

SCTA Sonoma
County
Transportation
Authority

Keeping Sonoma County Moving

Planning Advisory Committee

Monday, January 29

2:30pm – 4:00pm

SCTA conference room – 520 Mendocino Avenue, #240, Santa Rosa

Directors

Robert Jehn, Chair
Cloverdale

Mike Kerns, V. Chair
Sonoma County

Bob Blanchard
Santa Rosa

Stanley Cohen
Sonoma

Pat Gilardi
Cotati

Mike Harris
Petaluma

Paul Kelley
Sonoma County

Jake Mackenzie
Rohnert Park

Warin Parker
Windsor

Sam Pierce
Sebastopol

Mike Reilly
Sonoma County

Lisa Schaffner
Healdsburg

- I. Consent
 - A. Approval of Minutes of November 27, 2006
 - B. Approval of the Agenda
- II. Santa Rosa Station Area Plan – presentation by Ken MacNab
<http://www.stationareaplan.net/>
- III. University District Regional Traffic Impact Funds*
- IV. Data Collection/Analysis*
- V. Reports
 - A. SCTA
 1. SCTA Bicycle/Pedestrian Master Plan*
 2. Community Based Transportation Plan - Roseland update*
 - B. MTC – Regional Transportation Plan (RTP) update*
- VI. Announcements
- VII. Adjournment

* materials attached

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Executive Director

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The next SCTA meeting will be held February 5, 2007

The next **PAC** will be held **April 30**, 2007

SCTA Staff: Janet Spilman 565-5373. jspilman@sctainfo.org

The agenda packet is available online at www.sctainfo.org

Planning Advisory Committee

MINUTES OF MEETING

Monday, November 27, 2006

ATTENDEES

Ron Bendorff, City of Rohnert Park	Mike Moore, City of Petaluma
Greg Carr, County of Sonoma Permit Resource Management District (PRMD)	John Nemeth, SMART
Peter Chamberlin, Town of Windsor	Steven Schmitz, Sonoma County Transit
Ron Downing, GGBHTD	Rick Tooker, City of Healdsburg
Wayne Goldberg, City of Santa Rosa	Kenyon Webster, City of Sebastopol
Gary Helfrich, County of Sonoma PRMD	

SCTA Staff Present: Chris Barney, Nina Donofrio, Lynne March, Janet Spilman

I. Consent

- a. Approval of Minutes of June 29, 2006
The minutes were approved as presented.
- b. Approval of the Agenda
The agenda was approved as presented.

II. General Plan Updates

Sonoma County Presentation by Gary Helfrich, PRMD

Mr. Helfrich reported on the status of the Circulation and Transit Element of the County General Plan. He briefly summarized the history of the project, explaining that in 2001 the Board of Supervisors appointed a 15-member Citizens Advisory Committee (CAC) to meet and craft basic recommendations and planning for the General Plan Update. In April, 2006 the Planning Commission adopted the current General Plan, as drafted by the CAC, based on Planning Commission recommendations. The draft document presented includes the Planning Commission's recommended changes.

Mr. Helfrich stressed that, while this is a public document, it is constantly changing. Therefore, in order to minimize confusion, staff discourages reproducing and distributing the document.

Mr. Helfrich addressed the seriousness of the transportation problem in Sonoma County, reaffirming that there is no easy, quick solution to the problem of congestion; and that the usual paradigm of automobiles traveling on Highway 101 is not an answer for long-term transportation needs. He remarked that the solution to Sonoma County's traffic congestion is beyond the year 2020, which is the horizon line drawn by the General Plan. He also addressed the issue of rationally and equitably sharing financial responsibility for these improvements on a regional basis. There are examples where the County has projects that impact the City, and the City does not benefit from impact fees; one of these examples is the Airport industrial area, which impacts the town of Windsor and City of Santa Rosa, and from which the County benefits. Conversely, the City of Penngrove, an unincorporated area, has severe traffic congestion and travel demands that are generated from outside of Penngrove.

Mr. Helfrich referred to maps presented to the Committee. He explained that in some cases areas that are already operating at Level of Service F will still be operating at this level, which is the lowest standard level of service, regardless of any of the 10 scenarios identified for the future. In these cases, staff will establish a certain volume-to-capacity ratio goal rather than the level of service standard.

Mr. Helfrich referred to the Boyes Hot Springs area as an example of the difference in how traffic flows from a ratio of 1.5 to 1.8 capacity. In response to questioning from the Committee, he explained that volume to capacity ratio policy is outlined in policy number CT-3A of the Circulation and Transit Element.

Another issue Mr. Helfrich identified is the question of where the County Bikeways belongs. It is referenced in the Circulation and Transit Element, but is currently in the Open Space and Research Conservation Element. Consideration was initially given to having Class 2 and 3 bike path policies in the Circulation Element, and Class 1 policies in the Open Space Element. After meetings of PRMD staff, Regional Parks, and the Open Space District, it was determined that it will remain in the Open Space Element for the time being. This is to allow for more research to be conducted to determine the best location for different policies, in order not to miss any possible funding opportunities. Rail transit is addressed in policy CT-4a through 4e, and includes both passenger and freight rail.

Policy CT-2e requires major employment centers and employers to provide facilities and Traffic Demand Management programs to support alternative transportation modes. This would be implemented by ordinance, if it is not done voluntarily. Police CT-2aa encourages the establishment of home-based businesses. In response to questioning by Ms. Spilman, Mr. Helfrich explained that this would be encouraged by having a simple permit process that would not be cumbersome and costly for the home-based business owner. Home business policies have been made broader; e.g., allowing storage of a commercial vehicle on the property.

Another policy that the Planning Commission and Citizens Advisory Committee have identified to maintain the character of Sonoma County, although it does not increase circulation, is the implementation of a Heritage Roads Program. This program preserves the character of historic roads and their configuration, while still allowing them to qualify for federal funding for road improvements. Mr. Helfrich noted that the state of Vermont has a similar program.

III. Election Results

1. CMIA bond and its impact on Sonoma County*

Suzanne Smith announced that the Corridor Mobility Improvement Account (CMIA) Program deadlines are coming up quickly. This program makes up \$4.5 billion of Proposition 1B, a \$19.9 billion infrastructure bond. SCTA's submittals are due in to MTC by Friday, December 1, 2006. MTC makes their decision and then submits it to the CTC by January 15, and the CTC then allocates up to \$4.5 million by March 1, 2006. This program is for highway improvements and capacity improvements, and offers a good opportunity for possible funding for the Highway 101 projects. Draft Environmental Impact Reports have been filed for all these projects and the final environmental document is complete on the Wilfred project. These projects are within 18 to 24 months of going into construction. They have significant matching funds from local sales tax measure and past years' gasoline tax funds; however, there is a \$243 million shortfall for all these projects to be completed. Staff has been on schedule to take advantage of this funding opportunity.

