

SCTA

Sonoma
County
Transportation
Authority

Keeping Sonoma County Moving

Planning Advisory Committee

Monday, April 30

2:00pm – 4:00pm

SCTA conference room – 490 Mendocino Avenue, #206, Santa Rosa

Please note – new location – see attached map

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 January 29, 2006
 - B. Approval of the Agenda
- II. Community Based Transportation Plan – Roseland, presentation
- III. Comprehensive Transportation Plan update
- IV. Land Use updates*
- V. Wine Country Interregional Plan
- VI. Reports
 - A. MTC – Regional Transportation Plan (RTP) update*
 - B. SCTA - SCTA Bicycle/Pedestrian Master Plan
 - C. Call for Projects released – Bike/Ped program, Lifeline*
- VII. Announcements
- VIII. Adjournment

* materials attached

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Executive Director

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The next SCTA meeting will be held May 14, 2007

The next **PAC** will be held **June ?**, 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, January 29, 2007

ATTENDEES

Ron Bendorff, City of Rohnert Park	Michael Ivory, City of Santa Rosa
Ken Blackman, citizen	Ken MacNab, City of Santa Rosa
Greg Carr, County of Sonoma PRMD	John Nemeth, SMART
Wayne Goldberg, City of Santa Rosa	Rick Tooker, City of Healdsburg
Gary Helfrich, County of Sonoma PRMD	

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

IX. Consent

A. Approval of Minutes of November 27, 2006

The minutes were approved as submitted.

B. Approval of the Agenda

The agenda was approved as submitted.

X. Santa Rosa Station Area Plan – presentation by Ken MacNab

<http://www.stationareaplan.net/>

Ken MacNab of the City of Santa Rosa Planning Department presented a plan for development around the planned commuter rail site in downtown Santa Rosa, including background materials. He reviewed that the City had received a \$450,000 grant from the MTC as part of their pilot Station Area Planning Program. This was also to test MTC-set housing targets, 2,200 units within a half-mile radius.

The plan includes several historic neighborhoods, a commercial center, Railroad Square, and mixes of industrial uses, as well as the Imwalle Gardens property. An effort has been made to retain individual characteristics of each subarea and smaller areas. Workshops focused on identifying opportunities for in-fill development. There are underutilized industrial properties along the corridor, and areas of vacant lands throughout the plan area. This resulted in mainly residential in-fill, with 3,250 units identified within the sub-areas in the Plan area. Total units within the half-mile radius are 3,900, exceeding the 2,200 target set by MTC. Transitioning to higher density located along the industrial area will involve toxic issues.

Mr. MacNab referred to the major corridors in the plan area, noting that the plan addresses the importance of having pedestrian-friendly and comfortable connections along the corridors. Different street types are proposed by the Plan; as defined by the scale and travel orientation.

Other plan features are consideration of proposing minimum building heights, new parking provisions, and new minimums for residential development. The plan also identifies new park facilities in the sub-areas, as well as recreational and cultural centers (including a new civic center, performing arts center, and food and wine center in Railroad Square).

Community meetings have been very successful, and well attended. There is virtually 100% support for this planning effort. He also noted that density was not an issue in this planning process.

Some grant requirements include a market analysis, a parking analysis, infrastructure analysis, and a form-based code. Two separate market analyses were conducted; one related to an issue in the downtown building height, and an absorption study to identify retail, office and residential needs. An economic feasibility study showed this is a feasible project, and that it can be supported. Infrastructure analysis identified deficiencies in the water and sewer system, and helped in estimating costs.

The City previously had considered adopting a form-based code and had decided not to. This plan has a similar presentation graphically to a form-based code; it has public ground or public corridors, building placement, and building parking standards. There is not a regulating plan with it. There is a specifications table showing current standards that are the most relevant to creating a street level environment that is comfortable, and that will support and encourage pedestrian travel.

Mr. MacNab stated that MTC had been very supportive of staff's efforts in the process, and had offered their resources. Wayne Goldberg pointed out that this is a pilot project to test the validity of thresholds they felt are necessary. He noted that the other grants were awarded to cities with existing rail service, and that Santa Rosa is the only city without existing rail service that was awarded this grant. He explained that the proposed Plan would take advantage of rail service but would not depend upon it.

Mr. Goldberg also reported that another independent non-profit agency had received a separate grant to conduct an outreach/education effort on this Plan. The City had not been aware of this until they learned of the meetings being conducted by this agency.

Mr. Goldberg noted that citizens were adamant that access be gained through Santa Rosa Plaza to connect Fourth Street to Fourth Street in Railroad Square. There has been no opposition, either by the owners of Santa Rosa Plaza or others. The possibility of residential units the above the Plaza parking garages has also been raised, and there has been no opposition to this.

Mr. Goldberg also reported that Imwalle Gardens, an agricultural site, was included in the Plan. Although it is outside the Plan boundary, it was felt this may be a good site for higher intensity development on Third Street to help make transit viable. Citizens determined that this should remain open space.

Mr. MacNab then addressed the issue of transit access. Originally staff thought this would be at the transit platform. SMART had a developer look at alternative locations for transit access. This is still under consideration because of the difficulty in finding suitable access for all transit operators.

III. University District Regional Traffic Impact Funds

Ms. Spilman reported that the City of Rohnert Park has applied to LAFCo for an annexation for the University District Specific Plan project. Rohnert Park secured an agreement with the developer of the project to contribute to regional traffic impact mitigation funds in lieu of a regional traffic mitigation fee.

The County has concerns because these impacts are outside the Rohnert Park City limits, and are within the County unincorporated area. LAFCo has asked the SCTA to be involved in this issue, and to determine with the parties involved the disposition of mitigation funds, and how the impacts will be mitigated.

The SCTA has met with LAFCo, the City of Rohnert Park, and the County, and has developed ideas on how these funds would be disbursed. An agreement has been reached between the parties that will be brought before the SCTA Board on February 5, in time for the LAFCo meeting February 7. This agreement allows the SCTA to hold the funds collected by Rohnert Park as they collect them, in the amount of \$3,500 per unit. This is anticipated to net \$5 million.

Since many of the impacts are in the Penngrove area, staff felt this issue would be good to address along with the Penngrove traffic study and circulation project currently taking place. Staff feels that collectively they could come up with a project within the 15-year period (possibly longer) that they would be working with Rohnert Park.

Mr. Goldberg confirmed with Ms. Spilman that the impacts to be mitigated are described in the EIR. Ms. Spilman observed that Measure M has \$19 million assigned to the Penngrove project. This project will only bring in \$5 million, therefore, impact fees would only supplement the sales tax measure. She noted that the need considerably outweighs the funds that would be collected.

Mr. Goldberg asked if there is any restriction on the rate of construction based on the mitigation being in place. Ron Bendorff responded that this is just internally.

Mr. Goldberg then asked who the project sponsor would be if this is Measure M funding. Ms. Spilman said it is likely that the County would be the project sponsor, but it is difficult to say at this point, until it is known exactly what the project will be. Ms. Spilman reported that staff is currently working with a consultant to conduct an origin and destination study. Chris Barney reported that this study involves collecting traffic counts and license plate data, through video surveillance. A finalized report should be completed by July.

Mr. Goldberg asked that a presentation be given to the group when all results have been collected.

IV. Data Collection/Analysis

Mr. Barney addressed the land use updates for the traffic model. The first draft of the updated land use numbers has been assembled. SCTA's traffic model is based on the traffic model that was developed for the County General Plan update. It has been refined so that it can be used to look at current traffic congestion, where future congestion and traffic impacts may be projected. For the future year forecast, the land use data was based on the year 2020.

Land use data is used to determine how many trips will be generated, where trips are coming from, and where they are going.

Mr. Barney reported that he has examined many different data sources, has met with the various jurisdictions, and has worked on updating the numbers to 2005, and has come up with land use data for 2020 and 2030. He noted that he has attempted to utilize a wide range of different data sources to come up with these numbers. He presented an updated set of numbers.

He explained that he developed two sets of land use scenarios. One is consistent with ABAG's projections 2005 data sets for jobs and housing units; the second is based on local land use forecasts. ABAG numbers and local numbers are within 1% of each other for 2005.

For 2020, local scenarios have been approximately 7% of projections 2005, and is within 10% of ABAG projections. Local jurisdictions expect more growth than ABAG does. Staff is requesting to have jurisdictions review the numbers for reasonableness and accuracy. Staff hopes to re-calibrate the model for this summer, and request this review by May. The numbers sent to be reviewed are more detailed. Mr. Goldberg noted his surprise that the locally generated numbers are higher than the ABAG numbers.

Ms. Spilman requested that this review and response be completed prior to the next PAC meeting, to be held April 30.

Mr. Goldberg expressed concern that the ABAG figures were projections conducted without yet receiving the numbers from the California Department of Housing and Community Development.

Mr. Barney stated that he had provided these figures in spreadsheet and map format, but he had also started to attach them as GIS Shape files, and offered to provide the data in GIS format for any who request it.

Once the data is received back from the jurisdictions, staff will then compare the traffic counts and see how close they are to the model.

Mr. Goldberg requested that all those not in attendance be notified by email to provide feedback on this data prior to April 30.

Mr. Barney invited anyone interested to meet with him to review the data.

V. Reports

A. SCTA

1. SCTA Bicycle/Pedestrian Master Plan

Lynne March updated the Committee on the progress of the SCTA Countywide Bicycle & Pedestrian Master Plan. W-Trans is conducting the consultant study, which is funded through TDA3.

All jurisdictions with the exception of Santa Rosa and Petaluma are participating in the project (Santa Rosa is developing their own Plan and Petaluma has done their own Plan). The process is at the data gathering stage. On-site meetings have been scheduled with all the entities during the last weeks of February.

This project is on a 12-month schedule, with a target completion date of November/December 2007.

2. Roseland Community Based Transportation Plan

Ms. March reported that this is an MTC-funded study to identify transportation needs of low-income and minority communities. Design, Community & Environment is the consultant conducting the study of the Roseland area.

One more stakeholders meeting is scheduled for February 6, then there will be presentations of the findings in March and April, and then the draft and final plans. The primary issues identified include bicycle and pedestrian issues; transit services, and education and awareness needs.

It was noted by Michael Ivory that 35% of ridership in Santa Rosa is within the Roseland area.

In response to questions from the Committee, Ms. March explained that this would potentially qualify the area for Lifeline Transportation Fund funding. Ms. Spilman explained that this is part of an MTC effort throughout the Bay area. The implementation for this plan comes through the Lifeline Transportation Fund, which the SCTA will be initiating this year. Ms. Spilman also noted that the timing of this project is fortuitous, as the SCTA is kicking off the Countywide Transportation Plan.

Mr. Goldberg stated that this project is being tied together with the Urban Vision Plan, as this is also in progress. The Urban Vision Plan is a joint City/County corridor planning effort on Sebastopol Road between Dutton Avenue and Stony Point Road.

B. MTC – Regional Transportation Plan (RTP) update

Ms. Spilman reported that MTC is kicking off their Regional Transportation Plan. It is anticipated that this will be completed in 2009. Ms. Spilman encouraged the Committee to follow MTC's efforts, and stated she would bring back information to the Committee as it is received.

Mr. Goldberg asked for clarification as to how the SCTA would be involved. Ms. Spilman responded that staff would be in attendance at meetings, and returning information back to advisory committee

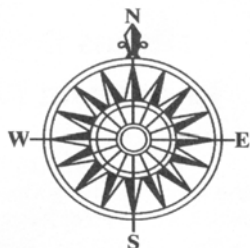
meetings and the Board, particularly action items. She will act as liaison and representative of the Committee to exchange information and feedback.

VI. Announcements

No announcements were forthcoming.

VII. Adjournment

There being no further business, the meeting was adjourned at 3:30 p.m.



Staff Report

To: Planning Advisory Committee (PAC)
From: Lynne March, Transportation Planner
Re: **Item II** - Roseland Community-Based Transportation Plan
Date: April 30, 2007

Issue:

The *Roseland Community-Based Transportation Plan* has been completed. What are its findings and recommendations? Report is included as separate document.

Background:

The Metropolitan Transportation Commission (MTC) selected Roseland for funding a community-based transportation plan --- the only community selected for such a study in Sonoma County to date. MTC's Community-Based Transportation Planning (CBTP) program was initiated in 2002, arising from two reports prepared for the *2001 Regional Transportation Plan Update*. Both the *Lifeline Transportation Network Report* and the *Environmental Justice Report* identified the need for local planning efforts in low-income communities. A CBTP pilot program was completed in 2004, and based on the positive results, the CBTP program has continued. The CBTP process is designed to involve a partnership of stakeholders in low-income and minority communities in a collaborative process to identify problems and solutions. A focus is placed on community outreach.

Status of the Roseland CBTP:

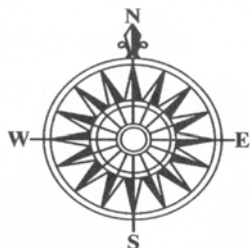
The *Roseland Community-Based Transportation Plan*, conducted by the SCTA and prepared by Design, Community & Environment (DC&E) of Berkeley, with assistance from Nelson/Nygaard, has been finalized.

The process involved identification of problems through community outreach (e.g., field interviews, survey questionnaires, and contacts with groups and individuals), as well as input from a stakeholders group comprised of residents and representatives of transit operators, community-based groups, governmental bodies, and business, employment, school and health related organizations.

Strategies were then devised to address the identified problems. They were ranked based on community support and need; transportation benefits; financial considerations; and implementation time-line. Funding was then examined and potential funding sources were assigned to strategies to offer guidance to potential project sponsors.

Presentation of Findings:

DC&E will be making a presentation to the PAC on April 30th, to describe the plan process; highlight identified transportation problems; explain strategies to address community-identified concerns; and provide guidance for implementation of solutions.



Staff Report

To: Planning Advisory Committee (PAC)
From: Janet Spilman, Deputy Director Planning and Public Outreach
Re: **Item III:** Status of SCTA Comprehensive Transportation Plan Update
Date: April 30, 2007

Issue:

What is the status of the SCTA Comprehensive Transportation Plan (CTP) Update?

Background

At the last CAC meeting staff presented a draft schedule and scope of work. The SCTA, at the March 12 meeting gave its approval and the Chair appointed 4 members to form a CTP Steering Committee. Those members – Bob Blanchard, Stanley Cohen, Sam Pierce, and Jake Mackenzie met on April 6 and will meet again on April 27.

The agenda for the first meeting is follows this staff report.

Notes from the April 6 meeting

The Steering Committee asked for a discussion and analysis of the benchmarks used in the 2004 Update. Staff was also directed to provide an analysis of the Vision and Plan Goals. That work involves the entire Planning Staff and is ongoing as of this writing. Attached is the Vision, Plan Goals and Benchmarks from the 2004 Update. At the CAC meeting staff will provide preliminary study and direction from the Steering Committee.

Staff was also directed to write RFPs for individual components as outlined in the attached Agenda-Resources Option B. This work is also in progress.

Policy Impacts:

SCTA Comprehensive Transportation Plan (CTP) Update The CTP has a 25 year planning horizon and will be updated every 3-4 years. It is expected to reflect the current conditions and anticipated demands on the transportation system, and provide policy direction for future transportation decisions. In as much as the CTP is a planning document, it is also a tool to prompt discussion and provide information.

Fiscal Impacts:

Staff will release several Requests for Proposals. The result of a planning grant application through Caltrans is still unknown. There may be Programming Planning Maintenance funds that come to the SCTA through the STIP. Staff is looking into additional fund sources.

Staff Recommendation:

Staff is seeking input on the Vision, Goals and Benchmarks.

Agenda SCTA Committee Meeting April 6, 2007

1. Review 2004 Plan –what worked, what could be improved

- a. What worked
 - i. Plan addressed important issues
 - 1. Road maintenance
 - 2. Commute patterns
 - 3. Documented a list of needs just in time for Measure M
 - 4. Transit/Paratransit needs
 - ii. Three public planning sessions were fairly well attended, resulting in good information
 - iii. Low Budget (approx. \$15,000) done in house
- b. What could be improved
 - i. Need more public involvement
 - ii. Some topics need to be enhanced or added
 - 1. Transportation & Land-use
 - a. Greenhouse gas emissions
 - b. Neighborhood vitality, walkability
 - c. Effects on health
 - 2. Transit Stations – Station Area planning
 - iii. More data analysis – incorporate modeling techniques to demonstrate vision
 - 1. Better data and analysis of alternative modes
 - 2. Better demonstration of data (graphics)
 - iv. Better cost estimates of lists of projects
- c. Environmental review
- d. More professional looking product

2. Review Scope of work

- a. Tasks
- b. Schedule

3. Resources – options

- a. Release RFP for entire project
- b. Release RFPs for individual components
 - i. Data analysis – already under contract for parts of work
 - ii. Public outreach – facilitate meetings, develop other tools (surveys, on-line feedback, etc), provide graphic support, including document production
 - iii. Content development – research statutes, local policies, incorporate findings
 - iv. Environmental review
- c. As option to traditional RFP for private consulting let RFP to cities and County for appropriate temporary staff.
- d. Consider paid internships or the Institute for Community Planning Assistance (SSU)

Mission, Vision and Plan Goals of the Comprehensive Transportation Plan 2004 Update.

Goals are grouped by mode. At the end of this document is a list of the Goals in its entirety.

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 maximize the funding available to us and by providing comprehensive, countywide planning. Our deliberations and decisions recognize the diverse needs within our county and the environment and economic aspects of transportation planning.

Community Vision:

- A community that is linked together by a transportation network that not only includes the traditional roads, but also buses, bicycle and pedestrian paths, commuter rail service, privately owned vans and tourist and freight trains.
- A “seamless” transportation system, where people can use a variety of types of transportation for one trip without losing significant amounts of time or money.
- Transit and road information available and easily accessible 24-hours a day.
- The highway 1-1/ Northwestern Pacific Railroad corridor as a primary backbone of this network, with full-service rail complementing a smoothly flowing Highway.
- Country roads and city streets that are safe, well maintained and have adequate room for pedestrians and bicyclists.
- A bus system that is coordinated throughout the county, with frequent service on popular routes.
- A bicycle and pedestrian path system that allows people to move through the county from East-to-West or from North-to-South on designated routes.
- A ferry-railroad connection that can get people and goods to other parts of the Bay Area and beyond.

Highway 101 Vision:

- Less intense rush hour period where traffic can move at a steady pace.
- Traffic speeds moving at the limit during midday.
- Reduction in the “bottlenecks” at major interchanges and the Petaluma River Bridge.

-Relieve congestion on roads and highways. (*Plan Goal*)

-Improve travel on Highway 101. (*Plan Goal*)

-Reduce truck traffic on local streets and roads. Emphasize highway and rail for movement of goods instead. (*Plan Goal*)

Streets and roads Vision:

- Ongoing, aggressive maintenance of existing streets and roads, including resurfacing and pothole repair.
- Safety improvements on those streets and roads that are highly traveled.
- Re-engineering of those county roads that flood during the winter.

- Traffic flow improvements on highly traveled arterials.
- Accommodations for other modes of travel, as needed, including sidewalks, bike paths and bus stops.

-Relieve congestion on roads and highways. *(Plan Goal)*

-Improve key connection points between corridors for all modes of travel. *(Plan Goal)*

-Reduce truck traffic on local streets and roads. Emphasize highway and rail for movement of goods instead. *(Plan Goal)*

-Make Sonoma County roads and highways more easily navigable for tourists. *(Plan Goal)*

Rail Vision:

- Provides commuter rail service to people living and working in Marin County.
- Provides freight service – taking trucks off the highway – as one part of a link that extends from Eureka to the Central Valley.
- Provides tourism service on historical trains that run within the county midday during the week and all weekends.

-Design, implement and operate an effective, efficient and convenient passenger and freight rail system. *(Plan Goal)*

-Reduce truck traffic on local streets and roads. Emphasize highway and rail for movement of goods instead. *(Plan Goal)*

Bus Service Vision:

- Is coordinated, with passengers able to transfer easily and conveniently.
- Serves the needs of elderly people, non-drivers, people with disabilities, commuters and students.
- Links with passenger rail.
- Takes people through the County with minimum inconvenience.
- Uses nontraditional vehicles (vans, trolleys), when appropriate.
- Allows connections between bike lanes / paths and bus service
- Provides bus services that are safe and inviting.

-Enhance bus transit services. *(Plan Goal)*

-Provide facilities to allow functional transfers between modes. *(Plan Goal)*

Bicycle and Pedestrian Vision:

- A fully implemented Countywide Bike Plan, with trails or designated paths that link all cities and are connected to bicycle paths within cities.
- A safe and comfortable system for those on bikes or on foot.
- Enhanced opportunities for tourism.
- A linkage from bike paths to rail stations and bus stops; and a path that follows the Northwestern Pacific rail-right-of-way, creating a north-south linkage.

-Implement the countywide bicycle plan with emphasis on bicycles as a transportation alternative. *(Plan Goal)*

Land Use as it relates to transportation Vision:

- An improved jobs-housing balance that reduces the distance workers commute. This can be done through the active encouragement of projects that incorporate the principles of pedestrian or transit-oriented development. Any new development should be encouraged to provide housing within walking distance from daycare, shopping, school, work and community events.
- Local General Plans that will focus on city-centered growth.
- A transportation system that is compatible with mixed-use developments.
- A transportation system that does minimal harm to air and water quality.

Other:

-Improve safety and reduce accidents for all modes, including pedestrians. *(Plan Goal)*

-Maximize transportation funding. *(Plan Goal)*

-Develop a transportation system that is consistent with the General Plan in Sonoma County. *(Plan Goal)*

-Emphasizes projects that demonstrate Transit Oriented Development. *(Plan Goal)*

-Provide facilities to allow functional transfers between modes. *(Plan Goal)*

Plan Goals: These goals are also listed above within each mode grouping

1. Relieve congestion on roads and highways.
2. Improve safety and reduce accidents for all modes, including pedestrians.
3. Improve key connection points between corridors for all modes of travel.
4. Maximize transportation funding.
5. Improve travel on Highway 101.
6. Design, implement and operate an effective, efficient and convenient passenger and freight rail system.
7. Reduce truck traffic on local streets and roads. Emphasize highway and rail for movement of goods instead.
8. Implement the countywide bicycle plan with emphasis on bicycles as a transportation alternative
9. Develop a transportation system that is consistent with the General Plan in Sonoma County.
10. Emphasizes projects that demonstrate Transit Oriented Development.
11. Make Sonoma County roads and highways more easily navigable for tourists.
12. Enhance bus transit services.
13. Provide facilities to allow functional transfers between modes.

Measuring Success - Benchmarks

The following benchmarks will determine our level of success in achieving the Community Vision:

No deterioration of current air quality

Fewer miles traveled by single-occupancy vehicles

More people using transit (as a percent of the population)

Greater use of bicycles for commuting to work

Improvement in flow of traffic on highway and local roads

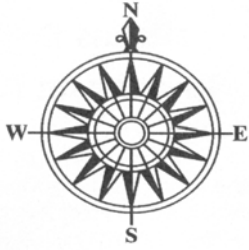
Reduced travel time between destinations on public transit

Increase in the number of people sharing rides to work

Increase in the number of people walking to work, shopping and doing errands

Reduction in costs of moving supplies and finished products for local businesses

Reduction in vehicle miles traveled



Staff Report

To: Planning Advisory Committee
From: Chris Barney – Transportation Planner
Re: Final Travel Demand Model Land Use Assumptions
Date: 4/30/2007

Issue:

Land use assumptions that serve as inputs for SCTA's travel demand model (SCTM or the Sonoma County Travel Model) have been updated with the cooperation of Sonoma County local planning staff.

Background:

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 existing and forecasted land use for Sonoma County. Updated land use scenarios will be more consistent with other local and regional land use forecasts (California Department of Finance, ABAG, MTC modeling program, etc.).

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. Providing forecasts that are consistent with ABAG's land use projections will ensure that SCTA travel demand model output will be more consistent with other regional travel demand models (MTC's BAYCAST and the Marin County model both use ABAG land use projections directly or as control totals 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 SCTA generated forecasts. Projections 2007 has been released since the update process was started, so these land use scenarios will be adjusted up or down based on changes observed in Projections 2007.

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".

During late 2006 and early 2007, local planning staff were provided with a .pdf map of traffic analysis zones within their jurisdictions along with a spreadsheet summarizing the updated land

use numbers (in households per TAZ, and sq. ft. of industrial/commercial/office/other space per TAZ) for baseline and forecast year scenarios. SCTA staff requested that each jurisdiction review the updated scenario data for completeness/accuracy for the baseline year scenario and reasonableness for the forecast year scenarios. Scenarios have been updated based on feedback feed back from local staff.

Summary of Updated Land Use Forecasts:

A summary of the revised ABAG consistent land use scenarios is provided below (summarized by jurisdiction). Scenarios have been provided to local staff for review and updated where necessary. “Locally preferred scenario” assumptions have been provided to directly to local staff for jurisdictions where local forecasts are different than regional ABAG forecasts and are available upon request. ABAG and local forecasts diverge the most in the cities of Santa Rosa and Petaluma, where local planning agencies generate independent land use projections/forecasts.

NOTE: Figures in bold italics have been updated since last reported.

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
2020 Institutional Sq. Ft.:	280,564

2030 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.:	595,553
2020 Office/Commercial Sq. Ft.:	1,084,536
2030 Office/Commercial Sq. Ft.:	1,166,820
2005 Industrial Sq. Ft.:	451,000
2020 Industrial Sq. Ft.:	781,000
2030 Industrial Sq. Ft.:	863,500
2005 Institutional Sq. Ft.:	59,696
2020 Institutional Sq. Ft.:	66,696

2030 Institutional Sq. Ft.:	71,696
2005 Hotel Rooms:	0
2020 Hotel Rooms:	150
2030 Hotel Rooms:	150
2005 Recreation Acres:	27
2020 Recreation Acres:	33
2030 Recreation Acres:	33
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
2020 Institutional Sq. Ft.:	146,050

2030 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*

2005 Households:	21,390
2020 Households:	24,580
2030 Households:	25,360
2005 Office/Commercial Sq. Ft.:	5,664,891
2020 Office/Commercial Sq. Ft.:	7,022,586
2030 Office/Commercial Sq. Ft.:	10,168,970
2005 Industrial Sq. Ft.:	5,417,500
2020 Industrial Sq. Ft.:	6,220,500
2030 Industrial Sq. Ft.:	7,023,500
2005 Institutional Sq. Ft.:	1,415,365
2020 Institutional Sq. Ft.:	1,326,635

2030 Institutional Sq. Ft.:	1,277,342
2005 Hotel Rooms:	498
2020 Hotel Rooms:	681
2030 Hotel Rooms:	796
2005 Recreation Acres:	1,323
2020 Recreation Acres:	843
2030 Recreation Acres:	641
2005 Students:	18,688
2020 Students:	25,121
2030 Students:	30,695

*Changes represent ABAG consistent figures. Last reported forecasts were from the locally preferred scenario.

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
2020 Institutional Sq. Ft.:	232,746

2030 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
2020 Institutional Sq. Ft.:	104,961

2030 Institutional Sq. Ft.:	104,961
2005 Hotel Rooms:	439
2020 Hotel Rooms:	439
2030 Hotel Rooms:	439
2005 Recreation Acres:	193
2020 Recreation Acres:	203
2030 Recreation Acres:	208
2005 Students:	3,568
2020 Students:	3,602
2030 Students:	4,084

Santa Rosa*

2005 Households:	66,861
2020 Households:	77,839
2030 Households:	82,710
2005 Office/Commercial Sq. Ft.:	20,760,155
2020 Office/Commercial Sq. Ft.:	28,351,103
2030 Office/Commercial Sq. Ft.:	33,579,379
2005 Industrial Sq. Ft.:	9,795,500
2020 Industrial Sq. Ft.:	13,045,999
2030 Industrial Sq. Ft.:	115,432,999
2005 Institutional Sq. Ft.:	3,092,860
2020 Institutional Sq. Ft.:	3,781,979

2030 Institutional Sq. Ft.:	4,077,316
2005 Hotel Rooms:	2,564
2020 Hotel Rooms:	2,586
2030 Hotel Rooms:	2,586
2005 Recreation Acres:	8,302
2020 Recreation Acres:	8,568
2030 Recreation Acres:	8,682
2005 Students:	58,315
2020 Students:	72,850
2030 Students:	74,803

*Changes represent ABAG consistent figures. Last reported forecasts were from the locally preferred scenario.

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
2020 Institutional Sq. Ft.:	63,831

2030 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.:	1,339,239
2020 Office/Commercial Sq. Ft.:	2,406,674
2030 Office/Commercial Sq. Ft.:	2,676,899
2005 Industrial Sq. Ft.:	627,000
2020 Industrial Sq. Ft.:	1,093,950
2030 Industrial Sq. Ft.:	1,194,930
2005 Institutional Sq. Ft.:	102,944
2020 Institutional Sq. Ft.:	117,578

2030 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

*This is the most recent set of Town of Windsor land use assumptions. SCTA staff is updating the countywide traffic analysis zone structure and land use assumptions to be consistent with the local Windsor traffic model assumptions.

Unincorporated Sonoma County*

2005 Households:	49,390
2020 Households:	51,760
2030 Households:	52,490
2005 Office/Commercial Sq. Ft.:	7,510,500
2020 Office/Commercial Sq. Ft.:	7,878,999
2030 Office/Commercial Sq. Ft.:	7,975,851
2005 Industrial Sq. Ft.:	7,593,003
2020 Industrial Sq. Ft.:	7,424,003
2030 Industrial Sq. Ft.:	7,314,003
2005 Institutional Sq. Ft.:	1,488,038
2020 Institutional Sq. Ft.:	2,434,733

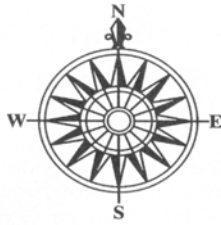
2030 Institutional Sq. Ft.:	2,439,877
2005 Hotel Rooms:	3,638
2020 Hotel Rooms:	4,491
2030 Hotel Rooms:	4,855
2005 Recreation Acres:	17,697
2020 Recreation Acres:	18,263
2030 Recreation Acres:	18,268
2005 Students:	17,770
2020 Students:	16,873
2030 Students:	18,169

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

Sonoma County Total

2005 Households:	181,811
2020 Households:	205,149
2030 Households:	213,150
2005 Office/Commercial Sq. Ft.:	43,518,976
2020 Office/Commercial Sq. Ft.:	56,739,964
2030 Office/Commercial Sq. Ft.:	67,688,935
2005 Industrial Sq. Ft.:	28,548,003
2020 Industrial Sq. Ft.:	34,785,952
2030 Industrial Sq. Ft.:	39,424,432
2005 Institutional Sq. Ft.:	6,931,408
2020 Institutional Sq. Ft.:	8,555,773

2030 Institutional Sq. Ft.:	8,794,496
2005 Hotel Rooms:	8,452
2020 Hotel Rooms:	10,923
2030 Hotel Rooms:	11,582
2005 Recreation Acres:	28,890
2020 Recreation Acres:	29,578
2030 Recreation Acres:	29,518
2005 Students:	129,077
2020 Students:	161,346
2030 Students:	175,853



Staff Report

To: Planning Advisory Committee (PAC)

From: Chris Barney – Transportation Planner

Re: **Item V** - Wine County Interregional Partnership – Origin and Destination Study Final Report

Date: April 30, 2007

Issue:

The Wine Country Interregional Partnership has completed an origin and destination study for Mendocino, Lake, Napa, and Sonoma Counties, and has released a report summarizing the results of this study.

Background:

The Wine Country Interregional Partnership (IRP) was formed between the wine country counties of Mendocino, Lake, Napa and Sonoma through a grant from the California Department of Transportation in FY 2001/02 as a vehicle for addressing transportation issues that impact the wine country region. Phase I of the IRP studied the jobs/housing imbalance in the four county area and resulted in the final report, “IRP Actions to Address Jobs-Housing Imbalance and Imbalance Impacts”, (June 2004). Wages are relatively high in Sonoma and Napa, but housing costs are increasing at such an accelerated rate in these and other bay area counties that people are being pushed north into Lake and Mendocino counties in their search for affordable housing. This trend is in turn putting increasing pressure on the economies of Lake and Mendocino counties where average wages and the number of jobs are significantly less than Sonoma and Napa. This trend also threatens to overwhelm existing transportation infrastructure, which were not designed for the elevated traffic flows they are experiencing.

Phase II of the IRP’s efforts consisted of an origin and destination study which would quantify the total level of travel in the region and correlating the level of travel with the socio-demographic characteristics of the people making the trips. A Study Advisory Committee (SAC) was established to ensure proper representation of stakeholders. The SAC was comprised of representatives from MCOG, Lake County/City Area Planning Council, Sonoma County Transportation Authority, Napa County Transportation Planning Agency, Metropolitan Transportation Commission and Caltrans Districts 1 and 4.

Origin and destination travel information is critical to clearly understand the magnitude of the transportation issues impacting the wine country region, and to assess the ability of the current transportation system to meet demands and identify projects and programs to address this demand. The primary purpose of this study was to determine travel characteristics, including trip purpose, frequency, starting and ending points, vehicle types and vehicle occupancy, on several key routes that carry inter-county traffic within the four-county Wine County Interregional Partnership area. Information derived from this study will be used in a future modeling effort which may result in the identification of projects to address the future transportation needs of the region, particularly those resulting from the observed imbalance between jobs and housing.

The project SAC identified the following cordon locations for the collection of license plate and traffic count data for cordon lines on the following state highways:

Highway 101 (between Mendocino and Sonoma)

Petrified Forest Rd. (between Sonoma and Napa)

State Route 20 (between Lake and Mendocino)

State Route 29 (between Lake and Napa)

State Route 121 (between Napa and Sonoma)

Once license plate data was collected, registration addresses were obtained through the State Department of Motor Vehicles, and a short survey was sent out to drivers with a set of questions related to travel behavior (trip purpose, frequency, start and end points, vehicle type and occupancy). Survey response rate was between 15%-20% for each cordon location. Traveler information included in each returned survey was entered into an Access database and categorized by cordon location.

The output of this phase will be used in the development of a 4-county travel demand model (discussed below).

Summary of Findings:

Travel Mode: The majority (ranging from 57 to 66 percent in the traffic count data and up to 91 percent of responses from the traveler survey) of trips are made in personal vehicles – cars, SUVs, or trucks. The traffic count data ranged from 57 to 66 percent while the responses from the traveler surveys were as high as 91 percent. The traffic count data can be considered more accurate as the survey data reflects the fact that non-commercial drivers would be more likely to return the survey. Remaining trips are made by Commercial Trucks.

Trip Purpose: While most of the responses to surveys for each survey location resulted in work/commute trip purpose making up about 35% of all trips, surveys returned for SR 121 showed a significantly higher amount, 53%, of all trips being made for the purpose of work/commute. shopping, recreation, and personal errand trips each contributed roughly 20% of trips, with school and other trips contributing the balance of total trips (roughly 5%).

Vehicle Occupancy: The percentage of trips made with only one occupant ranged from 42 to 65 percent. The SR 121 location, which also had the highest rate of work/commute trips had the highest rate of single person trips at 65%, 9% more than the next highest percentage.

Trips made with 2 vehicle occupants varied more, ranging from 11% (SR 29) to 43% (US 101).

Trips made with 3 or more occupants ranged from as low as 6% (SR 121) to as high as 46% (SR 29).

Trip Frequency: The survey returns resulted in rates in the neighborhood of 40% for daily trips for the Petrified Forest Road, SR 29 and SR 121 locations. SR 20 and US 101 had significantly lower percentages of daily trips at 23% (SR 20) and 28% (US 101).

The rate of trips made 3 to 4 times per week ranged from 9 to 15%. Trips made 1 to 2 times per week ranged from 13 to 19%. Trips made only “occasionally” ranged from 15 to 34% with the SR 20 and US 101 locations having the significantly higher rates of 33% and 34% while the others averaged at about 16% each.

Origin and Destination:

Petrified Forest Road: According to the returned traveler surveys, trips on this road are divided fairly evenly between travelers originating in Napa (39%), Sonoma (34%) and Lake County (26%).

Of the two highest, Napa and Sonoma, nearly ¾ of each of these represent an exchange between the two counties. Of trips originating in Lake County, over ¾ end in Sonoma County.

SR 20: Of trips made on SR 20 at the survey location, the vast majority, 70%, originate in Lake County according to the returned traveler surveys, although the survey location is in Mendocino County. Of these trips, 71% end in Mendocino County. Trips leaving Lake County outnumber those ending in Lake County, most likely representing the lack of jobs and services in Lake County.

Only 14% of trips at the location originate in Mendocino County. Of these, 46% end in Lake County, 17% in Mendocino County and 6% travel on to Sacramento County.

SR 29: According to the returned traveler surveys, 55% of trips made on SR 29 in the survey area begin in Lake County and 28% in Napa County. Of the trips beginning in Lake County, 53% end in Napa and 18% end in Sonoma. Of trips originating in Napa, 42% end in Napa County and 37% end in Lake. The greater amount of trips away from Lake County can again be attributed to greater availability of jobs and services in neighboring counties.

SR121: 43% of trips at the SR 121 survey location originate in Sonoma County, 36% in Napa County and 10% in Marin County according to the traveler surveys. Of trips originating in Sonoma, 72% end in Napa County. However, of trips originating in Napa, only 26% end in Sonoma County, while 42% remain in Napa County. Napa County makes up 58% of all trip destinations for the surveys returned.

US 101: Not surprisingly, the majority of trips on US 101 in the survey area originate in Mendocino County (55%). About 22% originate in Sonoma County. 55% of trips beginning in Mendocino County end in Sonoma County while 33% end within Mendocino County. Of trips beginning in Sonoma County, the majority, 71%, end in Mendocino County.

Wine County Travel Demand Model Development:

The California Department of Transportation (Caltrans Districts 1 & 4)—in coordination with local and regional planning agencies from Mendocino, Lake, Sonoma, and Napa Counties—is seeking to develop an integrated interregional travel demand forecasting model for the four-county “Wine Country” region encompassing Lake, Mendocino, Napa, and Sonoma counties.

This modeling effort will be completed in two phases. Phase 1 will be to develop a validated weekday AM Peak Period model for 2005, with 2015 and 2025 forecast years. Phase 2 will expand the model developed in Phase 1 of the project model to include a mechanism to model recreational/tourism travel for the region.

The goal of this project is to provide useful and reliable traffic forecasting for the Wine Country Region. This model will allow Caltrans and other local decision-makers in the region to plan for increased traffic and effectively address any safety concerns before they occur. This project will hopefully help to alleviate the housing imbalance as well as gather information for decision-makers.

Caltrans is currently working with the Wine Country Study Advisory Committee to develop an RFP for this project. A draft RFP was submitted to the SAC for comments and is currently being reviewed by Caltrans.

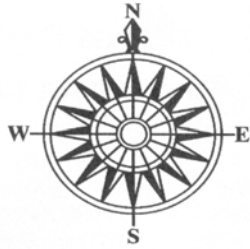
Policy Impacts: None

Fiscal Impacts:

The Wine Country IRP may request funding for additional studies from SCTA in the future.

Staff Recommendation:

This is an informational item only. No action is required at this time. The complete report can be found online at: <http://www.mendocinocog.org/irp.shtml>.



Staff Report

To: Planning Advisory Committee (PAC)

From: Janet Spilman, Deputy Director Planning and Public Outreach

Re: **Item VI A.** Regional Transportation Plan (RTP) Update

Date: April 26, 2007

Issue:

What is the status of the Regional Transportation Plan (RTP)? See attached documents from MTC.

Background

The RTP is a 25 year planning document that is required to be updated every 4 years by the Metropolitan Transportation Commission (MTC). MTC proposed a process in January 2007 that will result in Commission approval in February 2009.

RTP Process

The proposed process is roughly as follows:

January – April 2007 - Start-up: Develop Public Participation Plan, Brainstorming Sessions, Define RTP Approach (key issues, opportunities & strategies), begin modeling work for “no build” scenario, start RTP financial projections

May 2007– January 2008 – Vision: Begin public & agency outreach, develop Vision (policy & investments), and inputs (various planning efforts including Focus Our Vision)

February – September 2008 – Financial & Technical Analysis: Outreach, finalize financials, identify financially constrained subset of Vision, modeling, prepare draft EIR

October – February 2009 – Plan – release draft and final, certify EIR.

MTC intends for this process to differ from previous efforts by creating a vision first, followed by the financially constrained element. Development of the RTP vision will consist of 1) an enhanced land use strategy – largely based on the Focus Our Vision (Now FOCUS) project and 2) a finance plan strategy.

RTP Goals & Vision

MTC plans to add two new goals to the existing six (6) goals used to measure progress in implementing the RTP. These two (2) goals (safety/security management and greenhouse gas emission reduction) are in response to requirements from federal and state legislation. In addition, MTC is considering measuring the different RTP approaches against three scenarios; one that

seeks primarily to reduce person hours of delay, a second that seeks to reduce vehicle miles traveled (VMT), and a third that seeks to reduce the emissions of particulate matter and carbon dioxide.

MTC has stated that projects proposed to be included in the updated RTP will be evaluated with sensitivity to the FOCUS project, ABAGs Projects 2007, RHNA targets and various pricing initiatives before they are examined for financial feasibility

SCTA Input

The SCTA is in the process of updating the Comprehensive Transportation Plan (CTP) which will help define input to the RTP

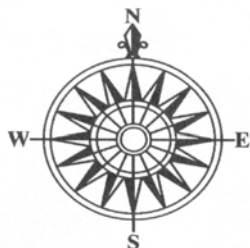
Staff is participating in monthly meetings of the Congestion Management Agency (CMA) planning directors to develop a common approach to RTP issues. One of the suggested approaches is an early review of project costs vs. available funds. This review of trade-offs is deemed necessary before large investments into regional programs is made

There is also concern with the details of implementing the FOCUS program. There are still many questions surrounding the program including Will transportation funds be used to fund the program? If so, how will Sonoma County communities be able to participate?

One of the elements of the FOCUS process that continues to be of concern is the idea that maintenance funds for local streets and roads would be reprogrammed to those communities that take on a larger share of future residential growth (Priority Development Areas). This approach has the potential to have a substantial financial impact on Sonoma County which has significant road maintenance needs.

Next Steps

SCTA staff is participating in regional MTC and CMA meetings to work out the details of the RTP process. MTC will facilitate a process of updating existing RTP projects. Staff will report to the TAC as more information becomes available.



Staff Report

To: Planning Advisory Committee (PAC)

From: Janet Spilman, Deputy Director

Re: **Item VI C.** Recent Calls for Projects

Date: April 30, 2007

SCTA has released Call for Projects for Lifeline Transportation Program (LTP) and Regional Bicycle & Pedestrian Program (RBPP).

Below is general information, please **see the SCTA website www.sctainfo.org - Resources for Project Sponsors** for more information and an application packet.

	LTP	RBPP
Total amount of funding to be programmed	\$1.15 million	\$1.62 million
Minimum grant award	\$150,000	\$150,000
Type of funding	JARC, STA	CMAQ
Application deadline	May 17	May 25

Overview of Programs

Lifeline Transportation Program (LTP)

The purpose of the Lifeline Transportation Program (LTP) is to fund projects that result in improved mobility for low-income residents of the nine San Francisco Bay Area counties. The Program supports community-based transportation projects that:

Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders such as public agencies, transit operators, community-based organizations and other community stakeholders, and outreach to underrepresented stakeholders.

Address transportation gaps and/or barriers identified through a Community-Based Transportation Plan (CBTP), countywide or regional Welfare-to-Work Transportation Plan, or are otherwise based on a documented assessment of needs within the designated communities of concern as identified in the 2005 Regional Transportation Plan Equity Analysis. Findings emerging from one or more CBTPs may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable.

Improve a range of transportation choices by adding a variety of services including but not limited to: new, enhanced, continuation of, or restoration of previously discontinued lifeline fixed route transit services, shuttles, children's programs, taxi voucher programs, improved access to autos, or capital improvement projects. Transportation needs specific to elderly and disabled residents of low-income communities may also be considered when funding projects.

County Share - Regional Bicycle & Pedestrian Program (RBPP)

The purpose of the RBPP is to fund projects that can demonstrate a likely mode shift to bicycling or walking. Funds can be used for environmental studies, engineering design, right-of-way acquisition, and/or construction. In order to be eligible for RBPP funds, a project must meet all of the project eligibility criteria contained in MTC's RBPP Guidelines, which are summarized below:

1. Project falls into one or more of the following categories:
 - a. Bicycle project that is included in the Regional Bicycle Network as defined in the Regional Bicycle Plan.
 - b. Pedestrian project that provides access to and within regional activity centers.
 - c. Bicycle or pedestrian project that provides access to regional and/or lifeline transit.
 - d. Bicycle or pedestrian project that meets criteria for Safe Routes to School
2. Project is eligible for Congestion Management and Air Quality (CMAQ) funds under Federal guidelines, demonstrating that the project encourages an increase in the number of bicycling or walking trips as a means of improving air quality.
3. Project is well-defined and results in a useable segment.