA advisory committees (primarily the PAC and TAC):

A. Ongoing maintenance

One of the most important parts of the modeling program is the collection, storage, and updating of the input data that is used to run the travel demand model. The quality of the model projections are only as good as the input data that is being used to run the model, so as input demographic, land use, and transportation network data improve, model projections will also be more reliable. Staff will continue to monitor and incorporate demographic, development, and project completion data available from local jurisdictions, regional, state, and federal agencies, and other data sources to ensure that model inputs are current, accurate, and reflect current land use and travel conditions and travel behavioral trends.

B. Transportation System (Network) Updates

Model representation of important regional roadways and transit corridors are a key input to the travel demand model. The regional transportation system is represented by simplified networks, and are coded with information regarding road capacity, average speed, directional travel,

headways for transit, and facility location. It is important that this information accurately represent the current state of the transportation system and that the future projected transportation network be a good representation of what will be built in the future. Staff continues to monitor changes in Sonoma County's transportation network and makes changes as necessary to ensure that representations of the existing and future transportation system are accurate. Future network additions are focused on Measure M projects, Caltrans projects, and local projects with significant regional importance and are consistent with the Metropolitan Transportation Commission's regional travel demand model (Travel Model One).

C. Land Use Data Updates

A challenging aspect of managing the modeling program is tracking housing and job growth as they occur throughout the county. Historically updates to the travel model land use inputs have coincided with the Comprehensive Transportation Plan (CTP) update schedule. CTP updates generally occur on a four-year cycle. These major CTP updates have been supplemented by intermittent updates as requested by local jurisdictions which are associated with project level analysis or local planning efforts. Staff recommends continuing to maintain the major model update schedule associated with the CTP update and is working with local jurisdictions to develop a countywide permitted and pending development database which will be used to ensure that model land use assumptions are consistent with local planning activities and development trends. Staff uses a universal data collection and reporting methodology in order to ensure that development and housing and job growth data provided by different organizations is consistent.

D. Data dissemination

As discussed earlier in this document, modeling data will be made available upon request including GIS and Excel versions of: input land use data for base (2015) and projected year (2040), model network outlining transportation system assumptions, travel demand projections by TAZ and network section, and other standard model reports summarizing VMT, delay, travel times, and other transportation metrics.

Those requesting model data will be asked to submit a formal data request form which identifies the requesting individual/ organization, data/files requested, and intended use (see Attachment A).

E. Model modification and improvement

Over time a number of local travel models have been incorporated into the SCTM. Detail from the Santa Rosa, Rohnert Park, Windsor, and Petaluma travel demand models has been incorporated into the countywide model.

Functional and technical improvements are routinely made to the model as necessary when time and resources allow. Improvements include changes and increases to model TAZs, network changes, additions or changes to model land use categories and trip generation formulas, improved reporting and visualization functionality, and coding efficiency changes. These structural changes and model improvements are undertaken when they are able to improve the quality and usability of the products produced by the modeling program.

F. Training

New modeling techniques, software, and GIS capabilities should be incorporated into the modeling program when they will improve the quality of the output, and/or make it easier to provide to SCTA's member organizations, their consultants, or the public where necessary. SCTA staff regularly participates in regional, statewide, and national technical modeling training programs and information exchange networks in order to keep up with recent developments and trends in travel demand modeling. Staff is also available to provide information on and provide training to local staff on the SCTM, travel modeling, and technical data analysis.

G. Model Validation

The model needs to be able to replicate observed conditions before being used to produce future-year forecasts. The Model Validation and Reasonableness Checking Manual published by the U.S. Department of Transportation (Federal Highway Administration – FHWA) provides guidance on how to validate and perform reasonableness checks on travel demand models. SCTA bases its model validation procedure on the recommendations provided in this document.

Model validation is performed in conjunction with model updates that are performed in conjunction with updates to SCTA's Comprehensive Transportation Plan. The services of independent consultants familiar with travel demand models and model validation are retained to assist staff with model validation.

Staff uses the following methods to validate the travel model:

1. Check countywide vehicle miles traveled and trips per person rates against typical values provided by FHWA and values reported by MTC and other counties for reasonableness.

