



Solano Transportation Authority

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SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

Benicia • Dixon • Fairfield • Rio Vista • Suisun City • Vacaville • Vallejo • Solano County

One Harbor Center, Suite 130, Suisun City, CA 94585-2473 • Telephone (707) 424-6075 / Facsimile (707) 424-6074

Email: staplan@sta-snci.com • Website: sta.ca.gov

TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA

1:30 p.m., Wednesday, September 28, 2011
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Table with 2 columns: ITEM and STAFF PERSON. Items include CALL TO ORDER, APPROVAL OF AGENDA, OPPORTUNITY FOR PUBLIC COMMENT, REPORTS FROM CALTRANS, METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA STAFF, and CONSENT CALENDAR.

TAC MEMBERS

Table listing TAC members: Charlie Knox (Benicia), Morrie Barr (Dixon), George Hicks (Fairfield), Dave Mellili (Rio Vista), Dan Kasperson (Suisun City), Rod Moresco (Vacaville), David Kleinschmidt (Vallejo), Matt Tuggle (Solano).

The complete STA TAC packet is available on STA's website: www.sta.ca.gov

- C. State Transit Assistance Funds (STAF) Regional Paratransit Funding Request for the Intercity Taxi Scrip Program** Liz Niedziela
Recommendation:
Forward a recommendation to the STA Board to allocate \$25,000 of STAF Regional Paratransit funds for the Intercity Taxi Scrip Program.
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- D. Seniors and People with Disabilities Transportation Study** Liz Niedziela
Recommendation:
Forward a recommendation to the STA Board to approve the Solano Transportation Study for Seniors and People with Disabilities.
Pg. 37
- E. Proposed SolanoExpress Route 30 Service Changes** Liz Niedziela
 Mona Babauta
Recommendation:
Forward a recommendation to the STA Board to approve service changes to Route 30 in order to improve time efficiency and cost effectiveness.
Pg. 39
- F. Comprehensive Transportation Plan – Land Use Chapter** Robert Macaulay
Recommendation:
Forward a recommendation to the STA Board to approve the Draft Land Use Chapter of the Solano Comprehensive Transportation Plan included as Attachment A.
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VI. ACTION FINANCIAL ITEMS

- A. 2012 State Transportation Improvement Program (STIP)** Jessica McCabe
Recommendation:
Forward a recommendation to the STA Board to approve the following:
1. *Approve the 2011 10-Year Investment Plan for Highways and Major Transit Capital Projects;*
 2. *Program \$8.3M in available non-Transportation Enhancement (TE) STIP funds to the Jepson Parkway project;*
 3. *Program \$649,000 in unprogrammed STIP TE reserve to the City of Dixon’s West B Street Undercrossing project;*
 4. *Program \$672,000 in available new STIP TE funds to the City of Dixon’s West B Street Undercrossing project; and*
 5. *Program \$98,000 in FY 15-16 and \$274,000 in FY 16-17 available for Planning, Programming, and Monitoring (PPM) activities.*
- (1:50 -2:00 p.m.)
Pg. 63

- B. South County Transit (SolTrans) Funding Request to Cover Transitional Costs** Liz Niedziela
Recommendation:
Forward a recommendation to the STA Board to approve allocation of SolTrans funding request in the amount of \$395,800 of STAF to cover transitional costs.
(2:00 – 2:10 p.m.)
Pg. 77

VII. ACTION NON-FINANCIAL ITEMS

- A. Update of Solano Congestion Management Plan (CMP)** Robert Macaulay
Recommendation:
Forward a recommendation to the STA Board to approve the 2011 Update of the Solano CMP.
(2:10 – 2:20 p.m.)
Pg. 83
- B. STA’s Draft 2012 Legislative Priorities and Platform** Jayne Bauer
Forward a recommendation to the STA Board to approve the following:
- 1. Distribute of the STA’s Draft 2012 Legislative Priorities Platform for a 30-day review and comment period.*
 - 2. Oppose funding cuts to California Amtrak operations as proposed in the Transportation Housing and Urban Development (THUD) Subcommittee 2012 appropriations bill.*
- (2:20 – 2:30 p.m.)
Pg.

VIII. INFORMATIONAL ITEMS – DISCUSSION

- A. Fiscal Year (FY) 2010-11 Abandoned Vehicle Abatement (AVA) Program Fourth Quarter and Annual Report** Susan Furtado
Informational
(2:30 – 2:35 p.m.)
Pg. 123
- B. Safe Routes to Transit Plan (SR2T) Update** Robert Guerrero
Informational
(2:35 – 2:40 p.m.)
Pg. 125
- C. Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2010-11 Year-End Report** Judy Leaks
Informational
(2:40 – 2:45 p.m.)
Pg. 137

- D. Benicia Climate Action Plan (CAP) Implementation** Robert Macaulay
Informational
(2:45 – 2:50 p.m.)
Pg. 141
- E. Regional Transportation Plan (RTP) Update/One Bay Area Block Grant Update** Robert Macaulay
Informational
(2:50 – 2:55 p.m.)
Pg. 143

NO DISCUSSION NECESSARY

- F. Funding Opportunities Summary** Sara Woo
Informational
Pg. 183
- G. STA Board Meeting Highlights of September 14, 2011** Johanna Masielat
Informational
Pg. 189
- H. STA Board and Advisory Committee Meeting Schedule for Remainder of Calendar Year 2011** Johanna Masielat
Informational
Pg. 195

IX. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, November 30, 2011.**



TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
August 31, 2011

I. CALL TO ORDER

The regular meeting of the Technical Advisory Committee (TAC) was called to order at approximately 1:30 p.m. in the Solano Transportation Authority's Conference Room 1.

Present:

TAC Members Present:	Mike Roberts	City of Benicia
	Morrie Barr	City of Dixon
	George Hicks	City of Fairfield
	Dave Mellili	City of Rio Vista
	Dan Kasperson	City of Suisun City
	Jeff Knowles	City of Vacaville
	David Kleinschmidt	City of Vallejo
	Matt Tuggle	County of Solano

STA Staff Present:

(In Alphabetical Order by Last Name)

Janet Adams	STA
Daryl Halls	STA
Judy Leaks	STA
Robert Macaulay	STA
Johanna Masiclat	STA
Jessica McCabe	STA
Sam Shelton	STA

Others Present:

(In Alphabetical Order by Last Name)

Amanda Dum	City of Suisun City
Wayne Lewis	City of Fairfield

II. APPROVAL OF THE AGENDA

On a motion by Dan Kasperson, and a second by David Kleinschmidt, the STA TAC unanimously approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Robert Macaulay announced that NCTPA is submitting a grant application for State Route (SR) Jameson Canyon pilot shuttle service, and he stated that STA has been requested to provide \$51,000 in local match STAF funds.

Other: None presented.

V. CONSENT CALENDAR

On a motion by George Hicks, and a second by Dan Kasperson, the STA TAC approved Consent Calendar Items A through C.

A. Minutes of the TAC Meeting of June 29, 2011

Recommendation:

Approve TAC Meeting Minutes of June 29, 2011.

B. Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Matrix – September 2011 – City of Dixon and County of Solano Modification

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2011-12 Solano TDA Matrix (September 2011) - City of Dixon and the County of Solano Modification as shown in Attachment A.

C. Redesignation of STA as Abandoned Vehicle Abatement (AVA) Program Service Authority for Solano County

Recommendation:

Forward a recommendation to the STA Board to Authorize the Executive Director to:

1. Notify the Department of Motor Vehicle for the intent to extend the Abandoned Vehicle Abatement (AVA) Program for another 10-year period;
2. Submit a new resolution to formally request the extension of the AVA Program in Solano County; and
3. Notify member agencies for the continuation of the AVA Program and ask that each issues a resolution approving the STA as the Service Authority.

VI. ACTION NON-FINANCIAL ITEMS

A. Recommendations Derived From the STA Board Workshop of June 27, 2011

Daryl Halls summarized the follow-up to the Board member comments and discussion provided at the STA Board Workshop held on June 27, 2011. He stated that staff has developed a series of specific recommendations to the seven topic areas covered at the Board Workshop. The topic areas include improvements to the SR 12 and I-80 corridors, Public Private Partnerships for Solano County's major transit centers, development of a Long Range Sustainability Plan for Transit, development of an Alternative Fuels Strategy for Transit, and funding of local priorities such as Safe Routes to School, Local Streets and Roads, and Mobility for Seniors and Persons with Disabilities.

Recommendation:

Forward a recommendation to approve follow-up recommendations from the STA Board Work Shop of June 27, 2011 as specified in attachment C.

On a motion by Matt Tuggle, and a second by Dave Mellili, the STA TAC unanimously approved the recommendation.

B. Regional Express Lanes Network Letter of Support

Janet Adams commented that MTC is seeking a letter from the CMAs in support of the application by the Metropolitan Transportation Commission (MTC) for authority to implement a regional Express Lanes Network and is urging the California Transportation Commission (CTC) to make a finding of eligibility to affirm this support.

Recommendation:

Forward a recommendation to the STA Board to send a Letter of Support to the California Transportation Commission in support of the Metropolitan Transportation Commission application for authorizing a Bay Area Regional Express Lanes Network.

On a motion by David Kleinschmidt, and a second by Dave Mellili, the STA TAC unanimously approved the recommendation.

C. Regional Transportation Plan Priority Projects

Robert Macaulay reviewed and identified Solano County's highest priority and regionally significant projects that are proposed to be included in the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) for modeling.

Recommendation:

Forward a recommendation to the STA Board to approve the RTP priority project list identified in this staff report.

On a motion by Dan Kasperon, and a second by George Hicks, the STA TAC unanimously approved the recommendation.

D. One Bay Area Block Grant Proposal

Robert Macaulay reviewed MTC and ABAG's proposals to combine the allocation of federal cycle funds that MTC currently allocates for various transportation programs into a new grant proposal, called the "One Bay Area Grant." He described the proposal that will combine a number of previously separate programs: Local Streets and Roads maintenance, regional Safe Routes Schools, regional Bicycle Network development, and Transportation for Livable Communities. He also listed the four areas of concern for STA and the member agencies regarding the guidelines: Restrictions on federal Surface Transportation Program (STP) funds, restricted use of funds in PDAs, the Supportive Local Transportation and Land Use Policies and ensuring no net revenue loss from Cycle 1 funding levels.

After discussion, the STA TAC modified the first recommendation to read as follows:

Recommendation:

Forward a recommendation to the STA Board to request MTC and ABAG modify the One Bay Area Block Grant criteria as follows:

1. Allow ***STP funds Block Grants*** to be spent on ***projects within or in direct support of PDAs and*** any eligible roadway, without consideration of whether or not the roadway is in a designated PDA;
2. Change the language of Supportive Local Transportation and Land-Use Policy a) to read “Parking/pricing policies (e.g. cash out, peak pricing, on-street/off street pricing differentials, eliminate parking minimums, unbundled parking) **or** adopted city and/or countywide employer trip reduction ordinances or programs”; and
3. A ‘no net loss of revenue’ for each CMA, based upon actual Cycle 1 funding, and adjust the County Grant Amount for Solano of the One Bay Area Block Grant guidelines to \$15.2 million.

On a motion by Dave Mellili, and a second by Dan Kasperson, the STA TAC unanimously approved the recommendation as amended above in ***bold italics***.

E. Agricultural and Open Space Pilot Program

Robert Macaulay reviewed the development of a pilot plan to address transportation issues related to the preservation of viable agricultural and open space lands. He cited that the recommended approach to development of the agricultural and open space plan would be to assemble a working group to guide work done by a consultant. He added that STA would act as the lead agency and would administer the consultant contract.

Recommendation:

Forward a recommendation to the STA Board to authorize STA staff to develop a Scope of Work in anticipation of funding for an agricultural and open space pilot plan and program for Solano County.

On a motion by Dave Mellili, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation.

F. Comprehensive Transportation Plan – Land Use Chapter

Robert Macaulay reported that the CTP Land Use Chapter will be reviewed a final time by the STA Alternative Modes Committee at a meeting to be scheduled in early October 2011. He added that when the CTP is ready for adoption, STA and Fehr & Peers will make a final assignment of page and chapter numbers, appendices and attachments, and develop a table of contents, and at that time, a final date will be added to all headers and chapter titles to reflect the month and year of adoption. Due to the chapter being provided late to the TAC, several TAC members requested additional time to review prior to forwarding a recommendation to the STA Board.

Recommendation:

Forward a recommendation to the STA Board to approve the Land Use Chapter of the Solano Comprehensive Transportation Plan included as Attachment A.

On a motion by George Hicks, and a second by Dan Kasperson, the STA TAC tabled this item until the next meeting in September.

VII. ACTION FINANCIAL ITEMS

A. City of Dixon West B Street Pedestrian Undercrossing Project

Janet Adams summarized the delivery process of the City of Dixon's West B Street Undercrossing Project. She reviewed the environmental, funding, previously prepared Plans, Specifications, and Estimates (PS&E), project management, construction management services, and timeline of the project.

Recommendation:

Forward a recommendation to the STA Board to authorizing the Executive Director to:

1. Enter into an agreement with the City of Dixon to deliver the West B Street Pedestrian Undercrossing Project;
2. Negotiate and execute a contract with funding up to \$250,000 with HDR to complete the design services for the project;
3. Negotiate and execute a contract amendment for up to \$100,000 with Quincy Engineering to provide Project Management Services for the project; and
4. Issue Request for Proposals for construction management services and enter into an agreement not-to-exceed \$600,000.

On a motion by David Kleinschmidt, and a second by Morrie Barr, the STA TAC unanimously approved the recommendation.

B. Programming of Remaining Cycle 1 Eastern Solano Congestion Mitigation Air Quality (ECMAQ) Funds

Sam Shelton reviewed staff's recommendation to allocate \$305,000 in remaining ECMAQ funds from federal cycle one funds for the Vacaville-Dixon Bike Project, the last remaining and unfunded priority bike project. He added that as part of this recommendation, it is recommended that the Safe Routes to School (SR2S) program be prioritized for forthcoming federal cycle 2 funds to ensure some level of SR2S funds are available for the balance of the next three years covered by the federal cycle 2.

Matt Tuggle noted that after an environmental review, the Vacaville-Dixon Bike Project has no federal listed species within its project limit. He further explained that this will advance the environmental schedule and open the project up to construct one year earlier, which is why Solano County made a request for additional construction funds.

Recommendation:

Forward a recommendation to the STA Board to:

1. Reprogram \$305,000 of Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) funds from the STA's Safe Routes to School Program to the County of Solano's Vacaville-Dixon Bicycle Route (Phase 5 - Hawkins Road) project for construction; and
2. Prioritize \$1.1M of Cycle 2 Congestion Mitigation and Air Quality (CMAQ) funds for the STA's Safe Routes to School Program.

On a motion by Dave Mellili, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation.

- C. Local Street and Roads (LS&R) Proposed Solano County Annual Report**
Sam Shelton reviewed the deliverables and timeline of the proposed draft scope of work. He cited that staff will work closely with MTC's StreetSaver Program staff and the Solano Project Delivery Working Group to produce and review each deliverable prior to presenting drafts and final drafts to the Technical Advisory Committee (TAC) and the STA Board.

Recommendation:

Forward a recommendation to the STA Board to approve the Scope of Work in Attachment D for the STA's Local Streets and Roads Annual Report, including MTC's Streetsaver GIS and Program services.

On a motion by Matt Tuggle, and a second by Dave Mellili, the STA TAC unanimously approved the recommendation.

- D. Solano County Alternative Fuels and Infrastructure Plan**
Robert Macaulay reviewed the development of an Alternative Fuels and Infrastructure Plan for Solano County that will focus on opportunities for converting Solano County's transit fleet and public vehicle fleets to alternative fuels.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to develop an Alternative Fuels and Infrastructure Plan for Solano County with a budget not to exceed \$75,000.

On a motion by Mike Roberts, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation.

VIII. INFORMATIONAL

- A. Project Initiation Document (PID) Budgeting and Selection Process**
Janet Adams reviewed the opportunities for changing PID guidelines and funding as well as the discussions on streamlining the PID process.
- B. Jepson Parkway Project Update**
Janet Adams provided an update to the funding agreement between STA, City of Fairfield, and Solano County, Right of Way Services Request for Proposal, and the project schedule. She stated that monthly project delivery team meetings will be initiated in October and led by STA Project Manager, Alan Glen, Quincy Engineering.
- C. State Route (SR) 12 Corridor Study Update**
Robert Macaulay reported on the development of the SR 12 Corridor Study. He stated that to date, the Existing Conditions, Environmental Scan, and Future Conditions technical memos have been completed. He added that the Corridor Improvement Strategies technical memo is being developed at this time.
- D. Management Assistant for Projects in Solano (MAPS) Pilot Project**
This item will be brought back at the next meeting in September.

E. 2012 State Transportation Improvement Program (STIP) Programming Schedule

Jessica McCabe reviewed the California Transportation Commission (CTC) draft funding estimates for the 2012 STIP established on July 28, 2011. She also reviewed the tables that show County Share targets, Transportation Enhancement (TE) targets, and Planning, Programming, and Monitoring (PPM) amounts which MTC released based on the CTC's funding estimates.

NO DISCUSSION

F. Solano County Transit (SolTrans) Update

G. Legislative Update

H. Funding Opportunities Summary

I. STA Board Meeting Highlights of July 13, 2011

J. STA Board and Advisory Committee Meeting Schedule for 2011

IX. ADJOURNMENT

The meeting was adjourned at 2:50 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, September 28, 2011.**

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DATE: September 29, 2011
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Matrix –
October 2011 – Cities of Fairfield and Rio Vista

Background:

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA. State law specifies that STAF funds be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

For a number of years, TDA funds had been modestly increasing. TDA is generated from a percentage of countywide sales tax. After several years of growth, Solano TDA revenue began to decline after Fiscal Year (FY) 2006-07. At its peak in FY 2006-07, the TDA available countywide was \$15.9 million and then modestly declined for two years. In FY 2008-09 it made its first significant drop of nearly 5% to \$14.7 million and in FY 2009-10 Solano TDA decreased by even a larger percentage (10.7%) to \$13.1 million. For FY 2011-12, the current projection is that TDA will remain flat and result in \$12.9 million for Solano transit operators. The Solano FY 2011-12 TDA fund estimates by jurisdiction are shown on the attached TDA matrix (Attachment A).

The new TDA and STAF FY 2011-12 revenue projections were approved by the Metropolitan Transportation Commission (MTC) in February 2011. The fund estimates include projected carryover from FY 2010-11. It should be noted that the carryover amounts appear to be significant for most Solano jurisdictions. These figures were calculated at the end of December 2010. Due to the timing of several jurisdictions' submittal of their FY 2010-11 TDA claims, the FY 2010-11 TDA funds were not shown as allocated and the carryovers are artificially high. The FY 2010-11 estimated obligations were added to the TDA matrix in the initial column after the estimates and reviewed with the STA Consortium in March 2011.

Discussion:

The October version of the TDA matrix reflects the cities of Fairfield and Rio Vista's TDA claims. The City of Fairfield has prepared their FY 2011-12 TDA claim and it has been added to the TDA matrix as shown on Attachment A. The City of Fairfield will be claiming TDA funds for the operation of Fairfield and Suisun Transit (FAST) and capital funding for preventative maintenance. The City of Fairfield contributes TDA to the countywide intercity American with Disabilities Act (ADA) taxi program, countywide transit planning, and the intercity transit funding agreement.

The City of Rio Vista has prepared their FY 2011-12 TDA claim and it has been added to the TDA matrix as shown on Attachment A. The City of Rio Vista will be claiming TDA funds for the operation of Rio Vista Delta Breeze and miscellaneous capital projects. The City of Rio Vista contributes TDA to the countywide intercity ADA taxi program and countywide transit planning. The City of Rio Vista does not contribute to the intercity transit funding agreement.

The TDA matrix also reflects three other modifications and was approved by the STA Board September 14, 2011. The Intercity Funding Agreement amounts approved by the STA Board in July 2011 were added to the TDA matrix. The Intercity Taxi Scrip Program claimed by the City of Vacaville was added to the matrix and MTC's July 2011 fund estimate on the TDA projected carryover that was also updated on the TDA matrix.

MTC is required to use County Auditor estimates for TDA revenues. TDA is generated from a percentage of countywide sales tax and distributed to local jurisdictions based on population share. Given the economic downturn, sales tax and TDA have decreased and will remain suppressed until the economy improves. Staff reemphasizes that these TDA figures are revenue *estimates*. Especially with all the existing uncertainty, the amounts are not guaranteed and staff advises against claiming 100% of the TDA fund to avoid fiscal difficulties if the actual revenues are lower than the projections.

Fiscal Impact:

None to the STA Budget. Approval of the TDA Matrix-October 2011 is important for the timely processing of the Cities of Fairfield and Rio Vista County of Solano TDA claims.

Recommendation:

Forward a recommendation to STA Board to approve the FY 2011-12 Solano TDA Matrix – October 2011 - Cities of Fairfield and Rio Vista as shown in Attachment A.

Attachment:

- A. FY 2011-12 Solano TDA Matrix – October 2011 (This attachment has been provided to the TAC member under separate enclosure. To obtain a copy, please contact the STA at (707) 424-6075.)



DATE: September 16, 2011
TO: STA TAC
FROM: Liz Niedziela, Transit Manager/Analyst
SUBJECT: State Transit Assistance Funds (STAF) Regional Paratransit Funding
Request for the Intercity Taxi Scrip Program

Background:

An important transit service provided in Solano County is mobility services for people with disabilities. Solano Paratransit was a transportation program that provided transit services between the Cities of Dixon, Fairfield, Suisun City, Vacaville, Rio Vista, and the County of Solano for Americans with Disabilities Act (ADA) certified individuals. In July 2009, at the request of the City of Fairfield, Solano Paratransit service was dissolved by the Solano Transportation Authority and the individual transit took on this responsibility separately.

Two Senior and Disabled Transportation Summits were held in 2009 to discuss service and people with disabilities mobility issues and challenges. An estimated 150 attendees representing seniors and people with disabilities, senior centers, non-profits, transit providers, and medical facilities attended and actively participated in identifying their mobility challenges at Summit I on June 26, 2009. At the first summit, mobility issues and concerns were heard loud and clear from seniors, people with disabilities, non-profits and others. The second countywide Seniors and People with Disabilities Transportation Summit was held October 30, 2009 at the Joseph Nelson Community Center in Suisun City. Summit II presented several solutions to the challenges facing transportation services and programs for seniors and people with disabilities in Solano County. One of the solutions was an Intercity Taxi Scrip Program. In an effort to continue to sustain Intercity transportation for people with disabilities, the transit agencies of Solano County (Dixon, Vacaville, Fairfield, Suisun, Vallejo, Benicia, Rio Vista and Solano County) devised a system of transferring individuals from one agencies' Paratransit service to another allowing individuals to continue to make intercity trips within Solano County. This quick fix was a temporary solution until a more user friendly and cost effective transportation solution was established. Another solution was the development of a countywide user guide.

Through the coordinated efforts of the transit operators and Solano County, the Intercity Taxi Scrip program was formed. On February 1, 2010, the Intercity Taxi Scrip program was launched across the County providing a flexible option for qualified ambulatory ADA Paratransit certified riders. Scrip books may be purchased for \$15 and each book contains \$100 worth of scrip. The Intercity Taxi Scrip may be used for taxi trips between cities and rural areas within Solano County.

Discussion:

Based on the success of the first year of operation, the transit partners propose to continue the Intercity Taxi Scrip Program through Fiscal Year 2011-12 while research and planning continues for the ultimate move to the much more complex Phase Two which could provide accessible taxis for non-ambulatory ADA certified passengers.

The continuation of Phase One of the Intercity Taxi Scrip Program will provide Solano County residents who are ADA qualified and ambulatory a viable, flexible transportation alternative that is a better fit than Paratransit service as it exists today. This intercity taxi service program provides a premium level of curb-to-curb service, offering substantially more convenience than Paratransit service provides to passengers.

The transit partners of Solano County, consisting of the transit agencies of each jurisdiction and Solano County, is requesting \$25,000 in Regional Paratransit operating funds for the continued operation of the Intercity Taxi Scrip program for Fiscal Year 2011-12. The transit partners of Solano County were successful in securing a federal New Freedom grant for this project. The \$25,000 will partially assist in the required local match.

Fiscal Impact:

STA staff proposed to budget \$25,000 in State Transit Assistance Funds (STAF) regional Paratransit funds for SolTrans transition cost.

Recommendation:

Forward a recommendation to the STA Board to allocate \$25,000 of STAF Regional Paratransit funds for the Intercity Taxi Scrip Program.

Attachment:

- A. Intercity Taxi Scrip Program Funding Request



ESTABLISHED 1850

CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, CALIFORNIA 95688-6908
www.cityofvacaville.com

ATTACHMENT A

STEVE HARDY Mayor
DILENNA HARRIS Councilmember

RON ROWLETT Vice Mayor
CURTIS HUNT Councilmember

MITCH MASHBURN Councilmember

September 19, 2011

Department of Public Works
Maintenance Division

Solano Transportation Authority Board
c/o Elizabeth Niedziela
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Dear STA Board Members:

The City of Vacaville, on behalf of the transit partners of Solano County, is submitting a request for Regional Paratransit funding to continue operating the Intercity Taxi Scrip program. Attached you will find our funding request application which details the specifics of the Intercity Taxi Scrip program.

Over the last 12 months, the Intercity Taxi Scrip program has seen tremendous ridership growth and has become a valued transportation alternative for individuals and provides a level of mobility freedom that did not exist prior to the implementation of the Intercity Taxi Scrip program in Solano County.

The transit partners are respectfully requesting \$25,000 in Regional Paratransit funds to continue the Intercity Taxi Scrip program through fiscal year 2012. If you should have any questions, please feel free to contact my office at (707) 469-6504.

Sincerely,

BRIAN MCLEAN
Fleet & Transit Manager
On behalf of the Transit Partners of Solano County

Enc.: Intercity Taxi Scrip Program FY2012 Funding Request

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Intercity Taxi Scrip Program Fiscal Year 2012 Funding Request



Presented to:
Solano Transportation Authority Board

By:
The Transit Partners of Solano County
Dixon
Vacaville
Fairfield
Suisun
Vallejo
Benicia
Rio Vista
Solano County

September 19, 2011

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Funding Request

The transit partners of Solano County, consisting of the transit agencies of each jurisdiction, formally request \$25,000 in Regional Paratransit operating funds for the continued operation of the Intercity Taxi Scrip program for Fiscal Year 2011-12.

Background

Solano Paratransit was a transportation program designed to provide transit services between the cities of Solano County for ADA certified individuals. In July 2009 Solano Paratransit discontinued operations due to the overall cost of the program exceeding the ability of the contributing program members to justify and financially afford further contribution. Costs had continued to soar each successive year until 2009 when the program cost topped \$700,000.

In an effort to continue to sustain Intercity transportation for disabled individuals, the transit agencies of Solano County (Dixon, Vacaville, Fairfield, Suisun, Vallejo, Benicia, Rio Vista and Solano County) stepped in and devised a system of transferring individuals from one agencies' Paratransit service to another allowing individuals to continue to make intercity trips within Solano County. This quick fix however was recognized by all as simply a stop-gap until a more user friendly and cost effective transportation solution was established.

Beginning in July 2009 the public transit operators of Solano County and non-profit organization such as Faith In Action worked together with the taxi companies of Solano County in the development of a Countywide Intercity Taxi Reduced Fare Scrip program.

As the challenge of Intercity transportation for disabled individuals within Solano County was such that no one all encompassing program could resolve it in a single implementation, the transit partners focused on a phased approach.

Developed over the course of seven months, the Intercity Taxi Scrip program was formed. Phase One of the Intercity Taxi Scrip program was designed to provide taxi based transportation for ADA qualified ambulatory Solano County residents.

Phase Two of the Intercity Taxi Scrip would complete the program by providing taxi based transportation for both ambulatory and non-ambulatory ADA qualified residents of Solano County.

On February 1, 2010 Phase One of the Intercity Taxi Scrip program was launched across the County.

After a full year of operation (February 2010 through February 2011), operating statistics and costs for the Intercity Taxi Scrip program have been gathered. The partner agencies are proud to announce that the Intercity Taxi Scrip program is an astounding success.

Based on the success of the first year of operation, the transit partners propose to continue Phase One of the program through Fiscal Year 2012 while research and planning continues for the ultimate move to the much more complex Phase Two.

The transit agencies of Solano County, all contributing to the Intercity Taxi Scrip program, respectfully request the County of Solano's financial assistance to continue operating the Intercity Taxi Scrip program.

Brief Description of Project

The Intercity Taxi Scrip program establishes an alternative to ADA Dial-A-Ride service beyond existing reduced fare programs currently in place in Solano County. The continuation of Phase One of this program as outlined within this grant application will allow Solano County residents who are ADA qualified and ambulatory a viable, flexible transportation alternative that can offer the passenger a transportation mode that is a better fit than Paratransit service as it exists today.

The Intercity Taxi Scrip program offers passengers the following benefits:

- 24-hour operation, 7 days a week
- flexible, on-call, same day service
- No advanced scheduling necessary
- Can accommodate "subscription" type service
- Not a shared-ride system

Persons interested in this Intercity Taxi Scrip program must first complete an ADA application; available by contacting the local transit agency, by downloading from the local agencies website, or by calling the local transit agency and requesting an application be mailed.

Qualified individuals to the program are provided with a free color photo ID card. The photo ID card allows participants of the program to purchase a \$100 booklet of Intercity Taxi Scrip for only \$15. The purchase of the Intercity Taxi Scrip can be made at designated sale locations within each city; information on the program can be easily obtained by contacting the cities local transit agency. Additionally, an Intercity Taxi Scrip program guide can be obtained from the local transit agency explaining the program in detail.

For those individuals who choose to use this transportation mode, this taxi service program provides a premium level of curb-to-curb service, offering substantially more convenience than Paratransit service provides to passengers.

Year-One Intercity Taxi Scrip Program Statistics

Based on the first year of operating the Intercity Taxi Scrip program, the following program statistics were developed.

Total Operating Cost:	\$117,137.50
Total Passenger Trips:	3,671
Total Revenue Miles:	42,560
Total Cost per Mile:	\$2.75
Cost per Passenger Trip:	\$31.91

In comparison, during the final year of Solano Paratransit operation, the cost per mile was \$5.09 and cost per passenger trip was \$81.05. The cost savings derived from the Intercity Taxi Scrip program is substantial and the program benefits to the passenger are great.

Estimated Number of Passenger Trips Serviced by this Project

Participation in the Intercity Taxi Scrip program steadily grew month by month over the course of the first year of operation. During this first year of operation 3,671 passenger trips were provided. It is expected that this program will continue to grow and the number of passenger trips will increase as passenger word of mouth and public outreach continue. Based on the rate of use, it is possible that 4,500-5,000 passenger trips could be provided by the end of fiscal year 2012.

Program Goals and Objectives

Phase One of the Intercity Taxi Reduced Fare Scrip program provides service above and beyond that required by the American with Disabilities Act, providing ADA-Plus type service. The Intercity Taxi Scrip program allows those persons who are disabled and ambulatory to access intercity transportation services via same day transportation, without the need for ride reservations to be made days or weeks in advance.

Taxi service operates with longer hours and requires less notice to provide same day or same hour services. For this factor alone the convenience gained through the use of this transportation mode provides a level of freedom not previously available to disabled persons within Solano County.

The Metropolitan Transportation Commission's Coordinated Transit/Human Services Transportation Plan (CTP) outlines gaps in ADA service within the Bay Area, including Solano County. The Intercity Taxi Scrip program fills this transportation gap and provides much needed Intercity transit services for disabled ambulatory individuals that they would otherwise not have.

How does this Program Address Gaps and or Transportation Barriers Identified through the MTC Coordinated Transit/Human Services Transportation Plan (CTP)?

Listed below are the transportation gaps identified by the 2007 MTC CTP report.

- Trips to health care, page D-18
- Same day urgent trips, page D-18
- Access to shopping, page D-19
- Lack of transit operating hours, page D-19
- Frequency on weekday and weekends, page D-19
- Number of transfers required, page D-19

These transportation gaps are such that Paratransit is unable to fill, without involving a serious level of inconvenience to the passenger. On the other hand, the Intercity Taxi Scrip program fulfills all these transportation gaps while providing door to door, same day service at a deeply discounted fare.

For example, same day service is highly unlikely with Paratransit as the Paratransit passenger manifest for the current day is based on reservations made at least 24 hours in advance.

Access to shopping and trips to health care providers is again constrained by the limitations of Paratransit and shared-ride passenger scheduling.

Lack of operating hours, frequency of service and required transfers are again all constraints of a Paratransit transportation mode that does not adequately meet the needs of a disabled person. If the goal is to provide mobility freedom to disabled persons seeking to fully integrate into the workforce and equally participate in society as a non-disabled person, then Paratransit is not the answer.

The Intercity Taxi Scrip program has proven through the first year of operation, that taxi based service is the way forward, offering many benefits to the passenger.

- Taxi service operates 24 hours a day;
- Taxi service can accommodate advance reservations and subscription type service requests;
- Taxi service can traverse Solano County from Vacaville to Vallejo at a lower cost than Paratransit service could accomplish;
- Taxi service is a more “on-demand” type transportation mode, not hindered by a shared-ride, multiple pickup/drop-off passenger manifest;
- Taxi service can free the rider from the restraints of scheduling their lives around transportation.

In addition, the Intercity Taxi Scrip program provides a substantially reduced taxi fare to the passenger making it a viable alternative to a less convenient ADA Paratransit service.

The Intercity Taxi Scrip program provides an 85% subsidy to disabled ambulatory persons showing a County-wide ADA Disability Card. The passenger is required to pay only 15% of the total cost of the ride.

Project Implementation Plan

There are no defined routes as this is an on-demand intercity taxi reduced fare scrip service for eligible ADA disabled ambulatory residents of Solano County. The geographic area covered will be the whole of Solano County.

The partnering cities (Dixon, Vacaville, Fairfield, Suisun, Vallejo, Benicia, Rio Vista and Solano County) and taxi companies have developed joint marketing materials including an Intercity Taxi Scrip program brochure (see attachment).

Phase One of the Intercity Taxi Scrip program is currently in service. No further implementation is required beyond maintaining operation of Phase One through fiscal year 2012.

Program Performance Indicators

Performance will be measured monthly via Intercity taxi ridership logs provided to the partner cities and compiled monthly into a running ridership total (see attachment – FY2011 Intercity Taxi Scrip Program Operations Matrix). The data collected during fiscal year 2012 will be used to compare against data collected during 2011 operation.

In addition to Intercity Taxi Scrip ridership figures, the partner cities will be closely monitoring the ridership on our respective Paratransit systems. As we saw during the first year of operation, we anticipate the Intercity Taxi Scrip program to continue to alleviate existing service demand pressure on Intercity Paratransit services within the County for persons who are non-ambulatory.

As disabled ambulatory individuals have begun to utilize the Intercity Taxi Scrip program, it has alleviated capacity issues on the existing Intercity Paratransit system and thereby allows for more service availability to disabled non-ambulatory individuals on the existing Intercity Paratransit service.

Program Stakeholders

The Stakeholders for the Intercity Taxi Scrip program are comprised of the following agencies:

- City of Fairfield
- City of Vacaville
- City of Vallejo
- City of Dixon
- City of Rio Vista
- City of Benicia
- County of Solano
- Solano Transportation Authority

Program Promotion and Public Outreach

The transit agencies of each city participate in various committees focused on the transportation needs of disabled persons, for example; Commission on Aging, Senior Round Table, ADA Advisory Committee and Solano Paratransit Coordinating Council.

Marketing of the Intercity Taxi Scrip program will continue to be directed towards these committees and various sub-groups where Stakeholder and community members can expand the scope of our message by distributing the availability of the Intercity Taxi Scrip program to their particular groups and organizations.

Additionally, bi-monthly meetings such as with the Paratransit Coordination Council (PCC) and with the various community commissions and committees outlined above will be conducted to keep these groups apprised of the status of this project.

Finally, and more importantly, each of the partner transit managers noted within this grant proposal will conduct presentations at community meetings to directly “get the word out” regarding the availability of the Intercity Taxi Scrip program.

Proposed Project Budget – Operating Assistance Project

Applicant: City of Vacaville, on behalf of the transit partners of Solano County

Project Period: July 1, 2011 to June 30, 2012

Program Type: Countywide, Intercity ADA Transportation

OPERATING BUDGET

(1) Total Operating Expenses (Itemize)

Solano County Intercity Taxi Scrip Program	\$ 339,700	
<hr/>	\$	
<hr/>	\$	
<hr/>	\$	
TOTAL OPERATING EXPENSES	\$ 339,700	\$ 339,700

(2) Less Fare box and Other Revenue

15% passenger responsible fares	\$ 50,955	
Regional Paratransit Funding Request	\$ 25,000	
<hr/>	\$	
<hr/>	\$	
TOTAL FAREBOX AND OTHER REVENUE	\$ 75,955	
APPLIED AGAINST ELIGIBLE EXPENSES	\$ 75,955	\$ 75,955

(3) NET PROJECT COST (Line 1 – Line 2 – Line 3) **\$ 263,745**

(4) Local Share (Itemized by Source Type & Amount)

Transportation Development Act (TDA)	\$ 119,373	
<hr/>	\$	
TOTAL LOCAL SHARE	\$ 119,373	\$ 119,373

(5) **FEDERAL SHARE (New Freedom Grant)** \$ 144,372

(6) **BUDGET SUMMARY: Local Share + Federal Share = Net Project Cost**

LOCAL SHARE:	\$ 119,373
<hr/>	
FEDERAL SHARE:	+ \$ 144,372
<hr/>	
NET PROJECT COST:	= \$ 263,745
<hr/> <hr/>	

ATTACHMENTS

Intercity Taxi Scrip Program Brochure

FY 2011 Intercity Taxi Scrip Program Operations Matrix

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SOLANO COUNTY INTERCITY

TAXI SCRIP PROGRAM

February 2010 Riders' Guide



CUSTOMER SERVICE

The public transit providers of Solano County are committed to ensuring quality customer service is offered within the Intercity Taxi Scrip program. Your comments are welcome as they are an important tool to improve service.

All taxis operating in Solano County carry pre-stamped, no postage necessary, Taxi Comment Cards available for your use.

If you have an immediate concern, please contact the taxi company's dispatcher or manager.

For program concerns or suggestions, or if you are unable to resolve an issue with a taxi company, contact your local public transit provider listed below:

Dixon Rendi-Ride
(707) 678-5020

Vallejo Transit
(707) 648-4315

Vacaville City Coach
(707) 449-5170

Benicia Breeze
(707) 746-4300

**Fairfield and
Suisun Transit**
(707) 428-7535

Rio Vista Delta Breeze
(707) 374-5337

County of Solano
(707) 784-6765





THE SOLANO COUNTY INTERCITY TAXI SCRIP PROGRAM

is a flexible option for qualified ADA

(Americans with Disabilities Act) paratransit-certified riders. This service provides premium ADA plus, curb-to-curb, same day transportation. The Intercity Taxi Scrip program is in addition to paratransit services available by public transit providers throughout Solano County.

BENEFITS OF THE INTERCITY TAXI SCRIP PROGRAM

- » Service between cities and rural areas in Solano County
- » 24 hour access, 7 days a week
- » Same day service
- » No transfers required
- » Low-cost



ELIGIBILITY

- » You must be an ADA paratransit certified resident of Solano County.
- » You must be ambulatory or able to enter and exit a taxi without the help of another person.
- » Your mobility device must be able to be folded for transport in the trunk of the taxi.
- » If you are a wheelchair user and cannot independently transfer from the wheelchair to the back seat of a taxi, you should continue to use paratransit for your travel needs.

If you are not currently ADA paratransit certified and would like an application, please call your local public transit provider:

Dixon Read-Ride
(707) 678-7442

Benicia Breeze
(707) 746-4300

Vacaville City Coach
(707) 449-5170

**Rio Vista
Delta Breeze**
(707) 374-5337

**Fairfield &
Suisun DART**
(707) 428-7535

**Unincorporated
Solano County**
(707) 784-2797

Vallejo RunAbout
(707) 649-1999

“ Intercity Taxi Scrip may be a travel solution if you do not require an accessible vehicle and can travel with minimal assistance. ”

ADA PHOTO ID CARD



To purchase and use the new Intercity Taxi Scrip you will need an ADA photo ID card. This card will allow you to use both Intercity Taxi Scrip as well as paratransit services throughout Solano County. This new ADA photo ID card will replace your current paratransit card, if your local public transit provider issued one to you. Contact your local public transit program for information on how to obtain your new identification card.

- » There is no charge for your new ADA photo ID card. You will be required to show your ID each time you purchase or use Intercity Taxi Scrip.



Sample ADA Picture ID Card

LOST OR STOLEN ADA PHOTO ID CARD

Please contact your local public transit provider. A replacement card will be issued for a \$5 charge. Please allow up to three weeks for processing.

SCHEDULING A RIDE

When calling for a taxi, please tell the dispatcher:

- » Your name
- » Your ADA number
- » That you will be using Intercity Taxi Scrip
- » The date and time you want to be picked up
- » Your exact pick up and destination addresses
- » Where you will be waiting, the exact pick up location (for example: "Solano Mall in front of Red Robin")
- » Special instructions such as gate codes
- » The number of persons traveling with you
- » If you use a mobility device such as a collapsible wheelchair or walker



- » If you are traveling with a service animal or pet
- » If traveling to an appointment, both your desired pick-up time and your scheduled appointment time

The following taxi companies have agreed to participate in the Intercity Taxi Scrip program. Simply call the taxi within your city to request a ride.

BENICIA

City Cab
(707) 745-3399

Yellow Cab
(707) 745-4040

FAIRFIELD/SUISUN

Fairfield Cab
(707) 422-5555

Veteran's Cab
(707) 421-9999

Yellow Cab
(707) 428-4400

RIO VISTA

Vista Cab
(707) 374-6572

VACAVILLE/DIXON

AA Taxi
(707) 449-8294

Yellow Cab
(707) 446-1144

VALLEJO

California Taxicab
(707) 645-1000

City Cab
(707) 643-3333

Yellow Cab
(707) 644-1234



SERVICE AREAS & HOURS OF OPERATION

Taxi service operates 24 hours a day, 7 days a week. It takes approximately 15 to 30 minutes from the time you place your phone call for the taxi to arrive. While taxi service does not require an advance reservation, one to two hours notice is appreciated.

Intercity Taxi Scrip is valid for taxi trips originating and ending within Solano County. For instance, you can use Intercity Taxi Scrip from Benicia to Dixon (both within Solano County), but not to Davis, Sacramento or Richmond which are located in other counties.

Taxis may only provide service within the jurisdiction in which they are licensed. For example, Vallejo taxis may take a passenger TO another city, but may not be allowed to pick up a passenger FROM another city. For your return trip, you must call a taxi from your current city (point of pick-up).

PURCHASING INTERCITY TAXI SCRIP

Scrip books may be purchased for \$15.00. Each book contains \$100.00 worth of scrip.

Intercity Taxi Scrip may be used for taxi trips between cities and rural areas within Solano County and is not valid for trips within your local city.

Intercity Taxi Scrip is non-refundable and will expire. The expiration date is printed on the front of the scrip booklet. Only purchase the amount of scrip you intend to use. Limitations may apply to the number of scrip books you may purchase in any given month and vary from city to city. Please check with your local public transit provider for details.



Benicia: City Hall Finance Department
250 East "L" Street
(707) 746-4300

Dixon: City Hall
600 East "A" Street
(707) 678-7000

Fairfield: Fairfield Transportation Center
2000 Cadenasso Drive
(707) 428-7635

Rio Vista: City Hall Finance Department
One Main Street
(707) 374-6451

Suisun City: Amtrak Station
177 Main Street
(707) 374-2878

Vacaville: City Hall Public Works Dept.
650 Merchant Street
(707) 449-5170

Vallejo: City Hall 1st Floor Cashier's Office
555 Santa Clara Street
(707) 648-4315

Vallejo: Florence Douglas Senior Center
333 Amador Street
(707) 643-1044

SERVICE RESTRICTIONS

The Intercity Taxi Scrip program offers curb-to-curb transportation service. Please note, taxi drivers are not required to assist passengers. If you require assistance, please travel with an attendant.



Drivers are NOT Permitted To:

- » Enter the residence of a rider.
- » Perform any personal care assistance for any rider, such as lifting or carrying a passenger.
- » Perform errands for riders, such as picking up prescriptions or groceries.

SCHEDULING RECURRING TRIPS (SUBSCRIPTION TRIPS)

Taxi availability is dependent upon overall demand for service in your community. When demand is high, wait times may be longer. You are encouraged to schedule recurring trips in advance.

Subscription service may be available for recurring trips on the same day(s) and time(s) each week. To request information about subscription service, contact the taxi dispatcher.

CANCELING A TRIP

Early trip cancellations provide more service opportunities for other customers. Please make every effort to cancel your trip as early as possible. Persons who repeatedly refuse taxi trips at the door when the taxi has arrived within 10 minutes of the requested pick up time, may be denied future service or charged a fee by the taxi company. For rules and policies regarding cancellation and refused trips, please call the taxi company.

TAXI FARES

Taxi fares are set by local City Councils. Rates are posted within each taxi and vary throughout the county. Taxis accept cash in addition to Intercity Taxi Scrip. No change is given for scrip. Taxi drivers may not have exact change for cash fare.

At the time of your trip, you must show your ADA photo ID card to the driver. If you do not have your ADA photo ID card, you must pay the full taxi fare.

TAXI WAIT-TIME & TIPS

Drivers are not allowed to accept Intercity Taxi Scrip as payment for wait time or tips. You may use cash to have a taxi cab wait for you or to pay a tip.

ATTENDANT AND/OR COMPANION

Fares are charged by trip, not per person. There is no additional charge for extra passengers; however, taxi capacity is limited to the number of persons who can be safely transported while each is wearing a seat belt.

TRANSPORTING PACKAGES

The amount of space in a taxi is limited. You are responsible for loading and unloading your packages or other carry on items. Drivers are not required to assist riders with their carry on items. If you require assistance, please travel with a companion.

SEAT BELTS

All passengers must wear lap and shoulder belts as required by California Motor Vehicle law.



TRAVELING WITH CHILDREN

When traveling with a child under the age of six who weighs less than 60 pounds, you must provide the child's safety seat and properly secure the child in it.



SERVICE ANIMALS AND PETS

Both service animals and well behaved pets are allowed and travel free. Service animals must be under your direct physical control at all times. Small pets must be fully enclosed in a secure container you can manage.

A driver may refuse to transport an animal if it is not under your control, is disruptive or behaves in an aggressive or threatening manner. Please tell the taxi dispatcher you will be traveling with a service animal or pet when scheduling your trip.



SUSPENSION OF SERVICE

Suspension from our program can result when a rider obtains or uses service under false pretenses; for example, provides false information on the eligibility application, allows others to ride in their place, or misuses taxi scrip.

“ For rules and policies regarding cancellation and refused trips, please call the taxi company. ”



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THE INTERCITY TAXI SCRIP PROGRAM
IS PROVIDED BY:



VACAVILLE
CITY COACH



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FY 2011 Intecity Taxi Scrip Program Operations Matrix
Performance Data

INVOICES

	Feb	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	TOTALS
FF Yellow Cab	\$421.50	\$1,090.50	\$1,312.00	\$1,426.75	\$1,516.25	\$2,090.75	\$2,103.00	\$1,072.50	\$927.00	\$803.00	\$727.00	\$1,333.00	\$14,823.25
Vallejo/Benicia City Cab	\$52.50	\$69.25	\$942.00	\$409.00	\$1,667.25	\$913.00	\$1,289.75	\$1,939.50	\$2,599.00	\$3,839.00	\$4,327.75	\$3,711.75	\$21,759.75
Vets Cab Fairfield - AA Taxi	\$353.25	\$756.25	\$32.00	\$551.75	\$0.00	\$967.50	\$138.50	\$1,294.75	\$1,277.00	\$2,163.25	\$1,916.50	\$1,033.00	\$10,483.75
Vallejo Yellow Cab	\$0.00	\$50.00	\$474.75	\$220.50	\$423.50	\$1,108.00	\$1,705.75	\$626.25	\$216.50	\$235.00	\$529.25	\$829.50	\$6,419.00
Yellow Cab Vacaville	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,187.50	\$1,279.00	\$1,053.75	\$1,234.75	\$643.25	\$5,398.25
AA Taxi Vacaville	\$743.25	\$1,315.00	\$1,067.25	\$1,388.00	\$0.00	\$1,671.75	\$2,254.00	\$1,548.75	\$1,307.75	\$1,024.75	\$1,171.25	\$984.75	\$14,476.50
Vaca Checker Cab	\$0.00	\$630.75	\$1,095.75	\$515.75	\$1,260.50	\$1,672.00	\$2,056.75	\$2,493.00	\$2,759.00	\$2,945.75	\$5,153.50	\$5,271.50	\$25,854.25
Checker Cab - Fairfield	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,405.25	\$1,759.25	\$1,887.50	\$2,770.00	\$2,987.00	\$10,809.00
Fairfield Cab Co.	\$110.00	\$194.00	\$296.50	\$392.50	\$0.00	\$317.00	\$503.00	\$524.00	\$1,257.25	\$1,312.50	\$1,352.50	\$854.50	\$7,113.75
													\$117,137.50

PASSENGER TRIPS

	Feb	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	TOTALS
FF Yellow Cab	12	38	33	49	56	71	65	21	28	26	26	42	467
Vallejo/Benicia City Cab	1	3	51	47	63	24	31	63	57	74	86	73	573
Vets Cab Fairfield - AA Taxi	10	23	1	18	35	34	40	52	49	65	48	30	405
Vallejo Yellow Cab	0	1	11	6	10	19	29	13	7	6	10	20	132
Yellow Cab Vacaville	0	0	0	0	0	0	0	40	40	34	34	18	166
AA Taxi Vacaville	22	65	55	33	0	54	69	48	43	36	35	32	492
Vaca Checker Cab	0	20	30	9	43	40	68	87	95	108	160	158	818
Checker Cab - Fairfield	0	0	0	0	0	0	0	57	69	79	100	109	414
Fairfield Cab Co.	3	6	10	10	0	8	14	15	36	38	37	27	204
	48	156	191	172	207	250	316	396	424	466	536	509	3671

TOTAL REV. MILES

	Feb	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	TOTALS
FF Yellow Cab	177	456	398	595	629	875	889	447	387	334	300	555	6042
Vallejo/Benicia City Cab	18	27	301	278	541	118	166	583	848	1274	1404	1193	6751
Vets Cab Fairfield - AA Taxi	120	256	11	185	339	320	381	428	424	772	668	432	4336
Vallejo Yellow Cab	0	17	141	75	146	387	590	209	76	71	177	273	2162
Yellow Cab Vacaville	0	0	0	0	0	0	0	399	355	432	423	243	1852
AA Taxi Vacaville	252	799	671	333	0	561	748	489	409	314	355	332	5263
Vaca Checker Cab	0	226	408	177	468	626	763	514	1028	1092	1933	1982	9217
Checker Cab - Fairfield	0	0	0	0	0	0	0	517	649	692	1028	1108	3994
Fairfield Cab Co.	20	57	96	145	0	185	212	222	531	550	568	357	2943
													42560

Cost Per Mile	\$2.75
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Cost Per Passenger Trip	\$31.91
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DATE: September 16, 2011
TO: STA TAC
FROM: Liz Niedziela, Transit Manager/Analyst
SUBJECT: Seniors and People with Disabilities Transportation Study

Background:

Solano County's population of seniors (65 and older) is projected to double in the next 25 years. In 2010, Solano's 55,600 seniors represented over 10% of Solano's population. In 2035, 22% of Solano's population is projected to be seniors and half of these 110,000 seniors will be over 75 years old. As individuals age, a significant number restrict their driving in all or part. Many will also be disabled by the Americans for Disabilities Act (ADA) definition and unable to use fixed-route public transit. Two-thirds of individuals certified as ADA eligible in Solano County are 65 or older. Like many other counties, a range of strategies will be needed to sustain mobility for Solano's increasing aging population.

Last fall, the STA retained Nelson/Nygaard to prepare the first update of the Solano Transportation Study for Seniors and People with Disabilities. Nelson/Nygaard worked in partnership with local consultant Rochelle Sherlock. This study is a long-range planning document that has been prepared to identify the near and long-term transportation needs and the potential strategies to address the needs of seniors and people with disabilities in Solano County. The first Transportation Study for Seniors and People with Disabilities was completed in 2004 as an adjunct study to the original Comprehensive Transportation Plan (CTP). The CTP is in the process of being updated and mobility for seniors and people with disabilities remains a key concern that will need to be addressed in the future.

Over the past year, staff has brought the Solano Seniors and People with Disabilities Transportation Advisory Committee regular updates of the on-going study which is now nearing completion - most recently at their June 16 meeting. The STA's Paratransit Coordinating Committee (PCC) has also been involved with the development of the study as well as the STA's Transit Consortium and the Solano's Senior Coalition.

Discussion:

Over the past year, staff and the consultants have worked with the various committees to develop this study to ensure it is comprehensive in addressing the mobility problems and the existing transportation options. The study also did extensive community outreach and recommends how to implement the mobility strategies. To identify the characteristics of Solano's senior and disabled population and their needs, the study included a large amount of public outreach. Twenty-five (25) focus groups were held throughout the county and nearly 1,000 surveys were received. The results are presented in full in the report (Attachment A) and summarized in the report's Executive Summary.

The report includes the following chapters:

Executive Summary	Relevant Studies and Reports
Introductions	Community Outreach
Community Demographics	Mobility Strategies
Existing Transportation Service Inventory	Implementation Plan

Of particular interest is the final two chapters of the study (Mobility Strategies and Implementation Plan) which are recommended to guide funding decisions in the future.

At the June 16, 2011, Solano Seniors and People with Disabilities Transportation Advisory Committee meeting, a complete draft of the updated Solano Transportation Study for Seniors and People with Disabilities was presented for discussion. The Advisory Committee was requested to review the document both before and following the meeting. Comments were received and incorporated into the study.

Fiscal Impact:

None to the STA Budget.

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Transportation Study for Seniors and People with Disabilities.

Attachment:

- A. Solano Transportation Study for Seniors and People with People with Disabilities
(This attachment has been provided to the TAC members under separate enclosure. To obtain a copy, you may contact STA at (707) 424-6075.)



DATE: September 16, 2011
TO: STA TAC
FROM: Liz Niedziela, Transit Manager/Analyst
Mona Babauta, Transit Manager for Fairfield and Suisun Transit (FAST)
SUBJECT: Proposed SolanoExpress Route 30 Service Changes

Background:

Prior to 2000, STA contracted with Yolobus to operate Route 30. Fairfield and Suisun Transit (FAST) has operated Route 30 on behalf of the Solano Transportation Authority (STA) since 2000. Route 30 is included in the Intercity Transit Funding Agreement which coordinates the funding of intercity routes by pooling Transportation Development Act (TDA) funds from all local jurisdictions except Rio Vista.

Over the years, the STA has partnered with FAST to secure other funds for this route. These include Transportation Funds for Clean Air (TFCA) from the Bay Area Air Quality Management District and Clean Air Funds from the Yolo Solano Air Quality District and Federal Section 5311 operating assistance was allocated for Route 30.

In the fall 2007, Route 30 started experiencing full capacity in the morning stop in Dixon on the Sacramento express trip. FAST started supplementing the service by providing a back-up shuttle so no riders would be left behind. Ridership on this route had continued to steadily increase. FAST surveyed Route 30 riders asking what additional time they would prefer to arrive and depart Sacramento. Using this information, a schedule was drafted and approved by the STA Board in 2008 with additional service in the morning to Sacramento and a later service for the return trip. Saturday service was also included in this service expansion to address the transportation gaps identified in the Dixon Community Based Transportation Plan. Lifeline funding was awarded to assist in the operation cost of the new Saturday service. New expanded service began July 1, 2008.

In the summer of 2009, FAST received requests from passengers wishing to travel from Sacramento to connect with Route 90 in the morning. FAST staff developed an easy, customer friendly, cost neutral fix to facilitate better connectivity among intercity routes. FAST proposes to turn the 6:08 AM bus, which currently deadheads back to the garage from Sacramento, into revenue service. This will allow Sacramento passengers to reach the Fairfield Transportation Center (FTC) by 8:25 AM and connect, even with traffic, to the 8:42 AM Route 90 bound for El Cerrito Del Norte BART. To maintain neutral cost, FAST is proposed to end the westbound revenue service on the 6:52 AM bus.

Discussion:

Currently, Route 30 operates seven roundtrips, Monday-Friday, between Fairfield and Sacramento with stops in Vacaville, Dixon, and Davis. On Saturday, Route 30 serves Fairfield, Vacaville, Dixon and Davis with three round trips.

FAST has received concerns from passengers about consistent on-time performance problems on the Thursday and Friday afternoon westbound trips from Sacramento to Fairfield. Traffic was identified as the primary cause of the late trips. Recognizing the importance of on-time performance and reliable transit service, FAST staff is proposing a new Route 30 schedule to address the performance issues (Attachment A).

More specifically, FAST staff will be soliciting passenger feedback on changes to the Route 30 schedule to provide more efficient and cost effective service as follows:

- Changing the stop at Davis Street Park and Ride to the new Vacaville Transportation Center. This change will provide passengers the convenience to transfer to local fixed route or intercity routes.
- Possible elimination of two bus stop time points in Sacramento to streamline service.
- Expanded cycle time for the first two inbound (westbound) trips from Sacramento to Fairfield on Friday afternoons to allow for the longer travel time from the Fairfield Transportation Center (FTC) to Sacramento due to traffic.
- Elimination of the 5:47 pm inbound trip from Sacramento to Fairfield on Fridays to allow for the extra time added to the two prior inbound trips to improve on-time performance.
- Possible elimination of the Memorial Union Stop at University of California in Davis on Friday afternoons primarily. The Unitrans Silo Terminal opened in October 2008 and connects to all routes and few Route 30 utilize this stop.
- Adjusting the Saturday schedule to shorten layover time in Davis.

Furthermore, STA staff is proposing another change to the Route 30 to better serve Dixon and Vacaville westbound commuters in the morning. Currently, the first westbound trip leaves Dixon after 9:00 am, making it difficult to commute to employment destinations in Fairfield, Vacaville or in other areas in the Bay Area that are served by the intercity routes. STA staff is recommending the morning trip that serves UC Davis return westbound to serve Dixon and Vacaville instead of proceeding to Sacramento. This should not negatively impact eastbound commuters to Sacramento in the morning since they are better served by two other trips that do not stop at UC Davis and involve less travel time. This proposed trip would then depart Dixon before 8:00 am and deliver passengers to Vacaville and the FTC before well before 9:00 am. With the cost savings achieved by eliminating the leg of the trip between Davis and Sacramento and making the other, proposed service changes, the addition of a late return trip in the evening for Dixon and Vacaville eastbound commuters is also being proposed.

Finalizing the new schedule is ongoing. FAST staff is soliciting passenger feedback and will consider all public comments before making any final changes.

Fiscal Impact:

None. This service change is proposed to be within the current fiscal costs of Route 30, but the service change is anticipated to improve the route performance and ridership.

Recommendation:

Forward a recommendation to the STA Board to approve service changes to Route 30 in order to improve time efficiency and cost effectiveness.

Attachment:

- A. Route 30 Rider Alert

RIDER ALERT:::RIDER ALERT:::RIDER A

Dear Route 30 Rider,

In order to overcome the challenges of afternoon traffic on Interstate 80, we will be accepting comments on this proposed schedule, which if approved will become effective on **October 17, 2011**.

PLEASE REVIEW THE PROPOSED SCHEDULE AND SUBMIT COMMENTS OR SUGGESTIONS

BY **September 29th, 2011** TO: transit@fairfield.ca.gov or call (707) 434-3800.

Sincerely,

FAST Transit



Route 30 :: Monday - Friday										
Route 30 :: Eastbound (Fairfield to Davis/Sacramento)										
	Fairfield		Vacaville	Dixon	UC Davis			Sacramento		
	Fairfield Transp Center	Solano Mall	Vacaville Transp Center	Market Ln Park & Ride	Health Science	Silo	Memorial Union	Capitol Mall	9th St & L St	9th St. & O St
	268	324	391	392	404	393	403	395	406	407
M-F	6:08 AM	--:--	6:22 AM	6:36 AM	--:--	--:--	--:--	7:00 AM	7:06 AM	7:08 AM
M-F	6:48 AM	6:53 AM	7:09 AM	7:22 AM	7:32 AM	7:37 AM	7:45 AM	>>>> Direct Express to Dixon >>>>		
M-F	6:52 AM	--:--	7:06 AM	7:20 AM	--:--	--:--	--:--	7:44 AM	7:50 AM	7:52 AM
M-F	11:56 AM	12:02 PM	12:19 PM	12:31 PM	--:--	--:--	12:56 PM	1:19 PM	1:25 PM	1:27 PM
M-W	3:34 PM	>>>> Direct Express to Sacramento >>>>						4:29 PM	4:35 PM	4:37 PM
TH	3:29 PM	>>>> Direct Express to Sacramento >>>>						4:29 PM	4:35 PM	4:37 PM
F	3:17 PM	>>>> Direct Express to Sacramento >>>>						4:41 PM	4:47 PM	4:49 PM
M-W	3:55 PM	4:01 PM	4:17 PM	4:30 PM	--:--	--:--	--:--	5:05 PM	5:11 PM	5:13 PM
TH	3:50 PM	4:01 PM	4:12 PM	4:25 PM				5:05 PM	5:11 PM	5:13 PM
F	3:37 PM	3:48 PM	4:09 PM	4:22 PM	--:--	--:--	--:--	5:17 PM	5:23 PM	5:25 PM
M-TH	--:--	--:--	--:--	--:--	--:--	--:--	--:--	5:47 PM	5:53 PM	5:55 PM
M-F	6:08 PM	6:14 PM	6:28 PM	6:43 PM	G					
Mon-Wed Service			Mon-Thurs Service		Thursday Service		Friday Service			

G:: Service end; bus returns to garage. | A.M. Schedule | P.M. Schedule

Route 30 :: Westbound (Sacramento/Davis to Fairfield)								
	UC Davis			Dixon	Vacaville	Fairfield		
	Capitol mall	Memorial Union	Silo	Health Science	Market Ln Park & Ride	Vacaville Transp Center	Solano Mall	Fairfield Transp Center
	395	403	393	404	392	391	324	268
M-F	7:43 AM	--:--	--:--	--:--	--:--	--:--	--:--	8:25 AM
M-F	>>>> Direct Express to Dixon >>>>				7:57 AM	8:11 AM	8:27 AM	8:35 AM
M-F	--:--	--:--	--:--	--:--	--:--	--:--	--:--	--:--
M-F	1:41 PM	2:06 PM	--:--	--:--	2:24 PM	2:38 PM	2:54 PM	3:02 PM
M-W	4:42 PM	5:07 PM	5:15 PM	5:20 PM	5:31 PM	5:44 PM	6:00 PM	6:06 PM
TH	4:42 PM	5:07 PM	5:15 PM	5:20 PM	5:31 PM	5:44 PM	6:00 PM	6:06 PM
F	4:54 PM	--:--	5:17 PM	5:22 PM	5:33 PM	5:46 PM	6:02 PM	6:08 PM
M-W	5:18 PM	--:--	--:--	--:--	5:43 PM	5:56 PM	--:--	6:12 PM
TH	5:18 PM	--:--	--:--	--:--	5:43 PM	5:56 PM	--:--	6:12 PM
F	5:30 PM	--:--	--:--	--:--	6:05 PM	6:18 PM	--:--	6:34 PM
M-TH	6:00 PM	--:--	--:--	--:--	6:18 PM	6:31 PM	--:--	6:47 PM
Mon-Wed Service		Mon-Thurs Service		Thursday Service		Friday Service		

G:: Service end; bus returns to garage. | A.M. Schedule | P.M. Schedule

Route 30 :: Saturday										
Route 30 :: Saturday Service to Davis and YoloBus Connections										
	Fairfield		Vacaville	Dixon	UC Davis	UC Davis	Dixon	Vacaville	Fairfield	
	Fairfield Transp Center	Solano Mall	Vacaville Transp Center	Market Ln Park & Ride	Memorial Union	Memorial Union	Market Ln. Park & Ride	Vacaville Transp Center	Solano Mall	Fairfield Transp Center
	268	324	391	392	403	403	392	391	324	268
Sat	8:13 AM	8:19 AM	8:36 AM	8:48 AM	9:10 AM	9:20 AM	9:42 AM	9:54 AM	10:12 AM	10:17 AM
Sat	10:22 AM	10:28 AM	10:45 AM	10:57 AM	11:19 AM	11:29 PM	11:51 PM	12:03 PM	12:21 PM	12:26 PM
Sat	12:31 PM	12:37 PM	12:54 PM	1:06 PM	1:28 PM	1:38 PM	2:00 PM	2:12 PM	2:30 PM	2:35 PM

G:: Service end; bus returns to garage. | A.M. Schedule | P.M. Schedule

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DATE: September 22, 2011
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan – Land Use Chapter

Background:

The STA's Comprehensive Transportation Plan (CTP) was adopted in 2001 and updated in 2005. The CTP consists of 3 elements: Arterials, Highways and Freeways; Transit; and Alternative Modes.

In 2008, the STA Board authorized a comprehensive update of the CTP. Since that time, the STA Board has approved:

- New Purpose Statement and Goals for each element
- A State of the System Report for each element
- A Goal Gap Analysis for each element, identifying which Goals are or are not being met; and
- A CTP Project List to identify projects and programs that can help address the identified gaps.

The structure of the new CTP is different from the existing CTP. A new Land Use Chapter has been added, and Ridesharing has been moved from the Alternative Modes to the Transit Element.

The STA Technical Advisory Committee (TAC) reviewed the text for the draft Land Use Chapter in March of 2011. The county Planning Directors have also reviewed the draft text. The STA Alternative Modes Committee reviewed the text at its May 2011 meeting. The comments from all of these meetings have been incorporated into the draft Land Use Chapter.

Discussion:

The Land Use Element is the first portion of the new CTP to be completed in draft form, and is included as Attachment A. This element lays out the existing and anticipated land uses in the 7 cities and Solano County, as well as setting the regional context. As noted in the introduction to this element, land use and transportation decisions interact with each other – neither strictly precedes or follows the other.

The Land Use Chapter is based upon existing statistical information, including the Association of Bay Area Governments (ABAGs) Projections 2009, updated with available 2010 Census information and projections developed by ABAG for the upcoming Sustainable Communities Strategy.

The Land Use Chapter also includes complete maps and graphics, prepared by STA's CTP consultant Fehr and Peers. The overall graphics system, including color schemes, fonts, maps and page layout, will be consistent across the CTP

The Land Use Chapter will be reviewed a final time by the STA Alternative Modes Committee. The Alternative Modes Committee is tentatively scheduled to meet in late September, and the STA Board is tentatively scheduled to take action on the Land Use Chapter in October of 2011.

When the complete CTP is ready for adoption, STA and Fehr and Peers will make a final assignment of page and chapter numbers, appendices and attachments, and develop a table of contents. At that time, a final date will be added to all headers and chapter titles to reflect the month and year of adoption.

The STA Technical Advisory Committee (TAC) considered the Land Use Chapter at its meeting of August 31, 2011, but did not take any action. The City of Fairfield submitted written comments at that meeting. The Land Use Chapter was distributed to TAC members and all of the county Planning Directors on September 1st, with comments requested by September 16th. Comments were received from the City of Dixon noting a labeling error on Figure 2 (2010 population labeled as 2020) and asking that the zoning map for Dixon contained in Figure 13 be reviewed. No other comments have been received. The Dixon and Fairfield comments will be incorporated into the Draft Land Use Chapter that is provided to the Alternative Modes Committee for review and recommendation.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to approve the Draft Land Use Chapter of the Solano Comprehensive Transportation Plan included as Attachment A.

Attachment:

- A. Draft Comprehensive Transportation Plan Land Use Chapter

Which comes first – the chicken or the egg?

Land use and transportation decisions are much like the chicken and the egg (neither really proceeds the other). They influence and react to each other, and develop as a system, rather than as individual, unrelated topics. Since the Solano CTP is primarily a transportation document, the majority of the Plan will address that topic. But given the close association of land use and transportation, it is important to start out with an overview of existing and projected local and regional land uses.

LOCAL

The Solano Transportation Authority (STA) has 8 member agencies: Solano County, and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo. Their existing and planned land uses have the greatest influence on Solano's countywide transportation system. Each of the eight jurisdictions is briefly described in this section and shown in Figure 1. More detailed community profiles are found in Appendix ____.

Solano County is part of the San Francisco Bay Area, and is also part of the larger Northern California Mega Region. The Northern California Mega Region covers the San Francisco Bay and Sacramento regions, with strong connections to San Joaquin County and lesser connections to the Monterey, North Coast and upper and lower Central Valley areas, and even to the Lake Tahoe/Reno region to the east. Because of the concentration of economic, governmental and cultural resources in the San Francisco Bay Area and Sacramento, those areas and their land uses are also described below.

One of the most fundamental facts regarding the connection of land use and transportation decisions is that local governments have the statutory authority for land use decisions within their jurisdiction, subject to the requirements of state law. This is established in both the fundamental state land use laws regarding general plans, zoning and subdivision maps, as well as issue-specific legislation such as SB 375.



This fundamental principle is recognized in the Solano CTP Goal #4:

- The Solano CTP will identify a transportation system that supports the existing and planned land uses of Solano County's seven cities and the County of Solano.
 - The Solano CTP recognizes that land use decisions are the responsibility of the local agencies.
- Recognize the interaction between land use and transportation plans, with neither taking precedence over the other.
- The CTP will help identify regional and state land use initiatives linked to transportation, and support local land use plans and projects that seek to take advantage of those programs.

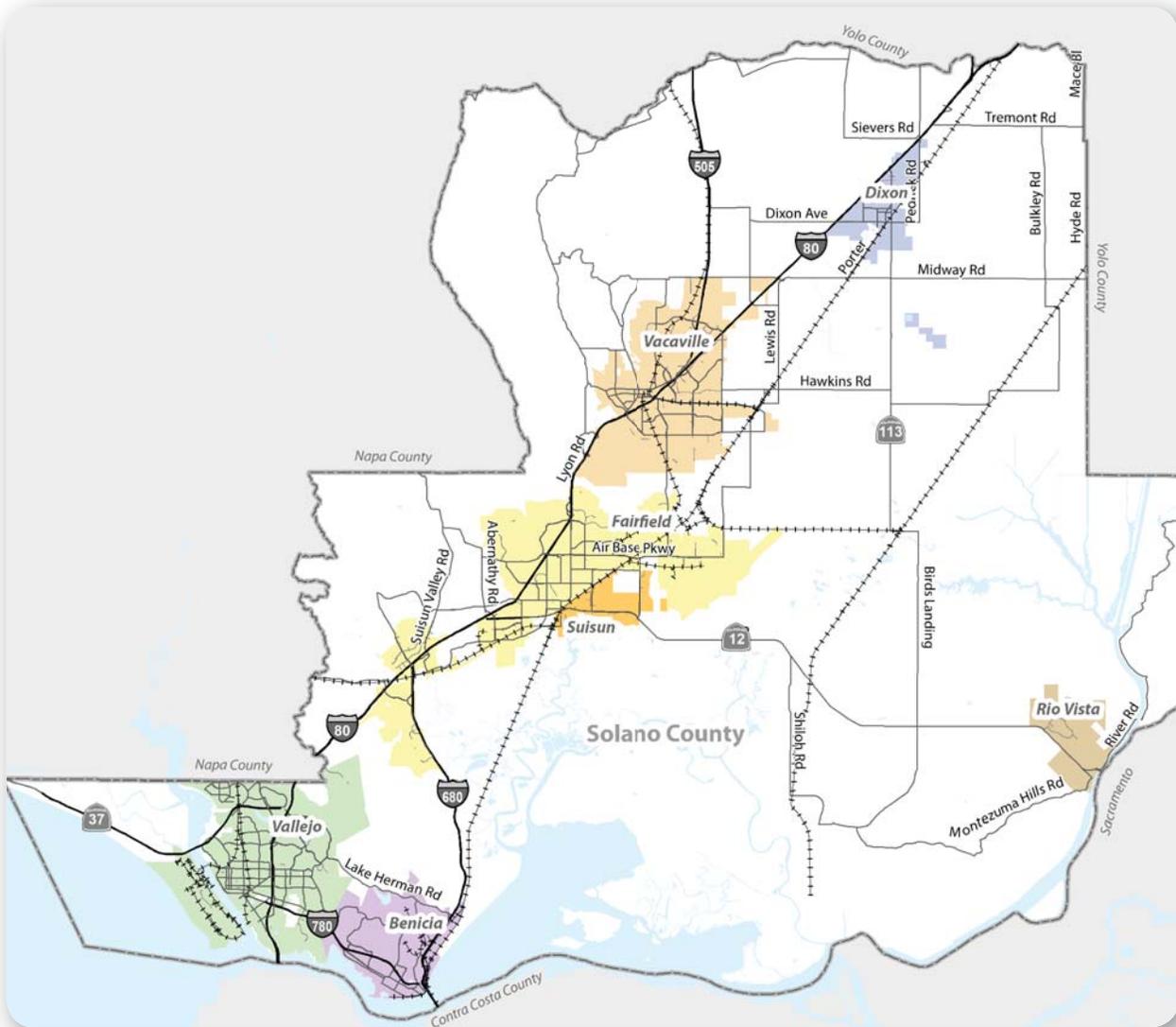


Figure 1 - STA Member Agencies



SOLANO COUNTY AND THE 7 CITIES

Finance annual population estimate for 2010. Figure 2 shows Solano population and trends from 1990 to 2010.

The 2010 US Census provides slightly different population numbers than the California Department of Finance (DoF). The comparison is shown in Table 1. The proportional distribution of the county's population does not change significantly between the two different data sources. Whichever set of statistics is used, the overall population pattern is essentially the same.

POPULATION

Population information contained in this section is taken from the decennial census for 1990 and 2000, and from the California Department of

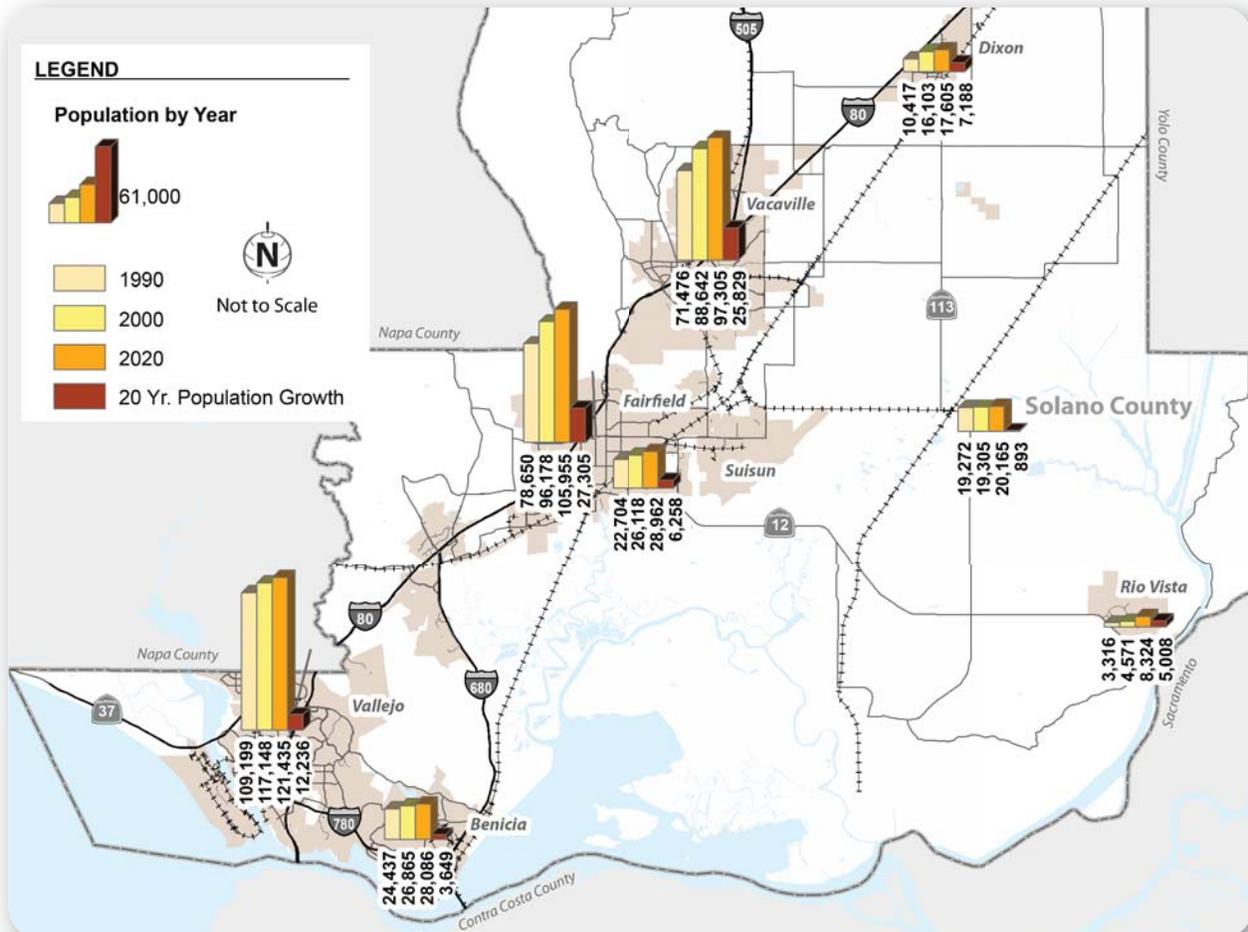


Figure 2 - Historic Population Trends

Vallejo is the largest city in the county, with 28.4% of the 2010 population. Benicia and Vallejo, which share a three and a half mile common border, account for 35% of the county total, while Fairfield (the County seat), Suisun City and Vacaville, all located in the center of the county, account for 54.3% of the county population. *“More than 89% of the County population is located on one of two urban clusters in the southwest and central portions of the county.”*

The low population figure for the unincorporated County is largely a result of the Solano Orderly Growth Initiative (aka Proposition A), approved by the voters in 1984 and subsequently renewed in 2008. The Solano Orderly Growth Initiative assigns urban growth almost exclusively to the incorporated cities, and severely limits rezoning of agricultural lands in the unincorporated County. Figure 3 illustrates concentration of growth in the seven cities.

The two smallest communities in the county – Dixon and Rio Vista – are also not ‘clustered’ with other communities. Dixon is located on I-80, approximately half-way between Vacaville and Davis. Rio Vista is located on SR 12, approximately 20 miles east of Fairfield/Suisun City, and adjacent to the Sacramento River. Dixon’s access to I-80 provides it with good regional mobility, but Rio Vista’s almost complete reliance on SR 12 significantly restricts access to and from (as well as within) the city. In addition, year-round agricultural and interregional goods movement traffic on SR 12, and summer-season recreational traffic accessing the Delta, further impact SR 12 and access to Rio Vista. Dixon’s growth since 1990 has in part been limited by local ordinance, and by a City decision to not allow urban development on the north side of I-80. Rio Vista has entitled an additional approximately 4,300 single and multiple family residential units, but has not seen significant development outside of the Trilogy

Table 1 - Solano Population

Jurisdiction	Dept. of Finance 2010	% of Total Population	Census 2010	% of Total Population
Benicia	28,086	6.5%	26,997	6.5%
Dixon	17,605	4.1%	18,351	4.4%
Fairfield	105,955	24.8%	105,321	25.5%
Rio Vista	8,324	1.9%	7,360	1.8%
Suisun City	28,962	6.8%	28,111	6.8%
Vacaville	97,305	22.7%	92,428	22.4%
Vallejo	121,435	28.4%	115,942	28.0%
Balance Of County	20,165	4.7%	18,834	4.6%
TOTAL	427,837		413,344	



senior subdivision. An additional approximately 2,600 proposed residential units are envisioned in the Rio Vista General Plan, and the City supports their development, along with an expected expansion of the supporting base of commercial land uses.

The county's demographic characteristics also have an impact on the transportation pattern, albeit not as significant an impact as does the overall physical location of residences and jobs. As of the 2010 census, 27.4% of the county population was 19 years of age or younger. The Solano percentage of seniors age 60 or older is very similar to that of the State – 17% in Solano County and 16.3% for California. Information from the 2010 census regarding household income and poverty, which is an indicator of transit-dependent residents, is not yet available.

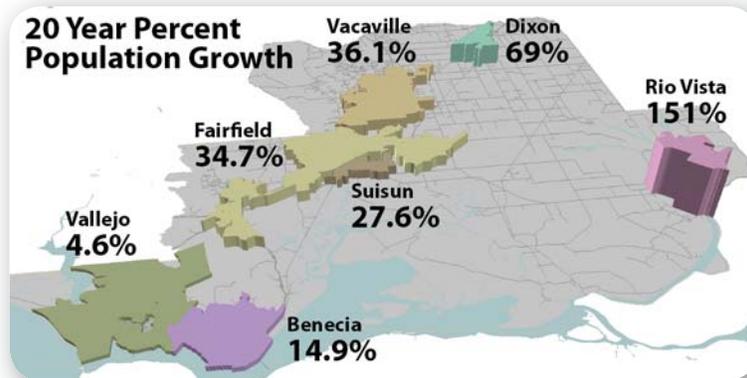


Figure 3 - Population Growth in the Seven Cities (1990 - 2010)

EMPLOYMENT

Until the mid-1990s, Vallejo and Fairfield were the employment centers of the county, even though Vallejo was the population center. As seen in Figure 4, Vallejo accounted for 30% (38,550) of the county's jobs in 1990, while Fairfield accounted for 31% (40,700).

In 1996, the Mare Island Naval Ship Yard in Vallejo was closed, and approximately 6,300 shipyard and supporting service jobs disappeared. With

this closure, the county employment center shifted from a balance between Vallejo and Fairfield to just Fairfield, with almost one-third of the county-wide jobs located in Fairfield in 2000. Fairfield remained the county employment center in 2010, but with a reduced share (32.2%). Vallejo and Benicia combined account for 32.8% of the county's 2010 jobs, while Fairfield, Suisun City and Vacaville account for 55.3% of the jobs.

Although small, Dixon is well balanced between county wide population and employment, with

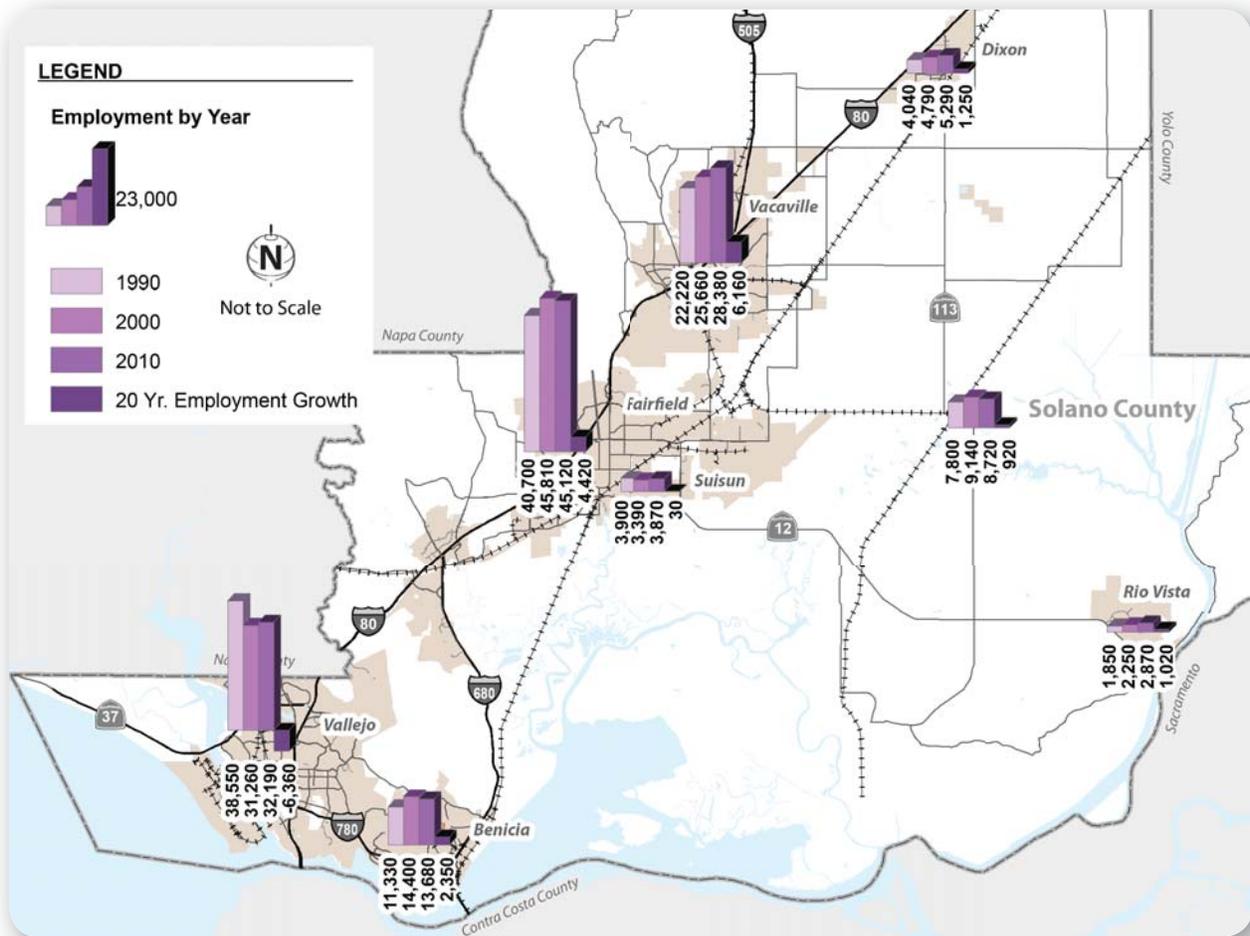


Figure 4 - Historic Employment Trends

4.1% of the county population and 3.8% of the county jobs. Rio Vista has 1.9% of the county population and 2% of the county jobs. While Rio Vista lacks any regional job centers, Dixon has regionally-important retail and employers such as Genentech and Gymboree.

PROJECTED CHANGES

There are two views of future development for Solano County and the 7 cities; those in each jurisdiction’s general plans, and those of the Association of Bay Area Governments (ABAG). Since 2007, ABAG has changed its Projections series of documents to reflect a policy choice giving preference to household and job creation in the inner Bay Area, in communities served by high-capacity, high frequency public transit. Figures 5 and 6 show each Solano jurisdiction’s projected 2035 population and employment, based upon ABAG’s Projections 2009. While the projections are not the certain result of 25 years of development and change by each jurisdiction, they do provide a reasonably-possible future image of Solano County and the 7 cities.

The projected 2035 distribution of population and employment is not significantly different from the existing conditions. Vallejo will remain the largest city in terms of population at 27.4%, and Fairfield will have the largest number of jobs at 33.3%. Population and jobs will be centered in the two city clusters of Benicia-Vallejo and Fairfield-

Suisun City-Vacaville. Figures 5 and 6 provide the projected concentration of total population and employment in 2035.

As with population, Dixon and Rio Vista are stand-alone communities with job growth prospects influenced by their access to the larger region. Dixon, with its close proximity to Davis and the University of California campus there, and its easy access by rail and freeway, has significant job growth potential. Rio Vista, however, has significant employment growth challenges because of its relative isolation. Because of the low base from which it starts, however, Rio Vista’s relative growth is substantial.

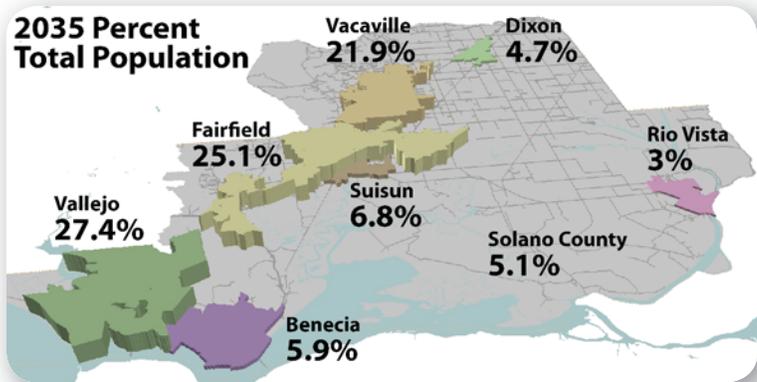


Figure 5 - Projected Population Composition

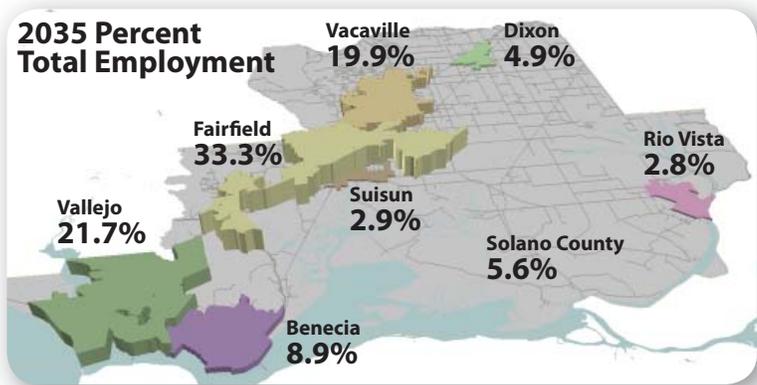


Figure 6 - Projected Employment Composition

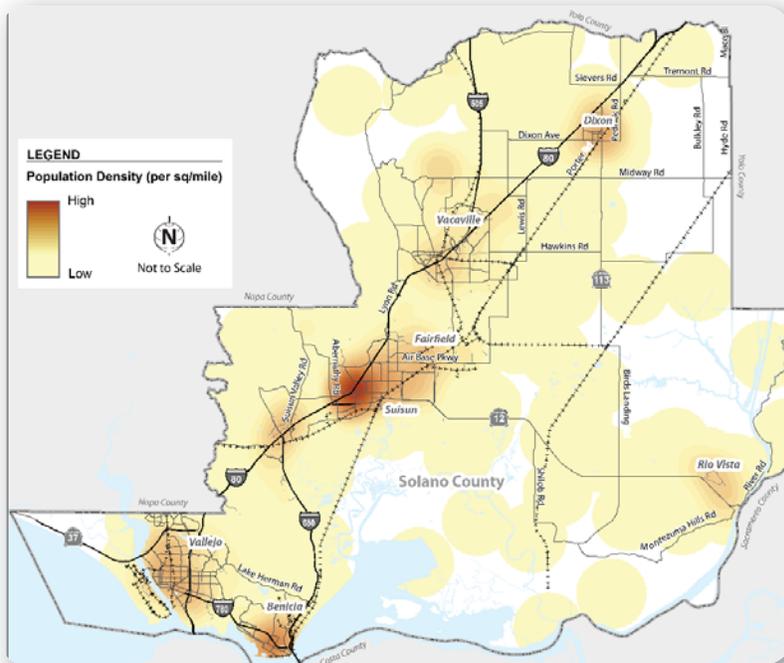


Figure 7 - 2010 Population Density

Figures 7 through 10 show population and employment density for current and projected conditions.

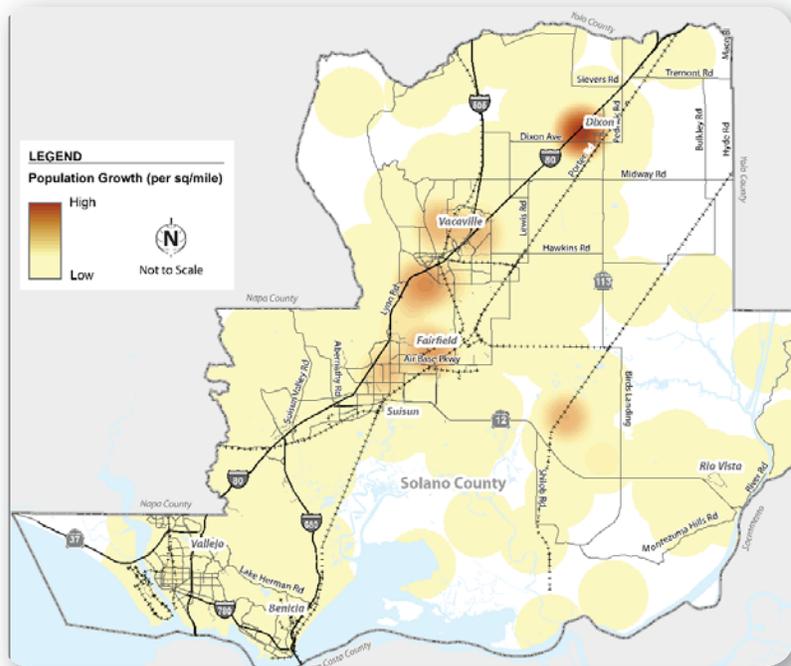


Figure 8 - 2035 Population Growth



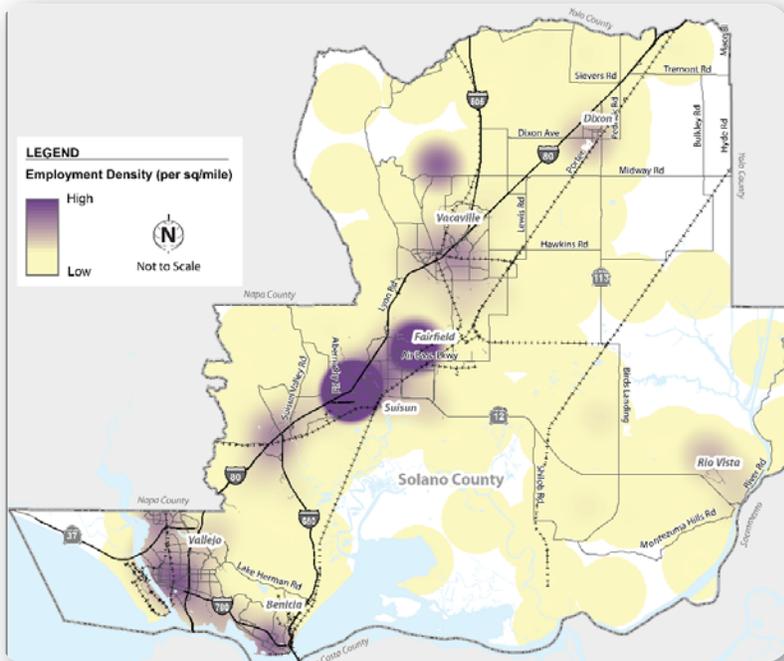


Figure 9 - 2010 Employment Density

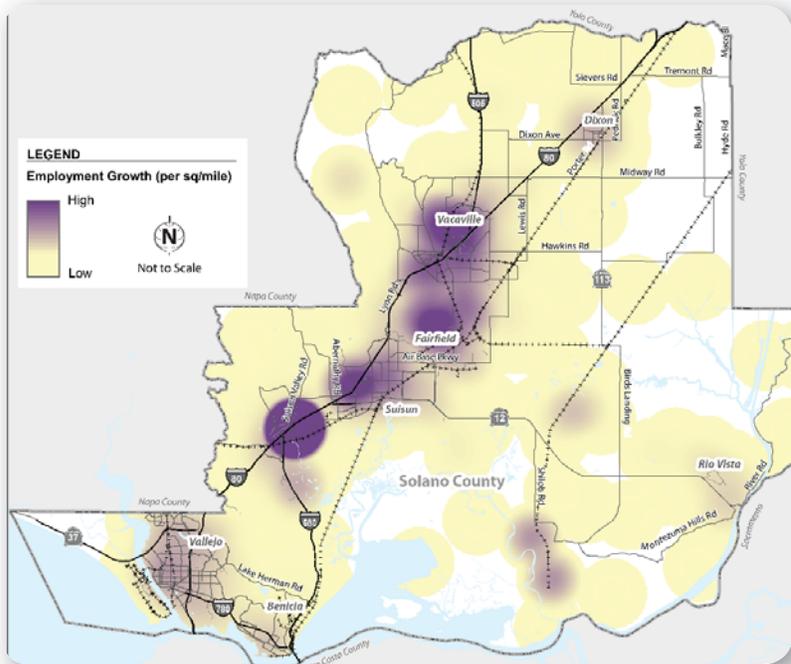


Figure 10 - 2035 Employment Growth



PRIORITY DEVELOPMENT AREAS

Even though the general location and proportion of residential and employment development are not expected to change over the next 25 years, the type of development may change. This is especially true of residential development. The primary reason for this is the current emphasis from MTC, ABAG and even national agencies on transit-oriented development (TOD). TOD is more than just housing near transit; it is communities designed to emphasize transit use over single-occupant auto trips. Typical features of TOD are higher density residential developments, easy access to public transit and to bicycle and pedestrian networks, and reductions in parking requirements (often upper limits on the number of parking spaces rather than lower limits.)

In the Bay Area, MTC and ABAG support TOD projects through the FOCUS program's Priority Development Area (PDAs) designation, Transportation for Livable Communities (TLC) planning and capital grants, and Station Area Plan grants.

There are nine PDAs designated in Solano County. Each PDA is described in more detail in the Alternative Modes element of the Solano CTP, and in the Solano TLC Plan, a separate document that is being updated in 2011. The Solano TLC Plan focuses on the existing and potential PDAs, but will also recognize that there are areas in the County and cities that can accommodate development that supports transit and bicycle and pedestrian use, but that do not qualify for PDA designation.

The PDA statistics and projections that follow were developed by ABAG. They represent ABAG's projections of what could be accommodated in the 9 Solano PDAs; the cities do not necessarily have zoning or identified infrastructure in place or planned that would support the jobs and housing projected by ABAG. There is also no assurance that the market will actually develop the potential that ABAG has identified.

The nine PDAs have the potential to account for almost 35% of the projected 25-year growth in Solano County and the 7 cities, as shown in Table 2. More important than the county-wide figure is the PDA proportion in 4 of the 5 cities that have

Table 2 - Solano Priority Development Areas, Population and Employment Growth, 2010 to 2035

Jurisdiction	2010 Population	2035 Population	25 Yr. Growth	PDA 25 Yr. Growth	PDA % of 25 Yr. Growth
Benicia	28,086	30,100	2,014	226	11.2%
Dixon	17,605	23,900	6,295	0	0.0%
Fairfield	105,955	127,000	21,045	11,397	54.2%
Rio Vista	8,324	15,300	6,976	0	0.0%
Suisun City	28,962	34,300	5,338	3,419	64.1%
Vacaville	97,305	111,100	13,795	3,668	26.6%
Vallejo	121,435	138,900	17,465	8,610	49.3%
Balance Of County	20,165	25,900	5,735	0	0.0%
TOTAL	427,837	506,500	78,663	27,320	34.7%

PDA: Fairfield, 54.2% of potential growth, Suisun City 64.1% of potential growth, Vacaville 26.6% of potential growth and Vallejo 49.3% of potential growth.

Most of these PDAs are centered around existing transit centers. The Fairfield Downtown and Suisun City Downtown and Waterfront District PDAs are immediately adjacent to the Suisun City Capitol Corridor train station. The Fairfield West Texas Gateway PDA includes the Fairfield Transportation Center. The Downtown Vacaville PDA is a quarter mile from the Davis Street park-and-ride lot, while the Vacaville Allison Area PDA includes the Vacaville Transit Center. The Vallejo Downtown and Waterfront PDA includes the WETA ferry terminal and the Vallejo Station parking garage. Finally, the Fairfield-Vacaville Train Station PDA is centered around a planned transit center that includes a Capitol Corridor train stop, bus connections and a park-and-ride lot.

This means that about one-third of the projected 2010 to 2035 residential growth can be accommodated in areas that provide immediate access to transit. Figure 11 provides population and employment projections in Solano PDA's. By giving funding priority to projects in or directly supporting PDAs, STA has the opportunity to support those decisions that help create a more efficient use of the transportation system.

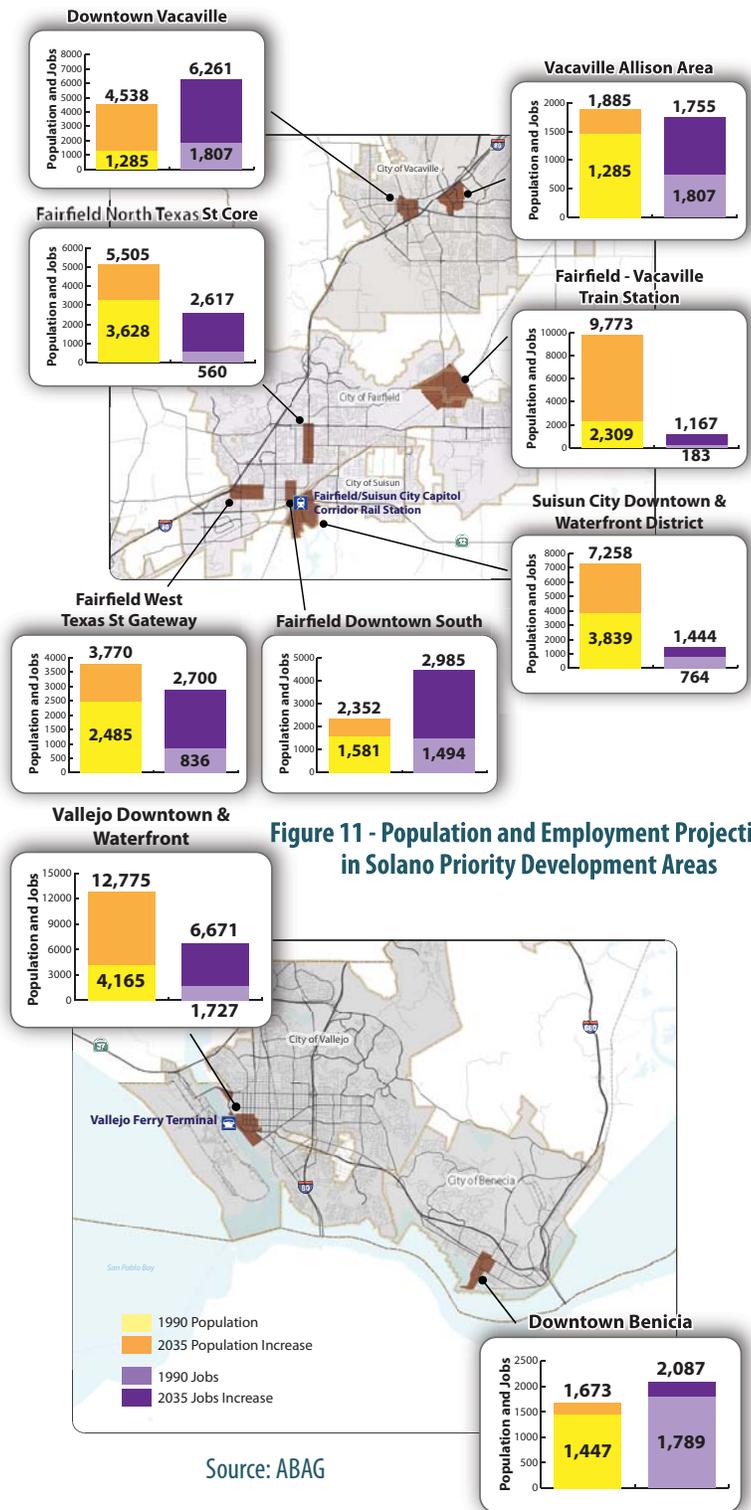


Figure 11 - Population and Employment Projections in Solano Priority Development Areas

REGION

Solano County is part of the nine county San Francisco Bay Area. The other counties are Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara and Sonoma. The eastern segment of Solano County is also functionally a part of the Central Valley, with close connections to the Sacramento and San Joaquin metropolitan areas and the Sacramento/San Joaquin Delta.

SAN FRANCISCO BAY AREA

As of the beginning of 2010, the Bay Area population was 7.3 million, with 5.1 million of those residents in Santa Clara, Alameda and Contra Costa counties and the city of San Francisco. The region's employment is similarly concentrated in those areas, with 2.6 million of the region's 3.5 million jobs in those four locations.

The Bay Area's demographics and transportation are in large part shaped by geology. The mountain ranges of the Coast Range run north-south. The San Francisco Bay has both north-south and east-west portions. The result is a series of barriers that focus traffic on a few choke points, such as toll bridges and passes or tunnels through mountains. When the combination of concentrated jobs and traffic choke points is brought together, the Bay Area produces severe gridlock in some areas, especially those approaching the jobs centers in San Francisco and San Jose.

AMBAG projects an 80% growth in the Bay Area's population from 2010 to 2035, and a 74% increase in employment. The rate of population growth in two of the core Bay Area cities – Oakland and San Francisco – will be less than that in outlying areas such as Solano County, but the total number of both new residents and new jobs in these areas will still be greater than the comparable aggregate total for all eight Solano jurisdictions. The concentration of jobs in the inner Bay Area, and inability to create new, high-capacity means of transporting workers in to those jobs, means that existing in-commute and resultant congestion will only get worse.

As noted above, ABAG and MTC are working on a program to concentrate growth in identified nodes that are served by frequent, high-density transit. This program, if carried out to its full potential, would substantially decrease the growth of in-commuting to the inner Bay Area



and the related production of greenhouse gasses. However, many PDAs in the inner Bay Area are either at risk from projected sea level rise or are in areas with a high concentration of small particulate air pollution (PM 2.5), primarily related to diesel engines. In addition, there are a number of non-transportation infrastructure deficiencies that impact these PDAs, as well as potential local political opposition. It appears unlikely that the Bay Area PDAs will be developed to their full potential.

CENTRAL VALLEY

The Sacramento metropolitan area is the largest urban concentration in the northern Central Valley, with Stockton and its environs being a distant second. Solano County’s association with the Sacramento area is in some ways as strong as that with the Bay Area.



The Sacramento Area Council of Governments (SACOG) covers the counties of El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba. SACOG projects the region’s population will grow from a 2005 total of just over 2 million to a 2035 total of 3.4 million. Sacramento County has the largest number of residents, both at the current time and in the 2035 projections. Unlike many Bay Area communities, however, much of Sacramento County’s population lives in the unincorporated county (527,790 of 1,283,234 in 2005). By 2035, the proportion of residents in the unincorporated county will have fallen from 41% to 38%, but will still be larger than any of the incorporated cities.

Sacramento holds a similar preponderance of regional jobs similar to its housing concentration. In 2005, Sacramento County was home to 678,503 out of the regions 1,000,157 total jobs (68%). In 2035, the proportion is projected to be 63% (967,986 out of 1,536,097).

The SACOG area does not have the same physical constrictions of transportation routes as does the Bay Area. Although the Sacramento and American rivers transverse the area, they are much easier to cross than is the San Francisco bay. None of the bridges require a toll. In addition, the region is not divided by the steep hills that characterize the Bay Area.

One result of this lack of obstacles has been a lower density urban development pattern, with a higher proportion of single family homes and a lower density downtown business core. This lower density makes it harder for public transportation to function effectively. In addition,



the Sacramento Area is served by a limited number of freeways: Interstates 80 and 5, State Highways 99 and 50 and the Capitol City Freeway. Sacramento’s freeway congestion is generally not considered as bad as that of the Bay Area, but the region does experience significant commute-hour delays, as well as non-commute delays from seasonal recreational traffic traveling to and from the Lake Tahoe region.

San Joaquin County is projected to grow from a 2010 population of 681,600 to a 2035 population of 1,000,200, with Stockton and Lodi remaining the two largest communities in the county. Employment for San Joaquin County is expected to grow from a 2010 total of 214,000 to a 2035 figure of 293,400.

San Joaquin County faces geographical, population density and transportation issues similar to those of Sacramento. Few Solano residents commute to San Joaquin County for employment. However, important recreational and agricultural traffic travels to and through both Solano and San Joaquin Counties on Highway 12.



LOCAL AND REGIONAL PROJECTION DIFFERENCES

Projections for growth are a frequent source of tension between local and regional governments, and the Solano County relationship with ABAG is no exception. Many communities seek to emphasize retail and industrial expansion and minimize residential growth for a number of reasons, with impact to the local tax base being a common concern.

In the 1990s and early 2000’s most Solano County communities objected to ABAG’s projections for residential growth as being too high, essentially forcing suburban Solano County to accept residential growth that the inner Bay Area communities were unwilling to accept. *“Residential growth projections are especially important because they form the basis of the Regional Housing Needs Allocation (RHNA) process required by the State, and the subsequent development of local General Plan Housing Elements that must be in conformance with the RHNA numbers.”* At the same time, ABAG job projections were typically lower than local communities desired. This lower employment projection lacks the impact of the housing projections because there is no requirement or obstacle placed in the way of retail and industrial growth to match the RHNA and Housing Element requirements.

Since ABAG's Projections 2007, the situation has begun to reverse itself. ABAG is now projecting significantly lower population growth in Solano County as a matter of policy, and has revised its employment projections to a) reflect a lower expected rate of employment growth and b) concentrate more of that growth in the inner Bay Area. Figure 12 provides land use designations consistent with local General Plans.



Figure 12 - Existing Land Use
Source: Solano County

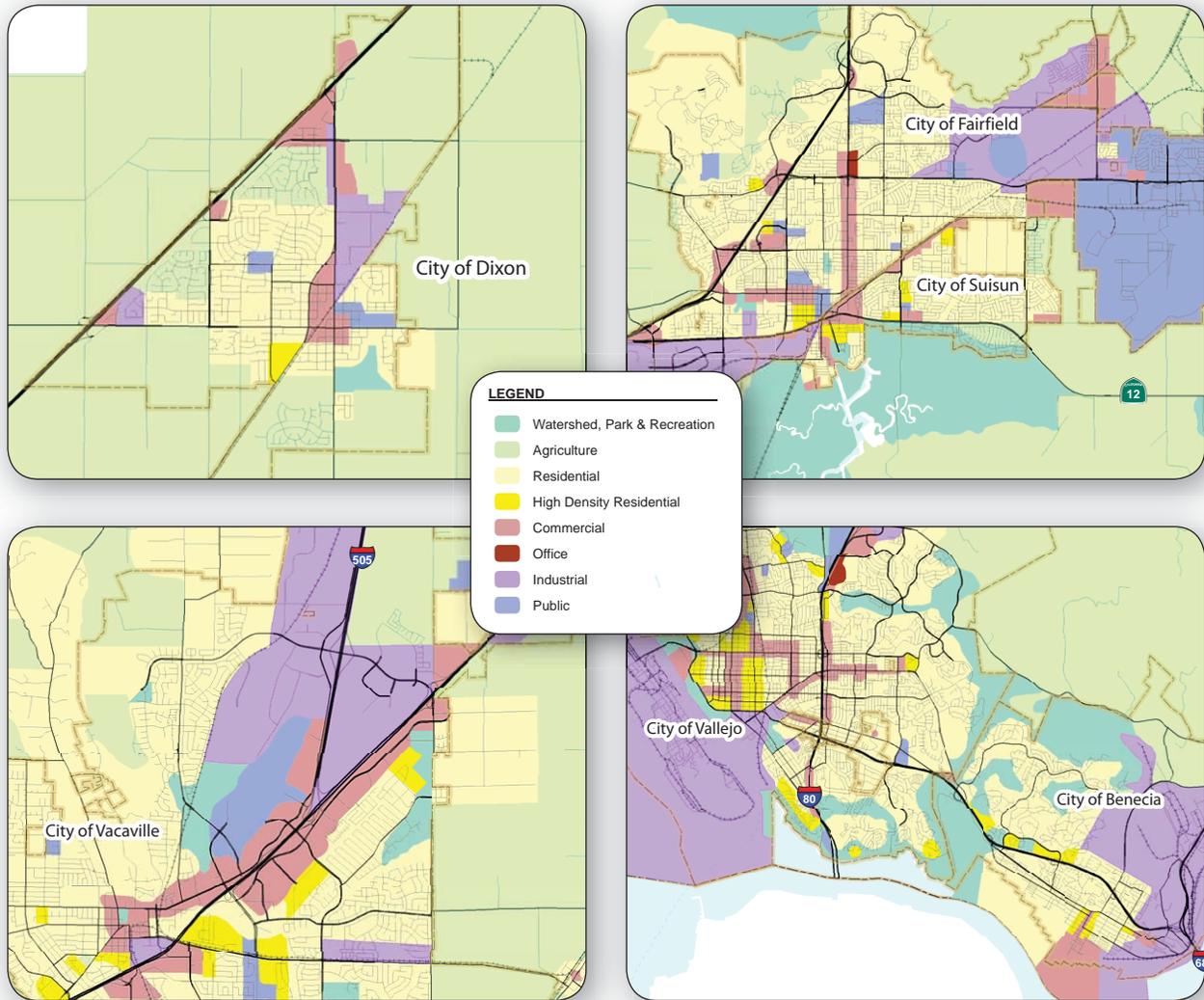


Figure 13 - Existing Local Land Use
Source: Solano County

One result of these differences in growth projections is that the local general plans have different projected population and employment numbers than do the ABAG projections. In the case of retail and industrial growth, local governments (both in Solano County and elsewhere in the Bay Area) typically aggressively seek out new development. Figure 13 above reflects projected land use for local jurisdictions.



CONCLUSION

No matter which projections are used, Solano County will see continued residential, retail and industrial growth from 2010 to 2035. The location and type of this growth will be important, but will probably not change the fundamental traffic patterns that exist today. This is because the projected 25-year growth of population is about 18% above the current numbers - meaning that 82% of the population producing trips on local and regional roads already resides in Solano County. New land use development can change the type and volume of traffic growth, but is unlikely to substantially change that patterns that exist.

There are two possible exceptions to this conclusion. First, ABAG's growth projections could lead to a re-ordering of regional transportation investments, with more money going into the inner Bay Area communities projected to take on more residential growth. If the actual growth continues to happen in suburban communities such as Solano County – as has been the pattern for more than 20 years – but the transportation investments change to reflect ABAG's projections, then the impact of actual growth on Solano's transportation system will be worse, because the county and local jurisdictions will lack resources to improve the system.

The other potential change is a significant increase in the rate of employment growth in

Solano County. Local residents drive to Bay Area and Sacramento jobs because that is where the major employment centers are located; and, in the case of many inner Bay Area jobs, that is where the high salary jobs are. *"If Solano County and the seven cities are successful in attracting new, good-paying jobs at a faster rate than ABAG projects, the need for Solano residents to commute on I-80 to the inner Bay or to Sacramento will be reduced."* The potential to improve both the local and regional transportation pattern, as well as to provide other economic and sociological benefits to local jurisdictions, is significant.



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DATE: September 19, 2011
TO: STA TAC
FROM: Jessica McCabe, Project Assistant
RE: 2012 State Transportation Improvement Program (STIP)

Background

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP is composed of two sub-elements: 75% to the Regional Transportation Improvement Program (RTIP), with projects decided by regional agencies, and 25% to the Interregional Transportation Improvement Program (ITIP). The STIP cycle is programmed every two years and covers a five-year period. STA's 2010 STIP programmed projects are shown in Attachment A. Historically, Solano County averages about \$10M per year in population shares of STIP funds.

In December 2007, the STA Board approved the "10-Year Investment Plan for Highway and Major Transit Capital Projects," which was intended to be a guide for future programming actions by the STA Board of STIP funds. The plan prioritized projects by their delivery timeframe: Tier 1 for projects that can begin construction in 5 years, Tier 2 projects that can begin construction in 10 years, and Tier 3 for future planned projects. This plan would be updated every two years during the STIP programming process.

On July 18, 2011 MTC released its draft STIP Development Policies and Guidelines for recommending the programming of new 2012 STIP funds (Attachment B). These Policies and Guidelines are scheduled to be adopted by the MTC Commission on September 28, 2011.

Discussion

The California Transportation Commission (CTC) established draft funding estimates for the 2012 STIP on July 28, 2011 and MTC released the County Targets based on the CTC's funding estimates (Attachment C). The tables show County Share targets, Transportation Enhancement (TE) targets, and Planning, Programming, and Monitoring (PPM) amounts. Due to the economic downturn, statewide STIP estimates are significantly reduced. After deducting PPM funding (CMA Share) and TE funding from the "New County Share Total" funding estimate for Solano County of \$10M, \$8.3M remains available for non-TE projects.

Investment Plan Update and Prior Commitments

STA staff has recently drafted an update to the "10-Year Investment Plan for Highway and Major Transit Capital Projects," to reflect the current status and priority of each of these projects (Attachment D). This draft list of prioritized projects is intended to be used as guide for programming actions by the STA Board, such as the 2012 STIP programming process. As shown on the updated 10-Year Investment Plan, the Jepson Parkway and Dixon West B Street

Undercrossing are both listed as Tier 1 projects, and continue to be priorities for the STA. The STA Board has committed its support to both projects, with the approval of the Memorandum of Understanding (MOU) for Jepson Parkway at the May 2011 Board meeting, and the approval of the funding strategy for Dixon's West B Street Undercrossing, at the April 2011 Board meeting. The Jepson Parkway MOU defines the roles and responsibilities of the Jepson Parkway Working Group and each agency in the delivery of the Jepson Parkway Corridor, and establishes the Guiding Principals from which to select and prioritize project phases. The approved funding strategy for Dixon's West B Street Undercrossing committed \$4.949 million in current and future discretionary funding for the City of Dixon's West B Undercrossing project.

2012 STIP Programming Recommendations

As a priority project, \$36.7 million of State Transportation Improvement Program (STIP) was programmed to the Jepson Parkway project as part of the regional commitment. \$2.4 million was allocated for Plans, Specifications & Estimate (PS&E) last year. \$3.8 million is programmed for Right-of-Way funds in Fiscal Year (FY) 2010-11 and \$30.5 million in construction funding is programmed for FY 2014-15. In continuing STA's commitment to the Jepson Parkway project, which is already programmed in the STIP, STA staff recommends programming the \$8.3M available in non-TE STIP funds to the project, which would go towards construction of either the Cement Hill Road or Leisure Town Road portion of the project.

In April 2011, the STA Board approved a funding plan for West B Street Undercrossing project, and as part of the \$4.949M committed in the funding plan, \$649,000 in STIP TE reserve was committed to the project. Also included in the funding plan was a commitment of future Cycle 2 STP/CMAQ funds; however MTC's proposed new policy emphasizes that the block grants funds be used in Priority Development Areas (PDAs). If block grant funds are restricted to PDAs, Dixon would not be eligible for these funds, because there are no PDAs within its boundaries. Since Dixon does not have any PDAs, the commitment of STIP funds becomes even more crucial to the funding of the West B Street project. Given that the West B Street project has been identified as a priority project by the STA, the funding plan has received support from the STA Board, and it may not be eligible for Cycle 2 block grant funds, STA staff recommends programming the \$649,000 available in STIP TE reserve and \$672,000 in new STIP TE funds to the project. This would program a total of \$1.3M in STIP TE to the project.

Planning, Programming, and Monitoring (PPM) funds traditionally fund STA project development activities and Project Study Reports (PSR) for future STIP funded projects, as required by the CTC prior to being programmed into the STIP. These reports conduct a preliminary analysis of a project's purpose, need, scope, and feasibility. Based on the final 2012 STIP Fund estimate, \$98,000 in FY 16-17 and \$274,000 in FY 16-17 is available for PPM activities.

2012 STIP Development Schedule

The following is a 2012 STIP development schedule including STA TAC, STA Board, MTC, and CTC meetings:

August 31, 2011	TAC STIP 2012 info (update on STIP)
September 14, 2011	STA Board STIP 2012 info
September 28, 2011	TAC recommends 2012 STIP project recommendations to STA Board

October 12, 2011	STA Board approves 2012 STIP Solano project recommendations to MTC
October 14, 2011	Deadline for CMAs to submit project listings to MTC
November 16, 2011	MTC approves 2012 Bay Area RTIP recommendations to CTC
March 28, 2012	CTC adopts 2012 STIP

Fiscal Impact

The STA is committed to its local partners and to the completion of both the Jepson Parkway and the West B Street Undercrossing projects. By programming funds to these projects, STA will be fulfilling that commitment. In committing PPM funds, STA is also fulfilling its commitment to facilitating planning, programming, and project monitoring activities in Solano County.

Recommendation

Forward a recommendation to the STA Board to approve the following:

1. Approve the 2011 10-Year Investment Plan for Highways and Major Transit Capital Projects;
2. Program \$8.3M in available non-Transportation Enhancement (TE) STIP funds to the Jepson Parkway project;
3. Program \$649,000 in unprogrammed STIP TE reserve to the City of Dixon’s West B Street Undercrossing project;
4. Program \$672,000 in available new STIP TE funds to the City of Dixon’s West B Street Undercrossing project; and
5. Program \$98,000 in FY 15-16 and \$274,000 in FY 16-17 available for Planning, Programming, and Monitoring (PPM) activities.

Attachments:

- A. STA’s 2010 STIP Programmed Projects
- B. MTC’s draft STIP Development Policies & Guidelines and Development Schedule, 7-18-2011
- C. MTC’s 2012 STIP Fund Estimate County Targets, 9-02-2011
- D. Updated 10-Year Investment Plan for Highway and Major Transit Capital Projects, 9-13-2011

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2010 SUMMARY OF STIP COUNTY SHARES

Does Not Include ITIP Interregional Share Funding (See Separate Listing)

(\$1,000's)

Total County Share, June 30, 2009 (from 2009 Report)	82,952
Adjustment for 2007-08 and 2008-09 lapses	1,034
Less 2008-09 Allocations and closed projects	(744)
Less Projects Lapsed, July 1, 2009-June 30, 2010	(721)
2010 STIP Fund Estimate Formula Distribution	940
Total County Share, June 30, 2010 (includes TE)	83,461

Solano

Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year					Project Totals by Component				
								Prior	10-11	11-12	12-13	13-14	14-15	R/W	Const	E & P	PS&E
Highway Projects:																	
MTC		2152	Planning, programming, and monitoring			Aug-09	35	35	0	0	0	0	0	0	0	0	0
STA		2263	Planning, programming, and monitoring		Jul-09	Aug-09	589	589	0	0	0	0	0	0	0	589	0
Solano TA	loc	5301	Jepson Parkway			Jul-10	2,400	0	2,400	0	0	0	0	0	0	0	2,400
MTC		2152	Planning, programming, and monitoring	SB 184	Jul-10	Jul-10	35	0	35	0	0	0	0	0	0	35	0
STA		2263	Planning, programming, and monitoring	SB 184	Jul-10	Jul-10	589	0	589	0	0	0	0	0	0	589	0
Caltrans	12	367D	Jameson Cnyn Rd widen Seg 1 (RIP)(TCRP)(CMIA)(08S-57)				4,550	0	4,550	0	0	0	0	0	0	4,550	0
Caltrans	12	367I	Jameson Cnyn Rd widen Seg 2 (RIP)(TCRP)(CMIA)(08S-57)				2,450	0	2,450	0	0	0	0	0	0	2,450	0
Solano TA	loc	5301	Jepson Parkway				34,257	0	3,800	0	0	0	0	30,457	3,800	30,457	0
Caltrans	loc	5301L	Rt 80/680/12 Interchange (TCRP #25.3)(08S-29)				11,412	0	0	11,412	0	0	0	0	0	11,412	0
MTC		2152	Planning, programming, and monitoring				143	0	0	35	35	36	37	0	143	0	0
STA		2263	Planning, programming, and monitoring				841	0	0	229	229	192	191	0	841	0	0
			Subtotal, Highway Projects				57,301	624	13,824	11,676	264	228	30,685	3,800	51,101	0	2,400
Rail and Transit Projects:																	
Vallejo	ferry	2260B	Vallejo ferry terminal parking structure, seg 2 (08S-29)(TIF)		Sep-09	Oct-09	13,128	13,128	0	0	0	0	0	0	13,128	0	0
Vallejo	ferry	2261	Vallejo Baylink ferry maintenance facility				4,300	0	4,300	0	0	0	0	0	4,300	0	0
Fairfield	rail	6045K	Capitol Corridor rail station, Fairfield				4,000	0	0	4,000	0	0	0	0	4,000	0	0
			Subtotal, Rail & Transit Projects				21,428	13,128	4,300	4,000	0	0	0	0	21,428	0	0
Transportation Enhancement (TE) Projects:																	
Marin Co	te	2127Q	Marin, Sir Francis Drake Blvd bike lane				294	0	0	0	294	0	0	0	294	0	0
American Cyn	te	2130G	Napa Jct Elementary School ped improvements				183	0	0	183	0	0	0	0	183	0	0
Vacaville	te	5152E	Jepson Parkway Gateway enhancement (ext 5-10)	Mar-11			230	230	0	0	0	0	0	0	230	0	0
Vallejo	te	5152J	Downtown Vallejo Square pedestrian enhancements				412	0	412	0	0	0	0	0	412	0	0
Rohnert Park	te	5156J	Sonoma, Copeland Creek bike path reconstruction				176	0	0	176	0	0	0	0	176	0	0
Fairfield	te	6045K	Capitol Corridor rail station, Fairfield, TE elements				400	0	0	0	400	0	0	0	400	0	0
San Bruno	te	648E	San Mateo, San Bruno medians				630	0	630	0	0	0	0	0	630	0	0
MTC	res	5152A	TE reserve (MTC Share)				1,413	0	0	0	601	406	406	0	1,413	0	0
STA	res	5152K	TE reserve (County Share)				649	0	0	596	53	0	0	0	649	0	0
			Subtotal TE Projects				4,387	230	1,042	955	1,348	406	406	0	4,387	0	0
Total Programmed or Voted since July 1, 2009							83,116										
Balance of STIP County Share, Solano																	
Total County Share, June 30, 2010							83,461										
Total Now Programmed or Voted Since July 1, 2009							83,116										
Unprogrammed Share Balance							345										
Share Balance Advanced or Overdrawn							0										

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METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Programming and Delivery Working Group

DATE: July 18, 2011

FR: Kenneth Kao

RE: 2012 STIP Development Policies and Guidelines

Background

As the Regional Transportation Planning Agency for the nine-county Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for developing and submitting the region's proposed projects for the upcoming 2012 Regional Transportation Improvement Program. In cooperation with the Congestion Management Agencies, MTC will develop the schedule and Policies and Procedures for the 2012 RTIP in the coming months.

The following policy and programming issues regarding the 2012 RTIP will be discussed at the Programming and Delivery Working Group and the Partnership Technical Advisory Committee.

New Transportation Enhancement Policies

- **Transportation Enhancement Project Priority versus TE Reserve**
In an effort to increase delivery of Transportation Enhancement projects, the California Transportation Commission will give priority to programming actual projects over TE reserve. This means that if a county wishes to program TE reserve, and another county wishes to program TE funds to an identified project, the CTC will program the identified project if there is not enough capacity to program both. In this example, the TE reserve will either not be programmed, or be programmed in a later year where there is capacity. Accordingly, MTC strongly recommends identifying actual projects for programming, rather than programming to TE reserve.
- **Front Loading of Transportation Enhancement Funds**
The California Transportation Commission will allow for the front loading of Transportation Enhancement funds in the 2012 STIP. Therefore, counties are able to request programming of new TE projects in the first three years of the STIP. Previously, new projects were only allowed in the last two years of the STIP. MTC cautions, however, that projects programmed in the early years of the STIP must be ready to allocate the funds in the year of programming.
- **Transportation Enhancement Project Pre-Review by Caltrans Local Assistance**
In many instances, projects proposed for the Transportation Enhancement program of the STIP encounter a number of unanticipated environmental and schedule issues that delay the project, causing a need for STIP time extensions. In order to minimize these unanticipated obstacles to project delivery, the MTC requires Caltrans pre-review of all proposed TE projects in the 2012 RTIP. After the Congestion Management Agencies submit their projects to MTC for inclusion into the RTIP, MTC will transmit all TE Project Programming Request (PPR) forms and approved TE Applications to Caltrans District 4 Local Assistance for an

additional cursory review. Local Assistance Engineers and Environmental staff may recommend changes to the project schedule and cost, based on known project conditions and environmental considerations. These recommendations will be reviewed with MTC and the CMA before being updated in the final 2012 RTIP submittal or subsequent updates through the California Transportation Commission prior to final 2012 STIP adoption.

- **Transportation Enhancement Project Delivery Deadlines**

In order to more closely align Transportation Enhancement project delivery dates with the summer construction season, MTC will enforce new allocation deadlines for TE projects. All TE projects must submit a full and complete CTC allocation and federal obligation package to Caltrans District 4 by December 1 of the fiscal year in which the project is programmed. This will give sufficient time for Caltrans and CTC to allocate the funds by the following February in order to meet obligation by March 31. Exceptions to the TE delivery deadlines may be granted for extraordinary circumstances, such as for instances where the project has a target award later than the six month award deadline after allocation prescribed by CTC STIP guidelines. Any exceptions will be reviewed by CMA and MTC, and granted on a case-by-case basis.

- **MTC's Share of Transportation Enhancement Reserves**

MTC has held half of the region's Transportation Enhancement funds in reserve for regional priorities to be identified through future policy decisions. At this time, staff proposes continuing to hold half of the region's TE funds in reserve in the 2012 RTIP for future identified project(s). The project(s) would be programmed in the last two years of the 2012 RTIP.

Other New Policies

- **MTC Resolution No. 3866 Compliance – Transit Coordination Implementation Plan**

On February 24, 2010, MTC approved Resolution No. 3866, which documents coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects. *If a transit operator fails to comply with Res. 3866 requirements, MTC may withhold, restrict or reprogram funds or allocations.* Res. 3866 supersedes MTC's earlier coordination plan, Res. 3055.

One goal of MTC staff in organizing Res. 3866 was to incorporate some detailed project information through reference rather than directly in the resolution in order to facilitate future updates of project-specific requirements and minimize the need for official Commission action. For this reason, some documents are referenced in Res. 3866 and available for download at <http://www.mtc.ca.gov/planning/tcip>. MTC may periodically update these documents after soliciting feedback from its TACs. Transit operators must comply with these more detailed documents in order to comply with Res. 3866.

- **Project Study Report Requirement Update**

Over the past few years, Caltrans, in cooperation with the regional agencies, has re-examined the Project Study Report process. Through the years, the PSR document has become too detailed, and duplicates much of the effort that will be done during the environmental document phase. As a result of this re-examination, Caltrans has approved the lighter Project Study Report (Project Development Support) (PSR/PDS) document for use to program new STIP projects. However, the CTC will only allow preconstruction phases to be programmed in the STIP with the PSR/PDS document. Construction can be programmed once a draft

environmental document has been circulated. Additionally, if a project has already substantially completed an environmental document (such as a circulating draft or a final environmental document), the PSR requirement is waived, and a project sponsor may request programming of STIP funds to the project.

Carryover Policies from 2010 RTIP

- **ARRA RTIP Backfill Programming**

In order to expedite obligation and expenditure of American Recovery and Reinvestment Act of 2009 (ARRA) funds, and to address the State's lack of funding, MTC programmed \$31 million in ARRA funds to backfill unavailable STIP funds for the Caldecott Tunnel Fourth Bore project. Of the \$31 million, \$29 million came from Contra Costa's county share, and \$2 million from Alameda's county share. These amounts were not programmed in the 2010 RTIP, therefore, in the 2012 RTIP, MTC will have discretion to program the \$31 million in freed up RTIP capacity from these two counties. Therefore, Contra Costa's available programming capacity will be reduced by \$29 million, and Alameda's available programming capacity will be reduced by \$2 million in FY 2012-13.

- **Highlights of Changes in the 2010 RTIP**

A number of changes that were first implemented in the 2010 RTIP are carried forward to the 2012 RTIP. These changes include the following:

- Complete Streets Checklist – Required for all projects
- SB 286 Conservation Corps Involvement – Required for all TE projects
- Prohibition of Multiple Phases in Same Year – Required for all projects
- Project Size Minimums - \$500,000 minimum project size for large counties, \$250,000 minimum project size for counties under 1 million population.

- **2012 STIP Schedule**

Currently, the 2012 STIP is proceeding as scheduled, and as identified in Attachment A. In previous years, the STIP process had been delayed due to the lack of a state budget. This cycle, a state budget is now in place. Therefore, a delay in the STIP schedule is not expected.

CTC is still scheduled to adopt the final STIP Fund Estimate and Guidelines at the August CTC meeting. Currently, the MTC Commission will approve the RTIP on November 16, 2011. The deadline for CMAs to submit the draft list of RTIP projects is October 14, 2011. Please refer to Attachment A for the current 2012 RTIP Schedule.

Additionally, CMAs and Caltrans are reminded of two important policies for the development of the 2012 RTIP:

- **CMAs Notification of All Eligible Project Sponsors**

The CMAs are reminded that they must notify all eligible project sponsors within the county of the availability of RTIP funds. Eligible project sponsors include cities, counties, transit operators, and tribal governments. Notification can be in the form of a call for projects to all eligible project sponsors. Prior board action committing RTIP funds to a specific set of projects may also be sufficient to meet this requirement.

- **Caltrans Notification of Cost Increases**

Caltrans shall notify the CMAs and MTC of any anticipated cost increases to currently-programmed RTIP projects by September 1, 2011. This will allow sufficient time to ensure these cost increases are programmed in the RTIP or addressed another way in consultation

with Caltrans and the CMA. Ideally, Caltrans should notify the CMAs and MTC of cost increases prior to the call for projects.

Any questions regarding these policy and programming issues should be directed to Kenneth Kao at (510) 817-5768, or kkao@mtc.ca.gov.

Attachments

A – Tentative 2012 RTIP Schedule

J:\COMMITTEE\Partnership\Partnership PDWG\2011 PDWG\11 PDWG Memos\05_July 18 11\04b_0_2012_STIP_Development.doc

METROPOLITAN TRANSPORTATION COMMISSION 2012 Regional Transportation Improvement Program Draft Development Schedule July 11, 2011	
March 23, 2011	Caltrans presentation of draft STIP Fund Estimate Assumptions (CTC Meeting – San Diego)
May 11, 2011	CTC adoption of STIP Fund Estimate Assumptions (CTC Meeting – Los Angeles)
June 20, 2011	Partnership Technical Advisory Committee (PTAC) / Programming and Delivery Working Group (PDWG) discussion and review of initial issues and schedule for 2012 RTIP
June 22, 2011	Caltrans presentation of the draft STIP Fund Estimate and draft STIP Guidelines (CTC Meeting – Long Beach)
June 30, 2011	Governor signs State Budget
July 18, 2011	PTAC and PDWG review of proposed RTIP Policies and Procedures
July 27, 2011	CTC holds 2012 Fund Estimate Workshop and STIP Guidelines Hearing (Sacramento)
August 10, 2011	CTC adopts STIP Fund Estimate and STIP Guidelines (CTC Meeting – Sacramento)
September 7, 2011	Transit Finance Working Group (TFWG) review of proposed RTIP Policies and Procedures
September 8, 2011	Local Streets and Roads Working Group (LS&RWG) review of proposed RTIP Policies and Procedures
September 14, 2011	MTC Programming and Allocations Committee (PAC) scheduled review and recommendation of final proposed RTIP Policies and Procedures
September 19, 2011	PTAC and PDWG scheduled review of final proposed RTIP Policies and Procedures
September 28, 2011	MTC Commission scheduled adoption of RTIP Policies and Procedures
October 14, 2011	CMAAs submit to MTC, RTIP projects summary listings and identification of projects requiring project-level performance measure analysis. Deadline to submit Routine Accommodations Checklist for new projects.
October 17, 2011	PTAC scheduled review of draft RTIP
October 24, 2011	Final Project Programming Request (PPR) forms due to MTC. Final RTIP project listing and performance measure analysis due to MTC. Final PSR (or PSR Equivalent), Transportation Enhancement Application (approved by Caltrans), Resolution of Local Support, and Certification of Assurances due to MTC (Final Complete Applications due)
October 28, 2011	MTC submits Transportation Enhancement projects and applications to Caltrans District 4 for Local Assistance review
November 7, 2011	Draft RTIP scheduled to be available for public review
November 9, 2011	PAC scheduled review of RTIP and referral to Commission for approval
November 16, 2011	MTC Commission scheduled approval of 2012 RTIP
December 15, 2011	2012 RTIP due to CTC
February 1, 2012	CTC 2012 STIP Hearing – Southern California (Los Angeles)
February 8, 2012	CTC 2012 STIP Hearing – Northern California (CTC Meeting - Sacramento)
March 8, 2012	CTC Staff Recommendations on 2012 STIP released
March 28, 2012	CTC adopts 2012 STIP (CTC Meeting – Sacramento)

Shaded Area – Actions by Caltrans or CTC

MTC Resolution No. 4028

Attachment 1-B

Final 2012 STIP Fund Estimate County Targets

9/1/2011

Metropolitan Transportation Commission

All numbers in thousands

Table 1: County Share Targets

	a	b	a+b=c	d	e	c+d+e=f	g	f+g
	FY 2015-16 New Distrib.	FY 2016-17 New Distrib.	2012 STIP New Distrib.	2010 STIP Carryover Balance	Lapses*	2012 STIP Net Capacity	ARRA Backfill (Caldecott)	2012 STIP CMA Program Capacity
Alameda	8,910	20,348	29,258	5,414	700	35,372	(2,000)	33,372
Contra Costa	6,079	13,881	19,960	43,493	13,475	76,928	(29,000)	47,928
Marin	1,661	3,792	5,453	(35,192)	100	(29,639)		0
Napa	1,093	2,497	3,590	445	667	4,702		4,702
San Francisco	4,504	10,283	14,787	(1,673)	0	13,114		13,114
San Mateo	4,649	10,617	15,266	6,524	887	22,677		22,677
Santa Clara	10,560	24,115	34,675	(42,409)	0	(7,734)		0
Solano	2,749	6,277	9,026	345	721	10,092		10,092
Sonoma	3,424	7,819	11,243	(21,696)	985	(9,468)		0
Bay Area Totals	43,629	99,629	143,258	(44,749)	17,535	116,044	(31,000)	131,885

Note: New County Share Total is the sum of unprogrammed balances, lapses, and new capacity for FY 2015-16 and FY 2016-17. Counties with negatives have a "\$0" new share.

* Prior year lapsed funds returned to county share.

Table 2: Transportation Enhancement Targets

	New TE Share	MTC 50% Share	CMA 50% Discretion	FY 2015-16 New Distrib.	FY 2016-17 New Distrib.
Alameda	4,358	2,179	2,179	2,196	2,162
Contra Costa	2,973	1,487	1,486	1,498	1,475
Marin	813	406	407	410	403
Napa	534	267	267	269	265
San Francisco	2,202	1,101	1,101	1,110	1,092
San Mateo	2,274	1,137	1,137	1,146	1,128
Santa Clara	5,164	2,582	2,582	2,602	2,562
Solano	1,345	673	672	678	667
Sonoma	1,675	837	838	844	831
Bay Area Totals	21,338	10,669	10,669	10,753	10,585

Note: New TE funds are split 50-50 between the Counties and MTC. TE Targets are a subset of Table 1.

Table 3: Planning, Programming, and Monitoring Amounts
FY 12-13 through FY 15-16 and FY 16-17

	PPM Limit FY13 - FY16	Currently Programmed	MTC Share FY 16 PPM	CMA Share FY 16 PPM	PPM Limit FY 17	MTC Share FY 17 PPM	CMA Share FY 17 PPM
Alameda	2,793	2,347	126	320	1,017	131	886
Contra Costa	1,825	1,521	82	222	694	85	609
Marin	528	445	23	60	190	24	166
Napa	330	112	14	204	125	15	110
San Francisco	1,426	1,201	64	161	514	67	447
San Mateo	1,479	1,247	67	165	531	69	462
Santa Clara	3,277	2,502	147	628	1,206	153	1,053
Solano	857	720	39	98	314	40	274
Sonoma	1,049	877	47	125	391	48	343
Bay Area Totals	13,564	10,972	609	1,983	4,982	632	4,350

J:\PROJECT\Funding\RTIP\12 RTIP\Final 2012 STIP FE Targets 2011-09-01.xls]Sheet1

10-Year Investment Plan for Highway and Major Transit Capital Projects

List of Tier 1, Tier 2, and Tier 3 projects (9-13-11)

Tier 1 Highway Projects "Projects that can begin construction in the next 5 years"				
Sponsor	Project	Details	Cost	Shortfall
STA	Jepson Parkway	Vanden Road Segment	\$27.8 M	\$0 (STIP funding identified for Jepson Parkway)
		Leisure Town (Alamo to Orange)	\$34.2 M	\$34.2 M
		Leisure Town (Elmira to Alamo)	\$35.4 M	\$35.4 M
		Cement Hill/Walters Road Extension and Widening	\$69.9 M	\$69.9 M
STA	North Connector – West	West Segment of North Connector	\$32.0 M	\$32.0 M
STA	I-80 Express Lanes	Red Top Road to I-505	\$120M	\$104M
Caltrans	EB I-80 Aux Lane – Fairfield	Travis to Air Base Parkway	\$5.0 M (by 2012)	\$5.0 M
Solano County	Travis AFB Access	Canon Road and north gate improvements	\$5.6 M	\$4.6 M
		South gate improvements	\$2.25 M	\$0 M
STA	I-80/I-680/SR12 Interchange	First Phase Package 1, 2, & 3	\$309 M	\$191 M
STA	Trucks Scales Relocation	Phase 1 (EB scales)	\$99.6 M	\$99.6 M

Tier 2 Highway Projects "Projects that can begin construction in the next 10 years"				
Sponsor	Project	Details	Cost	Shortfall
Caltrans	WB I-80 Aux Lane	W. Texas to Abernathy	\$5-8 M	\$5-8 M
Caltrans	WB I-80 Aux Lane	Waterman to Travis Blvd	\$5-8 M	\$5-8 M
STA	I-80/I-680/SR12 Interchange*	Remaining Phases Package 4, 5, 6 & 7	\$381 M	\$381 M
Caltrans	SR12 East Median Barrier Safety/Operational Improvements	From Suisun City to Rio Vista	(est.) \$100 M	(est.) \$100 M
STA	Truck Scales Relocation	Phase 2 (WB Scales)	\$140M (est.) \$128 M	(est.) \$128 \$140 M
STA	I-80 Express Lanes	Carquinez Bridge to SR37	\$100 M	\$100 M

* West End section of North Connector is included as part of I-80/I-680/SR 12 Interchange project

Tier 3 Highway Projects "Projects that are in the planning phase and are priorities to the STA Board"				
Sponsor	Project	Details	Cost	Shortfall
Caltrans	I-80/I-680/SR12 Interchange	Remaining Phases	\$1.2 Billion	\$1.2 Billion
Caltrans	Rio Vista Bridge Realignment/Replacement	Currently being studied.	\$1.5 Billion pending	\$1.5 Billion pending
Caltrans	SR 12 East Widening Improvements	Currently being studied	pending	pending
Caltrans	SR 29 Improvements	To be studied.	pending	pending
Caltrans	SR113 Improvements	Currently being studied.	Pending	pending

Tier 1 Transit Projects "Projects that can begin construction in the next 5 years"				
Sponsor	Project	Details	Cost	Shortfall
Fairfield	Fairfield/Vacaville Rail Station <u>(Ph 2)</u>	Phase 1 fully funded	<u>\$4.8 M</u> Pending	<u>\$4.8 M</u> Pending
Vacaville	Vacaville Intermodal Station <u>(Ph 1)</u> , <u>(Ph 2)</u>	Phase 1 built	<u>\$14M</u> Pending	<u>\$12M</u> -Pending
Vallejo	Vallejo Ferry Maintenance Facility <u>(Ph 1&2)</u> <u>(Ph 2 & 3)</u>	Move operations to Mare Island	Pending	Pending
Vallejo	Vallejo Station <u>(Phase B)</u>	Pending updated schedule.	-Pending	-Pending
Vallejo	Curtola Transit Center <u>(Ph 1)</u>	<u>Lemon Street</u>	<u>\$15 M</u>	<u>\$3 M</u>
Fairfield	Fairfield Transportation Center		<u>\$20 M</u>	<u>\$16 M</u>
Dixon	West B Street Undercrossing		<u>\$6.1 M</u>	<u>\$500 K</u>

Tier 2 Transit Projects "Projects that can begin construction in the next 10 years"				
Sponsor	Project	Details	Cost	Shortfall
Dixon	Dixon Transportation Center <u>(Parkway Blvd., A Street Undercrossing)</u>	Phase 3 — FY09-10 Phase 4 — FY10-11 Phase 5 — FY10-11	Pending	Pending
Benicia	I-680 Industrial Park-n-Ride	Phase 2, RM 2 Funding	\$1.25 M	0
Fairfield	Central Transfer Station	FY 08-09 & 09-10	\$6.6 M	\$2.0 M
Fairfield	Fairfield Transportation Center	Phase 2 — FY 09-10, 10-11.	\$16.1 M	\$8.0 M
Fairfield	Red Top Park and Ride	CON in FY 08-09	\$2.3 M	\$1.9 M
Rio Vista	Church Rd/SR12 Park and Ride	CON in FY 09-10	\$8 M	\$8 M
Vallejo	Curtola Park and Ride <u>(Ph 2)</u>	CON in FY 11-12	Pending	Pending
Vallejo	Vallejo Station <u>(Phase B)</u>	Pending updated schedule.	Pending <u>\$27M</u>	Pending <u>\$15.5M</u>

Tier 3 Transit Projects "Projects that are in the planning phase and are future priorities for the STA Board"				
Sponsor	Project	Details	Cost	Shortfall
Benicia	Transit Maintenance Facility	Park 20 buses and staff 25 employees	\$1.25 M	\$1.25 M
Benicia	Southhampton Park and Ride	CON in FY 10-11/11-12	\$1.5 M	\$1.5 M
Benicia	Downtown Benicia Park and Ride	CON in FY 11-12	\$1.5 M	\$1.5 M
Fairfield	Gold Hill Park and Ride	CON in FY 10-11	\$2.8 M	\$2.8 M
Rio Vista	Downtown Park and Ride	CON in FY 10-11	\$0.3 M	\$0.3 M
Vallejo	Curtola Transit Center <u>(Ph 3)</u>	<u>Lemon Street</u>	Pending	Pending
Rio Vista	Transit Corporation Yard		<u>\$1.3 M</u>	<u>\$1.3 M</u>



DATE: September 16, 2011
TO: STA TAC
FROM: Liz Niedziela, Transit Manager/Analyst
SUBJECT: South County Transit (SolTrans) Funding Request to Cover Transitional Costs

Background:

The October 2010, SolTrans Transition Plan included a discussion of one-time transit service consolidation costs. Estimates were provided for office relocation, re-branding, professional services, and debt retirement. As the transition progresses, these specific transitional tasks have become clearer. Solano Transportation Authority (STA) has provided \$300,000 in State Transit Assistance Funding (STAF) to address transition costs incurred in FY 2010-11 and early FY 2011-12. Specifically, STA has funded and contracted for branding services resulting in the approval of the new agency's logo and a plan for its use. STA has funded the interim executive director, legal counsel, and finance, administration and human resources consulting services for the past several months.

Discussion:

The transition is well underway, but there have been some unanticipated challenges. Continuing to serve SolTrans passengers and operate the system well while addressing transition needs requires an ongoing supplement to SolTrans existing staff until permanent staff can be retained. Additional professional services and interim staff support are essential to finalizing legal agreements related to the consolidation, coordinating federal and state capital grant responsibilities, managing the implementation of the branding plan, managing the Short Range Transit Plan for SolTrans, establishing the employee benefits program, and establishing policies and procedures for the new agency. These tasks are making progress, but in some cases are taking longer than expected.

In addition, the financial outlook is not as favorable for SolTrans as projected in 2010 when the Transition Plan was developed. Projected operating deficits inherited from the two merged city transit systems will require significant efforts by staff, consultants, and the SolTrans Board to resolve over the next several months. Although the financial situation is not unique among Bay Area transit operators, the added responsibilities for managing the transition have stretched SolTrans capabilities.

SolTrans have identified transition costs of \$395,800 for the remainder of FY 2011-12. The chart below shows the activities that STA has funded to date and SolTrans' proposal for additional funding. A separate request to MTC for other one-time costs is under development by SolTrans and STA staff.

Professional Services and Interim Staff Activities	Initial STA Contribution (Estimated)	Proposed Additional STA Contribution Request
Logo and Re-Branding Consulting Services	\$38,500	\$0
Legal Services	\$50,000	\$46,400
Human Resources Transition Services	\$25,000	\$0
Financial and Administrative Consulting Services	\$100,000	\$215,000
Vacaville Financial Services Contract Start Up	\$47,000	\$0
Interim Executive Director and Board Clerk	\$36,500	\$134,400
TOTAL	\$297,000	\$395,800

At the September 15, 2011 SolTrans Board meeting, the SolTrans Board unanimously voted to authorize SolTrans staff to submit a request to STA for additional funding in the amount of \$395,800 for the transition costs.

Fiscal Impact:

STA staff proposes to allocate \$395,800 in State Transit Assistance Funds (STAF) funds to cover the request from SolTrans.

Recommendation:

Forward a recommendation to the STA Board to approve allocation of SolTrans funding request in the amount of \$395,800 of STAF to cover transitional costs.

Attachment:

- A. SolTrans Funding Request Letter
- B. SolTrans Start-up Team Monthly Status Report (September 2011)



311 Sacramento Street, Suite A • Vallejo, CA 94590 • (707) 648-4046 • (707) 648-4260 Fax

September 16, 2011

Daryl K. Halls
Executive Director
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

RE: Funding Request for Transition Costs

Dear Mr. Halls:

With the strong support of Solano Transportation Authority, SolTrans has recently completed two months of independent transit operations resulting from the consolidation of City of Benicia and City of Vallejo transit services. We have successfully transitioned transit services of the two cities into a single operations contract between SolTrans and MV Transportation. Further progress has been made in the areas of finance, human resources, and planning. SolTrans' application for grantee status was accepted by the Federal Transit Administration, TDA, STA and bridge toll allocations are flowing to SolTrans, and we have established finance and banking services. A staffing plan and benefits package has been approved by the Board and interim staff positions have been filled. The new logo was adopted and our service is being branded in a consistent and recognizable manner. The Short Range Transit Plan is under way and will provide us with affordable, cost effective service options for the coming years.

Our progress would not have been possible without STA's guidance and support. STA's commitment of nearly \$300,000 has helped us achieve the transition milestones mentioned above. However, the transition is not complete and we need to address several outstanding issues related to hiring employees and establishing interim and permanent benefits programs, finalizing legal agreements with the member Cities to transfer assets and contracts, and transitioning existing grants, while maintaining interim staffing of critical agency functions.

We are looking to STA for continued financial assistance to help cover these transition costs. Last night the SolTrans Board authorized us to make a request of \$395,800 for professional services and interim staff for FY 2011-12. A copy of the staff report is attached.

*SolTrans Ltr. to Daryl Halls, STA Executive Director dated: September 16, 2011
RE: Funding Request for Transition Costs*

Thank you for your ongoing partnership in the transit consolidation effort and for your consideration of this request. Please let me know if you need any additional information about SolTrans' progress or transition needs.

Sincerely,


James McElroy
Interim Executive Director

Attachment: Staff Report, Funding Request for Transition Costs



Start-up Team Monthly Status Report
September 2011
 Prepared by John Harris,
 Special Projects Manager

A. BACKGROUND

With the opening of the new transit center for service operations on July 1 and the successful staffing of several key SolTrans' staff positions and functions shortly thereafter, the organization is transitioning from a transition team headed by the STA's consultant team and staff into a fully operational staff capable of handling day-to-day operations and completing the remaining critical start-up/transition tasks in a timely manner. This transition is expected to be completed by the end of FY 2011/12.

B. WORK THIS MONTH

SolTrans Staffing

Although several positions are temporarily filled, SolTrans now has enough dedicated staff to cover all operational functions. John Harris has been contracted through the STA as a special projects consultant and is responsible for the SRTP, research and analysis, and coordinative duties as assigned through the balance of the year. Nancy Whelan has been contracted to serve in the capacity of Finance Director. Jeanine Wooley is on loan from the City of Vallejo to manage SolTrans' operational contract. Greg Anderson is on loan from the City of Vallejo to manage the agency's procurement and grants. Suzanne Fredriksen has been retained as the Interim Clerk of the Board/Administrative Assistant. Jim McElroy was designated by the SolTrans Board to serve as Interim Executive Director during the transition period.

SolTrans Marketing, Logo and Brand RFP

Last month, the SolTrans Board approved the new SolTrans logo and marketing plan. The SolTrans' marketing consultant, Page Design, is currently working on the development of a SolTrans website, designing graphics/decals for new and existing fleet vehicles (as specified in Attachment A) and designing items in coordination with MTC's Transit Connectivity Wayfinding project (i.e. maps/schedules/fare media).

Short Range Transit Plan (SRTP) Status

The SolTrans staff in coordination with the lead consultant from Moore & Associates, Michael Eshleman, conducted a SRTP Workshop with the SolTrans Board on Thursday August 18. The workshop focused on the purpose and goals of the SRTP process and gave the Board an opportunity to offer the SRTP team direction on pending SRTP operational plan scenarios and input on corresponding SRTP public outreach activities. Public input meetings will be scheduled for October/November 2011.

Financial Services/Human Resources Services Status

SolTrans' FY12 budget was loaded into the accounting system by the City of Vacaville on July 5th. TDA and RM2 funds were deposited into the SolTrans' account on July 15th. The initial checks to pay invoices were issued on August 22nd.

Securing SolTrans FTA Grantee Status

SolTrans submitted a package of information to FTA requesting grantee status in early May 2011. In May and early June, FTA staff indicated that the request would be processed prior to July 1, 2011. On June 28, FTA indicated that the staff leads assigned to the matter were away from the office on leave and were scheduled to return after the July Fourth holiday. FTA expected to “expeditiously bring closure to this matter and issue the letter addressing SolTrans status as a new grantee.” Since then, FTA staff has asked for further clarification on the status of assets owned by the City of Vallejo and grants currently administered by the City of Vallejo. SolTrans staff has provided additional information on these topics and have requested to meet with FTA. A meeting is scheduled for the week of September 12th.

MTC Meeting to Discuss Transitional Costs

SolTrans Board Member Jim Spering, SolTrans’ Jim McElroy, and STA’s Executive Director Daryl Halls are coordinating a meeting with MTC management staff to discuss funding one time transitional/start up costs. A follow up meeting is being scheduled for late September or early October.

Coordinating with Benicia and Vallejo

Both the City of Benicia and the City of Vallejo are working on asset transfer agreements and are scheduled to approve the actual transfers by September 30th.

A. STANDING CRITICAL PATH GOALS

July through December 2011
<ol style="list-style-type: none">1. Complete transfer of grants/ agreements/contracts/liability policies and capital assets by 9/302. Complete SRTP by 12/313. Continue PERS actuarial process4. Begin selection process of permanent CEO5. Continue and implement efforts to permanently hire Staff (4.5.FTE)

Attachment:

- A. Photo of Demo SolTrans Logo on Bus



DATE: September 22, 2011
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Update of Solano Congestion Management Plan (CMP)

Background:

California law requires urban areas to develop a Congestion Management Program (CMP). The CMP plans strategies for addressing congestion problems by holding jurisdictions to a variety of mobility standards in order to obtain state gas tax subventions. These mobility standards include Level of Service (LOS) standards on the CMP network and transit standards. To help jurisdictions maintain these mobility standards, the CMP lists improvement projects in a seven-year Capital Improvement Program (CIP). Jurisdictions that are projected to exceed the CMP standards, based on the Napa-Solano Travel Demand Model, are required to create a deficiency plan to meet the CMP standards within the seven-year time frame of the CIP.

The 2009 CMP was approved by the STA Board on September 9, 2009. In order for projects in the CMP's CIP to be placed in the Regional Transportation Improvement Program (RTIP), state law requires that the CMP be consistent with the Regional Transportation Plan (RTP). The Metropolitan Transportation Commission (MTC) found the 2009 Solano CMP to be consistent with the RTP.

Subsequent to STA approval and MTC acceptance of the 2009 Solano CMP, several items relevant to the CMP were updated. These updates impact the content of the CMP, as well as the CMP's CIP. The updated items were the Napa-Solano Travel Demand Model (modified as a part of the Regional Traffic Impact Fee study), implementation of the Safe Routes to Schools Program and its addition to the CIP, and changes to the CIP for Senior and Disabled Transit programs. The STA Board adopted the 2010 updates to the CMP in August 2010.

CMPs are prepared in draft form and submitted to the regional Metropolitan Planning Organization (MPO) for review. The Bay Area MPO is the Metropolitan Planning Commission (MTC).

Discussion:

MTC released updated modeling guidance for the CMP in June 2011 and overall CMP guidance on July 16, 2011. The CMP update schedule requires draft CMPs be submitted to MTC by October 14, 2011. Because MTC is preparing a substantial update to the Regional Transportation Plan (RTP) at this time, including development of the first-ever Bay Area Sustainable Communities Strategy (SCS), MTC has advised STA to only make minor updates to the information in the CMP. When the 2013 CMP update occurs, the new RTP and SCS will be in place, and a major CMP update will be appropriate.

The 2011 CMP identifies changes to facilities, programs and transit ridership that have occurred since 2009. Major changes include opening of the North Connector and McGary Road, Central County bikeway segments in Suisun City and the Rose Drive pedestrian overcrossing of I-780, and completion of the Vacaville Transit Center and Vallejo Bus. Transit changes include the creation of SolTrans and the transfer of the Vallejo Ferry to the Water Emergency Transportation Agency.

CMP traffic counts are normally taken in the spring, while school is in session. For 2011, the new modeling guidance, which influences traffic counts, was not released until the summer. After consultation with MTC staff, STA has only included existing traffic counts in the 2011 CMP update, and has not conducted new traffic counts for the remaining CMP roadways and intersections. For the 2013 CMP update, STA intends to undertake a comprehensive count of traffic on these roadways.

The CMP CIP consists of locally-identified projects and the California Department of Transportation (Caltrans) State Highway Operation and Preservation Program (SHOPP) projects. The CIP has been amended to identify those projects that have been completed or that have revised descriptions or cost estimates. MTC has requested that the CMP CIP not include all projects that have been submitted for the RTP. Instead, MTC will complete the RTP update, and the 2013 CMP will include those projects in Solano County or for portions of the Bay Area that include Solano County.

The SHOPP project list has been updated based on action taken by the California Transportation Commission on August 15, 2011. Because of the completion of numerous projects in the 2009 to 2011 time frame and the reduction in available SHOPP funds, the Solano County SHOPP list has been reduced by about half.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to approve the 2011 Update of the Solano CMP.

Attachment:

- A. 2011 Congestion Management Program (To be provided under separate gperquwtg.)



DATE: September 16, 2011
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA's Draft 2012 Legislative Priorities and Platform

Background:

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On December 8, 2010, the STA Board adopted its 2011 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2011. A matrix listing legislative bills of interest is included as Attachment A. Legislatives Updates for September are provided as Attachments B (State) and C (Federal).

Discussion:

To help ensure the STA's transportation policies and priorities are consensus-based, the STA's Legislative Platform and Priorities is first developed in draft form by staff with input from the STA's state (Shaw/Yoder/Antwih, Inc.) and federal legislative consultants (Akin Gump). The draft is distributed to STA member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. Staff proposes that the STA Technical Advisory Committee (TAC) and Transit Consortium review the Draft 2012 Legislative Platform and Priorities (Attachment D) for comment at the TAC and Consortium meetings in September. Proposed additions to the Platform have been highlighted in green and deletions by red strikethrough (Attachment D.1). The Platform with the accepted changes has been provided for your review (Attachment D.2).

STA staff will forward the Draft 2012 Legislative Platform and Priorities with TAC and Consortium feedback to the Board in October, with a recommendation to distribute the draft document for a 30-day review and comment period. The Final Draft 2012 Legislative Platform and Priorities will be placed on the December 2011 STA Board agenda for consideration of adoption.

On September 8, the House Transportation Housing and Urban Development (THUD) Subcommittee approved a fiscal year 2012 appropriations bill that would end federal subsidies for Amtrak operations that receive state operating assistance. Amtrak reported that it used \$188 million for these services in fiscal year 2010. California is one of the fifteen states that would lose their federal operating subsidy. The House bill does not fund the TIGER grant or High Speed Rail grant programs. Nine Senators from the targeted states sit on the Senate Committee. Capitol Corridor Joint Powers Authority (CCJPA) Chair Franklin sent a letter to the House THUD Appropriations Subcommittee counterpart in the Senate stating the CCJPA's strong opposition to the House's language. It appears unlikely that the Senate Appropriations Committee will agree to the change. As a partner agency to CCJPA, STA staff recommends opposition to this proposed funding cut to California Amtrak operations.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to approve the following:

1. Distribute of the STA's Draft 2012 Legislative Priorities Platform for a 30-day review and comment period.
2. Oppose funding cuts to California Amtrak operations as proposed in the Transportation Housing and Urban Development (THUD) Subcommittee 2012 appropriations bill.