The Narrows in Sonoma County requires approximately \$400 million in funding. \$300 million of this funding is needed for Segment B, or the middle section, of this project.

These are being prepared as two projects: The HOV extension, taking the existing HOV lane and extending north and south, at \$243 million, and the Marin-Sonoma Narrows project, which is \$430 million.

Additionally, 12 different audits have been conducted.

The goal is for the above projects to be completed by 2010 or 2011 (with the exception of the Narrows). The MTC has a special meeting scheduled for January 15, and this will be one of the topics for discussion at the SCTA Board meeting. This will be a topic of discussion at the December 11 SCTA Board meeting. In response to questioning by the Committee, Ms. Smith explained that criteria for these projects is that same as that of the California Transportation Commission (CTC). The CTC will chose the projects to be funded. The MTC basically used CTC's criteria. Ms. Smith summarized additional programs available under Proposition 1B, including a \$1 billion fund for local road maintenance, and funds for transit.

Ms. Smith advised that there are some formula funds for which SMART would be eligible, in response to questioning by Mr. Carr.

Ms. Smith reported that Sonoma County voted against Proposition 90 and for 1A and 1B.

i. SMART

John Nemeth of SMART reported that Measure R was defeated. The latest poll in Sonoma County was reported at 70.1 and Marin County was 57.4, for a total of 65.33. The next steps are to pursue this again in 2008. An ad hoc committee has been formed to examine the project for possible modifications. This will be a 90-day project. Approximately. Various issues to be examined will include the possibility of weekend service, station locations, and other vehicle types.

In response to Ms. Spilman's query, Mr. Nemeth confirmed that their goal is to not open the EIR. He reported that Novato is looking at new station locations and/or re-thinking current station locations. Railroad Square is proceeding as planned, and negotiations are under way with the developer.

Mr. Helfrich asked whether the project could have been altered or modified in any way so that the measure would have passed. Mr. Nemeth said staff is compiling various input to determine this, and welcomed comments from the Committee. In response to Ms. Spilman's query, he reported that voter turnout was approximately 70%. Mr. Carr noted that Highway 101, transit, and rail are critical; that they are all necessary for providing transportation, even with additional road improvements. He stated that the bus system is needed to support the rail system.

Mr. Helfrich noted that a fourth lane for 101 is not a possibility. He reiterated that the 101 corridor, the transit system, and the rail system are all necessary to accommodate transportation needs in the future.

Mr. Nemeth noted that staff's direct involvement in the campaign was limited; they relied on elected officials spearheading the campaign.

Mr. Helfrich asked whether it was possible that the Open Space authorization could have competed with, and impacted, the success of the SMART campaign. Mr. Nemeth did not have a definitive answer, but noted that the Open Space conducted a poll to determine how these two initiatives would work. He did not know the results.

Mr. Carr asked if the voting results had been analyzed geographically. Mr. Nemeth replied that this had been done to a limited extent. The measure did very well in West Marin County, and poorly in Tiburon, Belvedere, Ross, and the high-end communities. Mr. Helfrich said this may have been more to a perceived lack of any benefit for the voters than a resistance to the sales tax itself. In

response to questioning by Ms. Spilman, Mr. Nemeth noted that Sonoma County had not yet released precinct data.

Mr. Helfrich asked if Mr. Nemeth thought the resumption of freight service would impact the public perception of rail service. Mr. Nemeth said this is difficult to determine with certainty; he noted that this could impact at either extreme of acceptance or resistance to rail service. He announced that freight service could potentially be operating next year.

IV. Data Collection/Analysis

1. Wine Country O & D

Chris Barney of the SCTA announced that, as part of the Wine Country Interregional Partnership, which is made up of planning agencies from Sonoma, Lake Mendocino, and Napa Counties, as well as the Metropolitan Transportation Authority and Caltrans, the SCTA has been involved in the first of the Partnership's projects, which is to study issues facing these counties. It was determined that the biggest issue these counties face is a jobs/housing imbalance, and accommodating the increased traffic with residents commuting from Lake and Mendocino Counties to work in Sonoma County.

The next phase of the project was to conduct an origin and destination study, to compile data. Data was collected from license plate information for cordon lines from drivers crossing County lines on state highways. Surveys were sent to these travelers to establish trip purpose, trip length, and frequency of trips. Response rate to the survey was 15% to 20%. The next phase of this project will then be to examine a recreational, tourism model, and travel patterns in the wine country specifically related to these activities. Caltrans will then address needs for improvement in cross-county commute patterns. The data from the O & D study will be compiled, and a final report is expected to be released in early 2007. The intent of collecting this data is to create a travel demand model from the data.

2. Wine Country Travel Demand – RFP *

Caltrans has oversight of developing an integrated interregional travel forecasting model for Lake, Mendocino, Sonoma, and Napa Counties. This will enable Caltrans and local agencies to plan effectively for increased traffic, based on data compiled from the traffic study.

3. Penngrove O & D study*

Mr. Barney explained that the Measure M expenditure plan included funds to study the Penngrove area. A subcommittee of the Technical Advisor Committee was formed to study worsening traffic conditions in this area. An RFP was issued for collecting Origination and Destination (O and D) data, to find out where travelers are coming from and where they are going. The Committee has allowed for flexibility of methodology in collecting this data in the RFP.

4. Bus transit map*

Mr. Barney presented a countywide transit map, explaining that he had been working with transit providers to develop GIS layers for all transit providers in the County. This map displays all bus routes in the County. This map is available as a PDF file, and will be available online in the future. Mr. Barney also has GIS files for the map.

5. Update Land Use assumptions for travel demand model*

Mr. Barney reported that he had met with representatives from all jurisdictional staff regarding current land use numbers for a traffic demand modeling program, and what is foreseen in the future. Mr. Barney presented an example of what the new data will look like, which will include figures for housing units by type, employment data, students, and recreational acreage. The 2005

baseline data is based on the County Assessor's data, and data from local staff. General Plan data and local input was also utilized. 2020 and 2030 forecasts are based on ABAG projections 2005 forecasts, and SCTA is also assembling a set off scenarios that are based on local forecasts if these are available. Mr. Barney announced that he had begun sending out the new baseline and projected data. He requested that the Committee review and provide feedback on this data, and thanked them for their input. He said he anticipates sending the rest of the forecasts out within the next two weeks.