2. Compare predicted or modeled link volumes to ground traffic count volumes using available traffic counts. Peak hour traffic count data is obtained from Caltrans and local jurisdictions. Link volume comparisons should be scattered across the countywide transportation system where ground counts are available, and should cover high and lower volume transportation system links. Staff generates a list and map of network/transportation system links and available ground count locations in an effort to determine if steps should be taken to collect additional ground counts in locations where data is unavailable.
3. Predicted/modeled link volumes should be within the deviation ranges to ground count volumes recommended by FHWA. Higher functional class links (freeways and principal arterials), which normally carry larger travel volumes (10,000 Annual Daily Traffic (ADT) and above), are recommended to be within 7% deviation of ground counts, and lower functional class links (collectors or roads with volumes of 5,000 ADT and below) to be within 25% deviation of ground counts.
4. Check future trip generation, distribution, and link volume for reasonableness by comparing model results to regional and statewide model results, comparison to transportation trends, and consultation with the SCTA advisory committees.
5. Compare predicted or modeled mode split rider ship counts to existing transit rider ship counts and historical/observed mode split rates.
6. Land use audits – Model land use inputs are reviewed using visual and tabular representations of this data. Outliers and gaps are identified and corrected as necessary. Draft model run results are also used to identify possible errors or omissions in land use inputs.
7. Transportation network audits - Model networks are reviewed various visual representations and tabular versions of input transportation network data. Draft model run results will often quickly highlight any errors or omissions in model transportation networks.
8. Dynamic validation/Sensitivity Testing – Dynamic validation tests the model's ability to respond reasonably to changes in inputs. Changes to land use, road network, transit service, travel costs, and policy are tested as part of the SCTM dynamic validation process.

## **Program Evaluation**

In order to ensure the long-term viability of the program, it is critical that the program be periodically re-evaluated. Staff will work with SCTA advisory committees to evaluate model performance and to recommend changes to the modeling program or its associated policies periodically.

From an administrative standpoint, the following questions can be used to assess the program:

1. Is the SCTM being primarily used to support the planning priorities of the SCTA?
2. Is the SCTM being adequately maintained and does it accurately represent current and expected countywide travel?
3. Are the data products and analytical services available through the program sufficient for SCTA and local planning needs?
4. Is there a significant unmet data need that would warrant changes to the model, model focus, or data products available through the modeling program?

From a technical/operational standpoint, the following performance criteria can be used to evaluate the adequacy of the modeling program:

1. Can the existing structure and functionality of the SCTM be used to adequately support the long-range planning priorities of the SCTA?
2. Are existing land use updating procedures and protocol in place and working?
3. Is there a significant deficiency in model outputs that would warrant a major re-configuration of the existing SCTM structure?

Staff will routinely review the status of the modeling program and will address any deficiencies as resources allow. Staff will also conduct a comprehensive review of program operations and model performance during each major model update and will make recommendations for addressing possible deficiencies. Staff will work with SCTA advisory committees to perform this comprehensive program review as part of the CTP update cycle.

**Sonoma County Transportation Authority**  
Travel Model Data Request Form

**Firm/Organization:** \_\_\_\_\_

**Requested by:** \_\_\_\_\_

**Address: Street:** \_\_\_\_\_

**City/State/Zip:** \_\_\_\_\_

**Phone/Fax:** \_\_\_\_\_

**E-mail:** \_\_\_\_\_

**Project/Application:** \_\_\_\_\_

**Detailed description of requested data/files (include formats, model run years, etc.):**

**Purpose/Use of requested data:**

I understand and agree to the following terms related to the use of the request data/files:

Travel model files prepared by SCTA including the associated input and output files, were developed for use by SCTA for countywide planning purposes. The appropriate use of such data in other planning programs and studies must be determined entirely by the planners and analysts of the firm or agency undertaking such projects. SCTA makes no warranties, expressed or implied, of the appropriateness or accuracy of any results or opinions derived from any project not conducted or sponsored by SCTA utilizing SCTA's technical data. SCTA welcomes verifiable modifications that would enhance the integrity of the modeling process or input/output files. Please provide a detailed list of any model file modifications and a justification for any modifications to SCTA staff at the conclusion of this project.

**Signed:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Mail, Email, or Fax to:** SCTA  
Attn: Chris Barney, Transportation Planner  
490 Mendocino Ave., Suite 206  
(707)565-5373  
[cbarney@sctainfo.org](mailto:cbarney@sctainfo.org)  
fax: (707) 565-5370





# Highway 37 Improvement Plan

Join us for an **Informational Open House**  
Come to the one nearest you!

In response to impacts from **sea-level rise, flooding** and **increased traffic** along the corridor, the counties of Marin, Napa, Sonoma and Solano, in partnership with Caltrans and the MTC, are planning to **improve access and safety** along Highway 37.

The Open Houses will aim to:

- **Inform** residents and Highway 37 users about the status of the planning process
- Provide an opportunity for participants to share their concerns and **provide feedback**

## NOVATO - Wednesday, Sept. 20<sup>th</sup>

6 pm to 8 pm at The Key Room  
1385 Hamilton Parkway, Novato

## AMERICAN CANYON - Wednesday, Sept. 27<sup>th</sup>

6 pm to 8 pm at the American Canyon Council Chambers  
4381 Broadway Street, American Canyon

## SONOMA - Thursday, Sept. 28<sup>th</sup>

6 pm to 8 pm at Sonoma Veterans Memorial Building  
126 First Street West, Sonoma

## VALLEJO - Monday, Oct. 2<sup>nd</sup>

6 pm to 8 pm at the Vallejo Naval and Historical Museum  
734 Marin Street, Vallejo

Project led in partnership by:

