Project	2009 CTP	Alternative 1 No Project/No Action	Alternative 2 CTP Vision Scenario, Financially Unconstrained Capital Improvement	Alternative 3 VMT Reduction – Transit Expansion/Smart Growth Focused	Alternative 4 VMT Reduction – Pricing Policy Focused	Alternative 5 "Do Everything"
Highway Capital Improvements						
U.S. 101: Marin-Sonoma Narrows (Phase 1) – Upgrade Petaluma Boulevard South interchange and frontage roads; close expressway access	x	x				
U.S. 101: Wilfred - Rohnert Park Expressway to Santa Rosa Avenue – Add one HOV lane in each direction; add a two-lane connector road between Wilfred Avenue and Santa Rosa Avenue; add auxiliary lanes between Rohnert Park Expressway overcrossing and Wilfred Avenue/Golf Course Drive interchange; add auxiliary lane between Wilfred Avenue and Santa Rosa Avenue overcrossing; and realign surrounding roadways.	x	x	x	x		
U.S. 101: North - Windsor River Road to Steele Lane (Phase A) – Add one HOV lane in each direction	x	x	x	x		
U.S. 101: Central - Rohnert Park Expressway to Old Redwood Highway (Phase A) – Add one HOV lane in each direction between Pepper Road and Rohnert Park Expressway; add northbound climbing lane from one mile north of Old Redwood Highway to West Sierra Avenue; add auxiliary lanes between Pepper Road and Rohnert Park Expressway	x	x	x	x		
U.S. 101: Central - Rohnert Park Expressway to Old Redwood Highway (Phase B) – Add one HOV lane in each direction between Pepper Road and Highway 116; add auxiliary lanes between Pepper Road and Highway 116.	x		x	x		
U.S. 101: North - Windsor River Road to Steele Lane (Phase B) – Add southbound auxiliary lanes between Hopper Avenue and Mendocino Avenue on-ramps; extend auxiliary lanes from north of Steele Lane to Bicentennial Way; modify River Road southbound off-ramp; add collector road between southbound Airport Boulevard on-ramp and southbound Fulton Road off-ramp; modify Airport Boulevard ramps	x		x	x		
U.S. 101: Marin-Sonoma Narrow (Future Phases) – Highway 37 to	x		x	x		

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Old Redwood Highway – Add one HOV lane in each direction; add auxiliary lanes; upgrade interchanges; add frontage roads						
U.S. 101 ramp metering and fiber optic cable	x		x	x	x	x
U.S. 101: Wilfred - Rohnert Park Expressway to Santa Rosa Avenue – Add one HOT lane in each direction; add a two-lane connector road between Wilfred Avenue and Santa Rosa Avenue; add auxiliary lanes between Rohnert Park Expressway overcrossing and Wilfred Avenue/Golf Course Drive interchange; add auxiliary lane between Wilfred Avenue and Santa Rosa Avenue overcrossing; and realign surrounding roadways.	x				x	x
U.S. 101: North - Windsor River Road to Steele Lane (Phase A) – Add one HOT lane in each direction	x				x	x
U.S. 101: Central - Rohnert Park Expressway to Old Redwood Highway (Phase A) – Add one HOT lane in each direction between Pepper Road and Rohnert Park Expressway; add northbound climbing lane from one mile north of Old Redwood Highway to West Sierra Avenue; add auxiliary lanes between Pepper Road and Rohnert Park Expressway	x				x	x
U.S. 101: Central - Rohnert Park Expressway to Old Redwood Highway (Phase B) – Add one HOT lane in each direction between Pepper Road and Highway 116; add auxiliary lanes between Pepper Road and Highway 116.	x				x	x
U.S. 101: North - Windsor River Road to Steele Lane (Phase B) – Add southbound auxiliary lanes between Hopper Avenue and Mendocino Avenue on-ramps; extend auxiliary lanes from north of Steele Lane to Bicentennial Way; modify River Road southbound off-ramp; add collector road between southbound Airport Boulevard on-ramp and southbound Fulton Road off-ramp; modify Airport Boulevard ramps	x				x	x
U.S. 101: Marin-Sonoma Narrow (Future Phases) – Highway 37 to Old Redwood Highway – Add one HOT lane in each direction;	x				x	x

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add auxiliary lanes; upgrade interchanges; add frontage roads						
Local Road Improvements						
Penngrove and Railroad Avenue Area Improvements – Modifications to improve circulation in this area	x		x	x	x	x
Airport Boulevard Interchange and Improvements – Widening Airport Boulevard on both sides of Aviation Boulevard and signalizing the intersection at Aviation Boulevard; widening Brickway Boulevard and extending Laughlin Road; widening Airport Boulevard from U.S. 101 to Old Redwood Highway; widening Laughlin Road from River Road to Brickway Boulevard and signalizing the intersection of River Road at Laughlin Road; and reconstructing the Airport Boulevard-U.S. 101 interchange	x		x	x	x	x
Highway 121-116 Intersection and Arnold Drive Improvements – Remove a right turn lane and install a traffic signal at the intersection of Highways 121 and 116; relocate the park- and-ride lot, replace the Yellow Creek bridge; widen the roadway to allow for turn lanes into and out of existing commercial uses; increase capacity of park-and-ride lot from 47 spaces to 94 spaces; Arnold Drive improvements include adding traffic signals and center turn lanes at various locations.	x		x	x	x	x
Old Redwood Highway Interchange – Replace Old Redwood Highway-U.S. 101 interchange with wider ramps, wider over-crossing, and improved signalization.	x		x	x	x	x
Hearn Avenue Interchange – Widen Hearn Avenue bridge; add turn lanes and widen Santa Rosa Avenue approaches to Hearn Avenue interchange and realign ramps on west side of the interchange.	x		x	x	x	x
Farmers Lane Extension – Construct a new street from intersection of Bennett Valley Road and Farmers Lane to the intersection of Petaluma Hill Road and Yolanda Avenue	x		x	x	x	x
Mark West Springs Road – Add shoulders and turn pockets	x		x	x	x	x

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River Road Improvements – Straighten a curve west of Mirabel Road; add shoulders and right turn pockets	x		x	x	x	x
Bodega Highway Improvements – Straighten curves near Occidental; add turn pockets where needed	x		x	x	x	x
Fulton Road Improvements and Fulton Road-Highway 12 Interchange – Add turn lanes; add one through lane in each direction on Fulton Road; construct interchange at Highway 12 and Fulton Road.	x		x	x	x	x
Highway 121 traffic signal system and channelization at 8th Street	x		x	x	x	x
Healdsburg Bridge – Replace existing two-lane bridge with a new bridge that would provide three lanes, including one travel lane in each direction and a center dual turning lane, as well as bike lanes and sidewalks on either side	x		x	x	x	x
Highway 116 (Stage Gulch Road) along Champlin Creek – Realign and widen remaining segments to accommodate pedestrians and bicyclists	x		x	x	x	x
Highway 116: Elphick Road to Redwood Drive – Rehabilitate and widen (involves realignment, new shoulders, and channelization improvements)	x		x	x	x	x
Interchange Improvements at:					x	x
U.S. 101 and Steele Lane – Increase ramp capacities	x		x	x	x	x
U.S. 101 and Arata Lane – Add northbound on-ramp	x		x	x	x	x
U.S. 101 and East Washington Street – Reconfigure and realign ramp; additional northbound on-ramp	x		x	x	x	x
U.S. 101 and Mill Street – Add northbound off-ramp; add southbound on-ramp	x		x	x	x	x
U.S. 101 and Shiloh Road – Signalize southbound off-ramp	x		x	x	x	x
U.S. 101 and Dry Creek Road – Increase interchange capacity	x		x	x	x	x
U.S. 101 and Bellevue Avenue – Add new diamond interchange	x		x	x	x	x

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U.S. 101 and River Road – Signalize southbound off-ramp	x		x	x	x	x
U.S. 101 and Todd Road	x		x	x	x	x
Petaluma-Rainier Cross Town Connector/Interchange – Extend Rainier Avenue across U.S. 101 from McDowell to Petaluma Boulevard; add full interchange at U.S. 101 and Rainier Avenue	x		x	x	x	x
Convert bridges from one-lane to two-lane facilities	x		x	x	x	x
Old Redwood Highway Improvements: Petaluma to Cotati – Widen to four lanes	x		x			x
Adobe Road Reconstruction – Reconstruct portions of Adobe Road from Highway 116 to Penngrove; widen to three lanes from Casa Grande Road to old Redwood Highway	x		x			x
Petaluma Hill Road – Widen from Santa Rosa to Roberts; add center turn lane	x		x			x
Snyder Lane – Widen to four lanes from Southwest Boulevard to Keiser Lane	x		x			x
Petaluma Hill Road – Widen and reconstruct from Adobe Road to Kawana Springs Road; add center turn lane	x		x			x
Cloverdale Boulevard/South Interchange Improvement near U.S. 101	x		x			x
East Cotati Avenue: Highway 101 to Snyder Lane – Implement arterial management	x		x			x
Bennett Valley Road: Santa Rosa to Grange Road – Reconstruct and widen	x		x			x
South Healdsburg Avenue/Mill Street Improvements	x		x			x
Old Redwood Highway: Hembree Lane to Shiloh Road – Widen to four lanes	x		x			x
Shiloh Road: Hembree Lane to Old Redwood Highway – Widen to four lanes	x		x			x
Windsor River Road – Widen and reconstruct from Windsor Road to Starr Road	x		x			x

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Railroad Avenue Improvements: U.S. 101 to Petaluma Hill Road – Widen to three lanes	xx		x			x
Southern Crossing of the Petaluma River: Copeland Mountain to Caulfield across Petaluma River	x		x			x
Starr Road/Northwest Pacific Railroad (NWPRR) – Rebuild grade crossing	x		x			x
Dry Creek Road – Safety improvements	x		x			x
First Street Improvement – Widen from Crocker Road to Asti Road and install sidewalk	x		x			x
Bellevue Avenue Extension – Extend Bellevue to Petaluma Hill Road	x		x			x
Todd Road – Reconstruct from Stony Point Road to Llano Road; extend east to Petaluma Hill Road	x		x			x
West Sierra Arterial Improvements: Old Redwood Highway to Stony Point Road – Signalize; add bike lanes	x		x			x
Davis Street and 6th Street Traffic Signal Installation – Davis Street and 6th Street traffic signal installation; 6th Street undercrossing	x		x			x
New Citywide Traffic Signals: Santa Rosa – Implement ITS corridors (Mendocino Avenue, Guerneville Road/Steele Lane, Farmers Lane)	x		x			x
Dutton Meadows – Widen and reconstruct from Hearn Avenue to Bellevue Avenue	x		x			x
West Avenue – Reconstruct and widen from Sebastopol Road to South Avenue	x		x			x
Old Redwood Highway – Widen to four lanes from Arata Lane to north town limits	x		x			x
Old Redwood Highway – Widen to four lanes from Windsor Road to Windsor River Road	x		x			x
Shiloh Road – Widen to four lanes from U.S. 101 to Skylane Boulevard	x		x			x

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Petaluma Boulevard North-U.S. 101 to city limits (approximately 300 feet north of Gossage Avenue)	x		x			x
Alexander Valley Road – Shoulder widening for bikes and sight distance; eliminate safety issues	x		x			x
Calistoga Road: Montecito Boulevard to Highway 12 – Traffic calming	x		x			x
Lakeville Road – Widen to four lanes from Highway 37 to Highway 116	x		x			x
Arnold Drive – Construct center turn lane from Country Club Drive to Madrone Road	x		x			x
Highway 12 – Widen to three lanes from Los Alamos Road to Pythian Road	x		x			x
Arnold Drive – Widen to three lanes from Verano Avenue to Petaluma Street	x		x			x
8th Street East/Highway 121 – Increase intersection capacity	x		x			x
Farmers/4th Street – Intersection improvements	x		x			x
8th Street East – Widening from Napa Road to Napa Street	x		x			x
Intersection control on Highway 116 at four locations in Sebastopol	x		x			x
River Road/Mark West Springs Road – Construct two additional lanes from Brickway Extension to Old Redwood Highway	x		x			x
Bellevue Avenue/Ludwig Avenue Connector – Realign Bellevue Avenue from Ludwig Avenue to Stony Point Road	x		x			x
Highway 12 – Widen to four lanes from Llano Road to South Wright Road	x		x			x
Todd Road – Widen from Stony Point Road to Llano Road; extend east to Petaluma Hill Road	x		x			x
West College Avenue: Fulton Road to Stony Point Road – Widen to four lanes and reconstruct (includes storm drain)	x		x			x
Bodega Avenue: Golden Ridge Avenue to Pleasant Hill Road –	x		x			x

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Improve curb, gutter and sidewalk						
Highway 116/Healdsburg Avenue: Live Oak Avenue to Hurlbut Avenue – Improve curb, gutter, and sidewalk	x		x			x
Stony Point Road (Phase 1) – Widen to six lanes and reconstruct from Highway 12 to approximately 800 feet south of Sebastopol Road	x		x			x
Stony Point Road (Phase 2) – Widen to four lanes and reconstruct south of Sebastopol Road to Hearn Avenue	x		x			x
Hearn Avenue Realignment (Phase 1) – Add turn lanes and widen to four lanes the Santa Rosa Avenue approaches to the Hearn Avenue interchange; include ITS	x		x			x
Hearn Avenue Realignment (Phase 2) – Widen Hearn Avenue to four lanes from the U.S. 101 overcrossing to Dutton Avenue; improve Hearn Avenue and Corby Avenue intersection	x		x			x
Hearn Avenue Realignment (Phase 3) – Complete widening of Hearn Avenue overcrossing of U.S. 101 and reconfigure southbound U.S. 101 ramps	x		x			x
Sebastopol Road: Olive Street to Dutton Avenue – Upgrade and reconstruct	x		x			x
West 9th Street: Dutton Avenue to Morgan Avenue – Widen to four lanes and reconstruct	x		x			x
Old Redwood Highway: La Plaza North to Highway 116/Gravenstein Highway – Rehabilitate roadway	x		x			x
Five Way Intersection Improvements	x		x			x
Neighborhood Traffic Calming Program ($60,000 per year)	x		x			x
Wilfred Avenue – Widen to four lanes	x		x			x
Rohnert Park Expressway – Widen to six lanes	x		x			x
Dowdell Avenue – Reconstruct and extend	x		x			x
Bodway Parkway Extension	x		x			x

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State Farm Drive Corridor Improvements – Widen to four lanes	x		x			x
Commerce Drive Corridor Improvements – Widen to four lanes through Rohnert Park	x		x			x
City Center Drive Plaza and Pedestrian Improvements	x		x			x
Davis Street and 6th Street Traffic Signal	x		x			x
College Avenue Improvements: Cleveland Avenue to Morgan Street – Widen to four lanes	x		x			x
Highway 12 – Right-of-way for three lanes	x		x			x
Highway 12 at 4th Street	x		x			x
Gravenstein Highway/Highway 116: Spooner Park to U.S. 101 – Widen to three lanes	x		x			x
Highway 116: Elphick Road to Redwood Drive – Rehabilitate and widen (involves realignment, new shoulders and channelization improvements)	x		x			x
U.S. 101 and Railroad Avenue Interchange – Add southbound ramps	x		x			x
U.S. 101 and Mendocino Avenue/ Hopper Avenue Interchange	x		x			x
Traffic Calming on County Rights-of-Way	x		x			x
Old Redwood Highway – Widen to four lanes from Shiloh Road to Santa Rosa city limits	x		x			x
Old Redwood Highway – Widen to four lanes from Railroad Avenue to Petaluma city limits	x		x			x
Fulton Road – Widen to four lanes from Old Redwood Highway to Piner Road	x		x			x
Highway 12 – Widen to three lanes from Llano Road to Highway 116	x		x			x
Bodega Highway – Widen to three lanes from Sebastopol city limits to Jonive Road	x		x			x
Stony Point Road – Widen to four lanes from Santa Rosa city limits	x		x			x

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to Petaluma city limits						
Santa Rosa Avenue – Widen to four lanes from Todd Road to U.S. 101	x		x			x
Ely Road – Add center turn lane from Old Redwood Highway to Petaluma city limits	x		x			x
Corona Road – Add center turn lane from Adobe Road to Ely Road	x		x			x
Lakeville Highway – Widen to four lanes from U.S. 101 to Highway 37	x		x			x
Highway 37 – Widen to four lanes	x		x			x
Stage Gulch Road – Add center turn lane from Adobe Road to Arnold Drive	x		x			x
Highway 12 – Add center turn lane from Santa Rosa to Sonoma	x		x			x
Arnold Drive – Add center turn lane from Madrone Road to Petaluma Avenue	x		x			x
Madrone Road – Add center turn lane from Arnold Road to Highway 12	x		x			x
Aqua Caliente Road – Add center turn lane from Arnold Road to Highway 12	x		x			x
Verano Avenue – Add center turn lane from Arnold Road to Highway 12	x		x			x
Petaluma Avenue – Add center turn lane from Arnold Road to Highway 12	x		x			x
Northpoint Parkway – Extend as two-lane facility from Fresno Avenue to South Wright Road	x		x			x
Northpoint Parkway – Widen to four lanes from Stony Point Road to Fresno Avenue	x		x			x
Fresno Avenue – Extend as two-lane facility from Northpoint Parkway to Finley Avenue	x		x			x
Corporate Center Parkway – Widen to four lanes from Northpoint	x		x			x

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Parkway to Sebastopol Road						
Stony Point Road – Widen to four lanes from Hearn Avenue to Santa Rosa city limits	x		x			x
Maureen Drive: Dutton Avenue to Dutton Meadow – Realign and widen to four lanes	x		x			x
Dutton Avenue – Extend to as four-lane facility to existing Dutton Avenue at Hearn Avenue	x		x			x
Hearn Avenue – Realign as four-lane facility from Burbank Avenue to Northpoint Parkway	x		x			x
Sebastopol Road – Four-lane facility from Dutton Avenue to Stony Point Road	x		x			x
Corby Avenue – Widen to four lanes from Baker Avenue to Hearn Avenue	x		x			x
Baker Overcrossing of U.S. 101 – Widen to four lanes	x		x			x
Santa Rosa Avenue – Add one southbound lane from Baker Avenue to Colgan Avenue	x		x			x
Petaluma Hill Road – Widen to four lanes from Aston Way to Santa Rosa city limits	x		x			x
Kawana Springs Road – Widen to add one westbound lane from Santa Rosa Avenue to Petaluma Hill Road	x		x			x
Stony Point Road – Widen to six lanes from 3rd Street to Highway 12	x		x			x
West 3rd Street – Widen to four lanes from Senna Drive to Fulton Road	x		x			x
West 9th Street – Widen to four lanes from Dutton Avenue to Link Lane	x		x			x
Cleveland Avenue – Widen to four-lane facility from College Avenue to West 9th Street	x		x			x
Range Avenue – Widen to four lanes from Steele Lane to Russell Avenue	x		x			x

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Piner Road – Widen to four lanes from Marlow Road to Fulton Road	x		x			x
Hopper Avenue – Widen to four lanes from Cleveland Avenue to Coffey Lane	x		x			x
Courthouse Square Closure – Close Mendocino Avenue; convert 3rd Street to one-way facility south of Courthouse Square	x		x			x
3rd Street – Widen to six lanes from Morgan Street to B Street	x		x			x
Morgan Street – Widen to six lanes from 3rd Street to 5th Street	x		x			x
North Street – Widen to four lanes from Carr Avenue to College Avenue	x		x			x
Franklin Avenue – Widen to four lanes from Lewis Road to North Street	x		x			x
Chanate Road – Widen to four lanes from Humboldt Street to Mendocino Avenue	x		x			x
Transit Priority Measures (TPM) – TPM represents roadway infrastructure that protects the speed and on-time reliability of bus transit. Examples include signal prioritization, dedicated bus/HOV lanes, queue jumpers, left turn bays, etc.	x			x		x
Transit Improvements						
Transit improvements listed in Measure M Strategic Plan	x		x		x	x
SMART passenger rail frequencies of 15 minute headways during peak periods, 30 minute headways off peak; and SMART shuttle service added to the transportation system	x			x		x
Sonoma-Marin Area Rail Transit (SMART) passenger rail project (30 minute headways during peak periods, 60 minute headways off peak)	x		x		x	x
Increased frequencies (decreased headways) on Santa Rosa CityBus Routes	x		x	x	x	x
Route 1 – 30 to 15 minute headways	x		x			x
Route 2 – 30 to 15 minute headways	x		x			x

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Route 3 – 30 to 15 minute headways	x		x			x
Route 4 – 60 to 15 minute headways	x		x		x	x
Route 5 – 30 to 15 minute headways	x		x		x	x
Route 6 – 30 to 15 minute headways	x		x			x
Route 7 – 60 to 15 minute headways	x		x		x	x
Route 8 – 30 to 15 minute headways	x		x			x
Route 9 – 30 to 15 minute headways	x		x		x	x
Route 10 – 30 to 15 minute headways	x		x	x		x
Route 11 – 30 to 15 minute headways	x		x			x
Route 12 – 30 to 15 minute headways	x		x	x		x
Route 14 – 30 to 15 minute headways	x		x	x	x	x
Route 15 – 30 to 15 minute headways	x		x			x
Route 16 – 60 to 15 minute headways	x		x			x
Route 17 – 30 to 15 minute headways	x		x			x
Route 18 – 60 to 15 minute headways	x		x			x
Route 19 – 30 to 15 minute headways	x		x		x	x
Mendocino Avenue/Santa Rosa Avenue Rapid Bus – Ten minute headways; same stops as current routes	x		x		x	x
Montgomery/Sonoma/West Santa Rosa Rapid Bus – Ten minute headways; same stops as current routes	x		x		x	x
Increased frequencies (decreased headways) on Sonoma County Transit Routes	x		x			x
Route 20 – 80 to 45 minute headways	x		x			x
Route 26 – 160 to 90 minute headways	x		x			x
Route 28 – 80 to 50 minute headways.	x			x		x
Route 30 – 85 to 45 minute headways	x		x			x

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Route 32 – 50 to 40 minute headways.	x			x		x
Route 40 – 95 to 90 minute headways	x		x			x
Route 42 – 75 to 60 minute headways	x			x		x
Route 44/48 – 50 to 30 minute headways	x		x			x
Route 60 – 50 to 30 minute headways	x		x			x
Route 62 – 90 to 60 minute headways	x		x			x
Route 64 – 90 to 60 minute headways	x			x		x
Port Sonoma- No ferry service	x	x			x	x
Port Sonoma – Includes basic ferry service operating.	x		x			x
Port Sonoma – Includes ferry service operating, connecting with San Francisco	x			x		x
Non-Motorized Transportation Improvements						
Projects listed in the 2008 Countywide Bicycle and Pedestrian Master Plan. Includes independent bike trails (Class I), striped bike lanes (Class II), and bike routes (Class III). There is no fiscally constrained list of bicycle and pedestrian improvements for the 2009 CTP.	x	x	x	x	x	x
Additional Improvements						
Smaller, more specialized programs are available to local jurisdictions for specific projects such as rail projects, traffic safety and safe routes for schools, local projects funded through developer related Transit Impact Fees, right-of-way and dedication improvements by developers	x	x	x	x	x	x
Measure M provides for a ¼ cent sales tax that is used to maintain local streets, fix potholes, accelerate widening U.S. 101, improve interchanges, restore and enhance transit, support development of passenger rail, and build safe bicycle and pedestrian routes	x		x	x	x	x

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Regional Operations Programs						
TransLink – a universal ticket valid on all transit modes	x	x	x	x	x	x
511 Traveler Information – a free phone and web service with up-to-the-minute information on traffic conditions, incidents and driving times, schedule, route and fare information for the Bay Area's public transportation services, instant carpool and vanpool referrals, and bicycling information	x	x	x	x	x	x
Regional Rideshare Program – a comprehensive resource that provides carpool matching and employer assistance in planning and formulating commute programs.	x	x	x	x	x	x
Freeway Service Patrol/Call Boxes – the Freeway Service Patrol (FSP) involves a fleet of tow truck drivers that patrol the region's most congested freeways during the busiest times of the day to quickly clear accidents and other incidents, assist motorists in trouble, remove dangerous road debris, and otherwise help to make the region's freeways safer and less congested. The call box program provides assistance to motorists in trouble, allowing them to report a road hazard, a flat tire or a mechanical breakdown	x	x	x	x	x	x
Transit Connectivity – a comprehensive strategy for easing passengers' movement from one transit system to another by providing more reliable connections, making it easier to pay fares, improving way-finding signage and reducing overall travel times	x	x	x	x	x	x
Improve Local Streets/Roads Pavement Condition Index (PCI) – the continuing need to maintain the quality of local roadways to maximize operational capacity and minimize safety hazards to the public	x	x	x	x	x	x
Land Use and Pricing Assumptions						

Project	2009 CTP	Alternative 1 No Project/No Action	Alternative 2 CTP Vision Scenario, Financially Unconstrained Capital Improvement	Alternative 3 VMT Reduction – Transit Expansion/Smart Growth Focused	Alternative 4 VMT Reduction – Pricing Policy Focused	Alternative 5 "Do Everything"
The socio-economic forecasts used in the CTP are based on the Association of Bay Area Governments' (ABAG) Projections 2005 with adjustments based on local forecasts and the release of ABAG's Projections 2007. ABAG population and employment forecasts were used as control totals for jurisdictions and county planning areas. Sub-allocation of control totals to traffic analysis zones within jurisdiction boundaries or county planning areas were based on local planning agencies and SCTA staff.	x	x	x		x	
Future land use is assumed to be focused around county Priority Development Areas, rail/transit stations, and locally designated pedestrian or special development districts. Projected population and job growth numbers are constant across all alternatives, including this one; growth is shifted to higher densities in designated smart growth zones. A higher percentage of future development has been allocated at higher densities.	x			x		x
Future Fuel Costs: Assumes that gasoline costs will increase from the 2005 average of $2.52 per gallon (current [2008] average of $4.25 gallon) to $7.47 per gallon in 2035 in today's dollars. This fuel price increase is expected to be generally offset by improvements in vehicle fuel economy.	x	x	x	x		
Tolls: Toll costs are assumed to keep pace with inflation (i.e., no increase or decrease in toll amounts).	x	x	x	x		
Parking: Parking costs are assumed to keep pace with inflation.	x	x	x	x		
Transit Fares: Transit fares are assumed to keep pace with inflation.	x	x	x	x		
Congestion Charges: no congestion charges are assumed to be in place.	x	x	x	x		
Future Fuel Costs: Assumes that gasoline costs will increase from the 2005 average of $2.52 per gallon (current [2008] average of $4.25 gallon) to $7.47 per gallon plus $5.50 per mile congestion	x				x	x

Project	2009 CTP	Alternative 1 No Project/No Action	Alternative 2 CTP Vision Scenario, Financially Unconstrained Capital Improvement	Alternative 3 VMT Reduction – Transit Expansion/Smart Growth Focused	Alternative 4 VMT Reduction – Pricing Policy Focused	Alternative 5 "Do Everything"
charge in 2035 in today's dollars. This equates to a per mile cost (operating costs including gas, maintenance and tires, but not including ownership costs such as insurance, depreciation, taxes, etc.) increasing from $0.23 per mile in 2008 to $1.27 per mile in 2035.						
Tolls: Toll costs are assumed to keep pace with inflation (i.e., no increase or decrease in toll amounts).	x				x	x
Parking: Parking costs for all downtown and large commercial areas is assumed to be set at $1.00 per hour or at current rates if higher (for peak and off-peak periods).	x				x	x
Transit Fares: Transit fares are assumed to keep pace with inflation.	x				x	x
Congestion Charges: a $0.25 per mile congestion fee/gas tax is assumed to be in place on congested roadways during peak hours.	x				x	x

Source: Sonoma County Transportation Authority, Draft 2008 Comprehensive Transportation Plan. 2008.

SONOMA COUNTY MODEL

Measures of Effectiveness Summary

Daily Vehicle Miles of Travel	Estimated	2009 CTP	Alternative 1	Difference
Facility Type	**2008**	**2035**	**2035**	**2035**
Freeway	3,946,149	5,374,193	5,211,757	-162,436
Highway/Expressway	680,777	937,347	910,051	-27,297
Arterial	4,839,837	5,797,499	6,276,871	479,372
Collector	1,048,674	1,255,234	1,293,610	38,376
Freeway Ramps	206,400	250,057	255,602	5,546
Local	719,974	803,625	820,520	16,895
TOTAL	**11,441,811**	**14,417,956**	**14,768,411**	**352,490**

Daily Vehicle Miles of Travel	Estimated	2009 CTP	Alternative 2	Difference
Facility Type	**2008**	**2035**	**2035**	**2035**
Freeway	3,946,149	5,374,193	5,303,803	-70,390
Highway/Expressway	680,777	937,347	1,018,581	81,234
Arterial	4,839,837	5,797,499	5,857,040	59,541
Collector	1,048,674	1,255,234	1,199,473	-55,761
Freeway Ramps	206,400	250,057	252,179	2,123
Local	719,974	803,625	804,647	1,022
TOTAL	**11,441,811**	**14,417,956**	**14,435,724**	**19,803**

Daily Vehicle Miles of Travel	Estimated	2009 CTP	Alternative 3	Difference
Facility Type	**2008**	**2035**	**2035**	**2035**
Freeway	3,946,149	5,374,193	5,251,429	-122,764
Highway/Expressway	680,777	937,347	868,504	-68,843
Arterial	4,839,837	5,797,499	5,157,751	-639,748
Collector	1,048,674	1,255,234	1,138,099	-117,135
Freeway Ramps	206,400	250,057	236,080	-13,977
Local	719,974	803,625	697,660	-105,965
TOTAL	**11,441,811**	**14,417,956**	**13,349,523**	**-1,066,397**

Daily Vehicle Miles of Travel	Estimated	2009 CTP	Alternative 4	Difference
Facility Type	**2008**	**2035**	**2035**	**2035**
Freeway	3,946,149	5,374,193	5,045,075	-329,118
Highway/Expressway	680,777	937,347	877,351	-59,996
Arterial	4,839,837	5,797,499	4,954,095	-843,404
Collector	1,048,674	1,255,234	1,056,051	-199,184
Freeway Ramps	206,400	250,057	224,339	-25,717
Local	719,974	803,625	632,104	-171,521
TOTAL	**11,441,811**	**14,417,956**	**12,789,015**	**-1,626,905**

Daily Vehicle Miles of Travel	Estimated	2009 CTP	Alternative 5	Difference
Facility Type	**2008**	**2035**	**2035**	**2035**

Freeway	3,946,149	5,374,193	4,813,666	-560,527
Highway/Expressway	680,777	937,347	900,389	-36,958
Arterial	4,839,837	5,797,499	4,400,116	-1,397,384
Collector	1,048,674	1,255,234	916,325	-338,910
Freeway Ramps	206,400	250,057	212,332	-37,724
Local	719,974	803,625	554,944	-248,681
TOTAL	**11,441,811**	**14,417,956**	**11,797,772**	**-2,618,149**

Daily Vehicle Hours of Travel	Estimated	2009 CTP	Alternative 1	Difference
Facility Type	**2008**	**2035**	**2035**	**2035**
Freeway	70,963	96,920	102,508	5,588
Highway/Expressway	16,442	23,221	22,839	-381
Arterial	162,756	358,264	399,365	41,101
Collector	34,896	43,451	45,778	2,327
Freeway Ramps	5,100	6,327	6,757	431
Local	36,183	41,030	41,894	864
TOTAL	**326,339**	**569,213**	**619,142**	**51,964**

Daily Vehicle Hours of Travel	Estimated	2009 CTP	Alternative 2	Difference
Facility Type	**2008**	**2035**	**2035**	**2035**
Freeway	70,963	96,920	94,717	-2,203
Highway/Expressway	16,442	23,221	25,103	1,882
Arterial	162,756	358,264	310,555	-47,709
Collector	34,896	43,451	40,976	-2,475
Freeway Ramps	5,100	6,327	6,354	28
Local	36,183	41,030	41,068	38
TOTAL	**326,339**	**569,213**	**518,773**	**-48,405**

Daily Vehicle Hours of Travel	Estimated	2009 CTP	Alternative 3	Difference
Facility Type	**2008**	**2035**	**2035**	**2035**
Freeway	70,963	96,920	92,058	-4,862
Highway/Expressway	16,442	23,221	20,761	-2,460
Arterial	162,756	358,264	288,811	-69,454
Collector	34,896	43,451	38,910	-4,541
Freeway Ramps	5,100	6,327	5,839	-487
Local	36,183	41,030	35,465	-5,565
TOTAL	**326,339**	**569,213**	**481,844**	**-85,334**

Collector	Estimated	2009 CTP	Alternative 4	Difference
Facility Type	**2008**	**2035**	**2035**	**2035**
Freeway	70,963	96,920	86,690	-10,230
Highway/Expressway	16,442	23,221	21,032	-2,189
Arterial	162,756	358,264	309,134	-49,131
Collector	34,896	43,451	35,380	-8,071
Freeway Ramps	5,100	6,327	5,548	-779
Local	36,183	41,030	32,100	-8,929
TOTAL	**326,339**	**569,213**	**489,885**	**-77,294**

Daily Vehicle Hours of Travel	Estimated	2009 CTP	Alternative 5	Difference
Facility Type	**2008**	**2035**	**2035**	**2035**
Freeway	70,963	96,920	80,931	-15,989
Highway/Expressway	16,442	23,221	20,946	-2,275
Arterial	162,756	358,264	210,273	-147,991

Collector	34,896	43,451	30,040	-13,411
Freeway Ramps	5,100	6,327	5,179	-1,148
Local	36,183	41,030	28,082	-12,948
TOTAL	**326,339**	**569,213**	**375,451**	**-191,727**

Average Daily Vehicle Speed	Estimated	2009 CTP	Alternative 1	Difference
Facility Type	**2008**	**2035**	**2035**	**2035**
Freeway	55.9	55.4	50.8	-4.6
Highway/Expressway	41.5	40.4	39.8	-0.5
Arterial	32.4	16.2	15.7	-0.5
Collector	30.1	28.9	28.3	-0.6
Freeway Ramps	40.6	39.5	37.8	-1.7
Local	19.9	19.6	19.6	0.0
TOTAL	**36.3**	**25.3**	**23.9**	**-1.5**

Average Daily Vehicle Speed	Estimated	2009 CTP	Alternative 2	Difference
Facility Type	**2008**	**2035**	**2035**	**2035**
Freeway	55.9	55.4	56.0	0.5
Highway/Expressway	41.5	40.4	40.6	0.2
Arterial	32.4	16.2	18.9	2.7
Collector	30.1	28.9	29.3	0.4
Freeway Ramps	40.6	39.5	39.7	0.2
Local	19.9	19.6	19.6	0.0
TOTAL	**36.3**	**25.3**	**27.8**	**2.5**

Average Daily Vehicle Speed	Estimated	2009 CTP	Alternative 3	Difference
Facility Type	**2008**	**2035**	**2035**	**2035**
Freeway	55.9	55.4	57.0	1.6
Highway/Expressway	41.5	40.4	41.8	1.5
Arterial	32.4	16.2	17.9	1.7
Collector	30.1	28.9	29.2	0.4
Freeway Ramps	40.6	39.5	40.4	0.9
Local	19.9	19.6	19.7	0.1
TOTAL	**36.3**	**25.3**	**27.7**	**2.4**

Average Daily Vehicle Speed	Estimated	2009 CTP	Alternative 4	Difference
Facility Type	**2008**	**2035**	**2035**	**2035**
Freeway	55.9	55.4	58.2	2.7
Highway/Expressway	41.5	40.4	41.7	1.3
Arterial	32.4	16.2	16.0	-0.2
Collector	30.1	28.9	29.8	1.0
Freeway Ramps	40.6	39.5	40.4	0.9
Local	19.9	19.6	19.7	0.1
TOTAL	**36.3**	**25.3**	**26.1**	**0.8**

Average Daily Vehicle Speed	Estimated	2009 CTP	Alternative 5	Difference
Facility Type	**2008**	**2035**	**2035**	**2035**
Freeway	55.9	55.4	59.5	4.0
Highway/Expressway	41.5	40.4	43.0	2.6
Arterial	32.4	16.2	20.9	4.7

Collector	30.1	28.9	30.5	1.6
Freeway Ramps	40.6	39.5	41.0	1.5
Local	19.9	19.6	19.8	0.2
TOTAL	**36.3**	**25.3**	**31.4**	**6.1**