6. American Communities Survey*

Mr. Barney explained that this is a survey generated by the U.S. Census Bureau. He presented a summary of the updated census data. This has also been provided to the Board. This data is based on surveys, not actual counts. He drew particular attention to Travel to Work information, and noted that carpools have become smaller.

V. Reports

A. SCTA

1. SCTA Countywide Bicycle/Pedestrian Master Plan*

Lynn March reported that W-Trans has been awarded the contract for this project, which is funded through TDA3. These funds will also be used to purchase a new plotter and software to augment GIS capabilities. Data needs have gone out to all entities. The kickoff is November 28. Petaluma and Santa Rosa are each doing their own bicycle and pedestrian plans. One incentive for jurisdictions to collaborate on the Countywide Bicycle and Pedestrian Master Plan is to qualify to receive funding from the CalTrans Bicycle Transportation Account. The project is on a 12-month schedule. Workshops are being planned. Josh Abrams of W-Trans is the primary contact for planning. Mr. Carr asked when the best time would be to notify the public so that those opposed to bicycle paths in their neighborhood have the opportunity to give input. Ms. March replied that independent workshops would take place at core areas. Mr. Schmitz pointed out that the Countywide Bicycle Pedestrian Advisory Committee meetings are open to the public.

2. Roseland Community Based Transportation Plan - update*

Ms. March reported that this is an MTC-funded program, focused on low income and minority communities in the Bay area. Success of the pilot program in 2004 has resulted in additional plans taking place. The Roseland area is the only Sonoma County location that has been designated for this program. A contract is in place with Design Community & Environment for \$55,000. The project was kicked off in April. Completion is anticipated in March. Outreach has included public meetings, focus groups, questionnaires, telephone calling, on-street interviews, analysis of transit gaps and existing conditions. Solutions are now being identified. A stakeholders group was formed, and the next stakeholders meeting, the second of three, is scheduled for December 13, 2006. There will be some refinement of proposed solutions at this meeting. Pedestrian and bus issues are the major topics being identified.

3. SCTA Comprehensive Transportation Plan (CTP)*

Ms. Spilman reported that update of the CTP will begin in 2007. Staff has applied for a grant from Caltrans to fund the next Plan. In preparation of the grant application staff developed a draft Scope of Work. The last CTP was a smaller scaled project that included an update of projects and certain sections. Ms. Spilman noted that if the grant application is not successful, this could be the case with the next CTP. Staff is hoping to have more empirical data gathering; including data collection and modeling, more environmental review, and more public input, as well as more workshops.

B. Focusing Our Vision – ABAG

Mike Moore presented a handout of the program highlights, explaining that this is the process ABAG and MTC is going through. This is an attempt to take the basic principles of that plan, focusing growth in urban areas, smart growth, transit-oriented development, and to try to tie this more comprehensively to the regional projections that ABAG does every two years to the housing element and the regional housing needs allocation. This is also for the purpose of trying to qualify for state and federal funds.

Two committees, the Technical Advisory Committee and an elected officials groups, as well as stakeholders, are involved in this process. Monthly meetings have been taking place since May 2006. Initially, focus was on a modeling and GIS exercise, which was not satisfactory for most committee members. He noted that data layers were either too broad, so as to have no effect at all, or so detailed that they did not express the correct mix of information. The general consensus was that the process needs to be simplified, and focused more on existing urbanized areas, BART extensions, transit corridors, and anticipated transit corridors. The process is currently focused on having housing where transportation already exists, or is likely to exist..

Mr. Nemeth pointed out that one of the arguments against Measure R was that because ABAG is making the housing allocation more policy-driven and is basing allocation to some degree on where transit facilities are located, if Measure R passes and rail stations are established, ABAG will force a great deal of housing to be built. Mr. Moore responded that this has been reflected in the current methodology, and that this was a conscious decision made by the committee in anticipation of having that transit available. Mr. Moore explained that the decision was made to anticipate SMART; and higher-density housing; it was not seen as a drawback in terms of policy direction.

Ms. Spilman announced that PAC meetings would now be held quarterly. The next meeting is scheduled for January 29 at 2:30 p.m.

There being no further business, the meeting was adjourned at 5:00 p.m.

Respectfully submitted,

Nina Donofrio



Staff Report

To: Planning Advisory Committee

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

Re: University District Project Regional Traffic Impact Funds

Date: January 29, 2007

Issue

Should the SCTA approve the attached contract with the City of Rohnert Park regarding the disposition of contributions made by the developer of University District.

Background

At the January meeting SCTA Board directed staff to participate in the development of an agreement regarding the disposition of funds collected by Rohnert Park to mitigate traffic impacts outside of its city limits. LAFCo has requested this agreement as condition for its approval of annexation by Rohnert Park of the University District development site. They will next address this issue on February 7 and require a draft agreement by that time.

The issue of regional mitigation fees, in its various forms has been of interest to the SCTA for many years. Below is a brief history of SCTA discussions on the subject and a summary of current events.

Brief History

The SCTA has considered the issue of regional traffic mitigation fees in the past, most recently in 2002 – 2003.

At that time the SCTA addressed LAFCo Resolution 2390 naming SCTA as the “agency with primary responsibility for the coordination of regional traffic mitigation.” This was in response to language in Rohnert Park’s General Plan proposing a development fee to mitigate regional traffic impacts.

The Citizens Advisory Committee, consulting with the TAC as well as legal, financial and transportation specialists, studied the matter at length. A great deal of headway was made resulting in a general agreement among SCTA members of the value of considering a mitigation policy.

Ultimately, there were two significant issues that could not be overcome.

- 1) It was a stretch, legally, to collect fees only on new development for identified existing transportation projects and existing needs were a focus of the Board and CAC.
- 2) The amount of fees collected would not be enough to change the overall funding scenario.

The SCTA, with a recommendation from the CAC, decided that a sales tax measure would be a more fair and effective means of addressing existing regional traffic impacts.

In November 2004 Measure M passed instituting a ¼ cent sales tax to benefit transportation projects throughout the County. Progress has already been made on important projects, including an initial study in the Penngrove area.

Rohnert Park University District Specific Plan

The City of Rohnert Park has applied to LAFCo for permission to annex a 354-acre area adjacent to Petaluma Hill Road, generally located east of Snyder Lane, south of Keiser Avenue and north of Sonoma State University as proposed in the University District Specific Plan.

It is acknowledged that the project will have significant traffic impacts, both within and beyond City boundaries. For impacts beyond City boundaries Rohnert Park has required the developer to pay any future SCTA Regional Traffic Impact Fees. Because there is no fee in place at this time, the developer agreed to make an in lieu payment.

The County, and subsequently LAFCo have renewed the discussion of regional traffic impact mitigation as a result. On December 13, 2006 LAFCo, recommended that Rohnert Park work with SCTA and the County to develop an agreement for the disposition of regional traffic impact funds collected by Rohnert Park.

SCTA already has a financial commitment, through Measure M, to a project that would improve circulation in the Penngrove Area. It is suggested that the SCTA hold regional traffic mitigation funds as well.

There are several factors that point to the SCTA as the appropriate agency to approve and oversee projects that are designed to mitigate regional traffic impacts and more specifically to manage the funds collected for University District regional traffic impacts:

- impacts are outside of Rohnert Park's city limits,
- the County and neighboring cities have an interest in regional mitigation issues,
- SCTA (through Measure M) remains the primary funding source of the Penngrove area project,
- the County and Rohnert Park agree that SCTA is best situated for the role
- LAFCo requests that SCTA be involved in the disposition of the fees collected by Rohnert Park for the University District regional traffic impacts before final approval of the annexation.

The Agreement:

At the January 8 meeting the SCTA directed staff to meet with the appropriate parties to develop an agreement that would resolve the immediate disposition of funds collected by Rohnert Park to mitigate the regional traffic impacts and allow the City to move forward with the annexation process.

The Agreement acknowledges the following:

1. There are traffic impacts caused by the project that are unable to be mitigated by Rohnert Park primarily because they are outside city limits.
2. Rohnert Park has required that the developer contribute \$3,500 per residential unit toward mitigation of those regional traffic impacts.
3. As a condition of annexation LAFCo requires Rohnert Park to involve SCTA in development of an agreement that addresses disposition of the funds collected and mitigation of the identified impacts.
4. Rohnert Park will transfer all regional impact funds collected by the developer to the SCTA.
5. SCTA accepts responsibility to approve and allocate regional traffic impact funds to be implemented by eligible public entities.

Policy Impacts:

Short term impact is commitment of SCTA as party to an agreement with Rohnert Park that would set forth SCTA as recipient of regional traffic impact funds. The SCTA would be responsible to work with the County, Rohnert Park and other cities on scoping and development of regional transportation projects.

Long term, such an agreement takes the SCTA a step toward development of a regional traffic mitigation fee policy.

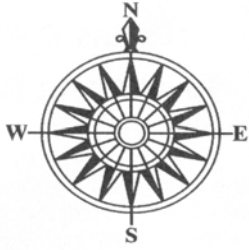
Financial Impacts:

The passage of Measure M created a ready-made structure for traffic impact funds as they relate to problem areas identified in the tax measure. SCTA has created an accounting system to track funds within specific categories of the overall Measure M budget. A similar system with regular reporting capabilities can be established for traffic impact funds accepted by SCTA.

At a fee amount of \$3,500/unit, approximately \$5 million would be collected for regional traffic impacts caused by the University District project. This could be added to the \$19 million already committed to the Penngrove Project by Measure M and/or to other projects deemed eligible by a process to be determined by SCTA. Per the developer agreement, fees collected for mitigation are obligated by law to be used within 15 years.

Recommended Action:

Recommend approval by the SCTA



Staff Report

To: Planning Advisory Committee
From: Chris Barney – Transportation Planner
Re: Travel Demand Model Land Use Assumptions Update
Date: 1/29/2007

Issue:

Work with local jurisdictions to update input data for SCTA's travel demand model (SCTM or the Sonoma County Travel Model).

Background:

SCTA's travel demand model is maintained in order to support the Authority's planning efforts and provide current and forecasted land use and travel demand information to SCTA's member organizations. Travel forecasts can provide insights into where existing and future travel demand is or will be most acute, and where the countywide transportation network is or will be most congested. The model can also provide an idea of where traffic on congested roadways may be traveling from or to, or which routes are most likely between different parts of the county. This information can inform transportation planning decisions, and help determine where limited resources may be leveraged to provide the greatest congestion reduction benefit, or provide the greatest improvements to countywide mobility.

Current and future land use and road/highway network data are the primary inputs to the modeling system. SCTA staff has undertaken an effort to improve and update this data, which will provide better travel demand modeling output, and provide a countywide land use dataset of greater utility to SCTA's member organizations and other groups interested in future land use changes in the county. Updated land use scenarios will also provide greater consistency with other local and regional land use forecasts (California Department of Finance, ABAG, MTC modeling program, etc.).

Model input data has been updated by traffic analysis zone (TAZ) using county assessor parcel level land use data, California Department of Finance forecasts, ABAG Projections 2005 household and job forecasts, land use information available at the local level, and input from local staff. A number of TAZ boundaries have been reconfigured to improve the usability of the model and to better represent travel generating and attracting areas of the county.

Land Use Scenarios:

Staff has assembled two sets of land use forecasts. Each set of forecasts includes land use scenarios for current conditions (2005) and two future year scenarios (2020 and 2030). The first set of forecasts are consistent with ABAG Projections 2005. These scenarios have been assembled in order to allow SCTA to produce a set of travel demand forecasts that are more consistent with other regional travel demand models (MTC's BAYCAST and the Marin County model both use ABAG consistent land use scenarios in their modeling efforts). ABAG Projections 2005 employment and job growth numbers for current (2005) and future years (2020

and 2030) have been used as control totals at the jurisdictional level (usually including the city or town's Sphere of Influence) for this set of forecasts.

The second set of forecasts are based on locally preferred current and future land use scenarios that may not be consistent with ABAG's population or job growth forecasts. Input from local staff has been used to assemble this set of forecasts. This set of forecasts has been named the "locally preferred scenario".

Countywide Travel Demand Model:

Once the final draft set of land use scenarios have been completed and adopted, staff will use the updated land use scenarios to run the countywide travel demand model. Model output will be compared to existing traffic count information for county roads and highways, and the model will be revalidated, or revised, to ensure that it is able to reliably replicate existing travel demand conditions for 2005, and that future year travel demand forecasts are reasonable.

Land Use Update Status:

The following table summarizes the status of land use updates as of January. 19, 2006:

Jurisdiction	Status
Cloverdale	Met with Bruce Kibby re current and future land use conditions. Updated draft baseline and forecast scenarios have been completed and submitted to Cloverdale staff for review.
Cotati	Met with David Woltering re current and future land use conditions. Updated draft baseline and forecast scenarios have been completed and submitted to Cotati staff for review.
Healdsburg	Met with Lynn Goldberg re current and future land use conditions. Updated baseline and forecast scenarios provided by city staff. Updated draft baseline and forecast scenarios have been completed and submitted to Healdsburg staff for review and have been approved.
Petaluma	Updated 2025 land use scenario from the Petaluma travel demand model has been provided and will be used to interpolate 2020 and 2030 land use scenarios for Petaluma. Updated base year data has been received and will be used to compile the baseline (2005) scenario. SCTA staff expects to submit completed scenarios by Jan. 29 th , 2007. Local contact: Scott Duiven
Rohnert Park	Met with Ron Bendorff re current and future land use conditions. Updated draft baseline and forecast scenarios have been completed and submitted to Rohnert Park staff for review. Draft scenarios have been reviewed and updated by SCTA and Rohnert Park staff and resubmitted for review.
Sonoma, City	Met with David Goodison re current and future land use conditions. Updated draft baseline and forecast scenarios have been completed and submitted to Sonoma staff for review.
Sonoma, County	Met with Gary Helfrich re current and future land use conditions. Updated draft baseline and forecast scenarios for most of the unincorporated county have been completed and submitted to Sonoma County staff for review. Outstanding scenarios should be complete and submitted to county staff by Jan. 29 th , 2007.
Santa Rosa	Santa Rosa provides parcel level baseline data and forecast data based on future build-out conditions. Baseline and forecast build out scenarios need to be reviewed and submitted to city staff. SCTA staff expects to submit these scenarios by Jan. 29 th , 2007. Local contact: Ken MacNab
Sebastopol	Met with Kenyon Webster re current and future land use conditions. Updated draft baseline and forecast scenarios have been completed and submitted to Sebastopol staff for review.
Windsor	Met with Peter Chamberlin re current and future land use conditions. Updated draft baseline and forecast scenarios have been completed and submitted to Windsor staff for review. Windsor has developed its own internal traffic model and would like SCTA to integrate their model structure and input land use data into SCTM. SCTA and Windsor City Engineer (Allan Tilton) have meet re this integration and are working to include local modeling information in the countywide model.

Draft Summary of Updated Land Use Forecasts:

A draft summary of the updated scenarios for each jurisdiction is provided below. Please note that these scenarios are in draft format and may have not been approved by local jurisdictions at this time. TAZ level land use forecasts have been provided to local staff for review and are available on request from SCTA. Staff will continue to refine and update data as necessary and new information becomes available that may improve the accuracy and completeness of this data.

Cloverdale

2005 Households:	3,180
2020 Households:	4150
2030 Households:	4350
2005 Office/Commercial Sq. Ft.:	403,052
2020 Office/Commercial Sq. Ft.:	619,287
2030 Office/Commercial Sq. Ft.:	656,729
2005 Industrial Sq. Ft.:	247,500
2020 Industrial Sq. Ft.:	357,500
2030 Industrial Sq. Ft.:	390,500
2005 Institutional Sq. Ft.:	267,203
2005 Institutional Sq. Ft.:	280,564

2005 Institutional Sq. Ft.:	305,564
2005 Hotel Rooms:	152
2020 Hotel Rooms:	473
2030 Hotel Rooms:	477
2005 Recreation Acres:	15
2020 Recreation Acres:	219
2030 Recreation Acres:	219
2005 Students:	1,623
2020 Students:	1,785
2030 Students:	1,948

Cotati

2005 Households:	3,190
2020 Households:	3,640
2030 Households:	3,840
2005 Office/Commercial Sq. Ft.:	967,146
2020 Office/Commercial Sq. Ft.:	1,709,363
2030 Office/Commercial Sq. Ft.:	1,873,415
2005 Industrial Sq. Ft.:	597,165
2020 Industrial Sq. Ft.:	888,920
2030 Industrial Sq. Ft.:	982,820
2005 Institutional Sq. Ft.:	59,696
2005 Institutional Sq. Ft.:	66,696

2005 Institutional Sq. Ft.:	71,696
2005 Hotel Rooms:	0
2020 Hotel Rooms:	150
2030 Hotel Rooms:	150
2005 Recreation Acres:	28
2020 Recreation Acres:	46
2030 Recreation Acres:	46
2005 Students:	2,475
2020 Students:	2,640
2030 Students:	2,353

Healdsburg

2005 Households:	4,680
2020 Households:	5,350
2030 Households:	5,550
2005 Office/Commercial Sq. Ft.:	782,910
2020 Office/Commercial Sq. Ft.:	936,630
2030 Office/Commercial Sq. Ft.:	943,730
2005 Industrial Sq. Ft.:	1,045,000
2020 Industrial Sq. Ft.:	1,166,000

2030 Industrial Sq. Ft.:	1,144,000
2005 Institutional Sq. Ft.:	126,884
2005 Institutional Sq. Ft.:	146,050
2005 Institutional Sq. Ft.:	96,429
2005 Hotel Rooms:	268
2020 Hotel Rooms:	481
2030 Hotel Rooms:	485
2005 Recreation Acres:	124

2020 Recreation Acres:	135
2030 Recreation Acres:	135
2005 Students:	3,045

2020 Students:	3,033
2030 Students:	3,137

Petaluma
PENDING

Rohnert Park

2005 Households:	16,000
2020 Households:	18,090
2030 Households:	18,410
2005 Office/Commercial Sq. Ft.:	3,525,644
2020 Office/Commercial Sq. Ft.:	5,337,075
2030 Office/Commercial Sq. Ft.:	7,401,520
2005 Industrial Sq. Ft.:	2,436,500
2020 Industrial Sq. Ft.:	3,756,500
2030 Industrial Sq. Ft.:	5,142,500
2005 Institutional Sq. Ft.:	212,739
2005 Institutional Sq. Ft.:	232,746

2005 Institutional Sq. Ft.:	232,746
2005 Hotel Rooms:	510
2020 Hotel Rooms:	984
2030 Hotel Rooms:	1,104
2005 Recreation Acres:	712
2020 Recreation Acres:	800
2030 Recreation Acres:	814
2005 Students:	15,747
2020 Students:	28,311
2030 Students:	32,934

Sonoma

2005 Households:	5,100
2020 Households:	5,680
2030 Households:	5,780
2005 Office/Commercial Sq. Ft.:	1,520,672
2020 Office/Commercial Sq. Ft.:	1,566,035
2030 Office/Commercial Sq. Ft.:	1,576,867
2005 Industrial Sq. Ft.:	544,500
2020 Industrial Sq. Ft.:	533,500
2030 Industrial Sq. Ft.:	528,000
2005 Institutional Sq. Ft.:	104,961
2005 Institutional Sq. Ft.:	104,961

2005 Institutional Sq. Ft.:	104,961
2005 Hotel Rooms:	439
2020 Hotel Rooms:	439
2030 Hotel Rooms:	439
2005 Recreation Acres:	193
2020 Recreation Acres:	193
2030 Recreation Acres:	203
2005 Students:	3,568
2020 Students:	3,602
2030 Students:	4,084

Santa Rosa
PENDING

Sebastopol

2005 Households:	3,430
2020 Households:	3,680
2030 Households:	3,780
2005 Office/Commercial Sq. Ft.:	1,416,360

2020 Office/Commercial Sq. Ft.:	1,537,039
2030 Office/Commercial Sq. Ft.:	1,542,170
2005 Industrial Sq. Ft.:	390,500
2020 Industrial Sq. Ft.:	407,000

2030 Industrial Sq. Ft.:	390,500
2005 Institutional Sq. Ft.:	60,718
2005 Institutional Sq. Ft.:	63,831
2005 Institutional Sq. Ft.:	65,387
2005 Hotel Rooms:	97
2020 Hotel Rooms:	215
2030 Hotel Rooms:	215

2005 Recreation Acres:	19
2020 Recreation Acres:	19
2030 Recreation Acres:	19
2005 Students:	2,857
2020 Students:	2,845
2030 Students:	2,778

Windsor

2005 Households:	8,590
2020 Households:	10,380
2030 Households:	10,880
2005 Office/Commercial Sq. Ft.:	2,004,558
2020 Office/Commercial Sq. Ft.:	2,406,674
2030 Office/Commercial Sq. Ft.:	2,676,899
2005 Industrial Sq. Ft.:	1,968,604
2020 Industrial Sq. Ft.:	2,419,104
2030 Industrial Sq. Ft.:	2,521,104
2005 Institutional Sq. Ft.:	102,944
2005 Institutional Sq. Ft.:	117,578

2005 Institutional Sq. Ft.:	123,178
2005 Hotel Rooms:	286
2020 Hotel Rooms:	423
2030 Hotel Rooms:	475
2005 Recreation Acres:	478
2020 Recreation Acres:	495
2030 Recreation Acres:	499
2005 Students:	4,989
2020 Students:	4,286
2030 Students:	4,952

Unincorporated Sonoma County*

2005 Households:	35,900
2020 Households:	37,770
2030 Households:	38,320
2005 Office/Commercial Sq. Ft.:	4,716,003
2020 Office/Commercial Sq. Ft.:	4,866,516
2030 Office/Commercial Sq. Ft.:	4,941,177
2005 Industrial Sq. Ft.:	5,167,503
2020 Industrial Sq. Ft.:	4,943,503
2030 Industrial Sq. Ft.:	4,883,003
2005 Institutional Sq. Ft.:	703,258
2005 Institutional Sq. Ft.:	1,060,354

2005 Institutional Sq. Ft.:	1,065,301
2005 Hotel Rooms:	3,467
2020 Hotel Rooms:	4,142
2030 Hotel Rooms:	4,482
2005 Recreation Acres:	10,569
2020 Recreation Acres:	10,681
2030 Recreation Acres:	10,681
2005 Students:	8,243
2020 Students:	7,851
2030 Students:	8,226

*Includes Rural Rohnert Park/Cotati, Rural Healdsburg, Rural Sebastopol, Rural North East, Sonoma Coast/Gualala Basin, Russian River, and Sonoma Valley sub-areas. Rural Santa Rosa and Rural Petaluma sub-areas are PENDING.

Staff Recommendation:

Review updated land use scenario data for completeness and accuracy for the baseline year (2005) scenario, and check the reasonableness of the forecast year (2020 and 2030) scenarios for your jurisdiction and provide any revisions to SCTA staff.



Staff Report

To: Planning Advisory Committee (PAC)
From: Lynne March, Transportation Planner
Re: *SCTA Countywide Bicycle & Pedestrian Master Plan*
Date: January 29, 2007

Status Report:

The *SCTA Countywide Bicycle & Pedestrian Master Plan* was “kicked off” at the November 28th meeting of the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC), which is charged with advising the project. W-Trans is conducting the consultant study, funded through TDA3.

A key purpose of the project is to develop a comprehensive bicycle and pedestrian master plan to guide the development of a primary non-motorized transportation network in Sonoma County. The work scope includes bicycle and pedestrian planning; public outreach; and development of a unified mapping database. SCTA is taking primary responsibility for the GIS component. Chris Barney is working with W-Trans on the countywide mapping effort. An overall countywide plan is to be produced, as well as Individual bicycle and pedestrian plans for each participating entity. The plans will be certifiable for purposes of eligibility for Caltrans Bicycle Transportation Account funding.

First steps in the project are underway as follows:

- A primary contact was established for each entity
- An extended contact list was compiled.
- Existing plans are being reviewed
- Data was requested of all participating entities, most of which has been received.
- Individual meetings are to be set with each entity
- Countywide draft “Goal, Objectives & Policies” are being developed and discussed

Additional plan components include:

- Inventory of facilities, programs and conditions
- Transportation data collection recommendations
- Meetings, workshops and presentations
- Development of funding and implementation issues
- Expounding the benefits of non-motorized transportation

The target date for project completion is Nov/Dec 2007.



Staff Report

To: SCTA's Planning Advisory Committee (PAC)

From: Lynne March, Transportation Planner

Re: *Roseland Community Based Transportation Plan*

Date: January 29, 2007

Status Report:

Begun in April 2006, the *Roseland Community Based Transportation Plan* is scheduled for completion by the end of March. The Metropolitan Transportation Commission- (MTC) funded project is being conducted by Design, Community & Environment of Berkeley.

The focus of the MTC CBTPs is on the identifying the transportation needs of low-income and minority Bay Area communities and developing solutions to those needs through a collaborative, community-based process involving residents and stakeholders. Initial pilots were conducted in 2004, and subsequently a number of communities were selected by MTC. Roseland is the only area selected in Sonoma County to date.

The Roseland CBTP is aimed at identification of transportation problems and solutions. Early in the process, a decision was made to include the examination of all modes in determining issues and solutions. A stakeholders group has guided the effort. The final stakeholders meeting is scheduled for February 6th.

Primary components of the plan are:

- Community outreach
- Analysis of transit gaps and existing conditions
- Refinement of solutions and development of evaluation criteria
- Devising implementation strategies
- Presentation of findings
- CTBP production

Key areas of solutions have emerged as: 1) bicycle and pedestrian improvements; 2) transit service improvements; and 3) education and public awareness



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Memorandum

TO: Partnership TAC

DATE: January 9, 2007

FR: Ashley Nguyen

W. I.

RE: **Proposed Amendment to the Transportation 2030 Plan**

Background

The Regional Transportation Plan (RTP) is a major policy document of the Commission, and is required under State and Federal planning regulations. Adopted in February 2005, the *Transportation 2030 Plan* is our long-range plan that features comprehensive policy and investment strategies to maintain and operate the existing transportation network and to enhance mobility and improve access to schools, jobs, medical services and other vital destinations for Bay Area residents. Projects cannot be programmed for State or Federal funding nor implemented unless identified in the RTP.

Proposed RTP Amendment

MTC staff proposes to amend the *Transportation 2030 Plan* to take advantage of the new funding opportunities presented by Proposition 1B, which is a roughly \$20 billion transportation bond approved by California voters on November 7, 2006. Specifically, Proposition 1B features the \$4.5 billion statewide competitive Corridor Mobility Improvement Account (CMIA) aimed at improving performance on highly congested corridors. The CMIA program has been advancing on an aggressive schedule with a required regional submittal to the California Transportation Commission (CTC) by January 16, 2007. The Commission will hold a special meeting on January 10, 2007 to adopt the regional CMIA program and programming strategies for the Interregional Transportation Improvement Program (ITIP) and Trade Corridors of the bond.

The scope of the proposed RTP Amendment will be narrow and targeted towards incorporating those projects identified on the Commission-approved CMIA program into the Financially Constrained Element of the Transportation 2030 Plan. No other changes are being proposed in this RTP Amendment. The proposed RTP Amendment will add the following two HOV gap closure projects:

- I-880 Southbound High-Occupancy Vehicle (HOV) Extension from Hegenberger to Marina: This project extends the existing southbound HOV lane from its current beginning point approximately 1,000 ft. south of the Marina Boulevard over crossing to the Hegenberger on-ramp, extending the HOV lane by almost three miles. It also reconstructs bridges over I-880 at Davis Street and Marina Boulevard to provide standard vertical clearance over the freeway. This project is currently identified in the Vision Element but without identification of its costs. The RTP Amendment will shift this project into the Financially Constrained Element and identify the estimated \$108 million project cost.
- I-880 HOV Improvements (SR 237 in Milpitas to U.S. 101 in San Jose): The project fills an HOV gap by widening I-880 to add an HOV lane in each direction, extending the HOV system connecting Santa Clara and Alameda counties by four miles. Either no or minimal right-of-way will be needed. This project is currently not identified in the RTP. The RTP Amendment will add this project into the Financially Constrained Element and identify the estimated \$142.7 million project cost.



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: January 22, 2007

FR: Ashley Nguyen

W. I.

RE: **2009 Regional Transportation Plan Approach and Schedule**

Background

MTC's current Regional Transportation Plan (RTP) is the *Transportation 2030 Plan* adopted by the Commission in February 2005. Under SAFETEA (Safe, Accountable, Flexible and Efficient Transportation Equity Act), RTPs are to be updated every four years, so our next RTP update is to be adopted by the Commission in early 2009.

Each of MTC's long-range plans has embodied its own unique strategy to respond to the long-range transportation needs of a dynamic and growing Bay Area region. When the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) instituted a requirement that RTPs be financially constrained (reaffirmed by successive legislation), RTP efforts became largely focused on identifying transportation investments that fit neatly within the envelope of forecasted available revenues. While this approach helps us to refrain from creating lengthy transportation wish lists, it also has its limitations because RTPs do not truly reflect the regions transportation system vision of future growth. In fact, previous financially constrained RTPs have devoted nearly 80 percent of available funding simply to maintain and operate the region's existing road and transit systems. As a result, previous RTPs have included a "vision element" to show the full array of expansion projects needed to address projected population and employment growth.

Since the 1994 RTP, MTC's RTP effort has focused on developing the financially constrained element first and vision element second. For example, the first phase of the Transportation 2030 Plan concluded with Commission approval of regional programs and projects for the financially constrained element of the plan. The second phase focused on local Congestion Management Agency (CMA) board approval of county projects for the financially constrained element of the plan. The final phase consisted of identifying remaining projects for the vision element and crafting Calls to Action for the plan. We propose a different, more holistic approach for the next long-range plan.

Proposed 2009 RTP Approach

There are several planning activities underway that will help inform the 2009 RTP. These activities include: Freeway Performance Initiative, HOT Network Study, Regional Rail Plan, Consolidated Human Services Transportation Plan, 511 Strategic Plan, Joint Policy Committee's (JPC) global climate change assessment, and Focus our Vision effort. In light of these ongoing activities, staff believes that the full RTP vision should be defined first. Subsequent phases would follow-up with identifying a subset of financially constrained program of projects from the RTP vision to satisfy the federal financial constraint requirements.

MTC staff suggests a two-pronged approach for developing the RTP vision—(1) Land Use Strategy and (2) Financial Plan Strategy, as described below.

- **Land Use Strategy:** As ABAG's latest Projections 2007 continues to move us towards a "smart growth direction," staff believes it is important to assess how transportation investments can support this development and growth pattern. In keeping the momentum and progress made by initiatives such as MTC's hallmark Transit-Oriented Development Policy and the ABAG-led Focus Our Vision effort that is underway, we propose to fully assess the land use/transportation connection as part of the development of the 2009 RTP. Questions to address are: where will new housing be produced, what are the future growth patterns, how and where will people travel, what travel corridors will become heavily congested, how will travel demand and traffic congestion impact our air quality, and how can transportation policy not only serve this development but also influence the region in smart-growth directions beyond the policy-based smart growth projections? The land use projections would be based on ABAG's Projections 2007, and to the extent feasible, reflect the priority areas to be identified in Focus Our Vision. The JPC discussed this subject at its January 19, 2007 meeting.
- **Finance Plan Strategy:** MTC will prepare the 25-year RTP financial projections, accounting for those revenues reasonably expected to be available to the region and potential new revenue sources. However, rather than focus our efforts on divvying up uncommitted funds for the financially constrained element of the plan, all decisions on how the RTP finances are invested would not occur until after the RTP vision is fully developed. So, in deciding where to invest and what specific new transportation programs/projects to advance in the plan, we will consider how those investments best perform, respond to, and possibly reshape the assumed future growth patterns that underlie the plan. Further, we may wish to consider transportation investments that serve priority development areas identified in Focus Our Vision effort, which advance the framework of Projections 2007 forecasts. Once we establish the RTP vision, we will then craft the program of projects for the financially constrained and vision elements of the plan.

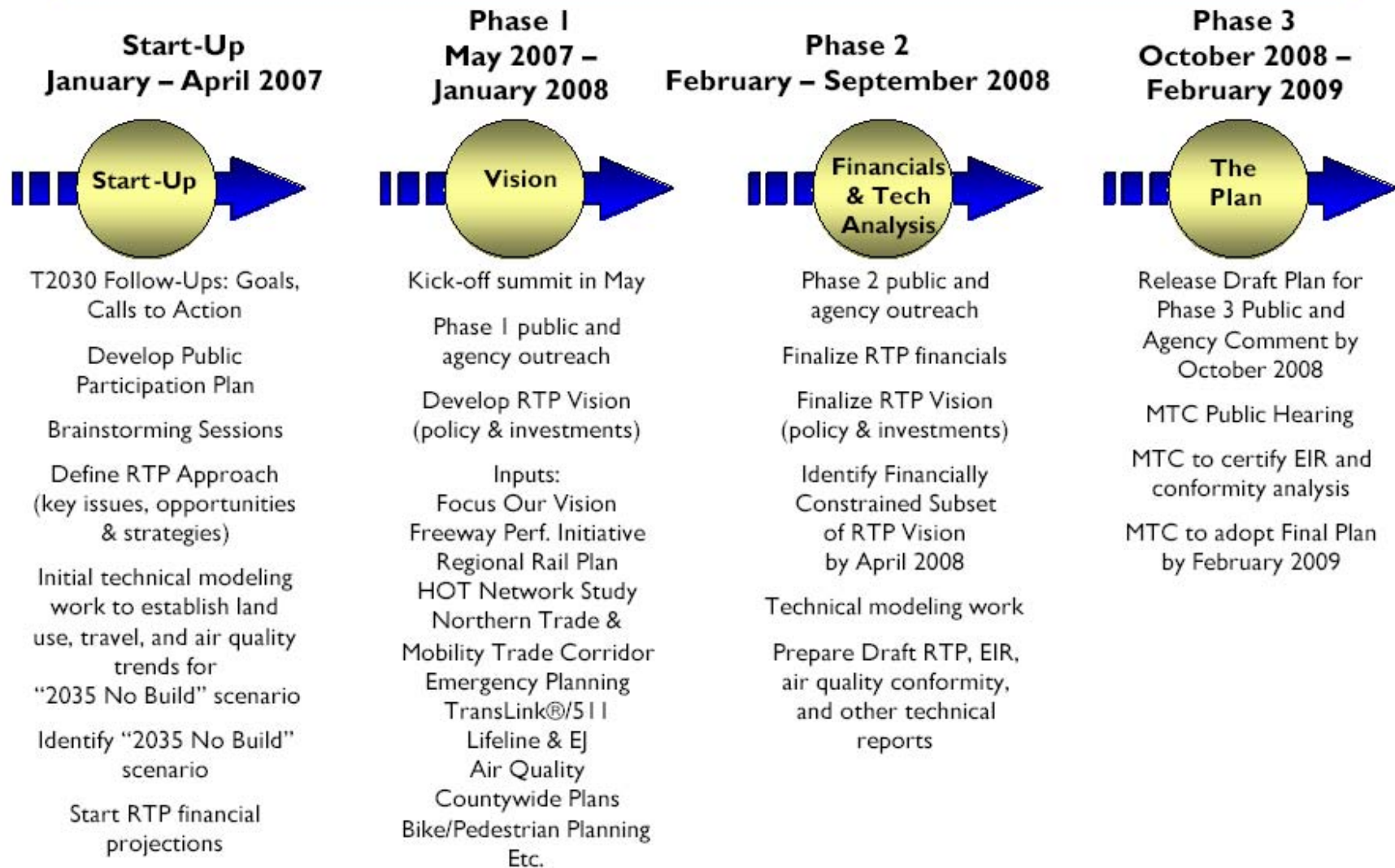
Proposed Schedule

MTC staff proposes a three-phased strategy for developing the 2009 RTP as shown in the attached process chart. As part of the start-up activities, we will conduct several brainstorming sessions with multiple stakeholders. In particular, we expect the JPC will play a significant role in helping shape the 2009 RTP as required by law.

Next Steps

We welcome the Bay Area Partnership's comments and suggestions and will consult with the JPC on this new approach for development of the 2009 RTP.

2009 Regional Transportation Plan Process



Proposed Air Quality Conformity and Environmental Analyses

This proposed RTP Amendment will necessitate the preparation of a transportation-air quality conformity analysis and an Addendum to the programmatic EIR for the Transportation 2030 Plan. MTC staff will prepare a new conformity analysis to reflect the inclusion of the two HOV gap closure projects in financially constrained element of the RTP. This conformity analysis will also serve to conform the proposed amendment to the 2007 Transportation Improvement Program.

The California Environmental Quality Act (CEQA) permits a lead agency to prepare an Addendum to a previously certified Environmental Impact Report (EIR) if some changes or additions are necessary but none of the changes or additions would require major revisions of the previous EIR due to the involvement of new significant environmental effects. MTC staff proposes to prepare an Addendum to the EIR for the Transportation 2030 Plan to address this proposed RTP Amendment. Changes to be addressed in the Addendum do not raise any new issues or new significant regional environmental impacts resulting from this proposed RTP Amendment. Except for minor technical revisions, the environmental assessment for the Transportation 2030 Plan remains unchanged as a result of this proposed RTP Amendment. The Addendum does not need to be circulated for public review. The Commission shall consider the Addendum with the Final EIR prior to making a decision on the proposed RTP Amendment.

Proposed Schedule

While the CTC will not approve the CMIA program until February 28, 2007, MTC staff proposes to prepare the proposed RTP Amendment and associated conformity analysis and EIR Addendum immediately in anticipation of possible CMIA funding for the two HOV gap closure projects. The proposed schedule is as follows:

- MTC staff to prepare Draft RTP Amendment, Draft Conformity Analysis and Draft RTP Addendum and review them with the Partnership and Air Quality Conformity Task Force by February 28.
- If the CTC approves one or both of the HOV projects, the Planning Committee will be asked to release these draft reports for a 30-day public review period at its meeting on March 9. If the CTC approves neither project for CMIA funding, the RTP amendment process would terminate at this point.
- The Commission will hold two public hearings on the Draft RTP Amendment: on April 13, preceding the Planning Committee meeting, and on April 25, preceding the Commission meeting.
- The Planning Committee will be asked to refer the proposed final reports and MTC resolutions adopting the RTP Amendment, conformity analysis, and EIR Addendum at the May 10 meeting for Commission action on May 23.
- MTC staff will transmit the adopted RTP Amendment and conformity analysis to the Federal Highway Administration (FTA)/Federal Transit Administration (FTA) for their joint review and approval in June. We will also file the certified EIR Addendum with the State Clearinghouse and Bay Area county clerks.