Attachments:

- A. STA Legislative Matrix
- B. State Legislative Update – September
- C. Federal Legislative Update - September
- D. STA's Draft 2012 Legislative Priorities and Platform
 1. Version with Tracked Changes (Redline)
 2. Version with Accepted Changes (without Redline)

STA State Legislative Matrix as of 9/12/2011

Bill ID/Topic	Location	Summary	Position
AB 57 Beall D Metropolitan Transportation Commission.	SENATE TRANS & HOUSING 2-YEAR BILL	The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county San Francisco Bay Area with comprehensive regional transportation planning and other related responsibilities. Existing law requires the commission to consist of 19 members, including 2 members each from the Counties of Alameda and Santa Clara, and establishes a 4-year term of office for members of the commission. This bill would, instead, require the commission to consist of 21 members, including one member appointed by the Mayor of the City of Oakland and one member appointed by the Mayor of the City of San Jose. The bill would require the initial term of those 2 members to end in February 2015. The bill would, effective with the commission term commencing February 2015, prohibit more than 3 members of the commission from being residents of the same county, as specified Last Amended on 5/19/2011	Support 5/11/11
AB 105 Committee on Budget Transportation.	CHAPTERED 3/24/2011 – Chaptered by the Secretary of State, Chapter Number 6, Statutes of 2011	Existing law provides for payment of current general obligation bond debt service for specified voter-approved transportation bonds from gasoline excise tax revenue in the Highway Users Tax Account and revenue in the Public Transportation Account, and requires the Controller to make specified transfers of revenues in that regard to the Transportation Debt Service Fund. Existing law, pursuant to the Budget Act of 2010, provides for a loan of \$761,639,000 from gasoline excise tax revenue in the Highway Users Tax Account to the General Fund, to be repaid with interest by June 30, 2013. This bill, in fiscal years 2010-11 and 2011-12, would require the Controller to transfer specified amounts of revenues deposited in the State Highway Account from vehicle weight fees to the Transportation Debt Service Fund to be used for reimbursement of the General Fund for payment of current general obligation bond debt service for specified voter-approved transportation bonds, in lieu of the previously authorized gasoline excise tax revenues and Public Transportation Account revenues. In subsequent years, the bill would require all vehicle weight fee revenues to be transferred for this purpose. The bill would make appropriations in this regard. The bill would require the Department of Finance to notify the Controller of the amount of debt service relating to expenditures for eligible mass transit guideway projects that may be paid from revenues restricted by Article XIX of the California Constitution. Last amended on 3/16/2011	
AB 147 Dickinson D Subdivisions.	CHAPTERED 9/6/2011- Chaptered by the Secretary of State, Chapter Number 228, Statutes of 2011	The Subdivision Map Act authorizes a local agency to require the payment fees as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing bridges or major thoroughfares if specified conditions are met. The Mitigation Fee Act authorizes a local agency to charge a variety of fees, dedications, reservations, or other exactions in connection with the approval of a development project, as defined. This bill would authorize a local ordinance to require payment of a fee subject to the Mitigation Fee Act, as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing transportation facilities, as defined. Last amended on 5/31/2011	

Bill ID/Topic	Location	Summary	Position
<p>AB 516 V. Manuel Pérez D</p> <p>Safe routes to school.</p>	<p>CHAPTERED Chaptered by the Secretary of State, Chapter Number 277, Statutes of 2011</p>	<p>Existing law requires the Department of Transportation, in consultation with the California Highway Patrol, to establish and administer a "Safe Routes to School" program for construction of bicycle and pedestrian safety and traffic calming projects, and to award grants to local agencies in that regard from available federal and state funds, based on the results of a statewide competition. Existing law requires the department to rate proposals submitted by applicants using specified factors. One of the factors relates to consultation of and support for projects by school-based organizations, local traffic engineers, local elected officials, law enforcement agencies, school officials, and other relevant community stakeholders. This bill would delete that factor and instead substitute a factor relating to use of a specified public participation process, with involvement by the public, schools, parents, teachers, local agencies, the business community, key professionals, and others, which process identifies community priorities and ensures those priorities are reflected in the proposal, and secures support for the proposal by relevant community stakeholders. The bill would add another factor relating to benefit of a proposal to a low-income school, as defined, and would make other related changes. Last amended on 7/14/2011</p>	
<p>AB 650 Blumenfield D</p> <p>Blue Ribbon Task Force on Public Transportation for the 21st Century.</p>	<p>GOVERNOR'S DESK</p>	<p>Existing law establishes various boards and commissions within state government, and various transit districts and other local entities for development of public transit on a regional basis and makes various state revenues available to those entities for those purposes. Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. The Public Transportation Account is designated as a trust fund and funds in the account shall be available to the Department of Transportation only for specified transportation planning and mass transportation purposes. This bill would establish the Blue Ribbon Task Force on Public Transportation for the 21st Century. The bill would require the task force to be comprised of 12 members and would require the Senate Committee on Rules and the Speaker of the Assembly to each appoint 6 members, by September 30, 2012. The bill would require the task force to issue a written report that contains specified findings and recommendations relating to, among other things, the current state of California's transit system, the estimated cost of creating the needed system over various terms, and potential sources of funding to sustain the transit system's needs, and to submit the report by March 31, 2013, to the Governor, the Legislature, the Joint Legislative Budget Committee, the Senate Committee on Rules, the Speaker of the Assembly, and the transportation committees of the Legislature. The bill would require the task force, for purposes of collecting information for the written report, to consult with appropriate state agencies and departments and would require the task force to contract with consultants for preparation of the report. The bill would require the department to provide administrative staffing to the task force. The bill would appropriate \$750,000 from the Public Transportation Account to the department, as specified, to accomplish the purposes of these provisions. Last amended on 8/15/2011</p>	
<p>AB 710 Skinner D</p> <p>Local planning: infill and transit-oriented development.</p>	<p>SENATE INACTIVE FILE</p>	<p>The Planning and Zoning Law requires specified regional transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, and requires the regional transportation plan to include, among other things, a sustainable communities strategy, for the purpose of using local planning to reduce greenhouse gas emissions. This bill would state the findings and declarations of the Legislature with respect to parking requirements and infill and transit-oriented development, and would state the intent of the Legislature to reduce unnecessary government regulation and to reduce the cost of development by eliminating excessive minimum parking requirements for infill and transit-oriented development. This bill would also express a legislative finding and declaration that its provisions shall apply to all cities, including charter cities. This bill would also prohibit a city or county from requiring a minimum parking standard greater than one parking space per 1,000 square feet of nonresidential improvements and one parking space per unit of residential improvements for any new development project in transit intensive areas, as defined. This bill would provide that its provisions would not apply if certain requirements are met. Last amended on 8/18/2011</p>	

Bill ID/Topic	Location	Summary	Position
AB 845 Ma D Transportation: bond funds.	SENATE INACTIVE FILE	Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes, including \$950 million to be allocated by the California Transportation Commission to eligible recipients for capital improvements to intercity and commuter rail lines and urban rail transit systems in connection with or otherwise related to the high-speed train system. Of this amount, 80% is to be allocated to eligible commuter and urban rail recipients based on track miles, vehicle miles, and passenger trips pursuant to guidelines to be adopted by the commission. A dollar-for-dollar match is to be provided by a commuter and urban rail recipient for bond funds received. This bill would require the guidelines adopted by the commission to determine the funding share for each eligible commuter and urban rail recipient to use the distribution factors gathered from the most current available data in the National Transit Database of the Federal Transit Administration. The bill would require the commission to accept from each eligible recipient a priority list of projects up to the target amount expected to be available for the recipient and would require matching funds provided by the recipient to be from non-state funds. The bill would define "non-state matching funds" for purposes of these bond fund allocations to mean local, federal, and private funds, as well as state funds available to an eligible recipient that are not subject to allocation by the commission. Last amended on 5/10/11	
AB 892 Carter D Department of Transportation: environmental review process: federal pilot program.	GOVERNOR' S DESK	Existing law gives the Department of Transportation full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law requires the department to submit a report to the Legislature regarding state and federal environmental review. Existing law requires the report to be submitted no later than January 1, 2009, and again, no later than January 1, 2011. This bill would, instead, require the report to be submitted no later than January 1, 2016. The bill would provide that the state shall remain liable for any decisions made or responsibilities assumed prior to repeal of these provisions under applicable federal statutes of limitation for filing citizens' suits in federal courts. Last amended on 7/13/2011	
AB 1097 Skinner D Transit projects: domestic content.	GOVERNOR' S DESK	Existing law creates the Business, Transportation and Housing Agency with various departments of state government that report to the agency secretary. Existing law provides various sources of funding for transit projects. This bill would require the Secretary of Business, Transportation and Housing to specifically authorize a state or local agency receiving federal funds for transit purposes to provide a bidding preference to a bidder if the bidder exceeds Buy America requirements applicable to federally funded transit projects. Last amended on 8/29/2011	
AB 1229 Feuer D Transportation: financing: federal highway grant anticipation notes.	SENATE APPROPS- Held under submission.	Existing law continuously appropriates the amounts specified in the annual Budget Act as having been deposited in the State Highway Account from federal transportation funds, and pledged by the California Transportation Commission, to the Treasurer for the purposes of issuing federal highway grant anticipation notes, commonly known as GARVEE bonds, to fund transportation projects selected by the commission. Existing law prohibits the Treasurer from authorizing the issuance of the notes if the annual repayment obligations of all outstanding notes in any fiscal year would exceed 15% of the total amount of federal transportation funds deposited in the account for any consecutive 12-month period within the preceding 24 months. This bill authorizes a transportation planning agency to use federal regional surface transportation program (RSTP) funds and congestion mitigation and air quality (CMAQ) funds, to pay the debt service on federal grant anticipation revenue vehicles (GARVEEs). Last amended on 6/21/2011	
AB 1164 Gordon D	GOVERNOR' S DESK	This bill authorizes, until September 30, 2015, the Department of Transportation to make loans of federal funds deposited in the State Highway Account to advance projects funded by Proposition 1B. The bill will also allow Caltrans at the end of the federal fiscal year, to commit any unobligated federal funds that the state would be at risk of losing to unfunded, but read-to-go, bond projects. In addition, if other states forfeit federal funds, California will be in a position to claim them, under the provisions of federal law. Last amended on 8/15/11	

Bill ID/Topic	Location	Summary	Position
AJR 5 Lowenthal, Bonnie D Transp.revenue	Chapered by Secretary of State - Res. Chapter 29, Statutes of 2011.	This measure would request the President and the Congress of the United States to consider and enact legislation to conduct a study regarding the feasibility of the collection process for a transportation revenue source based on vehicle miles traveled, in order to facilitate the creation of a reliable and steady transportation funding mechanism for the maintenance and improvement of surface transportation infrastructure. Last amended on 3/29/2011	
SB 211 Emmerson R California Global Warming Solutions Act of 2006: tire inflation regulation:	VETOED	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. A violation of a regulation adopted by the state board pursuant to the act is subject to specified civil and criminal penalties. Pursuant to the act, the state board adopted a regulation requiring automobile service providers, by September 1, 2010, among other things, to check and inflate vehicle tires to the recommended pressure rating when performing automobile maintenance or repair services. This bill, until January 1, 2017, would require a tire pressure gauge used to meet the requirements of this regulation to be accurate within a range of plus or minus 2 pounds per square inch of pressure (2 psi). The bill, until January 1, 2017, would authorize automotive service providers to meet the requirements of the regulation without checking and inflating a vehicle's tire if that tire is determined to be an unsafe tire, as defined. Last amended on 8/16/2011	
SB 582 Yee D Commute benefit policies.	VETOED	Existing law requires transportation planning agencies to undertake various transportation planning activities, including preparation of a regional transportation plan. Existing law requires transportation planning agencies that are designated under federal law as metropolitan planning organizations to include a sustainable communities strategy as part of the regional transportation plan for their region. Existing law creates air quality management districts and air pollution control districts with various responsibilities relative to reduction of air pollution. This bill, beginning on January 1, 2013, subject to certain exceptions, would authorize a metropolitan planning organization jointly with the local air quality management district or air pollution control district to adopt a commute benefit ordinance that requires covered employers operating within the common area of the organization and district with a specified number of covered employees to offer those employees certain commute benefits. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance, and would impose a specified reporting requirement. The bill would exclude from its provisions an air district with a trip reduction regulation initially adopted prior to the federal Clean Air Act Amendments of 1990 as long as it continues to have a regulation that allows trip reduction as a method of compliance. The bill would make its provisions inoperative on January 1, 2017. Last amended on 7/14/2011	
SB 867 Padilla D Build California Bonds.	SENATE TRANS. & HOUSING.	Existing law creates the California Transportation Financing Authority with specified powers and duties relative to the issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds and toll revenues in order to increase the construction of new capacity or improvements for the state transportation system. This bill would, in addition, provide for the authority to issue Build California Bonds, the proceeds of which would be used for specified transportation capital improvements. Bondholders would be entitled to nonrefundable tax credits against their personal income tax or corporate tax liability. The bonds would not be a debt or liability of the state or a political subdivision of the state, except for the authority. The bill would provide for the authority to enter into financing agreements with participating local transportation authorities for the purpose of financing or refinancing transportation projects. Each series of bonds issued by the authority would be secured by a financing agreement between the authority and the local transportation authority. The bill would limit the principal amount of bonds to be issued by the authority under these provisions to \$5 billion over a 5-year period commencing January 1, 2012.	



SHAW/YODER/ANTWIH, inc.
 LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

September 12, 2011

TO: Board Members, Solano Transportation Authority
 FROM: Gus Khouri, Legislative Advocate
 Shaw / Yoder / Antwih, Inc.

RE: STATE LEGISLATIVE UPDATE- SEPTEMBER

The legislature completed its business and adjourned Session for the year on September 9th. Governor Brown has until October 9th to sign or veto legislation. Barring a Special Session, the legislature will not reconvene until January. The following is a list of issues of interest to the Authority that we have been monitoring over the course of the final weeks.

Regional Fee Proposal

In 2010, the Senate's original version of a "gas tax swap" bill included a set of provisions authorizing regional transportation planning entities to conduct an election, to raise a fee on gasoline (by majority vote), for purposes of implementing SB 375 (Steinberg). At the time, the STA board debated that specific proposal, and ultimately decided that it would be supportive if the funding was intended to supplement rather than supplant state funding. The proposal was however an attempt to devolve responsibility for transit funding to the regional level and essentially abdicate the state's role in provide funding directly to transit operators. In essence, the proposal did attempt to supplant rather than supplement funding for public transportation and would have been perilous considering the voter requirement to retain funding.

The final "gas tax swap" package (AB 6 and 9, 8th Extraordinary Session) however, did *not* contain the regional fee idea, and although it ultimately eliminated three of the four major tax revenue streams historically flowing to the Public Transportation Account (PTA) in order to create capacity to pay for transportation bond debt service, it retained and enhanced the sales tax on diesel fuel – which supports a State Transit Assistance (STA) program at historic funding levels.

We were recently notified by the Senate pro Tempore's office about an effort to revisit the regional fee issue through SB 791 (Steinberg) in order to provide supplemental funding to both highway and transit programs. The concept of the bill would authorize a Metropolitan Planning Organization (MPO), subject to receiving majority voter approval from the voters within its jurisdiction, to impose a regional congestion reduction charge on vehicle fuel to fund transportation improvements necessary to reduce vehicular traffic congestion within the MPO's region.

The legislation requires that projects adopted in the regional transportation plan be funded and directly provide a benefit to the motorist within the region. Local streets and roads, transit operations, bicycle and pedestrian programs and SHOPP projects would be among the list of eligible expenditures. It is apparently written to comply with the provisions of Proposition 26 in order to tab the proceeds as a fee rather than a tax. Due to a lack of consensus with the Assembly, Senator Steinberg stopped his pursuit of the regional fee proposal and subsequently amended SB 791 to address a non-transportation related issue.

Federal Gas Tax Expiration/Extension

Congressional leaders struck a deal on September 10th to extend temporarily the expiring laws governing the nation's highways and airways at roughly their current funding levels.

H.R. 2887 will authorize programs of the Federal Aviation Administration through January and surface transportation laws through March. Highway programs would be funded at the fiscal 2011 rate — \$41.7 billion — far above the \$27 billion approved in their budget earlier this year. Because the extension is for six months and not a full year, the actual amount authorized is half of the fiscal 2011 level. The FAA would get about \$5.4 billion for the four-month period beginning in October and ending Jan. 31.

Without action, authorization for both highway and aviation programs would expire at the end of this month, and both President Barack Obama and members of Congress have warned that scenario could cost hundreds of thousands of jobs.

House Transportation and Infrastructure Committee Chairman John Mica (R-Fla.) secured an agreement from GOP leaders to find revenue later to ensure that the money spent from the highway trust fund on the short-term extension does not leave him without the funds necessary to win approval of a long-term reauthorization of surface transportation laws next year.

The bill includes the following:

- \$27 billion for highway refurbishment, passenger and freight rail, distributed through formula
- \$6 billion in capital projects to modernize fixed guideway systems and to replace and rehabilitate bus and bus facilities
- \$5 billion in competitive grants across all modes with significant national or regional impact
- \$4 billion to improve intercity passenger rail and to develop new high-speed passenger rail corridors
- \$3 billion for transit capital projects, with a particular emphasis on new buses and existing bus and rail rehabilitation
- \$2 billion for Amtrak capital improvements
- \$2 billion for airport improvement grants
- \$1 billion for the transition to a satellite air traffic control system

The enactment of the legislation averted a major crisis for transportation funding for California. Currently, the federal gas tax is 18.4 cents per gallon, of which 4.3 cents is permanent, but 14.1 cents is tied to reauthorization of the program.

Had Congress not taken action, California has statute under Rev & Tax Code Section 7360 which authorizes an immediate backfill in the event that the federal gas tax is reduced or eliminated, but, it was enacted in 1989, prior to later increases in the federal tax rate. Therefore, the state backfill is limited to 9 cents per gallon, rather than the additional 9 cents that was realized as a result of the passage of Proposition 111 (1990).

A similar issue exists with the federal diesel tax, which is 24.4 cents per gallon, of which 4.3 cents is permanent; 20.1 cents is at risk in the face of failure to reauthorize. State law authorizes a backfill of 20.1 cents per gallon of the federal diesel tax.

Caltrans however believes that current law (Section 7360 of the Rev and Tax Code) contains a trigger that is too narrowly drafted. As a result, it would not protect the state from a loss of federal revenue unless the precise conditions in that statute are met (i.e., federal excise tax is reduced below nine cents and federal transportation funding to the state is reduced or eliminated). State legislation by a 2/3 vote would have been necessary had the federal transportation bill not been approved.

Caltrans also pointed out that it would probably take six months for the state to receive any replacement revenue from the increased state excise tax that BOE would put into place. There are similar sections in the Rev and Tax Code that apply to the federal excise tax on diesel.

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AKIN GUMP
STRAUSS HAUER & FELD LLP

Attorneys at Law

MEMORANDUM

September 13, 2011

To: Solano Transportation Authority
From: Akin Gump Strauss Hauer & Feld LLP
Re: Update regarding Transportation Developments

We have summarized recent developments in Washington related to transportation since Congress returned from its August recess.

Surface Transportation Reauthorization

On September 13, 2011, the House passed a bill that would provide a six-month extension to the surface transportation law (expiring March 31, 2012), along with a four-month extension to the Federal Aviation Act (expiring January 31, 2012). The extension provides 6 months of funding totaling \$25.9 billion. This would include almost \$20 billion for the federal highway program and over \$4 billion for the transit program. Once the House passes the bill, the Senate is expected to pass it. The extension bill reflects an agreement between House Speaker Boehner and Senate Majority Leader Reid.

Chair Boxer objected that the agreement reflects a reduction in funding in light of Congress' rescission of \$3.1 billion in transportation contract authority in the fiscal year 2011 continuing resolution. She has vowed to restore the funding cut, although it will be difficult for her to accomplish that.

Chair Boxer had intended to take up a reauthorization bill that would provide \$108 billion for transportation programs over two years, later this month. The proposal would continue the current funding levels and exceeds expected revenue to the trust funds by \$12 billion. Chair Boxer has been working with the Senate Finance Committee Chair Max Baucus (D-MT) to identify offsets for the spending. House Transportation and Infrastructure Committee Chair Mica has proposed a 6-year bill at \$230 billion, an amount that reflects the estimated revenue to the highway trust fund, but would cut current spending by 34 percent.

If transportation programs are funded in part through revenue to the general treasury at a level that exceeds revenue to the trust as proposed in the Senate bill, the six-month extension appears to leave transportation funding on the table for consideration by the SuperCommittee as part of its effort to reduce deficit spending and consider revenue reforms.

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Fiscal Year 2012 Appropriations

On September 8, the Transportation Housing and Urban Development (THUD) Subcommittee approved a fiscal year 2012 appropriations bill that will hold transportation spending to the level supported by the revenue to the Highway Trust Fund. Transportation spending would total \$55.15 billion, a \$217 million reduction over fiscal year 2011 spending. This would include \$27.7 billion for federal-aid highways (versus \$41 billion in FY 11), \$6.8 for transit programs (versus \$9.9 billion in FY 11), \$227 for Amtrak operating subsidies (versus \$562 million in FY 11), \$899 Million for Amtrak Capital/Debt Service Grants (versus \$922 million in FY 11), \$1.148 billion combined Amtrak and HSIPR (versus \$1.5 billion in FY 11).

The language approved by the House Appropriation Subcommittee on Transportation, Housing, and Urban Development would end federal subsidies for Amtrak operations that receive state operating assistance. Amtrak reported that it used \$188 million for these services in fiscal year 2010. Fifteen States would lose their federal operating subsidy, including California, Illinois, Maine, Michigan, Missouri, New York, North Carolina, Oklahoma, Oregon, Pennsylvania, Texas, Vermont, Virginia, Washington and Wisconsin. However, it appears unlikely that the Senate Appropriations Committee will agree to the change. Nine Senators from the targeted states sit on the Senate Committee. The House bill does not fund the TIGER grant or High Speed Rail grant programs.

The Senate has not yet considered THUD fiscal year 2012 funding, so the levels proposed in the House bill will be the subject of negotiations. The Senate THUD Subcommittee is tentatively scheduled to release its bill next week, but the full Appropriations Committee has already assigned the subcommittee a budget allocation of \$55.25 billion, which is only \$100 billion higher than the House bill. While the Senate supports the TIGER and High Speed Rail programs, it will be difficult for it to fund these programs in light of their budget allocation.

The American Jobs Act

On September 8, in an address before a joint session of Congress, President Obama described his proposed American Jobs Act. The proposal, estimated to cost \$447 billion, would extend unemployment insurance and hiring tax credits and authorize \$50 billion in infrastructure spending.

Highway Funding. States would receive \$27 billion in formula grants for highway restoration, repair, and construction projects and passenger and freight rail transportation projects. A portion of the State allocation would be sub-allocated to high population areas. There would be no local match required.

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Transit Funding. The bill would provide:

- \$6 billion for capital projects to modernize existing fixed guideway systems and to replace and rehabilitate buses and bus facilities. Funding would be awarded based on the greatest need for state of good repair upgrades. Seventy-five percent of the funds would be apportioned based on fixed guideway revenue vehicle miles and passenger miles. The remaining 25 percent would be awarded for bus and bus facilities as formula grants.
- \$3 billion for transit capital projects, particularly for the purchase of new buses and for the repair and rehabilitation of existing rail and bus systems, including rolling stock. Eighty percent of transit funds would be apportioned to urbanized areas with a population of at least 50,000, and 10 percent would be apportioned to “Growing States and High Density States.” Funds apportioned to urbanized areas with a population of at least 50,000, but not more than 200,000 are eligible for both capital and operating assistance.

Additional transportation funding includes: \$5 billion for competitive grants and TIFIA loans to support intermodal projects of national or regional significance; \$4 billion for inner city and high speed rail; \$2 billion for airport development grants; \$2 billion to Amtrak for the repair, rehabilitation, and upgrade of Amtrak’s assets and infrastructure, including rolling stock.

Finance. The bill would create an infrastructure bank, similar to the Kerry-Hutchison proposal, to support infrastructure project including transportation, water, and energy projects. The American Infrastructure Financing Authority (AIFA) would be established as a wholly-owned government corporation that will provide direct loans and loan guarantees to facilitate investment in economically-viable infrastructure projects of regional or national significance.

To be eligible for a loan or loan guarantee, the total project cost must be at least \$100 million or \$25 million in rural areas. Direct loans or loan guarantees are capped at the lesser of 50 percent of the reasonably anticipated eligible infrastructure project costs or – if the direct loan or loan guarantee does not receive an investment grade rating – the amount of the senior project obligations. The AIFA would be capitalized at \$10 billion and would be authorized to extend up to \$10 billion in each of the first two fiscal years in operation. This would increase to \$20 billion per year after the second year of operations and through the ninth year, and to \$50 billion per year after the ninth year of operations.

Outlook. The prospect for the President’s proposal is dim. Republicans have objected to the spending, arguing that the last stimulus package failed to lift the country out of recession. The Senate may take up the entire package, but the bill is unlikely to obtain the two-thirds vote necessary to end a filibuster. Among the provisions objected to by Republicans are the repeal of energy industry tax subsidies and the Bush era tax cut for taxpayers earning over \$200,000. The House Republican jobs plan focuses on regulatory relief, tax repeal, and expanding domestic energy production and does not include any spending increases. The House may consider some of the tax provisions of the bill that reward hiring and provide tax relief for small businesses.

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Updated 9/21/2011 4:12 PM



Solano Transportation Authority 2011-DRAFT 2012 Legislative Priorities and Platform

(Adopted by STA Board For Review by TAC/Consortium 12/8/10 09/28/11)

LEGISLATIVE PRIORITIES

1. ~~4.~~ Pursue federal funding for the following priority projects and ~~transit services~~ programs:

Roadway/Highway:

Tier 1:

I-80/I-680/SR 12 Interchange

Jepson Parkway

Tier 2:

I-80 Westbound Truck Scales

I-80 Express Lanes

Transit Centers:

Tier 1:

Fairfield Transportation Center Expansion

Vallejo Transit Center at Curtola and Lemon, Phase 1

Vacaville Transit Center, Phase 2

Tier 2:

Fairfield/Vacaville Multimodal Train Station, Phase 2

Vallejo Transit Center (Downtown) Parking Structure

Dixon Intermodal Station

Climate Change/Alternative Fuels

Safe Routes to School

Mobility Management

2. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure, operations and maintenance in Solano County.

~~New Authorization in surface transportation legislation~~

~~I-80/I-680/SR-12 Interchange (Phase-2)~~

~~Jepson Parkway Project~~

~~Vacaville Intermodal Station (Phase-2)~~

~~Appropriations as proposed for Federal Fiscal Year (FFY) 2012~~

~~Dixon Intermodal/B Street Pedestrian Undercrossing (SR2S)~~

~~Curtola Transit Center (Phase-1)~~

~~Fairfield/Vacaville Multimodal Train Station~~

- ~~2. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure, operations and maintenance in Solano County.~~

3. ~~3.~~ Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County.

DRAFT 2014~~2~~ STA Legislative Priorities and Platform
(~~Adopted by STA Board~~ For Review by TAC/Consortium 12/8/10 ~~09/28/11~~)

4. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects.

5. Sponsor legislation that makes needed technical corrections to the statute enacted pursuant to the Solano Transportation Authority's (STA) 2009 sponsored bill providing eligibility for the STA to directly claim the share of Transportation Development Act (TDA) funds available to cities in the county and the county, and authorizing the STA to claim State Transit Assistance program funds directly from MTC.

~~3.~~

~~4. Oppose efforts to reduce or divert funding from transportation projects.~~

~~6.~~

~~5.~~

~~6. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.~~

~~7.~~

~~7.~~

~~8. Support establishment of regional Express Lanes network (~~High Occupancy Toll~~) with assurance that revenues collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate.~~

~~8.~~

~~9.~~

~~10. Support or sponsor Express Lanes on the I-80 Corridor in coordination with the regional express lanes network, or as a demo project if the regional express lanes network legislation is unsuccessful or does not provide the flexibility of the I-80 corridor working group to determine the expenditure plans for the corridor.~~

~~11.~~

9. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Participate in the development of the Bay Area Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the SCS.

~~12. Monitor the implementation of the California Global Warming Solutions Act of 2006, including the development and issuance of implementing rules by the California Air Resources Board and the State Office of Planning and Research.~~

~~13.~~

~~14. Monitor implementation of SB 375 (Steinberg), including establishment of regional emission reduction targets. Participate in the development of the Bay Area Sustainable Communities Strategy (SCS) and ensure that local initiatives are included as part of the development of regional SCS.~~

~~15.~~

~~16.~~ 10. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg).

~~17. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels and/or to retrofit existing fleets with latest emission technologies.~~

DRAFT 2014~~2~~ STA Legislative Priorities and Platform
(~~Adopted by STA Board~~ For Review by TAC/Consortium 12/8/10 ~~09/28/11~~)

~~18.~~

~~19.~~ 11. Support efforts to protect and preserve funding in the Public Transportation Account (PTA) ~~base, Prop. 42 and secure spillover funds to transit.~~

~~Monitor any new bridge toll proposals, support the implementation of projects funded by bridge tolls in and/or benefitting Solano County.~~

~~Support federal and state legislation framed by California Consensus Principles (Item XIII, Attachment A).~~

12. Support federal and state legislation framed by California Consensus Principles (Item XIII, Attachment A), and that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales).

~~20.~~ 13. Oppose efforts to eliminate the federal Transportation Enhancement (TE) Funding program and support maintaining current levels of TE funding for transportation projects in Solano County.

LEGISLATIVE PLATFORM

I. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commuter option.
2. Support legislation providing land use incentives in connection with rail and multimodal transit stations – Transit Oriented Development.
3. Support legislation and regional policy that provide qualified Commuter Carpools and Vanpools with reduced tolls on toll facilities as an incentive to encourage and promote ridesharing.
4. Support legislation that increases employers' opportunities to offer commuter incentives.
5. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for federal, state and regional funding of Transportation Oriented Development (Transit Oriented Development) projects, ~~including Proposition 1C funds~~. Ensure that development and transit standards for TOD projects can be reasonably met by developing suburban communities.
6. Support establishment of regional Express Lanes network ~~(High Occupancy Toll)~~ with assurance that revenues collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate. (Priority #~~6~~8)
 - ~~1.~~ Support or sponsor Express Lanes on the I-80 Corridor in coordination with the regional express lane network, or as a demo project if the regional express lane network legislation is unsuccessful or does not provide the flexibility of the I-80 corridor working group to determine the expenditure plans for the corridor. (Priority #7)

DRAFT 2014 STA Legislative Priorities and Platform
(~~Adopted by STA Board~~ For Review by TAC/Consortium 12/8/10 09/28/11)

~~Support federal legislation that authorizes funding for livable communities projects and programs.~~

DRAFT 2014 STA Legislative Priorities and Platform
(~~Adopted by STA Board~~ For Review by TAC/Consortium ~~12/8/10~~09/28/11)

II. Climate Change/Air Quality

- ~~1. Monitor the implementation of the 2004 Ozone Attainment Plan by the Environmental Protection Agency (EPA).~~
1. Monitor implementation of federal attainment plans for pollutants in the Bay Area and Sacramento air basins, including ozone and particulate matter attainment plans. Work with MTC and SACOG to ensure consistent review of projects in the two air basins.

- ~~2. Monitor the implementation of the California Global Warming Solutions Act of 2006, including the development and issuance of implementing rules by the California Air Resources Board and the State Office of Planning and Research. (Priority #8)~~
- ~~3.~~
2. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Participate in the development of the Bay Area Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the SCS. (Priority #9)
~~Monitor implementation of SB 375 (Steinberg), including establishment of regional emission reduction targets. Ensure that local Sustainable Communities Strategies (SCS) are included as part of the development of regional SCS. (Priority #9)~~
~~Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg). (Priority #10)~~
3. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg). (Priority #10)

4. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.

5. Support legislation providing infrastructure for low, ultra-low and zero emission vehicles.

- ~~6. Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.~~
- ~~7.~~
- ~~8.6.~~ Support policies that improve and streamline the environmental review process to minimize conflicts between transportation and air quality requirements.

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- ~~9.7.~~ Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas. Allow standards that tolerate higher levels of particulates and other air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions.
- ~~10.8.~~ Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
- ~~11.9.~~ Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
- ~~12.10.~~ Support legislation to finance cost effective conversion of public transit fleets to alternative fuels and/or to retrofit existing fleets with latest emission technologies.
(Priority #11)
- ~~13.11.~~ Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools and public transit without reducing existing transportation or air quality funding levels.
- ~~14.12.~~ Support federal climate change legislation that provides funding from, and any revenue generated by, emission dis-incentives or fuel tax increases (e.g. cap and trade programs) to local transportation agencies for transportation purposes.

IV. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.
3. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

V. Environmental

1. Monitor legislation and regulatory proposals related to management of the Sacramento-San Joaquin River Delta, including those that would impact existing and proposed transportation facilities such as State Route 12 and State Route 113.
2. Monitor sea-level rise and climate change in relation to existing and proposed transportation facilities in Solano County.
3. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to

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designate new “critical habitat” in areas that will impact existing and proposed transportation facilities.

4. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably-foreseeable transportation improvements.
5. Monitor legislation and regulations that would impose requirements on highway construction to contain stormwater runoff.

VI. Ferry

1. Protect the existing source of operating and capital support for Vallejo Baylink ferry service, most specifically the Bridge Tolls-Northern Bridge Group “1st and 2nd dollar” revenues which do not jeopardize transit operating funds for Vallejo Transit bus operations.

~~2.~~ Monitor Support efforts to ensure appropriate levels of service directly between Vallejo and San Francisco.

~~implementation of SB 1093 (Vallejo Baylink Ferry transition to the San Francisco Bay Area Water Emergency Transportation Authority, or WETA) and support efforts to ensure appropriate level of service directly between Vallejo and San Francisco.~~

- ~~2.3.~~ Monitor surface transportation authorization legislation to ensure adequate funding for ferry capital projects.

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VII. Funding

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.
3. Sponsor legislation that makes needed technical corrections to the statute enacted pursuant to the Solano Transportation Authority's (STA) 2009 sponsored bill providing eligibility for the STA to directly claim the share of Transportation Development Act (TDA) funds available to cities in the county and the county, and authorizing the STA to claim State Transit Assistance program funds directly from MTC. (Priority #5)
- ~~3.4.~~ Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.
- ~~4.5.~~ Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
- ~~5.6.~~ Support efforts to protect and preserve funding in the Public Transportation Account (PTA) ~~base, Prop. 42 and secure spillover funds to transit.~~ (Priority #~~12~~11)
7. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County. (Priority #3)
- ~~6.8.~~ Support legislation that encourages public private partnerships and provides low cost financing for transportation projects in Solano County. (Priority #4)
- ~~7.9.~~ Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
- ~~8.10.~~ Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
- ~~9.11.~~ Support initiatives to pursue the 55% or lower voter threshold for county transportation infrastructure measures. (Priority #~~7~~5)
- ~~10.12.~~ Ensure that fees collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate. (Priority #~~8~~6)
- ~~11.13.~~ Support federal and state legislation framed by California Consensus Principles (Item #XIII, Attachment A) that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales). (Priority #~~12~~5)

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- ~~12.~~14. Support efforts to quickly enact legislation that reauthorizes the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), and provides a fair share return of funding to California.
15. Support efforts to reauthorize federal transportation policy and funding as framed by California Consensus Principles (Item XIII, Attachment A), focusing efforts on securing funding for high priority regional transportation projects.
16. Oppose efforts to eliminate the federal Transportation Enhancement (TE) Funding program and support maintaining current levels of TE funding for transportation projects in Solano County. (Priority # 13)
- ~~13.~~17. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
- ~~14.~~18. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance and repairs, and for transit operations.
19. Monitor the distribution of State and regional transportation demand management funding.
- ~~15.~~20. Monitor any new bridge toll proposals, support the implementation of projects funded by bridge tolls in and/or benefitting Solano County.
- ~~16.~~21. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA) and any local ballot initiative raising transportation revenues. (Priority #46)
- ~~17.~~22. Support legislation that encourages multiple stakeholders from multiple disciplines to collaborate with regard to the application for and the awarding of Safe Routes to School grants.

VIII. Project Delivery

1. Monitor legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities.
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.

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3. Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation projects.
- ~~4.~~ Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.
- ~~4.5.~~ Support legislation that encourages public private partnerships and provides streamlined and economical delivery of transportation projects in Solano County. (Priority #4)

~~IX.~~

~~X.~~

~~XI.~~ Rail

~~2.~~ In partnership with other affected agencies, sponsor making Capitol Corridor Joint Powers Authority an eligible operator for state transit assistance funds.

~~3.~~

~~4.1.~~ In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.

~~5.2.~~ Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.

~~6.3.~~ Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.

~~7.4.~~ Seek funds for the expansion of intercity, and development of regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.

~~8.5.~~ Monitor the implementation of the High Speed Rail project.

~~6.~~ Support efforts to fully connect Capitol Corridor trains to the California High Speed Rail system, and ensure access to state and federal high speed rail funds for the Capitol Corridor.

~~9.7.~~ Oppose legislation that would prohibit Amtrak from providing federal funds for any state-supported Intercity Passenger Rail corridor services.

X. Safety

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.

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2. Monitor implementation of the Safety Enhancement-Double Fine Zone designation on SR 12 from I-80 in Solano County to I-5 in San Joaquin County, as authorized by AB 112 (Wolk).
3. Support legislation to ~~further~~ adequately fund replacement of at-grade railroad crossings with grade-separated crossings.
4. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County.

XI. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support ~~an~~ income tax credit to employers for subsidizing employee transit passes.
3. Support tax benefits and/or incentives for programs to promote the use of public transit.
4. In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.
5. Monitor efforts to change Federal requirements and regulations regarding the use of federal transit funds for transit operations for rural, small and large Urbanized Areas (UZAs).
6. Support efforts that would minimize the impact of any consolidations of UZAs on Solano County transit agencies.
7. In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry and rail. **(Priority # 13)**
8. In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.

XII. Movement of Goods

1. Monitor and support initiatives that augment planning and funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.
2. Support efforts to mitigate the impacts of additional maritime goods movement on surface transportation facilities.
3. Monitor and support initiatives that augment planning and funding for movement of goods via rail involvement.

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4. Monitor and support initiatives that augment planning and funding for movement of goods via aviation.
5. Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), and to ensure that adequate highway and surface street access is provided if such facilities are located at TAFB.
6. Monitor legislation to establish a national freight policy and fund freight-related projects.

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XIII. Federal New Authorization Policy

The National Surface Transportation Policy and Revenue Study Commission presented a report outlining a new long-term strategic transportation vision to guide transportation policymaking at the national level. The Solano Transportation Authority supports the principles contained in the Commission's "Transportation for Tomorrow," released in January 2008, specifically as summarized below:

Recommended Objectives for Reform:

- Increased Public and Private Investment
- Federal Government a Full Partner
- A New Beginning

Major Changes Necessary to Accomplish Objectives:

1. The federal program should be performance-driven, outcome-based, generally mode-neutral, and refocused to pursue objective of genuine national interest. The 108 existing surface transportation programs in SAFETEA-LU and related laws should be replaced with the following 10 new federal programs:
 - Rebuilding America – state of good repair
 - Global Competitiveness – gateways and goods movement
 - Metropolitan Mobility – regions greater than 1 million population
 - Connecting America – connections to smaller cities and towns
 - Intercity Passenger Rail and Water Transit – new regional networks in high-growth corridors
 - Highway Safety – incentives to save lives
 - Environmental Stewardship – both human and natural environments
 - Energy Security – development of alternative transportation fuels
 - Federal Lands – providing public access on federal property
 - Research and Development – a coherent national research program

National, state and regional officials and other stakeholders would establish performance standards, develop detailed plans for achievement, and develop detailed cost estimates to create a national surface transportation strategic plan. Only projects called for in the plan would be eligible for federal funding.

2. Congress should establish an independent National Surface Transportation Commission (NASTRAC), modeled after aspects of the Postal Regulatory Commission, the Base Closure and Realignment Commission, and state public utility commissions to perform two principal planning and financial functions:
 - a. Oversee various aspects of the development of the outcome-based performance standards.
 - b. Establish a federal share to finance the plan and recommend an increase in the federal fuel tax to fund that share.
3. Project delivery must be reformed by retaining all current environmental safeguards, but significantly shortening the time it takes to complete reviews and obtain permits.

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4. Major revenue reform is necessary:
 - a. All levels of government and the private sector must contribute their appropriate shares.
 - b. User financing must be implemented.
 - c. Budgetary protections for the Highway Trust Fund must be put in place.
 - d. Legislation must be passed to keep the Highway Account of the Highway Trust Fund solvent and prevent highway investment from falling below the levels guaranteed in SAFETEA-LU.

Between 2010 and 2025:

- a. Federal fuel tax should be raised and indexed to the construction cost index.
- b. Federal user-based fees (such as freight fees for goods movement, dedication of a portion of existing customs duties, ticket taxes for passenger rail improvements) should be implemented to help address the funding shortfall.
- c. Congress needs to remove certain barriers to tolling and congestion pricing by modifying the current federal prohibition against tolling on the Interstate System to allow:
 - i. Tolling to fund new capacity, with pricing flexibility to manage its performance.
 - ii. Congestion pricing in metropolitan areas with populations greater than 1 million.
- d. Congress should encourage the use of public-private partnerships to attract additional private investment to the surface transportation system.
- e. State and local governments need to raise motor fuel, motor vehicle, and other related user fees.

Post-2025:

- a. A vehicle miles traveled (VMT) fee should be implemented.

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LEGISLATIVE PRIORITIES

1. Pursue federal funding for the following priority projects and programs:
 - Roadway/Highway:
 - Tier 1:
 - I-80/I-680/SR 12 Interchange
 - Jepson Parkway
 - Tier 2:
 - I-80 Westbound Truck Scales
 - I-80 Express Lanes
 - Transit Centers:
 - Tier 1:
 - Fairfield Transportation Center Expansion
 - Vallejo Transit Center at Curtola and Lemon, Phase 1
 - Vacaville Transit Center, Phase 2
 - Tier 2:
 - Fairfield/Vacaville Multimodal Train Station, Phase 2
 - Vallejo Transit Center (Downtown) Parking Structure
 - Dixon Intermodal Station
 - Climate Change/Alternative Fuels
 - Safe Routes to School
 - Mobility Management
2. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure, operations and maintenance in Solano County.
3. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County.
4. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects.
5. Sponsor legislation that makes needed technical corrections to the statute enacted pursuant to the Solano Transportation Authority's (STA) 2009 sponsored bill providing eligibility for the STA to directly claim the share of Transportation Development Act (TDA) funds available to cities in the county and the county, and authorizing the STA to claim State Transit Assistance program funds directly from MTC.
6. Oppose efforts to reduce or divert funding from transportation projects.
7. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.

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8. Support establishment of regional Express Lanes network with assurance that revenues collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate.
9. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Participate in the development of the Bay Area Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the SCS.
10. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg).
11. Support efforts to protect and preserve funding in the Public Transportation Account (PTA).
12. Support federal and state legislation framed by California Consensus Principles (Item XIII, Attachment A), and that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales).
13. Oppose efforts to eliminate the federal Transportation Enhancement (TE) Funding program and support maintaining current levels of TE funding for transportation projects in Solano County.

LEGISLATIVE PLATFORM

I. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commuter option.
2. Support legislation providing land use incentives in connection with rail and multimodal transit stations – Transit Oriented Development.
3. Support legislation and regional policy that provide qualified Commuter Carpools and Vanpools with reduced tolls on toll facilities as an incentive to encourage and promote ridesharing.
4. Support legislation that increases employers' opportunities to offer commuter incentives.
5. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for federal, state and regional funding of Transportation Oriented Development (Transit Oriented Development) projects. Ensure that development and transit standards for TOD projects can be reasonably met by developing suburban communities.
6. Support establishment of regional Express Lanes network with assurance that revenues collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate. (*Priority #8*)

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II. Climate Change/Air Quality

1. Monitor implementation of federal attainment plans for pollutants in the Bay Area and Sacramento air basins, including ozone and particulate matter attainment plans. Work with MTC and SACOG to ensure consistent review of projects in the two air basins.
2. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Participate in the development of the Bay Area Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the SCS. *(Priority #9)*
3. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg). *(Priority #10)*
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5. Support legislation providing infrastructure for low, ultra-low and zero emission vehicles.
6. Support policies that improve and streamline the environmental review process.
7. Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas. Allow standards that tolerate higher levels of particulates and other air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions.
8. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
9. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
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IV. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.
3. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

V. Environmental

1. Monitor legislation and regulatory proposals related to management of the Sacramento-San Joaquin River Delta, including those that would impact existing and proposed transportation facilities such as State Route 12 and State Route 113.
2. Monitor sea-level rise and climate change in relation to existing and proposed transportation facilities in Solano County.
3. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new "critical habitat" in areas that will impact existing and proposed transportation facilities.
4. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably-foreseeable transportation improvements.
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VII. Funding

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.
3. Sponsor legislation that makes needed technical corrections to the statute enacted pursuant to the Solano Transportation Authority's (STA) 2009 sponsored bill providing eligibility for the STA to directly claim the share of Transportation Development Act (TDA) funds available to cities in the county and the county, and authorizing the STA to claim State Transit Assistance program funds directly from MTC. *(Priority #5)*
4. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.
5. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
6. Support efforts to protect and preserve funding in the Public Transportation Account (PTA). *(Priority #11)*
7. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County. *(Priority #3)*
8. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects in Solano County. *(Priority #4)*
9. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
10. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
11. Support initiatives to pursue the 55% or lower voter threshold for county transportation infrastructure measures. *(Priority #7)*
12. Ensure that fees collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate. *(Priority #8)*
13. Support federal and state legislation framed by California Consensus Principles (Item #XIII, Attachment A) that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales). *(Priority #12)*

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14. Support efforts to quickly enact legislation that reauthorizes the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), and provides a fair share return of funding to California.
15. Support efforts to reauthorize federal transportation policy and funding as framed by California Consensus Principles (Item XIII, Attachment A), focusing efforts on securing funding for high priority regional transportation projects.
16. Oppose efforts to eliminate the federal Transportation Enhancement (TE) Funding program and support maintaining current levels of TE funding for transportation projects in Solano County. (*Priority # 13*)
17. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
18. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance and repairs, and for transit operations.
19. Monitor the distribution of State and regional transportation demand management funding.
20. Monitor any new bridge toll proposals, support the implementation of projects funded by bridge tolls in and/or benefitting Solano County.
21. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA) and any local ballot initiative raising transportation revenues. (*Priority #6*)
22. Support legislation that encourages multiple stakeholders from multiple disciplines to collaborate with regard to the application for and the awarding of Safe Routes to School grants.

VIII. Project Delivery

1. Monitor legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities.
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation projects.

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4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.
5. Support legislation that encourages public private partnerships and provides streamlined and economical delivery of transportation projects in Solano County. (Priority #4)

IX. Rail

1. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
2. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
3. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
4. Seek funds for the expansion of intercity, and development of regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.
5. Monitor the implementation of the High Speed Rail project.
6. Support efforts to fully connect Capitol Corridor trains to the California High Speed Rail system, and ensure access to state and federal high speed rail funds for the Capitol Corridor.
7. Oppose legislation that would prohibit Amtrak from providing federal funds for any state-supported Intercity Passenger Rail corridor services.

X. Safety

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.
2. Monitor implementation of the Safety Enhancement-Double Fine Zone designation on SR 12 from I-80 in Solano County to I-5 in San Joaquin County, as authorized by AB 112 (Wolk).
3. Support legislation to adequately fund replacement of at-grade railroad crossings with grade-separated crossings.
4. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County.

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XI. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support income tax credit to employers for subsidizing employee transit passes.
3. Support tax benefits and/or incentives for programs to promote the use of public transit.
4. In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.
5. Monitor efforts to change Federal requirements and regulations regarding the use of federal transit funds for transit operations for rural, small and large Urbanized Areas (UZAs).
6. Support efforts that would minimize the impact of any consolidations of UZAs on Solano County transit agencies.
7. In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry and rail.
8. In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.

XII. Movement of Goods

1. Monitor and support initiatives that augment planning and funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.
2. Support efforts to mitigate the impacts of additional maritime goods movement on surface transportation facilities.
3. Monitor and support initiatives that augment planning and funding for movement of goods via rail involvement.
4. Monitor and support initiatives that augment planning and funding for movement of goods via aviation.
5. Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), and to ensure that adequate highway and surface street access is provided if such facilities are located at TAFB.
6. Monitor legislation to establish a national freight policy and fund freight-related projects.

DRAFT 2012 STA Legislative Priorities and Platform

(For Review by TAC/Consortium 09/28/11)

XIII. Federal New Authorization Policy

The National Surface Transportation Policy and Revenue Study Commission presented a report outlining a new long-term strategic transportation vision to guide transportation policymaking at the national level. The Solano Transportation Authority supports the principles contained in the Commission's "Transportation for Tomorrow," released in January 2008, specifically as summarized below:

Recommended Objectives for Reform:

- Increased Public and Private Investment
- Federal Government a Full Partner
- A New Beginning

Major Changes Necessary to Accomplish Objectives:

1. The federal program should be performance-driven, outcome-based, generally mode-neutral, and refocused to pursue objective of genuine national interest. The 108 existing surface transportation programs in SAFETEA-LU and related laws should be replaced with the following 10 new federal programs:
 - Rebuilding America – state of good repair
 - Global Competitiveness – gateways and goods movement
 - Metropolitan Mobility – regions greater than 1 million population
 - Connecting America – connections to smaller cities and towns
 - Intercity Passenger Rail and Water Transit – new regional networks in high-growth corridors
 - Highway Safety – incentives to save lives
 - Environmental Stewardship – both human and natural environments
 - Energy Security – development of alternative transportation fuels
 - Federal Lands – providing public access on federal property
 - Research and Development – a coherent national research program

National, state and regional officials and other stakeholders would establish performance standards, develop detailed plans for achievement, and develop detailed cost estimates to create a national surface transportation strategic plan. Only projects called for in the plan would be eligible for federal funding.

2. Congress should establish an independent National Surface Transportation Commission (NASTRAC), modeled after aspects of the Postal Regulatory Commission, the Base Closure and Realignment Commission, and state public utility commissions to perform two principal planning and financial functions:
 - a. Oversee various aspects of the development of the outcome-based performance standards.
 - b. Establish a federal share to finance the plan and recommend an increase in the federal fuel tax to fund that share.
3. Project delivery must be reformed by retaining all current environmental safeguards, but significantly shortening the time it takes to complete reviews and obtain permits.

DRAFT 2012 STA Legislative Priorities and Platform

(For Review by TAC/Consortium 09/28/11)

4. Major revenue reform is necessary:
 - a. All levels of government and the private sector must contribute their appropriate shares.
 - b. User financing must be implemented.
 - c. Budgetary protections for the Highway Trust Fund must be put in place.
 - d. Legislation must be passed to keep the Highway Account of the Highway Trust Fund solvent and prevent highway investment from falling below the levels guaranteed in SAFETEA-LU.

Between 2010 and 2025:

- a. Federal fuel tax should be raised and indexed to the construction cost index.
- b. Federal user-based fees (such as freight fees for goods movement, dedication of a portion of existing customs duties, ticket taxes for passenger rail improvements) should be implemented to help address the funding shortfall.
- c. Congress needs to remove certain barriers to tolling and congestion pricing by modifying the current federal prohibition against tolling on the Interstate System to allow:
 - i. Tolling to fund new capacity, with pricing flexibility to manage its performance.
 - ii. Congestion pricing in metropolitan areas with populations greater than 1 million.
- d. Congress should encourage the use of public-private partnerships to attract additional private investment to the surface transportation system.
- e. State and local governments need to raise motor fuel, motor vehicle, and other related user fees.

Post-2025:

- a. A vehicle miles traveled (VMT) fee should be implemented.



DATE: September 16, 2011
TO: STA TAC
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Fiscal Year (FY) 2010-11 Abandoned Vehicle Abatement (AVA) Program
Fourth Quarter and Annual Report

Background:

The Solano Transportation Authority (STA) administers the Abandoned Vehicle Abatement (AVA) Program for Solano County. These administration duties include disbursing funds collected by the State Controller's Office from the Department of Motor Vehicle (DMV) vehicle registration fee of \$1 per registered vehicle, using the funding formula of 50% based on population and 50% on vehicles abated.

California Vehicle Code (VC) Section 22710(f) defines qualified abandoned vehicle abatement, as those vehicles marked as abandoned by an AVA Member Agency. AVA Program qualifying vehicles are registered vehicles with California License Plate.

STA's administration duty is in accordance with the VC Section 22710, which requires AVA Member Agencies to adopt an ordinance establishing procedures for the abatement and for recovery of cost. The money received from the DMV shall be used only for the abatement, removal, and disposal of a public nuisance of any abandoned, wrecked, dismantled, or inoperative vehicle or parts from private or public property.

Discussion:

STA had unallocated funds carried over from FY 2009-10 in the amount of \$91,808.27. In FY 2010-11, STA was allocated \$343,752.05 in AVA Program Funds resulting in a total amount of \$435,560.32 available to the AVA Program for FY 2010-11. Subsequently, STA disbursed only \$303,752.05 of these funds plus interest earned of \$1,479.81 throughout the fiscal year based on the state funding formula and AVA Program expenditure reimbursement requests submitted by the member agencies. STA deducted \$10,312.56 (3%) of the funding received in FY 2010-11 for administrative cost. As of June 30, 2011, the program has remaining unallocated funds of \$123,019.83 due to reduced activities and expenditure reimbursement requests from member agencies. In accordance with Section 9250.7 VC, this unexpended amount is carried forward to FY 2011-12 for continuation of the program. STA has submitted its annual fiscal year-end report to the State Controller's Office before the required due date of October 31st.

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Vacaville, City of Vallejo, City of Suisun City, and the County of Solano. The City of Rio Vista has opted not to participate in this program, but has expressed interest for FY 2011-12.

The following is a matrix summarizing FY 2010-11 and comparing FY 2009-10 numbers of abated vehicles, notices issued, and cost reimbursements submitted by the members of the Solano County's AVA Program:

Member Agency	FY 2010-11				FY 2009-10			
	# of Abated Vehicles	# of Issued Notices	Reimbursed Amount	Cost per Abatement	# of Abated Vehicles	# of Issued Notices	Reimbursed Amount	Cost per Abatement
City of Benicia	33	5	\$7,673	\$232	327	17	\$9,255	\$28
City of Dixon	90	38	\$3,782	\$42	16	18	\$1,513	\$95
City of Fairfield	391	265	\$39,417	\$101	359	0	\$36,106	\$101
City of Suisun	147	564	\$51,040	\$347	149	287	\$31,080	\$209
City of Vacaville	129	1,052	\$55,358	\$429	141	1,296	\$56,122	\$398
City of Vallejo	1,766	1,723	\$133,811	\$76	2,151	1,757	\$107,494	\$50
Solano County Unincorporated area	154	12	\$12,627	\$82	14	10	\$9,898	\$707
Total	2,710	3,670	\$303,708	\$112	3,157	3,385	\$251,468	\$80

Fiscal Impact:

None

Recommendation:

Informational.



DATE: September 17, 2011
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Safe Routes to Transit Plan (SR2T) Update

Background:

On March 9, 2011, the STA Board approved a scope of work for the development of a Safe Routes to Transit (SR2T) Plan consistent with STA's approved Overall Work Plan. The Board approved Scope of Work is included as Attachment A for reference.

The purpose of the SR2T Plan is to identify existing barriers and solutions to safe access to transit centers. In addition, the Plan would include walking audit surveys to describe overall pedestrian and bicycle user experience. The walking audits and general process for developing the SR2T Plan is modeled after the development of the Solano Safe Routes to School (SR2S) Plan completed in 2008. The goal is to complete the SR2T Plan by December 2011. This would allow the SR2T Plan to assist in guiding the 2012 funding decisions related to the One Bay Area Block Grant Program.

Discussion:

Staff kicked off the SR2T Plan's development in May 2011 by selecting Fehr and Peers consultants to assist in developing the plan. In the past, Fehr and Peers assisted STA with planning and mapping related services for the Solano SR2S Plan.

In June and July, STA staff provided presentations to STA staff committees and STA citizen advisory committees to recruit volunteers to participate in the Plan's development. Attachment B identifies participants on the SR2T Steering Committee and SR2T Task Forces. The SR2T Steering Committee includes participants from the STA Bicycle Advisory Committee, Pedestrian Advisory Committee, Paratransit Coordinating Council, as well as staff from the STA's Technical Advisory Committee and SolanoLinks Transit Consortium. The SR2T Steering Committee is responsible for providing STA staff with guidance regarding the overall development of the plan's development. The SR2T Task Forces have a similar representation of participants; however, their responsibility is to conduct the walking audit surveys at selected transit locations.

The SR2T Steering Committee met on August 11, 2011 and identified the following five Solano Transit Facilities of Regional Significance for conducting the walking audit surveys:

1. Vacaville Transportation Center
2. Fairfield Transportation Center
3. Suisun City Capitol Corridor Train Station
4. Vallejo Transit Center/Downtown Parking Structure
5. Vallejo Transportation Center at Curtola and Lemon Street

The Steering Committee also provided feedback on the walking audit survey forms before it used by the SR2T Task Force. Attachment C is a sample walking audit survey form.

STA staff is currently working with the SR2T Task Forces to complete the walking audits. Two surveys were completed at the time of this report. All five walking audits are anticipated to be completed by the beginning of October. Information collected will be presented to the Steering Committee for discussion and inclusion into the draft Plan.

Fiscal Impact:

Funding for the SR2T Plan was approved by the STA Board as part of the Solano Comprehensive Transportation Plan budget. No new funds are required to complete the plan at this time.

Recommendation:

Informational.

Attachments:

- A. Safe Routes to Transit Scope of Work
- B. SR2T Steering Committee and SR2T Task Forces Participants
- C. Sample Walking Audit Survey Form

Safe Routes to Transit
Consultant Scope of Work

The Solano Transportation Authority (STA) wishes to hire a consultant to assist in the development of a Safe Routes to Transit (SR2T) plan. The consultant will primarily be responsible for gathering and organizing data related to safety in the area of Transit Facilities of Regional Significance (TFORS) identified by the STA.

A. The STA will provide the selected Consultant with the following:

1. List of all TFORS, including both existing and proposed facilities
2. A list of all streets and paths within a ½ mile radius of each TFORS
3. A contact name, phone number and e-mail for each jurisdiction having identified TFORS

B. The Consultant will perform the following tasks:

1. Gather all available accident and safety data for the streets and paths identified in A.2. This will include:
 - a. Traffic accidents, with a special emphasis on identifying incidents involving pedestrians and bicyclists
 - b. Crimes against persons
2. STA staff is working with SR2T task force committees in for each TFORS to collaborate in developing recommendations for improvements at each TFORS. Task force participants will include but not be limited to transit riders, pedestrians, bicyclists, city planners, engineers, police and transit staff. Responsibilities will include conducting a planning and walking audits of each existing TFORS with the SR2T Task Force. Special emphasis will be placed on how pedestrian and bicycle users access each Center. Including a survey of the number of users and how and when users arrive at and depart from each Center.
3. STA staff is working with a SR2T Steering Committee with members representing the task force committees. The Steering Committee will be responsible for providing review and recommendations regarding the development of the planning document.
4. Identify barriers to safe access to or use of identified TFORS with the aid of each SR2T Task Force Committee input, including:
 - a. High incidents of accidents involving pedestrians or cyclists
 - b. High incidents or clusters of criminal activity
 - c. Physical barriers or deteriorated infrastructure that restrict access to TFORS
5. Take digital photos of each TFORS, covering the items listed below. The photos shall be stored in a database designed so that it can be searchable, can be expanded to include future-year photos, and can be incorporated into STA's Geographic Information System (GIS):
 - a. General site photos
 - b. All direct access ways
 - c. Parking lots
 - d. Bicycle parking and storage facilities
6. A list of all incidents or barriers identified in B 1 and 2 above, including a unique identification number. The list shall be designed so that it can be stored in a searchable database, can be expanded to include future-year incidents and/or barriers, and can be incorporated into the STA's GIS.

7. Recommendations for improvements to each TFORS in order to improve bicycle, pedestrian and ADA accessibility and safety, including the following:
 - a. Standard design elements that can be incorporated into both existing and future TFORS.
 - b. Signage consistent with the Metropolitan Transportation Commission's Transit Connectivity Study findings, showing safe access to local and regional destinations.
 - c. A prioritization plan, both county-wide and for each facility examined.

Safe Routes to Transit Participants

Steering Committee

Name	Representation
Lindsay Sanford	Police/Safety Officer
Nancy Lund	Bicycle Advisory Committee (BAC)
Allan Deal	Pedestrian Advisory Committee (PAC)
Phillip Kamhi	SolanoLinks Consortium
Brian Miller	Planning Staff Representative
Dan Kasperson	Technical Advisory Committee
Shannon Nelson	Paratransit Coordinating Council
Alicia Roundtree	Paratransit Coordinating Council

Safe Routes to Transit Task Force

Task Force #1: Vacaville Transportation Center

Name	Representation
Brian Mclean	Transit Consortium
Jeff Knowles	TAC
Ray Posey	BAC
Joel Brick	PAC
Shannon Nelson	PCC-ADA Coordinator
Rod Neal	Enforcement
Kyrre Helmerse (Independent Living Resources Volunteer - wheelchair user)	

Task Force #2: Fairfield Transportation Center

Name	Representation
Philip Kamhi	Transit Consortium
Wayne Lewis	TAC
David Pyle	BAC
Betty Livingston	PAC
Alicia Roundtree	PCC
Lindsay Sanford	Enforcement
Jim Burnett (wheelchair user)	Adaptive Technology Specialist
Kyrre Helmerse (Independent Living Resources Volunteer - wheelchair user)	

Task Force #3: Suisun Amtrak Station

Name	Representation
Philip Kaimi	Transit Consortium
Dan Kasperson	TAC
Jane Day	BAC
Mike Hudson	PAC
Alicia Roundtree	PCC-Independent Living Resource
Lindsay Sanford	Enforcement

Task Force #4: Vallejo Transit Center/Downtown Parking Structure

Name	Representation
Jeanine Wooley	Transit Consortium
Ed Alberto	TAC
Mick Weninger	BAC
Lynne Williams	PAC
Shannon Nelson	PCC-ADA Coordinator
Mike Nichelini	Vallejo PD

Task Force #5: Curtola Park and Ride

Name	Representation
Jeanine Wooley	Transit Consortium
Ed Alberto	TAC
Mick Weninger	BAC
Lynne Williams	PAC
Shannon Nelson	PCC-ADA Coordinator
Mike Nichelini	Vallejo PD



Safe Routes to Transit

Transit Facility of Regional Significance Walking Audit Form

Transit Facility Name:

Jurisdiction:

Instructions

This audit form should be used to assess the conditions of the transit facility site and surrounding roadway network for pedestrians and bicyclists. The findings of these forms will be used to identify potential problems and develop candidate improvement options. Where possible, complete the walking audits during times of peak transit and roadway network usage. Bring maps or aerial photos to mark location-specific issues.

Audit Date:

Day of the Week:

Time of Day:

Weather Conditions:

Number of Users Observed (10, 100, etc.):

On-Site

	Yes	No	N/A
1. Is there a defined drop-off / pick-up area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Does it provide a safe path of travel to transit loading areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does congestion cause unsafe drop-off / pick-up behavior?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Are there sufficient passenger amenities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Shelters?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Benches?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Trash bins?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Restrooms?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Vending machines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Landscaping?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Is the transit facility well-maintained?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Is trash picked up?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Is there graffiti?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Is there adequate transit rider information?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Are there maps, brochures, and/or schedules available for passengers?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Is real-time information available to passengers?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Are there adequate security features?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Are there security cameras?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Do signs indicate that security cameras are present?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Is there sufficient lighting of passenger waiting areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Are there emergency phones available?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Do you perceive the transit facility as safe?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Is attractive and secure bike parking available?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Are there enough short-term bike racks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Are short-term bike racks secure?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Is there long-term bike parking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Is long-term bike parking easy to use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Were bicyclists observed using the transit facility? How many?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Is the site conveniently accessible to pedestrians and bicyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Are there worn paths from bicycle or pedestrian use through surrounding landscaping?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Is there a safe, defined pathway from the roadway to the transit facility?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Is there wayfinding signage to nearby destinations available for transit users?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other: Please describe additional on-site observations or problems:

Roadways

	Yes	No	N/A
1. Are there large roadways (4+ lanes) near the transit center?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Are they congested?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Are they high-speed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Could the number of vehicle lanes be reduced?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Are the lanes wider than necessary (12 feet)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Are there bike lanes near the transit center?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Do they have sufficient width (≥5 feet)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Are they well-marked with lines, bike stencils, and signs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Are they well-maintained?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Are there signed bike routes near the transit center?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Are there continuous sidewalks near the transit center?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Are they on both sides of the street?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Do they need maintenance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Do they have sufficient width (≥4 feet)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Are there marked crosswalks to cross the street?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Are they controlled?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Is there adequate lighting for pedestrians and bicyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Is it “pedestrian-scale”?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Is there sufficient wayfinding signage to the transit facility for pedestrians and bicyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Is it “pedestrian-scale”?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Is it well-maintained?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Are there bus stops?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Are they conveniently located near destinations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Are they near safe pedestrian crossings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Do they have amenities such as benches, shelters, transit information, and bike racks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other: Please describe additional roadway observations or problems:

Intersections

	Yes	No	N/A
1. Are there crosswalks across each intersection leg?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Is there enough crossing time?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Are there countdown timers?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Are the push buttons easy to find?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Are there free right-turns?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Are there large curb radii?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Are there median pedestrian islands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Are they wide enough?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Do they have “thumbnails”?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Are there push buttons on the islands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Are there curb ramps?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Do they feature truncated domes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Are there bicycle detectors?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Are there advanced stop bars?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Are there permissive left-turns that conflict with crosswalks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Is the cycle length long (>120 seconds)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other: Please describe additional intersection observations or problems:

Other

	Yes	No	N/A
1. Are there opportunities for a Class I shared-use path?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Are there opportunities for a cul-de-sac pedestrian cut-through?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Are there opportunities for a street extension or connection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Are there any significant barriers (freeways, railroad tracks, etc.) to walking and bicyclists nearby?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other: Please describe additional intersection observations or problems:

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DATE: September 19, 2011
TO: STA TAC
FROM: Judy Leaks, Program Manager/Analyst
RE: Solano Napa Commuter Information (SNCI) Program
Fiscal Year (FY) 2010-11 Year-End Report

Background:

The Solano Transportation Authority (STA)'s Solano Napa Commuter Information (SNCI) program is funded by the Metropolitan Transportation Commission (MTC), Bay Area Air Quality Management District (BAAQMD), and Eastern Solano Congestion Mitigation/Air Quality (CMAQ) funds for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction. Through its programs and promotions with employers and employees, and assistance to commuters and travelers, SNCI addresses Goal 5a of the STA's Comprehensive Transportation Plan, "The Solano CTP will seek to maintain regional mobility while improving local mobility; mobility will be maintained or improved by reducing congestion, whether through more efficient use or expansion of existing systems," and Goal 6b "Promote the maintenance and improvement of a healthy natural environment, with special emphasis on air quality and climate change issues."

The STA Board approved the FY 2010-11 Work Program for the SNCI Program on September 8, 2010 (Attachment A). The Work Program included ten major elements.

1. Customer Service
2. Employer Program
3. Vanpool Program
4. Incentives
5. Emergency Ride Home
6. SNCI Awareness Campaign
7. Bike to Work Campaign
8. Solano Commute Challenge
9. General Marketing
10. Partnerships

Discussion:

With the completion of the fiscal year, STA staff has prepared a SNCI Program Annual Report for Solano County (Attachment B). A separate report will be prepared for Napa County. The SNCI Program has had an active and productive year in spite of the effects of the regional economic condition. The SNCI Program continues to provide comprehensive personalized customer service to individuals requesting ridematching services, transit, or bicycle information by phone, internet, or in person. Events, which

included health fairs, business expos, job fairs, farmers markets and community events were staffed by SNCI. Staff stocked display racks with current rideshare and transit information, which included transit information for Vallejo Transit, Baylink Ferry, Benicia Breeze, FAST (Fairfield and Suisun Transit), Vacaville City Coach, Dixon Redit-Ride, Rio Vista Delta Breeze, and Amtrak Capitol Corridor. Staff also coordinated with the Solano Bicycle Advisory Committee to update and reprint the Solano Yolo BikeLinks Map.

Employers throughout Solano and Napa Counties have received a range of employer services. Staff has provided presentations and attended events at employer sites to increase awareness of SNCI services. Staff administered Transportation Surveys and provided density maps that were used to determine the commuting needs at many employer sites.

The Emergency Ride Home (ERH) Program has been in operation since January 2006. The objective of this program is to encourage the use of commute alternatives such as carpooling, vanpooling, public transit, walking or bicycling, by providing a free ride home to program participants in cases of emergency.

The 4th Annual Solano Commute Challenge was a targeted outreach campaign for Solano County employers to encourage employees to use transit, carpool, vanpool, bike, or walk to work at least 30 times from August to October.

The Vanpool Program continued to provide quality customer service and support to new and existing vanpools, including the responsibility of any vanpool that has an origin or destination in Solano, Napa, Yolo, or Sacramento counties. Staff also performed van assists which include processing Motor Vehicle Reports, issuing Sworn Statement Cards, processing medical reimbursements and FasTrak requests, distributing van signs, researching information for vanpools, and other assistance as needed. The Vanpool Incentive Program is designed to support the formation of new vanpools and to keep active vans on the road. A new incentive was added in January 2010 to encourage new drivers. This is in addition to the vanpool seat subsidy for new vans and back-up driver incentives.

Recommendation:

Informational.

Attachments:

- A. Solano Napa Commuter Information FY 2010-11 Work Program
- B. Solano Napa Commuter Information 2010-11 Report (To be provided under separate cover.)

**Solano Napa Commuter Information (SNCI)
Work Program
FY 2010-11
(Adopted on September 8, 2010)**

1. **Customer Service**: Provide the general public with high quality, personalized rideshare, transit, and other non-drive alone trip planning through teleservices, internet and through other means. Continue to incorporate regional customer service tools such as 511 and 511.org.
2. **Employer Program**: Outreach can be a resource for Solano and Napa employers for commuter alternative information including setting up internal rideshare programs. SNCI will maximize these key channels of reaching local employees. Develop an online communication package for employers that can be used to inform employees about commute alternatives via the internet/intranet. SNCI will continue to concentrate efforts with large employers through distribution of materials, events, major promotions, surveying, and other means. Coordination with Solano Economic Development Corporation (EDC), chambers of commerce, and other business organizations.
3. **Vanpool Program**: Form 20 vanpools and handle the support for all vanpools coming to or leaving Solano and Napa counties. Increase marketing to recruit vanpool drivers.
4. **Incentives**: Evaluate, update and promote SNCI's commuter incentives. Continue to develop, administer, and broaden the outreach of carpool, vanpool, bicycle, and transit through employee incentive programs.
5. **Emergency Ride Home**: Broaden outreach and marketing of the emergency ride home program to Solano County and Napa County employers.
6. **SNCI Awareness Campaign**: Develop and implement a campaign that includes messages in print, radio, on-line and other mediums to increase general awareness of SNCI and SNCI's non-drive alone services in Solano and Napa counties. Revise SNCI's portion of the STA's website to be more interactive and include helpful information to commuters, travelers, vanpool drivers and employers. Leverage the current concern for climate change to direct commuters to SNCI's web site or 800 phone number.
7. **California Bike to Work/Bike to School Campaign**: Take the lead in coordinating the regional 2011 Bike to Work campaign in Solano and Napa counties. Coordinate with State, regional, and local organizers to promote bicycling locally. Include working with school districts to promote safety and bicycling to school.
8. **Solano Commute Challenge**: Conduct an employer campaign that encourages Solano County employers and employees to compete against one another in the use of commute alternatives to driving alone. This campaign includes an incentive element and enlists the support of local Chambers of Commerce.
9. **General Marketing**: Maintain a presence in Solano and Napa on an on-going basis through a variety of general marketing activities for rideshare, bicycling, and targeted transit services.

These include distribution of a Commuter Guide, offering services at community events, managing transportation displays, producing information materials, print ads, radio ads, direct mail, public and media relations, cross-promotions with other agencies, and more.

10. **Partnerships**: Coordinate with outside agencies to support and advance the use of non-drive alone modes of travel in all segments of the community. This would include assisting local jurisdictions and non-profits implementing projects identified through Community Based Transportation Plans, Children's Network and other efforts.



DATE: September 22, 2011
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Benicia Climate Action Plan (CAP) Implementation

Background:

Assembly Bill (AB) 32 and Senate Bill (SB) 375 are the foundation of California's approach to reducing the emissions of Greenhouse Gases (GHG). Communities around the state have conducted assessments of their emissions of GHG, and developed Climate Action Plans (CAPs) to identify specific steps that will lead to reductions in GHG emissions. Most CAPs set specific reduction goals.

The City of Benicia was the first agency in Solano County and one of the first in the Bay Area, to develop a GHG emission inventory and adopt a CAP. A number of the strategies identified in Benicia's CAP are consistent with STA long range and countywide strategies. The City of Benicia is now working to implement the CAP. STA and City of Benicia staff have met to identify ways that STA can assist the City of Benicia in this task.

On September 14, 2011, the STA Board approved a series of recommendations identified by the STA Board at a Board Workshop. This included a recommendation for STA to assist Benicia in the implementation of its CAP as part of the Countywide Sustainable Communities Strategy.

Discussion:

The Benicia CPA has identified 27 transportation-related strategies in its CAP. Some measures involve long-range planning (example: Strategy T-6.1, Explore Ferry/Water Taxi Service), while others are more near-term and project oriented (example: Strategy T-3.1, Increase Bicycle Infrastructure at City Facilities). City of Benicia and STA staff are already working together to integrate Solano-Napa Commuter Information (SNCI) rideshare and vanpool activities with both the City and major employers. STA is preparing a matrix that will identify which CAP strategies are good candidates for assistance from STA or regional partners such as the Bay Area Air Quality Management District, what type of assistance might be available, and what the timing and requirements are to receive such assistance. In addition, STA staff reports on fund programming will identify those projects that could help implement the City of Benicia CAP, and Benicia projects may be given higher ranking if they are part of the CAP.

Fiscal Impact:

None at this time. Future activities that will help the City of Benicia implement its CAP will be presented to the TAC and STA Board when funding recommendations are made.

Recommendation:

Informational.

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DATE: September 22, 2011
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Regional Transportation Plan Update/One Bay Area Block Grant Update

Background:

Senate Bill (SB) 375 requires the development of a Sustainable Communities Strategy (SCS) as a part of the development/update of the Regional Transportation Plan (RTP). In the Bay Area, the SCS is the responsibility of the Association of Bay Area Governments (ABAG), while the RTP is the responsibility of the Metropolitan Transportation Commission (MTC). The two regional planning agencies are working to coordinate the development of the two plans.

The two agencies are developing land use and transportation scenarios to test using MTC's traffic model. The results of these tests will help guide MTC and ABAG as they develop the SCS and RTP. There are 5 land use and 2 transportation scenarios. Four of the 5 land use scenarios look at increasing development in the core Bay Area, especially in the major urban areas of San Jose, San Francisco, Oakland and Fremont. The fifth scenario assumes a larger percentage of growth, both residential and employment, in the suburban counties, including Solano County. The transportation scenarios are designed to provide transportation resources that are consistent with the overall nature of the land use scenarios.

Discussion:

ABAG has released the population and employment projections for three of the land use scenarios that will be analyzed to help develop the Bay Area SCS. Those scenarios are included as Attachment A. MTC will use the land use scenarios, two transportation networks and the MTC traffic model to develop reports on traffic flow and air emissions (with an emphasis on greenhouse gas emissions). Additional analysis will be done on economic activity, housing equity and safety. MTC will release the scenario results in December 2011 and have the Draft SCS available in February 2012.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. One Bay Area SCS Alternative Land Use Scenarios (Revised September 1, 2011)

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Sustainable Communities Strategy

ALTERNATIVE LAND USE SCENARIOS Core Concentration, Focused Growth, and Outer Bay Area Growth

REVISED: September 1, 2011

In July, ABAG's Executive Board and the Metropolitan Transportation Commission approved a framework for Five Alternative Scenarios, which will be used to inform the development of the Preferred Scenario of the Sustainable Communities Strategy (SCS). Scenario 1 and 2 are based on unconstrained growth, assume very strong employment growth, and unprecedented funding to support housing affordability. Scenario 1, the Initial Vision Scenario was released in March 2011. Scenario 2, Core Concentration Unconstrained will be developed to provide a more concentrated development pattern along transit corridors. These two scenarios are essential to identify the challenges and policies for an ideal sustainable development path.

This report presents the land use patterns for scenarios 3, 4, and 5 based on an assessment of economic growth, financial feasibility, and reasonable planning strategies. They provide a range of housing and employment distribution patterns across places and cities that support equitable and sustainable development. The three scenarios are as follows:

- *Core Concentration Growth Scenario:* Concentrates housing and job growth at selected Priority Development Areas in the Inner Bay Area along the region's core transit network.
- *Focused Growth Scenario:* Recognizes the potential of Priority Development Areas and Growth Opportunity Areas across the region with an emphasis on housing and job growth along major transit corridors.
- *Outer Bay Area Growth Scenario:* Addresses higher levels of growth in the Outer Bay Area and is closer to previous development trends than the other two scenarios.

These three scenarios assume a strong economy supported by the appropriate affordable housing production. They also assume targeted local and regional strategies and additional funding to support sustainable and equitable growth. They are designed primarily around Priority Development Areas and Growth Opportunity Areas, as places for growth identified by local jurisdictions. (PDAs will refer to both areas in this report) The level of PDA growth is defined based on the Place Type established by the local jurisdiction (i.e., regional center, transit neighborhood, rural town), which provides a regional language to recognize the character, scale, density and expected growth for the wide range of places in the Bay Area. Beyond the PDAs, household growth is distributed based on employment, transit access, household formation, and housing production. Employment distribution is based upon the existing employment pattern, reversing the previous dispersal trends throughout the region.

Regional dialogue on land use scenarios

The purpose of the land use alternative scenarios is to expand the regional dialogue on the type of development, planning strategies, and investments to define the SCS. We are seeking input from local jurisdictions, community organizations, business organizations, and general public on the following themes:

Distribution of growth

- Shifting from previous trends of dispersed growth, do these three land use scenarios provide an appropriate spectrum for sustainable and equitable development trends? Is growth concentrated at the appropriate places?

Development of vital and healthy places

- Are housing and jobs converging at the appropriate places? Can this convergence support greater access to jobs and housing, particularly for the low and moderate income populations?
- What elements of the scenarios would support the development of complete communities?
- Do the scenarios address the local expectations and necessary adjustments for regional equity and sustainability?

Planning strategies and investments

- How can local jurisdictions, community organizations, and business organizations converge into a coherent regional strategy?
- What policies and investments should be prioritized to support the SCS?

This report includes five sections and two appendices. The first section is a brief summary of the input received from local jurisdictions and stakeholders on local development and equity. The second section is an overview of regional employment and household growth between 2010 and 2040. The third section describes employment trends and distribution, including some details of the recent regional employment analysis undertaken by ABAG and MTC to inform the land use patterns. The fourth section provides an overview of the housing distribution, which relies on the housing analysis presented in previous reports. The fifth section covers the next steps towards the development of the Preferred Scenario. The appendices include, first, details on the methodology for growth distribution; and, second, tables of growth by PDA and local jurisdiction. Scenarios maps are compiled in a separate packet.

1. INPUT ON SCS SCENARIOS

The development of the SCS Core, Focused, and Outer Bay Area Growth Scenarios are informed by a wealth of input we received on the Initial Vision Scenario (IVS) from local elected officials, planning directors, and Congestion Management Agencies (CMAs) as well as from the Regional Advisory Working Group, Equity Group, and stakeholders groups. County-level Basecamp sites have been well noticed and public workshops were held throughout our nine-county region.

As indicated in previous reports, land use decisions are a local responsibility governed by local jurisdictions. The land use scenarios presented here are based upon local input and strong

coordination among local and regional agencies. Regional agencies have incorporated local input into three coherent land use development patterns.

Input on local development

The input received reflects the unique characteristics of the region's communities. Some communities described the level of housing growth depicted in the IVS as too high, while other jurisdictions responded that IVS housing growth levels would be appropriate if funding for redevelopment, public schools, transit and other community infrastructure were available. Still, a number of common themes have emerged.

- *Addressing the Bay Area economic challenges:* The Bay Area's first Sustainable Communities Strategy should advance a vibrant economy and strong growth for the region. Employment growth should be aligned with existing and planned transit. Employment totals are too high given past performance and the depth of the recession.
- *Sustainable and equitable housing production:* Growth levels in the Initial Vision Scenario are not feasible given current market constraints and funding availability. Infill development challenges require capital investments and supportive policies. The SCS should reward communities that advance sustainable growth at transit nodes.
- *Transit service:* Cuts in transit service will impede sustainable growth. Transit-served, infill areas that have not been nominated by local communities as PDAs should take on comparable levels of growth.
- *Coordination of regional efforts:* Loss of redevelopment agencies will limit infill development. The SCS should provide CEQA benefits for projects in PDAs. Air District and BCDC requirements should be aligned with the SCS.

Input on equity

Regional agency staff has worked with the Regional Equity Working Group and MTC's Policy Advisory Council to develop inputs to the Alternative Scenarios that will increase access to opportunities and an improved quality of life for residents from all income categories in communities throughout the region. Social equity as well as economic growth and environmental sustainability are promoted through the emphasis on encouraging growth in complete communities served by transit. In addition, each of the alternative scenarios will also distribute growth in a way that ensures each jurisdiction is planning to accommodate a minimum percent of its expected household growth. Factors related to transit service, employment, and net low-income commuters to a jurisdiction will also inform the alternative scenario housing distributions.

2. REGIONAL EMPLOYMENT AND HOUSEHOLD GROWTH 2010 – 2040

The recent national economic recession triggered a major employment decline. Recent data and research indicates that the nation is facing a slower recovery than expected over the next few years, which will in turn impact the recovery of the Bay Area. Beyond this short term recovery, the rates of employment growth for the Bay Area and California have become closer to or lower than the national rates since the 1980s. They were higher than the nation from the 1960s to the 1980s, but as the region and the state matured in its economic composition, growth rates became closer to the national average.

Due to lowered forecasts of national economic and job growth, along with dramatic decreases in state and national immigration levels (even prior to the recession), the Bay Area job forecast for 2040 would be revised downward by an estimated 100,000 jobs than the forecast employment for the Initial Vision Scenario. The total jobs for 2040 would drop by another 200,000 jobs by switching to a forecast where the Bay Area maintains its current share of national employment.

Even under those considerations, the SCS can reasonably assume a healthy economy for the Bay Area by 2040. High expectations are based on the strength of our knowledge-based economy, the development of new high technology sectors as well as the diverse economy to support these leading sectors. In addition, the Bay Area has a highly qualified labor force when compared to other regions and a high quality of life based on access to urban amenities, natural resources, and a Mediterranean climate. The region also provides businesses with a wealth of research and development resources and a strong network of international exchange.

Given these resources, regional and economic experts working with ABAG and MTC suggest the Bay Area could add almost a million jobs up to 4.26 million jobs by 2040. This is an average of 33,000 per year over the next 30 years, which assumes a healthy and strong economy. This is more than three times the 10,000 average annual job growth of the previous two decades. It is close to the 40,000 average annual job growth of the last 50 years when the region experienced the development of the high technology industry and the finance sector.

This employment growth will be supported by strong housing production of about 770,000 units by 2040. This would represent an annual production of 27,000 units per year. The slow recovery of job growth and housing prices are expected to limit housing production in the near-term. This period should be addressed independently from the housing production of the later years. Assuming a suppressed housing production rate of 15,000 units from 2010-2015, this level of growth would increase to almost 30,000 units per year over the 2015-2040 timeframe. In comparison, historical rates were 20,000 per year from 1990-2010 and 36,000 averaging 1970, 1975, 1980, and 1985 rates, periods of much greenfield housing production.

The expected growth of 770,000 housing units by 2040 in the scenarios under discussion is lower than the equivalent one million units in Initial Vision Scenario. The former is the expected housing production while the latter reflects the housing need. The expected housing production addresses lower 2010 household and population counts (Census 2010), lower employment growth than previous forecasts, and reasonable assumptions on market trends, local and regional policies, and infrastructure.

This level of housing reflects a reasonable job to household ratio for the Bay Area and would consider a reasonable pace of recovery of the housing market. For these scenarios we are assuming a job to household ratio of 1.3 by 2040. This ratio is based on the regional average over the past six decades and is also similar to the present-day ratio. It could be expected that demographic shifts would lower this ratio over the next fifteen years as the baby boomer generation retires, but that it would rise again in the later years of the planning horizon.

Regional Growth: Households, Population, Employed Residents, Jobs, 2010 - 2040

	Core, Focused, and Outer Bay Area Growth Scenarios			Initial Vision Scenario
	2010	2040	Growth 2010-40	Growth 2010-40
<i>Households</i>	2,608,000	3,378,000	770,000	1,031,000
<i>Population</i>	7,151,000	9,236,000	2,085,000	2,432,000
<i>Employed residents</i>	3,153,000	3,974,000	821,000	1,338,000
<i>Jobs</i>	3,271,000	4,266,000	995,000	1,463,000

These scenario land development patterns will be supported by transportation scenarios that will vary the level of funding for “fix-it-first” maintenance, transit capacity improvements, roadway improvements, and bike/pedestrian funding.

3. REGIONAL EMPLOYMENT DISTRIBUTION

The region is experiencing a transformation in its economic activities and in its population composition, both of which have major land use implications. The very strong growth of knowledge-based activities at the intersection with urban amenities brings new strength to employment centers. These economic trends are parallel to some key emerging demographic changes: young professionals’ preferences for vital urban places instead of office parks, an increase in the ethnic diversity of the labor force and residents, and a major wave of retirement and increase in the senior population. Providing that the region can develop and implement a solid SCS, these changes provide an opportunity to strengthen the economic health, social equity, and sustainability of the Bay Area.

SCS tasks to support a healthy economy include:

- Provide the appropriate transit, affordable housing, and urban amenities to support the new wave of industries at urban locations and densified office parks.
- Support a diverse economy through public investments that support strategic sectors, and the retention and expansion of affordable housing close to major employment centers.
- Regain the economic vitality of regional centers, which lost employment over the past decades. Support increased densities and a mix of uses at suburban office parks, which have been major employment growth areas.
- Concentrate urban amenities and affordable housing in downtown areas and along transit corridors across the region.
- Maintain and increase the viability and productivity of industrial lands and agricultural resource areas.

For the purpose of the SCS Alternative Scenarios we have revised the total employment growth by 2040, the growth by industry, and the distribution by PDA and city. The rationale for this healthy economic growth in relation to population and housing growth will be discussed in a

separate memo. This report primarily focuses on growth by industry and distribution patterns based on the employment analysis developed by ABAG and MTC in collaboration with Strategic Economics.

Changes in the regional industrial composition

Starting in the 1970s the region experienced major employment growth in San Francisco's financial district and the emergence of Silicon Valley as the global center of high technology. In contrast to many other metropolitan regions for subsequent decades, the Bay Area's economic sectors developed through very distinct specialized clusters. In the years following the turn of the millennium the region has a more mature economic base with an economic sector composition that is closer to the national average.

Professional and business services and information jobs have become the major leading sectors in the regional economy. Over the last decades they have experienced sharp growth but they have also been the most impacted during periods of economic decline. These regional leading sectors have increased the demand for highly educated labor and provided high wage jobs. Educational and health services have displayed steady growth, but a more moderate level than professional services. These sectors have surpassed manufacturing, government administration, and retail employment. Over the next 30 years, educational and health services sectors are expected to continue their rate of growth. Professional and business services are expected to generate more than one third of the total regional growth by 2040.

Since the 1980s, these growing sectors have more than compensated the loss in manufacturing and finance jobs. During this period, much of the region's traditional manufacturing employment has relocated to low cost labor regions in Asia and Latin America. More recently despite steady growth in professional and business service jobs related to emerging technology industries, high tech manufacturing has also relocated out of Silicon Valley to lower cost locations. Changes in technology have also reduced labor requirements and increased productivity for the remaining manufacturing businesses. On the opposite spectrum of the economic sector location patterns, while the region continues to be an important financial center, finance employment jobs have been eliminated or relocated out of the Bay Area. The decline of these two sectors has resulted in a loss of middle-income jobs for the region. Looking forward to 2040, manufacturing and finance are not expected to significantly expand. However, they will remain essential and stable sectors in the regional economy and are expected to retain approximately the same employment size over the next 30 years.

The Bay Area is a major international destination for business and leisure travel. Leisure, hospitality and retail are growing employment sectors. In particular, leisure and hospitality employment has grown at a faster pace than retail, following the pattern of professional and business services. Both industry groups are expected to retain a steady growth over the next 30 years.

Changes in the regional spatial patterns

Over the past decades the Bay Area experienced a decline of employment at its major regional economic centers while suburban employment centers and office parks emerged and grew throughout the region. These spatial patterns were conditioned by the decline of the finance sector in San Francisco, the growth of the high technology sectors in Silicon Valley, the formation of the Tri-Valley business cluster supported by labor from lower housing cost communities in the eastern part of the Bay Area and the central valley, and the strengthening of medium size downtowns such as Walnut Creek, Santa Rosa and Berkeley.

The growth of professional services in close proximity to urban amenities, point toward a new wave of growth that could be accommodated at major economic centers and a demand for urban amenities, mixed-uses and higher densities at suburban employment locations. Analysis of employment and demographic trends indicates that the SCS can serve to support these emerging trends by increasing access to transit, affordable housing, and urban amenities at employment centers. The SCS would recognize the economic function of each place in the region and the potential they offer for the growth of selected industry groups, jobs and businesses. This recognition is also informed by the community choices on the function and qualities of their places. Some of the expected trends are described below.

▪ **Renewed regional centers**

Regional centers have reduced their office jobs as a share of the region from 49 percent in 1990 to 41 percent in 2010. Downtown San Francisco and Downtown Oakland also reduced their absolute employment levels. Downtown San Jose had a small increase. In the SCS Scenarios we expect a reversal of this trend. This is based on the rate and scale of growth of professional services urban entertainment, which brings a new economic vitality to the regional centers. Similar to the growth of the financial district in the 1970s, the Bay Area is attracting new businesses and workers that want to locate in close proximity to related firms, services and amenities. The new wave of businesses and young professionals' demand for building space prioritizes flexibility to adjust spaces to multiple functions and requires less office space per worker relative to the early growth of traditional downtown office space. The growth of health and educational services would also support the growth of regional centers.

▪ **Office parks:**

Office parks have been a dominant building pattern in the two suburban areas that experienced major growth in the Bay Area over the past several decades: Silicon Valley and the Tri-Valley. In the SCS Alternative Scenarios office park employment will continue to grow but at a slower pace than in recent decades. The emerging private shuttle services run by businesses, particularly in San Mateo and Santa Clara County are expected to grow and improve transit access while lessening, but not fully mitigating increased freeway traffic congestion related to employment growth. Growth in office park employment is limited in part by the capacity of the region's congested freeway network. Office parks in the Tri-Valley area would house more workers within their own jurisdictions, but will continue to draw from lower cost labor in the Central Valley. Some office parks would be transformed with additional office buildings and a mix of uses including housing.

- **Downtown areas and transit corridors**

The increasing need and desire for local services in close proximity to residential locations has led to a clustering of services along corridors and in small downtown areas over the past decades. The increasing size of the region's senior population will likely reinforce this trend over the next decades. The SCS Alternative Scenarios assume an increase in local serving jobs in Priority Development Areas proportional to housing growth in PDAs.

- **Industrial land**

The decline of the manufacturing and wholesale employment due to business relocation and changes in technology has resulted in a major contraction of those businesses in industrial areas. In many areas this has not resulted in vacant industrial land, but a different mix of businesses that are necessary to support the local and regional economies. In addition to basic services such as refuse collection or supply distribution, industrial lands are now occupied by a wide range of businesses from food processing to green industry manufacturing, and auto repair to high tech product development drawing employment from many sectors into traditional industrial lands. The SCS Alternative Scenarios assume limited but stable job growth in manufacturing, given retention of industrial land at core locations and an expanding array of production, distribution and repair activities.

- **Agricultural land**

The Bay Area has a wealth of agricultural land unparalleled among our nation's largest metropolitan regions that provides high quality agricultural products including diverse high-value crop production and its world-renowned wine industry. For the most part the region's remaining farmland is policy-protected from urban expansion. All of the counties outside of San Francisco have a growth management framework (e.g. urban growth boundaries, agricultural zoning, etc.) in place. The SCS Alternative Scenarios assume the retention of most agricultural land with some increase in productivity yielding modest employment growth.

Core Concentration, Focused Growth, and Outer Bay Area Growth Scenarios

Given the expected levels of regional growth, changes in the economic sector composition, and changes in the spatial patterns of employment location, the three alternative scenarios provide alternative land use development patterns based on various degrees of employment concentration. All scenarios assume nearly one million additional jobs in the region through 2040. They also assume the same growth rates by industry. The three scenarios assume slowing or reversal in the declining share of employment in Priority Development Areas experienced in previous decades. The three scenarios also assume some growth in local serving jobs proportional to the housing growth by PDAs.

The three employment scenarios are CONCEPTUAL scenarios to understand and assess distinct land use patterns in relation to housing and transit. Starting from the current distribution of employment and growth trends over previous decades, the scenarios add three factors: the concentration of jobs in PDAs, the concentration of knowledge-based jobs (Information, Finance, Professional & Business Services), and the link of local serving jobs (primarily Retail, some Health, Educational, and Recreational Services) to housing growth. They do not yet include input from local jurisdictions or analysis of land constraints, industrial cluster support, or

public and private investments. This input and analysis will be essential to develop the employment distribution for the Preferred Scenario.

Overview of job growth by scenario

	Core Concentration	Focused Growth	Outer Bay Area
Land use trends	Higher growth in major employment centers close to transit	Higher concentration of employment in PDAs than 2010	Continued trends of more growth in Outer Bay Area and more growth outside of PDAs
PDA job growth	Small increase of PDAs share of regional jobs over Focused Growth Scenario	Small increase of PDAs share of regional jobs over 2010	Decline of PDAs share of regional jobs over 2010
Knowledge-based jobs	Additional 15% in inner bay PDAs	Additional 10% across all PDAs	Decline in share of PDAs following previous trends
Local serving jobs	Follows housing growth, more jobs in inner bay area PDAs	Follows housing growth, distributed across all PDAs and jurisdictions	Follows housing growth, more jobs in outer bay area

Core Concentration Growth Scenario: This scenario assumes that the concentration of employment in PDAs across most economic sectors will remain as in 2010. Knowledge-based jobs will be more concentrated in regional centers, city centers, urban neighborhoods, and mixed-use neighborhoods in the Inner Bay Area places where jobs are concentrated today. Local serving jobs will follow housing in PDAs, which will be more concentrated in the Inner Bay Area.

Focused Growth Scenario: This scenario assumes that the concentration of employment in PDAs across most economic sectors will remain as in 2010. Knowledge-based and local serving jobs will be more concentrated in PDAs by 2040 than in 2010.

Outer Bay Area Growth Scenario: This scenario follows the growth trends from the previous 30 years but with lower rates of job dispersal. Regional Centers and large City Centers grow but slower than other Place Types, while Suburban Centers and office parks outside of PDAs continue to grow at higher rates than the regional average.

Employment by economic sector

The employment growth by economic sector is based on the forecast prepared by Caltrans and adjusted to the total regional growth established by ABAG and MTC. While the same level of growth by industry is assumed in the three scenarios, the distribution by city and PDA varies across scenarios.

Employment growth by economic sector 2010 - 2040

	Jobs 2010	Jobs 2040	Job growth 2010 – 2040	Annual Growth Rate 2010- 2040
<i>Total Jobs</i>	3,270,906	4,265,736	994,831	1.01%
<i>Agriculture and Natural Resources</i>	22,142	22,286	144	0.02%
<i>Manufacturing Wholesale and Transportation</i>	543,974	659,580	115,606	0.71%
<i>Retail</i>	325,168	402,036	76,868	0.79%
<i>Professional and Business Services / Finance</i>	774,502	1,153,879	379,378	1.63%
<i>Health, Education, Recreation Services</i>	853,755	1,106,095	252,340	0.99%
<i>Other: Information, Government, Construction</i>	751,365	921,860	170,495	0.76%

Distribution of Employment

The employment distribution for 2010 is based on NETS data (See appendix for description of data sources). This data provides employment information by location of a business establishment. This is a high level of geographical resolution, which allows us to capture the employment by PDA more accurately than previous zip code data.

In 2010, it was estimated that PDAs encompassed an estimated 1,586,000 or 48 percent of jobs regionwide. This is 5 percent lower than the PDA share in 1990 according to ABAG analysis of the NETS data. The three scenarios assume different shares of jobs in PDAs as indicated below. Following previous trends but at a slower pace, the Outer Bay Area Scenario assumes a lower PDA share of total jobs in 2040 than in 2010. The Focused Growth and Core Concentration Growth Scenarios both assume a higher concentration of jobs in PDAs in 2040 than in 2010.

Job Share in PDAs by Scenario: Past and Future Trends 1990 – 2010 – 2040

	Core Concentration	Focused Growth	Outer Bay Area
<i>PDA Job Share 1990</i>	53%	53%	53%
<i>PDA Job Share 2010</i>	48%	48%	48%
<i>PDA Job Share 2040</i>	51%	50%	48%
<i>PDA Job Growth Share 2010-2040</i>	58 %	55 %	47 %

Within PDAs, the distribution of jobs varies according to sector and Place Type. The Outer Bay Area Scenario retains a similar distribution in 2010 and 2040 except for the local serving jobs, which shifts according to housing growth. The Focused Growth Scenario increases knowledge-based jobs across all PDAs. The Core Concentration Growth Scenario increases knowledge-based jobs in regional centers, city centers, urban neighborhoods, and mixed-use corridors in the inner Bay Area.

Share of Regional Job Growth in PDA by Industry Group by Scenario 2010 – 2040

	Core Concentration	Focused Growth	Outer Bay Area
<i>Total region</i>	58%	55%	47%
<i>Agriculture and Natural Resources</i>	27%	27%	27%
<i>Manufacturing Wholesale and Transportation</i>	43%	43%	39%
<i>Retail</i>	61%	58%	55%
<i>Professional services/Finance</i>	65%	60%	45%
<i>Health, Education, Recreation Services</i>	48%	48%	47%
<i>Other: Information, Government, Construction</i>	67%	63%	51%

Share of Regional Job Growth in PDA by Place Type by Scenario 2010 – 2040

	Core Concentration	Focused Growth	Outer Bay Area
Total PDA/GOA Jobs	58.3%	55.3%	46.9%
Inner Bay			
Regional Center	21.4%	19.0%	12.5%
City Center	4.4%	3.9%	4.0%
Suburban Center	1.0%	1.1%	1.0%
Transit Town Center	2.6%	2.7%	2.9%
Urban Neighborhood	5.1%	4.6%	3.5%
Transit Neighborhood	2.3%	2.5%	1.8%
Mixed-Use Corridor	13.3%	12.1%	11.1%
Employment Center	1.4%	1.5%	1.2%
Outer Bay			
Regional Center	0.0%	0.0%	0.0%
City Center	0.7%	0.8%	0.8%
Suburban Center	2.0%	2.2%	2.5%
Transit Town Center	1.7%	1.9%	1.8%
Transit Neighborhood	0.8%	0.9%	1.3%
Mixed-Use Corridor	1.4%	1.6%	1.9%
Employment Center	0.2%	0.2%	0.3%
Rural Town Center	0.1%	0.2%	0.1%
Rural Mixed-Use Corridor	0.0%	0.0%	0.0%

Share of Regional Professional and Business Services / Finance Job Growth in PDA by Place Type by Scenario 2010 – 2040

	Core Concentration	Focused Growth	Outer Bay Area
Total PDA/GOA Jobs	65.1%	60.0%	45.4%
<u>Inner Bay</u>			
Regional Center	29.5%	25.3%	12.8%
City Center	4.7%	4.0%	5.1%
Suburban Center	0.7%	0.9%	1.4%
Transit Town Center	2.0%	2.4%	2.9%
Urban Neighborhood	4.7%	4.0%	2.8%
Transit Neighborhood	1.9%	2.3%	0.7%
Mixed-Use Corridor	14.3%	12.3%	11.5%
Employment Center	1.2%	1.5%	0.9%
<u>Outer Bay</u>			
Regional Center	0.0%	0.0%	0.0%
City Center	0.7%	0.8%	0.9%
Suburban Center	1.9%	2.2%	1.9%
Transit Town Center	1.5%	1.8%	1.1%
Transit Neighborhood	0.6%	0.7%	1.4%
Mixed-Use Corridor	1.1%	1.4%	1.5%
Employment Center	0.2%	0.3%	0.4%
Rural Town Center	0.1%	0.2%	0.2%
Rural Mixed-Use Corridor	0.0%	0.0%	0.0%

Share of Regional Retail Job Growth in PDA by Place Type by Scenario 2010 – 2040

	Core Concentration	Focused Growth	Outer Bay Area
Total PDA/GOA Jobs	61.3%	57.9%	55.0%
Inner Bay			
Regional Center	10.2%	9.2%	9.5%
City Center	4.7%	4.4%	4.2%
Suburban Center	3.2%	3.0%	3.2%
Transit Town Center	5.3%	4.8%	3.6%
Urban Neighborhood	5.1%	4.4%	3.6%
Transit Neighborhood	4.5%	4.0%	3.3%
Mixed-Use Corridor	16.2%	14.7%	12.1%
Employment Center	0.6%	0.6%	0.6%
Outer Bay			
Regional Center	0.2%	0.2%	0.2%
City Center	0.9%	1.2%	1.2%
Suburban Center	4.1%	4.3%	6.3%
Transit Town Center	2.2%	2.2%	1.9%
Transit Neighborhood	1.7%	1.9%	2.0%
Mixed-Use Corridor	2.3%	2.7%	2.8%
Employment Center	0.1%	0.1%	0.1%
Rural Town Center	0.1%	0.1%	0.1%
Rural Mixed-Use Corridor	0.0%	0.0%	0.1%

Job Growth by County and PDA by Scenario 2010 – 2040

	PDA Jobs			County Jobs		
	Core Concentration	Focused Growth	Outer Bay Area	Core Concentration	Focused Growth	Outer Bay Area
Alameda	106,300	104,000	93,500	203,800	203,700	216,300
Contra Costa	38,000	41,300	46,500	96,400	104,900	126,300
Marin	6,000	6,800	7,900	31,700	34,600	35,900
Napa	300	300	300	14,600	15,600	22,000
San Francisco	206,500	178,000	127,000	206,900	179,100	127,000
San Mateo	41,900	40,300	35,200	99,600	104,000	112,700
Santa Clara	159,300	154,000	129,300	254,200	257,400	247,400
Solano	6,600	7,300	7,500	42,000	46,200	50,200
Sonoma	15,600	17,600	19,700	45,500	49,200	57,100
TOTAL	580,400	549,700	467,000	994,800	994,800	994,800

4. REGIONAL HOUSING DISTRIBUTION

The three scenarios, Core Concentration, Focused Growth and Outer Bay Area Growth, address the distribution of 771,000 households by 2040 through alternative land use patterns. Each of these scenarios relates to the employment growth and the three distribution patterns described in the previous section. Levels of household growth are specifically linked to the concentration of knowledge-based and local serving jobs. The three scenarios support healthy economic growth by 2040.

Shifting from the dominant development trend of single-family homes in greenfield areas over the last three decades, the three scenarios assume a higher concentration of households within multi-family housing at transit nodes and corridors with appropriate services and stores. Most of the growth is expected to be accommodated through 3 to 6 story wood-frame buildings, with the exception of major downtown areas where steel-frame buildings of more than 10 stories would be constructed.

The scenarios vary in the overall share of households in PDAs as well as by Place Type and city. The distribution of household growth is based on local input and regional criteria established through the densities and scale of Place Types, transit service, employment, and net low-income commuters. In addition, in the three scenarios each city is expected to reach a minimum household growth equivalent to 40 percent of its household formation. This last factor comes from the Regional Housing Need Allocation methodology for 2014-2022, which identifies the housing needs by city to be addressed through local plans and zoning controls.

Local plans and their proposed housing growth are an important component in the distribution of household growth. Local input on household growth from each jurisdiction was utilized in at least one of the three scenarios.

The PDAs and the growth factors directly addressed equity in the SCS. This final approach to the alternative scenarios is the result of in-depth interactions with equity groups. PDAs cover a wide range of neighborhoods with diverse income levels, infrastructure needs, and transit service. Regional staff worked closely with local jurisdictions to identify neighborhoods appropriate for PDA designation that need public investment for current and future populations as well as areas that are ready to accommodate additional housing. Two growth factors are directly linked to equity. The low-income net in-commuters' factor recognizes the potential of cities with high employment and limited affordable housing to accommodate future household growth. Similarly, the minimum growth floor of 40 percent of jurisdictions' household formation level allows cities with good services to accommodate a portion of their own population growth.

In order to appropriately address equity in the SCS, ABAG and MTC will conduct a thorough assessment of regional income levels and distribution. This report only includes some minor revisions to the income distribution factors used in Projections 2009. Current regional economic changes in the type of businesses, jobs, and labor indicate some regional income polarization. This task requires detailed attention and will be a priority over the next several weeks in preparation for the draft Preferred Scenario.

Overview of household growth by scenario

	Core Concentration	Focused Growth	Outer Bay Area
Land use trends	More growth in PDAs, particularly in Inner Bay Area's major employment centers and transit nodes	Growth throughout regional transit corridors and job centers	Less growth in PDAs, more growth in Outer Bay Area along transit corridors.
Growth factors	Transit service Employment Net low-income commuters		
Minimum level of growth	40% of the expected household formation rate for each jurisdiction		
PDA household growth	Based on Focused Growth Scenario, increase household growth by 20% in Inner Bay Area, plus or minus housing value factor	Growth within PDAs based on minimum level of growth by Place Type.	Based on Focused Growth Scenario, increase household growth by 5 to 30% in Outer Bay Area depending on job growth

Core Concentration Growth Scenario: This scenario assumes a concentration of households in PDAs and jurisdictions in the Inner Bay Area to take advantage of the core transit network.

Focused Growth Scenario: This scenario assumes focused household growth in PDAs throughout the region's transit corridors.

Outer Bay Area Growth Scenario: Closer to recent development trends than the other two scenarios, this scenario assumes more growth of households in the Outer Bay Area in relation to the employment growth by jurisdiction.

The three scenarios vary in their share of PDA household growth from 67 to 79 percent of all regional growth. PDAs currently account for 24 percent of all households in the region. The PDA share of households increases to between 34 and 37 percent of all households in the three scenarios.

Households in PDAs by Scenario: Current and Future Trends 2010 – 2040

	Core Concentration	Focused Growth	Outer Bay Area
<i>PDA households 2010</i>	634,730	634,730	634,730
<i>PDA households 2040</i>	1,239,900	1,187,740	1,154,970
<i>PDA households growth 2010-2040</i>	605,170	553,010	520,270
<i>PDA share of total households 2040</i>	37%	35%	34%
<i>PDA household growth share 2010-2040</i>	79%	72%	67%

In the Core Concentration Growth Scenario, Inner Bay Area jurisdictions for the most part experience a greater concentration of growth within their PDAs than in the Focused Growth Scenario, whereas in the Outer Bay Area Scenario growth is less concentrated in the PDAs. In each of the scenarios, the 40 percent housing growth threshold has a considerable affect on some of the smaller residential communities throughout the region.

The concentration of households varies by Place Type. In each scenario, the greatest share of regional growth is within the Mixed-Use Corridors, followed by Regional Centers. The Core Concentration Growth Scenario brings a higher concentration of households at Regional Centers, City Centers, Urban Neighborhoods, and Mixed-Use Corridors. This includes downtown areas in Oakland, San Francisco and San Jose and the San Pablo, Mission, and El Camino transit corridors. The Transit Town Centers and Transit Neighborhoods also play an important role in the Core Concentration Growth Scenario, as many of the PDAs along the core transit network in the Inner Bay Area have these Place Types. In the Focused Growth and Outer Bay Area scenarios, growth is more evenly distributed across all Place Types. The Outer Bay Area Growth Scenario shows higher growth in suburban centers such as the Dublin, Livermore, and San Ramon PDAs

Share of Regional Household Growth in PDA by Place Type by Scenario 2010 – 2040

	Core Concentration	Focused Growth	Outer Bay Area
Total PDA/GOA Share of Households	37%	35%	34%
Regional Center	12.6%	11.2%	10.3%
City Center	8.4%	8.3%	7.7%
Suburban Center	8.3%	8.3%	8.5%
Urban Neighborhood	7.3%	6.1%	5.1%
Transit Town Center	11.2%	9.9%	9.8%
Transit Neighborhood	10.2%	9.3%	9.2%
Mixed-Use Corridor	20.2%	18.3%	16.6%
Employment Center	0.1%	0.0%	0.1%
Rural Town Center	0.1%	0.1%	0.1%
Rural Mixed-Use Corridor	0.2%	0.2%	0.2%

The distribution of growth by county varies according to their transit access and the relationship of the county to the Inner and Outer Bay Area. Alameda, San Francisco, San Mateo, and Santa Clara, counties have high levels of existing transit service and are primarily within the Inner Bay Area. As a result these counties have more growth in the Core Concentration Growth Scenario. North Bay Counties—Marin, Napa, Solano and Sonoma— and much of Contra Costa County are identified as part of the Outer Bay Area and many of their cities have limited transit access. Thus they display higher growth in the Outer Bay Area Growth Scenario.

Household Growth by County and PDA by Scenario 2010 – 2040

	PDA Households			County Households		
	Core Concentration	Focused Growth	Outer Bay Area	Core Concentration	Focused Growth	Outer Bay Area
Alameda	132,610	121,050	111,740	167,750	172,990	164,300
Contra Costa	66,790	67,510	72,650	96,880	110,930	136,550
Marin	4,100	6,380	6,690	10,100	11,260	13,250
Napa	1,660	1,660	1,740	5,520	6,290	7,170
San Francisco	105,110	85,940	71,900	110,640	90,470	76,430
San Mateo	54,820	44,130	40,810	72,110	68,570	61,700
Santa Clara	205,960	182,220	167,280	245,990	242,060	227,120
Solano	15,440	16,390	17,230	28,740	30,860	38,690
Sonoma	18,680	27,730	30,230	33,080	37,380	45,620
TOTAL	605,170	553,010	520,270	770,810	770,810	770,830

5. NEXT STEPS

The three land use scenarios presented in this report provide the preliminary analysis for the development of the SCS Preferred Scenario. The following additional tasks are pending to inform the Preferred Scenario and will be developed this fall 2011.

1. Land use analysis
 - Further analysis of regional employment and population growth
 - Further analysis of income forecast and distribution
2. Policy Development to support the Preferred Scenario
 - Housing production
 - Infill development investments
 - Transit access
 - Complete Communities
3. Transportation network analysis
4. Performance targets results for the three Alternative Land Use Scenarios
5. Gather input from local jurisdictions and stakeholders to inform development of the Preferred Scenario

APPENDIX I

1. EMPLOYMENT DISTRIBUTION DATA AND METHODOLOGY

Data Sources

California Department of Transportation Sector Forecast (Caltrans)

Caltrans uses an econometric model to project employment by industry out to 2040 for each county in California. The agency's model uses variables and assumptions taken from the UCLA Anderson Forecast and historic employment data from EDD. The most recent projections were released in March 2010. In comparison, the most recent EDD and BLS projections available date from 2008 and 2009. A complete description of the 2010 Caltrans projection methodology and data out to 2035 (2040 data was provided upon request) is available at:

http://www.dot.ca.gov/hq/tpp/offices/ote/socio_economic.html.

Walls & Associates / Dun and Bradstreet (NETS)

Walls & Associates converts Dun and Bradstreet archival establishment data into a time-series database of establishment information called the National Establishment Times-Series (NETS) Database. ABAG has analyzed the NETS data to provide information on the spatial distribution of jobs at the jurisdiction and PDA level by employment sector, as well as changes in spatial distribution at these geographies from 1989-2009. More information on the NETS data is available at: <http://www.youreconomy.org/nets/?region=Walls>

Methodology

2010 Employment

Current employment is based on total jobs established for the Current Regional Plans and Initial Vision Scenario and the Caltrans breakdown by employment sector for the region for 2010. NETS 2009 data is used to distribute jobs by geography for each sector.

Scenario Employment Distribution

The Caltrans forecast – scaled to match the regional constrained employment total established for the three alternative scenarios – was used for the regional growth by employment sector for all three scenarios. Each scenario follows two basic steps for then distributing employment growth by geography for each sector.

1. As a baseline, Focused Growth and Core Concentration Growth Scenarios maintain 2010 employment distribution by Place Type and county into the future and Outer Bay Area Growth Scenarios slows down the 1989-2009 trends in distribution of jobs by Place Type and county.
2. A portion of local-serving jobs and knowledge-based jobs are then distributed to follow the investments and growth pattern for each scenario.

Core Concentration Growth Scenario

The Core Concentration Growth Scenario starts with a baseline of maintaining 2010 employment distribution by sector by geography. 50% of new Retail jobs and 10% of new Health, Educational, and Recreational Services jobs were then allocated by PDA and by jurisdiction in conjunction with the housing growth distribution, reflecting a share of local-serving jobs that follows the housing growth in the Core Concentration scenario. An additional 15% of new Information, Professional & Business Services, and Government jobs were located in Inner Bay PDA locations that were Regional Center, Mixed-Use Corridor, City Center, and Urban Neighborhood Place Types. This reflects a further concentration in these sectors into the transit-served locations where they are already concentrated, corresponding to a stronger agglomeration of the knowledge-based and other vertical-office-user jobs into these core areas. These additional office jobs were also allocated to the corresponding jurisdiction.

Focused Growth Scenario

The Focused Growth Scenario also starts with a baseline of maintaining 2010 employment distribution by sector by geography. 50% of new Retail jobs and 10% of new Health, Educational, and Recreational Services jobs were again allocated by PDA and by jurisdiction in conjunction with the housing growth distribution in the Focused Growth Scenario. The Focused Growth Scenario also includes an additional 10% of new Information, Professional & Business Services, and Government jobs locating in PDA locations, reflecting a further consolidation of office uses in PDAs. These additional office jobs were distributed to PDAs throughout the region in proportion to their existing share of these sectors.

Outer Bay Area Growth Scenario

The Outer Bay Area Growth Scenario starts with a baseline that slows the 1989-2009 trend in job distribution by PDA Place Type (for the PDA distribution) and by County (for the jurisdiction distribution). In general this exhibits higher growth in the outer bay counties and slower growth in PDAs overall and a shift in share from inner bay PDAs to outer bay PDAs. As in the other two scenarios, 50% of new Retail jobs and 10% of new Health, Education, and Recreation jobs were allocated by PDA and by jurisdiction to match the housing growth distribution in the Outer Bay Area Growth Scenario. In this scenario, no additional office jobs were added to PDA locations. However, for the counties with both inner and outer bay designations (Alameda, Contra Costa, and Santa Clara counties), a share of Professional & Business Services jobs were reallocated from the inner bay to outer bay jurisdictions to reflect the trend in greater dispersal of jobs within these counties.

2. HOUSING DISTRIBUTION METHODOLOGY AND DATA

Data Sources

U. S. Census Bureau – 2010 Census

U. S. Census Bureau – Longitudinal Employment and Household Dynamics (LEHD)

MTC Transit Coverage and Frequency by City

Methodology

Scenario Housing Distribution

Each scenario was developed based on the three key components.

1. ***Growth in Priority Development Areas:*** PDAs define a sustainable and equitable development framework for the SCS. Local and regional efforts support the development of PDAs as complete communities with the appropriate level of services and urban amenities for the current and future residents and workers. The minimum level of growth for each Place Type and local input were used as a basis for the level of growth in the PDAs.
2. ***Growth by local jurisdiction:*** At the city level, jurisdictions' housing levels were based on Projections 2009, with adjustments based on the 2010 Census and local feedback. Household growth by city was determined based on job concentration, transit service, and existing population and jobs. In addition, a factor based on low-wage commuters was applied to the distribution of housing in order to improve access to employment centers served by transit for low-wage workers.
3. ***Growth pattern informed by the Regional Housing Need Allocation (RHNA):*** The scenarios utilized the proposed RHNA approach¹ for setting a minimum level of growth in the jurisdictions to ensure each jurisdiction is doing a reasonable amount of fair share housing to meet the region's housing need. A minimum housing growth threshold for each jurisdiction was set at 40 percent of its household formation growth. The scenarios assume that RHNA, as a short term housing strategy through local general plans, will shape the long term development pattern through a minimum housing floor (jurisdictions would accommodate at least 40 percent of their future household formation). The income distribution component of the proposed RHNA methodology, which is intended to address housing affordability (whereby jurisdictions would move towards the regional distribution of income groups), was not applied for the scenarios. Analysis of regional income levels and distribution is pending.

¹ The Regional Housing Needs Allocation (RHNA) is a state mandated process for determining how many housing units, including affordable units, each community must plan to accommodate. See http://www.onebayarea.org/plan_bay_area/housing.htm for more information on RHNA.

Transit and Employment Criteria for Housing Distribution

TRANSIT TYPE	EXISTING JOB CENTER (10,000+ JOBS)	FOCUSED GROWTH 2035 HOUSING
BART, Muni Metro, VTA Light Rail	Yes	Increase to low-range Place Type density plus 25%
BART, Muni Metro, VTA Light Rail	No	Increase to low-range Place Type density plus 20%
Caltrain	Yes	Increase to low-range Place Type density plus 25%
Caltrain	No	Increase to low-range Place Type density plus 20%
ACE, Capitol Corridor, SMART, eBART, Dumbarton Rail	Yes	Increase to low-range Place Type density plus 10%
ACE, Capitol Corridor, SMART, eBART, Dumbarton Rail	No	Increase to low-range Place Type density plus 5%
BRT Corridors: El Camino Real, San Pablo Avenue, E.14th Street/Mission Bvd	Yes	Increase to low-range Place Type density plus 5%
BRT Corridors: El Camino Real, San Pablo Avenue, E.14th Street/Mission Bvd	No	Increase to low-range Place Type density
PDA's not on major corridors	Yes	Increase to low-range Place Type density plus 10%
PDA's not on major corridors	No	Increase to min Place Type density minus 10%

Focused Growth Scenario

For the Focused Growth Scenario, the level of growth in a PDA was taken as the higher of:

- a. the planned level of growth in the PDA, based on jurisdictional feedback on the Initial Vision Scenario, and
- b. the minimum level of growth based on the PDA's Place Type.

The minimum level of growth for a PDA was calculated by multiplying the minimum density for the PDA's Place Type by the redevelopable acreage in the PDA, which was assumed to be 10% of net acreage. The minimum density for each PDA was scaled up or down based on transit tiers and whether the PDA is an existing job center containing 10,000+ jobs. The table below shows the distribution rules for each transit tier/job center combination. If the planned level of growth

in a PDA was lower than the minimum calculated for its Place Type, the growth for that PDA was increased to the calculated minimum.

At the city level, the share of growth within each jurisdictions' PDAs was capped at 95 percent of the jurisdiction's total growth.

Core Concentration Growth Scenario

For the Core Concentration Growth Scenario, growth was shifted to PDAs in the Inner Bay Area. First, housing growth was increased by 20 percent above Focused Growth Scenario levels for these PDAs. Next, housing levels were adjusted up or down based on a housing value factor for each jurisdiction. The housing value adjustment ranged from +15 to -15 percent, based on median home value. ABAG reduced growth in Outer Bay Area PDAs to the desired levels stated by local jurisdictions in their Initial Vision Scenario feedback.

At the city level, housing growth within the Outer Bay Area jurisdictions was reduced to account for the re-distribution of housing to Inner Bay Area PDAs. Housing levels in Inner Bay Area jurisdictions were kept at their Focused Growth Scenario levels or were increased slightly to account for an increase in their PDAs' housing levels, with the share of growth within each jurisdictions' PDAs capped at 95 percent of the jurisdiction's total growth.

Outer Bay Area Growth Scenario

To create the Outer Bay Area Growth Scenario, ABAG first estimated the potential job increase to each jurisdiction. ABAG continued the region's trend in recent decades of jobs shifting from inner to outer counties and from PDAs to outer areas. Within Alameda, Santa Clara and Contra Costa Counties, a share of professional and business growth was also shifted from the Inner Bay Area to Outer Bay Area jurisdictions.

ABAG increased housing growth in those Outer Bay Area jurisdictions that saw significant job growth. Outer Bay Area jurisdictions that had more than 3,000 new jobs received a 30% increase in housing growth in their PDAs over the Focused Growth Scenario, those that grew by 1,000 to 3,000 jobs received a 10% increase in their PDAs, and those that grew by less than 1,000 jobs received a 5% increase.

ABAG reduced growth in Inner Bay Area PDAs to the desired levels stated by local jurisdictions in their Initial Vision Scenario feedback. However, since the City and County of San Francisco did not request a reduction from the Initial Vision Scenario, ABAG reduced each San Francisco PDA's housing growth by 20%.

At the city level, Inner Bay Area jurisdictions' housing units were reduced to desired levels. These housing units were re-distributed to the Outer Bay Area jurisdictions based on each jurisdiction's share of regional growth. Outer Bay Area jurisdiction growth levels may also have increased to account for an increase in units within their PDAs. The share of jurisdictional growth in PDAs within the Outer Bay Area jurisdictions was capped at 85 percent.

Transportation Assumptions

The following transportation network assumptions, based in part on local jurisdictional feedback on the Initial Vision Scenario, were used to develop the three scenarios:

	Core Concentration	Focused Growth	Outer Bay Area
<i>Bus service</i>	<ul style="list-style-type: none"> ▪ Increased frequency and capacity within Inner Bay and along main corridors ▪ Bus Rapid Transit service on El Camino Real and E.14th Street/ Mission Blvd. 	<ul style="list-style-type: none"> ▪ Increased frequency and capacity within Inner Bay and along main corridors ▪ Bus Rapid Transit service on El Camino Real, San Pablo Ave, and E.14th Street/ Mission Blvd. 	<ul style="list-style-type: none"> ▪ Increased frequency and capacity along main corridors and improved local bus service.
<i>Rail</i>	<ul style="list-style-type: none"> ▪ Increased frequency and capacity along core network ▪ Expansion of commuter rail systems in Inner Bay 	<ul style="list-style-type: none"> ▪ Increased frequency and capacity along core network ▪ Expansion of commuter rail systems 	<ul style="list-style-type: none"> ▪ Expansion of commuter rail systems in Outer Bay
<i>Commute patterns</i>	<ul style="list-style-type: none"> ▪ Increase transit trips within and between West Bay and East Bay. ▪ Reduce number of auto trips 	<ul style="list-style-type: none"> ▪ Increase transit trips within and between West Bay and East Bay. ▪ Reduce number of auto trips 	<ul style="list-style-type: none"> ▪ Reduce length of auto trips

APPENDIX II: TABLES

- Employment Growth by PDA and Jurisdiction
- Household Growth by PDA and Jurisdiction

Employment Growth by PDA and Jurisdiction

KEY
<i>Jurisdiction (Bold Italic)</i>
Priority Development Area
<i>Growth Opportunity Area (Italics)</i>

Alameda County

Jurisdiction or Area Name	Place Type	2010 Total Jobs	Core Concentration 2010-2040 Job Growth	Focused 2010-2040 Job Growth	Outer Bay Area 2010-2040 Job Growth
Alameda		26,480	7,570	8,220	7,870
Naval Air Station	Transit Town Center	1,310	770	770	830
<i>Northern Waterfront</i>	<i>Transit Neighborhood</i>	1,290	460	470	260
Albany		5,070	1,410	1,350	1,000
<i>San Pablo Avenue & Solano Avenue</i>	<i>Mixed-Use Corridor</i>	2,880	920	830	560
Berkeley		73,780	22,300	22,100	21,430
Adeline Street	Mixed-Use Corridor	940	310	280	250
Downtown	City Center	14,220	6,750	5,970	6,240
San Pablo Avenue	Mixed-Use Corridor	2,430	730	690	670
South Shattuck	Mixed-Use Corridor	1,000	280	250	160
Telegraph Avenue	Mixed-Use Corridor	1,700	570	530	500
University Avenue	Mixed-Use Corridor	1,680	520	480	450
Dublin		17,490	4,950	5,520	9,890
Downtown Specific Plan Area	Suburban Center	4,620	1,030	1,130	1,400
Town Center	Suburban Center	320	220	220	270
Transit Center	Suburban Center	0	160	170	200
Emeryville		16,350	6,010	5,660	5,290
Mixed-Use Core	City Center	11,490	4,630	4,190	4,650
Fremont		89,280	26,360	26,320	27,770
Centerville	Transit Neighborhood	2,980	1,140	1,230	670
City Center	City Center	16,300	7,070	6,330	6,630
Irvington District	Transit Town Center	2,670	890	930	1,020
<i>Ardenwood Business Park</i>	<i>Employment Center</i>	1,970	610	680	530
<i>Fremont Boulevard & Warm Springs Boulevard Corridor</i>	<i>Mixed-Use Corridor</i>	9,710	3,350	3,050	2,910
<i>Fremont Boulevard Decoto Road Crossing</i>	<i>Mixed-Use Corridor</i>	270	90	90	80
<i>South Fremont/Warm Springs</i>	<i>Suburban Center</i>	7,940	1,990	2,060	1,940
Hayward		63,960	16,050	16,650	17,440
Downtown	City Center	6,200	1,950	1,790	1,820
South Hayward BART	Mixed-Use Corridor	330	140	140	120
South Hayward BART	Urban Neighborhood	480	320	300	280
The Cannery	Transit Neighborhood	1,190	360	400	320
<i>Carlos Bee Quarry</i>	<i>Mixed-Use Corridor</i>	0	40	40	40
<i>Mission Corridor</i>	<i>Mixed-Use Corridor</i>	1,450	470	440	410
Livermore		47,200	13,540	15,090	20,130
Downtown	Suburban Center	2,870	910	960	1,180
Vasco Road TOD	Suburban Center	5,910	1,220	1,410	1,790
Newark		16,820	4,170	4,440	4,420
Dumbarton Transit Oriented Development	Transit Town Center	1,200	370	370	380
Old Town Mixed Use Area	Transit Neighborhood	180	70	70	50
<i>Cedar Boulevard Transit</i>	<i>Transit Neighborhood</i>	170	100	90	70
<i>Civic Center Re-Use Transit</i>	<i>Transit Neighborhood</i>	510	150	160	200
Oakland		196,600	64,390	58,930	57,160
Coliseum BART Station Area	Transit Town Center	5,450	1,520	1,610	1,680
Downtown & Jack London Square	Regional Center	92,180	34,070	35,210	26,080
Eastmont Town Center	Urban Neighborhood	3,570	1,270	1,130	790
Fruitvale & Dimond Areas	Urban Neighborhood	8,490	2,920	2,690	2,190
MacArthur Transit Village	Urban Neighborhood	10,460	3,270	3,110	2,570
Transit Oriented Development Corridors	Mixed-Use Corridor	33,650	12,620	11,540	10,960
West Oakland	Transit Town Center	7,570	2,370	2,390	2,660
Piedmont		2,100	610	690	330
Pleasanton		52,510	14,580	16,150	21,510
Hacienda	Suburban Center	9,870	3,720	4,290	4,400
San Leandro		39,350	10,750	10,800	11,300
Bay Fair BART Transit Village	Transit Town Center	1,470	340	360	350
Downtown Transit Oriented Development	City Center	7,910	3,220	2,890	2,960
East 14th Street	Mixed-Use Corridor	7,500	2,660	2,390	2,300
Union City		19,260	4,650	4,790	4,620
Intermodal Station District	City Center	340	160	150	160
<i>Mission Boulevard</i>	<i>Mixed-Use Corridor</i>	20	20	20	20
<i>Old Alvarado</i>	<i>Mixed-Use Corridor</i>	470	210	190	180
Alameda County Unincorporated		23,480	6,420	6,960	6,170
<i>Castro Valley BART</i>	<i>Transit Neighborhood</i>	2,030	530	560	330
<i>East 14th Street and Mission Boulevard Mixed Use Corridor</i>	<i>Mixed-Use Corridor</i>	2,390	770	710	670

Employment Growth by PDA and Jurisdiction

Contra Costa County

Jurisdiction or Area Name	Place Type	2010 Total Jobs	Core Concentration 2010-2040 Job Growth	Focused 2010-2040 Job Growth	Outer Bay Area 2010-2040 Job Growth
Antioch		19,910	5,140	5,560	6,900
Hillcrest eBART Station	Suburban Center	20	150	170	170
Rivertown Waterfront	Transit Town Center	3,910	1,060	1,190	1,200
Brentwood		8,370	2,470	2,750	3,480
Clayton		2,280	610	670	1,000
Concord		50,570	13,890	15,070	18,900
Community Reuse Area	Regional Center	170	220	230	300
Community Reuse Area	Transit Neighborhood	0	550	600	710
Downtown BART Station Planning Area	City Center	6,910	2,160	2,400	2,550
North Concord BART Adjacent Employment Center	Employment Center	5,940	1,590	1,770	2,680
West Downtown Planning Area	Mixed-Use Corridor	3,300	1,010	1,140	1,380
Danville		12,750	3,490	3,780	4,850
El Cerrito		6,550	1,880	1,870	1,680
San Pablo Avenue Corridor	Mixed-Use Corridor	3,480	920	850	680
Hercules		4,390	1,400	1,500	1,970
Central Hercules	Transit Neighborhood	900	400	450	590
Waterfront District	Transit Town Center	1,280	400	430	450
Lafayette		10,330	2,990	3,280	4,200
Downtown	Transit Town Center	6,180	1,770	1,930	1,740
Martinez		32,020	6,960	7,860	8,860
Downtown	Transit Neighborhood	6,820	1,660	1,910	2,730
Moraga		4,180	1,270	1,380	1,890
Moraga Center	Transit Town Center	1,200	460	520	400
Oakley		3,760	1,130	1,210	2,110
Downtown	Transit Town Center	580	210	230	210
Employment Area	Suburban Center	730	220	230	270
Potential Planning Area	Transit Neighborhood	300	180	190	250
Orinda		5,200	1,560	1,730	2,350
Downtown	Transit Town Center	2,750	840	950	790
Pinole		6,600	1,740	1,870	2,490
Appian Way Corridor	Suburban Center	2,460	660	690	840
Old Town	Transit Town Center	1,410	360	390	400
Pittsburg		16,710	4,510	4,820	5,960
Downtown	Transit Neighborhood	1,560	620	650	1,010
Pittsburg/Bay Point BART Station	Transit Town Center	150	200	220	200
Railroad Avenue eBART Station	Transit Town Center	6,500	1,670	1,820	1,860
Pleasant Hill		19,490	6,080	6,760	8,440
Buskirk Avenue Corridor	Mixed-Use Corridor	3,510	1,170	1,360	1,680
Diablo Valley College	Transit Neighborhood	2,950	1,610	1,910	3,550
Richmond		34,290	10,130	10,220	8,720
Central Richmond	City Center	6,250	2,540	2,310	2,280
South Richmond	Transit Neighborhood	6,600	1,880	2,060	1,420
23rd Street	Mixed-Use Corridor	320	140	140	130
San Pablo Avenue Corridor	Mixed-Use Corridor	1,910	900	810	780
San Pablo		8,000	2,050	2,150	2,700
San Ramon		42,110	10,930	12,130	14,820
City Center	Suburban Center	11,290	1,980	2,190	2,830
North Camino Ramon	Transit Town Center	10,720	3,490	3,870	3,670
Walnut Creek		50,600	13,690	15,290	18,610
West Downtown	Suburban Center	7,410	2,670	3,060	3,050
Contra Costa County Unincorporated		14,740	4,500	4,930	6,380
Contra Costa Centre	Mixed-Use Corridor	3,470	890	1,050	1,200
Downtown El Sobrante	Mixed-Use Corridor	970	280	290	370
North Richmond	Transit Neighborhood	1,850	520	540	760
Pittsburg/Bay Point BART Station	Transit Neighborhood	400	340	360	420
West Contra Costa Transportation Advisory Committee: San Pablo Avenue Corridor	Mixed-Use Corridor	9,490	2,660	2,770	3,320

Employment Growth by PDA and Jurisdiction

Marin County

Jurisdiction or Area Name	Place Type	2010	Core Concentration	Focused	Outer Bay Area
		Total Jobs	2010-2040 Job Growth	2010-2040 Job Growth	2010-2040 Job Growth
<i>Belvedere</i>		460	130	140	150
<i>Corte Madera</i>		6,840	1,760	1,880	2,000
<i>Fairfax</i>		2,430	650	700	760
<i>Larkspur</i>		8,250	2,270	2,460	2,590
<i>Mill Valley</i>		6,330	1,900	2,080	2,180
<i>Novato</i>		22,600	5,820	6,370	6,640
<i>Ross</i>		510	150	160	160
<i>San Anselmo</i>		4,160	1,210	1,320	1,380
<i>San Rafael</i>		42,000	11,040	12,030	12,310
Civic Center/North Rafael Town Center	Transit Town Center	5,800	1,730	1,940	1,770
Downtown	City Center	8,830	2,590	2,930	3,060
<i>Sausalito</i>		7,460	2,520	2,820	2,860
<i>Tiburon</i>		2,960	930	1,030	1,090
<i>Marin County Unincorporated</i>		10,860	3,320	3,620	3,740
Urbanized 101 Corridor	Transit Neighborhood	2,630	820	1,010	1,560
<i>San Quentin</i>	<i>Transit Neighborhood</i>	3,100	870	940	1,520

Napa County

Jurisdiction or Area Name	Place Type	2010	Core Concentration	Focused	Outer Bay Area
		Total Jobs	2010-2040 Job Growth	2010-2040 Job Growth	2010-2040 Job Growth
<i>American Canyon</i>		2,480	610	630	920
Highway 29 Corridor	Mixed-Use Corridor	1,040	280	290	340
<i>Calistoga</i>		2,300	570	600	790
<i>Napa</i>		28,740	7,270	7,730	10,950
<i>St. Helena</i>		4,390	970	1,040	1,570
<i>Yountville</i>		1,440	400	430	610
<i>Napa County Unincorporated</i>		22,390	4,830	5,170	7,130

San Francisco County

Jurisdiction or Area Name	Place Type	2010	Core Concentration	Focused	Outer Bay Area
		Total Jobs	2010-2040 Job Growth	2010-2040 Job Growth	2010-2040 Job Growth
<i>San Francisco</i>		550,340	206,920	179,140	126,990
19th Avenue	Transit Town Center	10,490	2,850	2,880	3,350
Balboa Park	Transit Neighborhood	2,540	810	870	910
Bayview/Hunters Point Shipyard/Candlestick Point	Urban Neighborhood	20,270	7,970	7,170	5,900
Downtown-Van Ness-Geary	Regional Center	300,220	114,920	94,080	57,350
Eastern Neighborhoods	Urban Neighborhood	60,230	22,950	20,680	16,040
Market & Octavia	Urban Neighborhood	29,780	8,760	7,900	4,810
Mission Bay	Urban Neighborhood	2,900	1,380	1,230	980
Mission-San Jose Corridor	Mixed-Use Corridor	12,030	4,740	4,300	4,050
Port of San Francisco	Mixed-Use Corridor	5,280	2,010	1,850	1,710
San Francisco/San Mateo Bi-County Area (with City of Brisba	Transit Neighborhood	1,830	1,230	1,240	460
Transbay Terminal	Regional Center	7,680	4,480	3,870	2,340
Treasure Island	Transit Town Center	250	650	570	450
<i>Citywide</i>		96,840	33,720	31,390	28,630

Employment Growth by PDA and Jurisdiction

San Mateo County

Jurisdiction or Area Name	Place Type	2010 Total Jobs	Core Concentration 2010-2040 Job Growth	Focused 2010-2040 Job Growth	Outer Bay Area 2010-2040 Job Growth
Atherton		2,280	710	780	780
Belmont		7,400	2,520	2,470	2,560
Brisbane		6,270	1,780	1,910	2,160
San Francisco/San Mateo Bi-County Area (with San Francisco Suburban Center)		440	190	190	110
Burlingame		25,880	7,440	8,060	8,610
Burlingame El Camino Real	Transit Town Center	10,520	2,940	3,090	3,330
Colma		2,540	510	490	430
Daly City		19,370	5,840	5,930	5,810
Bayshore	Transit Town Center	980	430	440	450
Mission Boulevard	Mixed-Use Corridor	3,520	1,110	1,030	980
<i>Citywide</i>		12,670	3,430	3,730	3,410
East Palo Alto		2,670	880	920	920
Ravenswood	Transit Town Center	900	290	310	300
<i>Woodland/Willow Neighborhood</i>	<i>Urban Neighborhood</i>	170	130	100	110
Foster City		13,380	3,900	4,360	4,730
Half Moon Bay		4,940	1,260	1,370	1,410
Hillsborough		2,110	660	740	740
Menlo Park		41,320	11,090	12,080	12,370
El Camino Real Corridor and Downtown	Transit Town Center	5,200	1,520	1,650	1,780
Millbrae		6,910	2,140	2,000	1,990
Transit Station Area	Mixed-Use Corridor	1,280	450	410	390
Pacifica		5,690	1,550	1,680	1,680
Portola Valley		1,780	500	560	580
Redwood City		58,370	17,820	18,250	21,190
Downtown	City Center	7,920	3,100	2,740	2,640
<i>Broadway</i>	<i>Mixed-Use Corridor</i>	5,010	1,490	1,380	1,170
<i>Middlefield</i>	<i>Mixed-Use Corridor</i>	2,380	830	760	700
<i>Mixed Use Waterfront</i>	<i>Mixed-Use Corridor</i>	610	360	320	300
<i>Veterans Corridor</i>	<i>Mixed-Use Corridor</i>	3,880	1,220	1,120	1,010
San Bruno		12,110	3,960	3,720	3,850
Transit Corridors	Mixed-Use Corridor	6,390	2,170	1,990	1,700
San Carlos		16,050	4,990	4,890	5,170
Railroad Corridor	Transit Town Center	1,820	420	450	470
San Mateo		50,640	16,320	17,210	18,580
Downtown	City Center	3,900	1,420	1,310	1,520
El Camino Real	Mixed-Use Corridor	2,110	580	540	450
Rail Corridor	Transit Neighborhood	8,780	2,060	2,210	1,280
South San Francisco		38,490	11,410	12,030	13,490
Downtown	Transit Town Center	2,200	880	900	930
<i>Lindenville Transit Neighborhood</i>	<i>Transit Neighborhood</i>	2,530	1,180	1,330	310
Woodside		2,630	570	640	660
San Mateo County Unincorporated		11,110	3,810	3,950	4,970
City County Association of Governments of San Mateo Count Mixed-Use Corridor		68,720	22,870	21,200	18,430

Employment Growth by PDA and Jurisdiction

Santa Clara County

Jurisdiction or Area Name	Place Type	2010	Core Concentration	Focused	Outer Bay Area
		Total Jobs	2010-2040 Job Growth	2010-2040 Job Growth	2010-2040 Job Growth
Campbell		23,950	6,300	6,700	6,590
Central Redevelopment Area	Transit Neighborhood	5,850	1,640	1,820	1,380
Winchester Boulevard Master Plan	Transit Neighborhood	1,110	280	310	200
Cupertino		20,990	6,660	6,630	6,360
Gilroy		17,730	4,200	4,490	8,420
Downtown	Transit Town Center	2,030	640	700	660
Los Altos		13,290	4,870	4,810	4,810
El Camino Real Corridor	Mixed-Use Corridor	2,710	1,200	1,080	1,020
Los Altos Hills		2,960	1,140	1,220	1,400
Los Gatos		18,900	5,250	5,570	5,370
Milpitas		38,820	10,610	11,360	10,720
Transit Area	Suburban Center	3,760	1,790	1,920	2,370
Hammond Transit Neighborhood	Transit Neighborhood	710	160	160	40
McCandless Transit Neighborhood	Transit Neighborhood	920	400	460	150
McCarthy Ranch Employment Center	Employment Center	1,440	340	370	270
Midtown Mixed-Use Corridor	Mixed-Use Corridor	720	310	290	270
Serra Center Mixed-Use Corridor	Mixed-Use Corridor	570	130	130	120
Tasman Employment Center	Employment Center	7,560	1,740	1,870	1,050
Town Center Mixed-Use Corridor	Mixed-Use Corridor	530	170	160	150
Yosemite Employment Center	Employment Center	7,000	1,730	1,890	1,340
Monte Sereno		530	200	220	220
Morgan Hill		16,370	4,090	4,450	7,160
Downtown	Transit Town Center	1,370	480	530	530
Mountain View		45,690	14,180	15,280	14,630
Whisman Station	Transit Neighborhood	710	310	340	310
Downtown	Transit Town Center	5,810	2,170	2,470	2,670
East Whisman	Employment Center	4,220	1,670	1,920	1,670
El Camino Real Corridor	Mixed-Use Corridor	3,950	1,460	1,330	1,240
Moffett Field/NASA Ames	Suburban Center	410	270	260	360
North Bayshore	Suburban Center	6,420	2,080	2,270	230
San Antonio Center	Transit Town Center	2,530	850	890	880
Palo Alto		75,380	26,630	27,820	19,360
California Avenue	Transit Neighborhood	2,770	1,260	1,390	680
El Camino Real Corridor	Mixed-Use Corridor	10,230	5,990	5,190	4,990
University Avenue/Downtown	Transit Town Center	12,830	4,080	4,530	4,840
San Jose		363,730	116,760	112,610	109,040
Berryessa Station	Transit Neighborhood	5,910	1,530	1,630	1,060
Communications Hill	Transit Town Center	3,440	1,010	1,050	1,060
Cottle Transit Village	Suburban Center	2,110	610	610	820
Downtown "Frame"	City Center	25,780	10,390	9,420	9,560
East Santa Clara/Alum Rock Corridor	Mixed-Use Corridor	10,970	2,910	3,250	3,930
Greater Downtown	Regional Center	27,820	21,250	23,630	13,650
North San Jose	Regional Center	78,840	37,840	31,970	24,660
West San Carlos and Southwest Expressway Corridors	Mixed-Use Corridor	8,260	3,860	3,250	3,390
Bascom TOD Corridor	Mixed-Use Corridor	1,220	480	450	390
Bascom Urban Village	Mixed-Use Corridor	1,830	710	640	590
Blossom Hill/Snell Urban Village	Mixed-Use Corridor	910	350	330	300
Camden Urban Village	Mixed-Use Corridor	5,120	1,500	1,480	1,420
Capitol Corridor Urban Villages	Mixed-Use Corridor	2,600	1,170	1,120	1,000
Capitol/Tully/King Urban Villages	Suburban Center	3,150	1,240	1,400	1,890
Oakridge/Almaden Plaza Urban Village	Suburban Center	4,860	1,380	1,400	1,650
Saratoga TOD Corridor	Mixed-Use Corridor	3,700	1,490	1,360	1,290
Stevens Creek TOD Corridor	Mixed-Use Corridor	4,550	1,500	1,410	1,280
Westgate/El Paseo Urban Village	Suburban Center	3,010	800	840	1,030
Winchester Boulevard TOD Corridor	Mixed-Use Corridor	4,350	2,000	1,800	1,680
Santa Clara		96,340	30,080	31,370	29,820
Central Expressway Focus Area	City Center	2,550	1,030	930	950
El Camino Real Focus Area	Mixed-Use Corridor	4,060	1,150	1,080	1,020
Great America Parkway Focus Area	Urban Neighborhood	2,030	1,300	1,150	880
Lawrence Station Focus Area	Transit Neighborhood	3,200	1,260	1,300	520
Santa Clara Station Focus Area	City Center	3,430	1,040	960	830
Tasman East Focus Area	Transit Neighborhood	560	310	320	180
Saratoga		9,850	3,580	3,920	3,890

Employment Growth by PDA and Jurisdiction

Santa Clara County (continued)

Jurisdiction or Area Name	Place Type	2010	Core Concentration	Focused	Outer Bay Area
		Total Jobs	2010-2040 Job Growth	2010-2040 Job Growth	2010-2040 Job Growth
Sunnyvale		63,860	18,270	19,330	17,930
Downtown & Caltrain Station	Transit Town Center	3,310	1,550	1,380	1,320
El Camino Real Corridor	Mixed-Use Corridor	9,910	2,680	2,870	2,790
Lawrence Station Transit Village	Transit Neighborhood	3,800	1,410	1,540	1,700
<i>East Sunnyvale ITR</i>	<i>Mixed-Use Corridor</i>	2,510	760	710	690
<i>Moffett Park</i>	<i>Employment Center</i>	9,610	2,550	2,870	2,310
<i>Peery Park</i>	<i>Employment Center</i>	5,180	1,510	1,680	1,250
<i>Reamwood Light Rail Station</i>	<i>Employment Center</i>	960	230	250	190
<i>Tasman Station ITR</i>	<i>Mixed-Use Corridor</i>	1,290	510	470	440
Santa Clara County Unincorporated		3,510	1,360	1,640	1,720
Valley Transportation Authority: Cores, Corridors, and Station	<i>Mixed-Use Corridor</i>	172,750	77,640	74,000	60,440

Solano County

Jurisdiction or Area Name	Place Type	2010	Core Concentration	Focused	Outer Bay Area
		Total Jobs	2010-2040 Job Growth	2010-2040 Job Growth	2010-2040 Job Growth
Benicia		14,160	3,630	3,950	4,990
Downtown	Transit Neighborhood	2,570	720	800	900
<i>Northern Gateway</i>	<i>Employment Center</i>	1,830	490	540	600
Dixon		4,490	1,070	1,160	1,310
Fairfield		82,840	18,060	20,310	21,420
Downtown South (Jefferson Street)	Suburban Center	4,100	1,270	1,450	1,410
Fairfield-Vacaville Train Station	Transit Town Center	330	460	470	490
North Texas Street Core	Mixed-Use Corridor	1,410	440	450	530
West Texas Street Gateway	Mixed-Use Corridor	1,640	490	530	640
Rio Vista		2,010	470	540	610
Suisun City		3,510	1,010	1,110	1,280
Downtown & Waterfront	Transit Town Center	1,670	500	560	520
Vacaville		32,290	7,600	8,230	8,740
Allison Area	Suburban Center	1,040	150	180	240
Downtown	Transit Town Center	2,860	700	750	880
Vallejo		34,790	8,810	9,530	10,190
Waterfront & Downtown	Suburban Center	4,660	1,350	1,540	1,340
Solano County Unincorporated		5,840	1,320	1,420	1,640

Sonoma County

Jurisdiction or Area Name	Place Type	2010	Core Concentration	Focused	Outer Bay Area
		Total Jobs	2010-2040 Job Growth	2010-2040 Job Growth	2010-2040 Job Growth
Cloverdale		1,840	470	510	560
Downtown/SMART Transit Area	Transit Town Center	980	300	330	330
Cotati		3,170	680	710	830
Downtown and Cotati Depot	Transit Town Center	560	170	180	190
Healdsburg		6,330	1,660	1,790	2,070
Petaluma		27,880	7,920	8,660	10,300
Central, Turning Basin/Lower Reach	Suburban Center	2,710	750	810	970
Rohnert Park		12,600	3,200	3,400	3,770
Sonoma Mountain Village	Suburban Center	130	160	170	160
Santa Rosa		70,670	18,160	19,640	22,740
Downtown Station Area	City Center	8,390	2,370	3,160	3,390
Mendocino Avenue/Santa Rosa Avenue Corridor	Mixed-Use Corridor	27,500	7,070	8,050	9,700
Sebastopol Road Corridor	Mixed-Use Corridor	7,990	2,270	2,680	3,070
<i>North Santa Rosa Station</i>	<i>Suburban Center</i>	6,150	1,830	2,000	2,280
Sebastopol		4,980	1,270	1,340	1,470
Nexus Area	Transit Town Center	3,830	1,000	1,090	1,130
Sonoma		6,090	1,590	1,700	1,880
Windsor		5,630	1,410	1,530	1,920
Redevelopment Area	Suburban Center	1,180	450	500	530
Sonoma County Unincorporated		38,430	9,180	9,950	11,530
<i>8th Street East Industrial Area</i>	<i>Employment Center</i>	660	150	160	220
<i>Airport/Larkfield Urban Service Area</i>	<i>Suburban Center</i>	5,480	1,440	1,580	1,030
<i>Penngrove Urban Service Area</i>	<i>Rural Town Center</i>	320	120	120	170
<i>The Springs</i>	<i>Rural Mixed-Use Corridor</i>	3,220	1,020	1,090	1,260

Household Growth by PDA and Jurisdiction

KEY

Jurisdiction (Bold Italic)
 Priority Development Area
 Growth Opportunity Area (*italics*)

Alameda County

Jurisdiction or Area Name	Place Type	2010 Total Households	Core Concentration 2010-2040 HH Growth	Focused 2010-2040 HH Growth	Outer Bay Area 2010-2040 HH Growth
Alameda		30,120	6,800	5,810	5,720
Naval Air Station	Transit Town Center	1,090	5,250	4,420	4,420
<i>Northern Waterfront</i>	<i>Transit Neighborhood</i>	390	1,210	1,010	1,010
Albany		7,400	960	960	960
<i>San Pablo Avenue & Solano Avenue</i>	<i>Mixed-Use Corridor</i>	1,600	820	700	700
Berkeley		46,030	8,370	8,370	8,370
Adeline Street	Mixed-Use Corridor	620	310	260	260
Downtown	City Center	2,570	4,900	3,980	3,980
San Pablo Avenue	Mixed-Use Corridor	1,440	1,150	960	960
South Shattuck	Mixed-Use Corridor	310	130	110	110
Telegraph Avenue	Mixed-Use Corridor	990	510	430	430
University Avenue	Mixed-Use Corridor	1,560	710	580	580
Dublin		14,910	10,900	13,810	15,780
Downtown Specific Plan Area	Suburban Center	790	470	1,030	1,330
Town Center	Suburban Center	3,750	2,150	2,150	2,710
Transit Center	Suburban Center	620	2,580	2,580	3,350
Emeryville		5,690	5,660	5,230	5,240
Mixed-Use Core	City Center	3,530	5,370	5,010	5,010
Fremont		71,000	19,090	17,380	15,500
Centerville	Transit Neighborhood	5,570	1,880	1,600	1,030
City Center	City Center	6,870	6,580	5,540	2,490
Irvington District	Transit Town Center	4,390	2,380	2,020	2,020
<i>Ardenwood Business Park</i>	<i>Employment Center</i>	0	0	0	0
<i>Fremont Boulevard & Warm Springs Boulevard Corridor</i>	<i>Mixed-Use Corridor</i>	8,540	2,640	2,230	2,180
<i>Fremont Boulevard Decoto Road Crossing</i>	<i>Mixed-Use Corridor</i>	650	510	430	430
<i>South Fremont/Warm Springs</i>	<i>Suburban Center</i>	20	4,140	3,460	3,000
Hayward		45,370	15,480	15,480	15,480
Downtown	City Center	2,540	3,390	3,070	3,070
South Hayward BART	Mixed-Use Corridor	170	1,300	1,170	1,170
South Hayward BART	Urban Neighborhood	1,660	2,670	2,420	2,420
The Cannery	Transit Neighborhood	410	830	750	750
<i>Carlos Bee Quarry</i>	<i>Mixed-Use Corridor</i>	30	610	550	550
<i>Mission Corridor</i>	<i>Mixed-Use Corridor</i>	910	2,410	2,200	2,200
Livermore		29,130	9,120	11,210	12,550
Downtown	Suburban Center	920	2,860	2,860	3,700
Vasco Road TOD	Suburban Center	330	670	2,500	3,250
Newark		12,970	5,800	5,800	5,800
Dumbarton Transit Oriented Development	Transit Town Center	140	2,800	2,430	2,430
Old Town Mixed Use Area	Transit Neighborhood	580	440	380	380
<i>Cedar Boulevard Transit</i>	<i>Transit Neighborhood</i>	0	980	850	850
<i>Civic Center Re-Use Transit</i>	<i>Transit Neighborhood</i>	200	400	340	340
Oakland		153,790	58,720	57,720	46,210
Coliseum BART Station Area	Transit Town Center	3,440	2,510	2,250	2,130
Downtown & Jack London Square	Regional Center	10,630	10,650	9,490	9,490
Eastmont Town Center	Urban Neighborhood	5,960	2,460	2,250	1,100
Fruitvale & Dimond Areas	Urban Neighborhood	12,840	7,080	6,350	4,930
MacArthur Transit Village	Urban Neighborhood	8,030	4,140	3,710	3,370
Transit Oriented Development Corridors	Mixed-Use Corridor	60,970	22,640	20,470	14,620
West Oakland	Transit Town Center	9,030	6,300	5,720	5,720
Piedmont		3,800	630	630	630
Pleasanton		25,250	6,300	7,380	8,340
Hacienda	Suburban Center	1,270	2,820	3,120	4,050
San Leandro		30,720	7,120	7,120	7,120
Bay Fair BART Transit Village	Transit Town Center	630	820	730	730
Downtown Transit Oriented Development	City Center	3,930	3,930	3,490	3,490
East 14th Street	Mixed-Use Corridor	4,490	1,510	1,370	1,370
Union City		20,430	4,550	4,550	4,160
Intermodal Station District	City Center	1,030	880	750	650
<i>Mission Boulevard</i>	<i>Mixed-Use Corridor</i>	0	180	150	150
<i>Old Alvarado</i>	<i>Mixed-Use Corridor</i>	290	180	160	160
Alameda County Unincorporated		48,520	8,270	11,540	12,440
<i>Castro Valley BART</i>	<i>Transit Neighborhood</i>	1,400	570	500	160
<i>East 14th Street and Mission Boulevard Mixed Use Corridor</i>	<i>Mixed-Use Corridor</i>	6,740	2,060	1,820	1,790

Household Growth by PDA and Jurisdiction

Contra Costa County

Jurisdiction or Area Name	Place Type	2010 Total Households	Core Concentration 2010-2040 HH Growth	Focused 2010-2040 HH Growth	Outer Bay Area 2010-2040 HH Growth
Antioch		32,250	6,350	6,890	9,740
Hillcrest eBART Station	Suburban Center	150	2,430	2,430	2,680
Rivertown Waterfront	Transit Town Center	1,430	2,060	2,060	2,250
Brentwood		16,490	6,500	8,160	9,620
Clayton		4,010	530	530	530
Concord		44,280	16,740	17,280	24,620
Community Reuse Area	Regional Center	70	2,890	2,890	3,730
Community Reuse Area	Transit Neighborhood	0	9,030	9,030	11,740
Downtown BART Station Planning Area	City Center	2,080	3,910	3,910	5,030
North Concord BART Adjacent Employment Center	Employment Center	10	0	0	0
West Downtown Planning Area	Mixed-Use Corridor	0	600	600	770
Danville		15,420	2,630	2,880	3,100
El Cerrito		10,140	2,130	1,840	1,840
San Pablo Avenue Corridor	Mixed-Use Corridor	1,200	1,680	1,460	1,460
Hercules		8,120	4,650	4,650	4,880
Central Hercules	Transit Neighborhood	400	2,570	2,570	2,700
Waterfront District	Transit Town Center	640	1,090	1,090	1,150
Lafayette		9,220	1,500	1,650	1,780
Downtown	Transit Town Center	1,890	810	810	850
Martinez		14,290	2,300	2,550	2,760
Downtown	Transit Neighborhood	750	1,310	1,310	1,370
Moraga		5,570	1,010	1,100	1,190
Moraga Center	Transit Town Center	430	630	630	660
Oakley		10,730	3,750	3,870	11,980
Downtown	Transit Town Center	520	1,290	1,290	1,360
Employment Area	Suburban Center	560	980	980	1,030
Potential Planning Area	Transit Neighborhood	980	1,400	1,400	1,470
Orinda		6,550	940	980	1,010
Downtown	Transit Town Center	330	370	370	390
Pinole		6,780	2,130	2,630	3,760
Appian Way Corridor	Suburban Center	510	630	630	700
Old Town	Transit Town Center	680	230	390	430
Pittsburg		19,530	9,340	10,200	10,850
Downtown	Transit Neighborhood	1,600	2,180	2,180	2,270
Pittsburg/Bay Point BART Station	Transit Town Center	0	2,430	2,430	2,560
Railroad Avenue eBART Station	Transit Town Center	3,600	3,370	3,370	3,530
Pleasant Hill		13,710	4,490	5,770	6,900
Buskirk Avenue Corridor	Mixed-Use Corridor	1,670	170	700	760
Diablo Valley College	Transit Neighborhood	730	320	320	350
Richmond		36,090	12,250	12,250	12,140
Central Richmond	City Center	4,700	4,050	3,780	880
South Richmond	Transit Neighborhood	3,250	2,310	2,150	1,690
23rd Street	Mixed-Use Corridor	640	970	900	900
San Pablo Avenue Corridor	Mixed-Use Corridor	1,710	1,620	1,510	1,510
San Pablo		8,760	2,350	2,350	1,860
San Ramon		25,280	4,190	8,090	9,080
City Center	Suburban Center	480	630	1,410	1,830
North Camino Ramon	Transit Town Center	40	2,400	2,400	3,090
Walnut Creek		30,440	3,760	7,330	8,460
West Downtown	Suburban Center	1,270	1,960	1,960	2,480
Contra Costa County Unincorporated		57,710	9,320	9,920	10,450
Contra Costa Centre	Mixed-Use Corridor	1,780	450	450	470
Downtown El Sobrante	Mixed-Use Corridor	1,670	560	560	580
North Richmond	Transit Neighborhood	1,030	2,460	2,460	2,570
Pittsburg/Bay Point BART Station	Transit Neighborhood	1,020	3,940	3,940	4,130
West Contra Costa Transportation Advisory Committee: San Pablo Avenue Corridor	Mixed-Use Corridor	5,950	3,070	3,180	3,320

Household Growth by PDA and Jurisdiction

Marin County

Jurisdiction or Area Name	Place Type	2010 Total Households	Core Concentration 2010-2040 HH Growth	Focused 2010-2040 HH Growth	Outer Bay Area 2010-2040 HH Growth
<i>Belvedere</i>		930	60	60	60
<i>Corte Madera</i>		3,790	370	560	640
<i>Fairfax</i>		3,380	240	240	240
<i>Larkspur</i>		5,910	530	530	610
<i>Mill Valley</i>		6,080	500	500	500
<i>Novato</i>		20,280	1,570	1,600	1,610
<i>Ross</i>		800	70	70	70
<i>San Anselmo</i>		5,240	410	410	410
<i>San Rafael</i>		22,760	2,500	2,790	4,000
Civic Center/North Rafael Town Center	Transit Town Center	1,900	820	820	860
Downtown	City Center	2,420	1,170	1,840	1,930
<i>Sausalito</i>		4,110	260	280	300
<i>Tiburon</i>		3,730	300	300	300
<i>Marin County Unincorporated</i>		26,190	3,290	3,920	4,510
Urbanized 101 Corridor	Transit Neighborhood	4,290	580	2,190	2,290
<i>San Quentin</i>	<i>Transit Neighborhood</i>	110	1,530	1,530	1,610

Napa County

Jurisdiction or Area Name	Place Type	2010 Total Households	Core Concentration 2010-2040 HH Growth	Focused 2010-2040 HH Growth	Outer Bay Area 2010-2040 HH Growth
<i>American Canyon</i>		5,660	1,690	1,750	2,010
Highway 29 Corridor	Mixed-Use Corridor	400	1,660	1,660	1,740
<i>Calistoga</i>		2,020	120	120	130
<i>Napa</i>		28,170	2,660	3,160	3,600
<i>St. Helena</i>		2,400	120	120	120
<i>Yountville</i>		1,050	100	150	170
<i>Napa County Unincorporated</i>		9,580	830	990	1,140

San Francisco County

Jurisdiction or Area Name	Place Type	2010 Total Households	Core Concentration 2010-2040 HH Growth	Focused 2010-2040 HH Growth	Outer Bay Area 2010-2040 HH Growth
<i>San Francisco</i>		345,810	110,640	90,470	76,430
19th Avenue	Transit Town Center	4,790	3,080	2,490	2,490
Balboa Park	Transit Neighborhood	1,190	2,350	1,870	1,500
Bayview/Hunters Point Shipyard/Candlestick Point	Urban Neighborhood	10,470	15,000	12,030	9,790
Downtown-Van Ness-Geary	Regional Center	89,850	32,810	27,770	23,950
Eastern Neighborhoods	Urban Neighborhood	31,650	8,720	7,230	6,110
Market & Octavia	Urban Neighborhood	11,130	7,650	6,150	5,010
Mission Bay	Urban Neighborhood	3,200	3,280	2,630	2,140
Mission-San Jose Corridor	Mixed-Use Corridor	29,360	6,220	5,120	4,290
Port of San Francisco	Mixed-Use Corridor	110	2,900	2,300	1,840
San Francisco/San Mateo Bi-County Area (with City of Brisbane)	Transit Neighborhood	1,510	8,370	6,630	5,320
Transbay Terminal	Regional Center	190	5,500	4,410	3,580
Treasure Island	Transit Town Center	590	9,240	7,320	5,880
<i>Citywide</i>		161,770	5,520	4,520	4,530

Household Growth by PDA and Jurisdiction

San Mateo County

Jurisdiction or Area Name	Place Type	2010 Total Households	Core Concentration 2010-2040 HH Growth	Focused 2010-2040 HH Growth	Outer Bay Area 2010-2040 HH Growth
Atherton		2,330		400	400
Belmont		10,580	1,390	1,390	1,390
Brisbane		1,820	1,580	1,580	300
San Francisco/San Mateo Bi-County Area (with San Francisco Suburban Center)		0	1,420	1,160	20
Burlingame		12,360	3,930	3,930	3,930
Burlingame El Camino Real	Transit Town Center	7,170	3,540	2,630	2,630
Colma		560	610	520	210
Daly City		31,090	7,470	7,470	5,700
Bayshore	Transit Town Center	1,550	2,420	2,060	2,060
Mission Boulevard	Mixed-Use Corridor	2,070	1,360	1,180	1,180
Citywide		27,470	3,690	4,230	2,460
East Palo Alto		6,940	3,050	3,050	3,050
Ravenswood	Transit Town Center	970	1,070	930	930
Woodland/Willow Neighborhood	Urban Neighborhood	1,290	1,230	1,110	1,110
Foster City		12,020	1,670	1,670	1,670
Half Moon Bay		4,150	700	700	700
Hillsborough		3,690	820	820	600
Menlo Park		12,350	3,050	3,050	2,450
El Camino Real Corridor and Downtown	Transit Town Center	1,010	1,030	770	770
Millbrae		7,990	2,890	2,180	2,180
Transit Station Area	Mixed-Use Corridor	270	1,960	1,460	1,460
Pacifica		13,970	1,110	1,110	1,110
Portola Valley		1,750	240	240	240
Redwood City		27,960	10,510	9,070	8,280
Downtown	City Center	990	5,320	4,150	4,150
Broadway	Mixed-Use Corridor	1,710	770	600	380
Middlefield	Mixed-Use Corridor	2,170	640	500	410
Mixed Use Waterfront	Mixed-Use Corridor	210	1,350	1,050	1,050
Veterans Corridor	Mixed-Use Corridor	150	990	770	770
San Bruno		14,700	4,670	4,670	4,220
Transit Corridors	Mixed-Use Corridor	4,140	3,330	2,800	2,800
San Carlos		11,520	2,400	2,400	2,340
Railroad Corridor	Transit Town Center	440	0	0	0
San Mateo		38,230	11,810	11,810	10,130
Downtown	City Center	500	650	520	520
El Camino Real	Mixed-Use Corridor	840	1,210	970	970
Rail Corridor	Transit Neighborhood	140	6,580	5,310	5,310
South San Francisco		20,940	7,610	6,300	7,430
Downtown	Transit Town Center	1,510	3,640	3,030	3,030
Lindenville Transit Neighborhood	Transit Neighborhood	0	860	710	710
Woodside		1,980	310	310	310
San Mateo County Unincorporated		20,910	5,910	5,910	5,090
City County Association of Governments of San Mateo Count Mixed-Use Corridor		38,460	15,470	12,420	10,560

Household Growth by PDA and Jurisdiction

Santa Clara County

Jurisdiction or Area Name	Place Type	2010 Total Households	Core Concentration 2010-2040 HH Growth	Focused 2010-2040 HH Growth	Outer Bay Area 2010-2040 HH Growth
Campbell		16,160	2,940	2,940	2,880
Central Redevelopment Area	Transit Neighborhood	1,140	1,430	1,180	1,180
Winchester Boulevard Master Plan	Transit Neighborhood	580	160	130	130
Cupertino		20,180	3,960	3,960	3,960
Gilroy		14,180	5,710	6,440	7,090
Downtown	Transit Town Center	880	1,600	1,600	2,060
Los Altos		10,750	2,160	2,160	2,160
El Camino Real Corridor	Mixed-Use Corridor	610	470	350	350
Los Altos Hills		2,830	730	730	730
Los Gatos		12,360	2,330	2,330	2,330
Milpitas		19,180	12,810	12,810	12,810
Transit Area	Suburban Center	750	8,140	6,910	6,910
Hammond Transit Neighborhood	Transit Neighborhood	300	690	580	580
McCandless Transit Neighborhood	Transit Neighborhood	0	410	340	340
McCarthy Ranch Employment Center	Employment Center	0	0	0	0
Midtown Mixed-Use Corridor	Mixed-Use Corridor	340	770	660	660
Serra Center Mixed-Use Corridor	Mixed-Use Corridor	210	40	40	10
Tasman Employment Center	Employment Center	0	0	0	0
Town Center Mixed-Use Corridor	Mixed-Use Corridor	0	860	730	730
Yosemite Employment Center	Employment Center	30	0	0	0
Monte Sereno		1,210	300	300	300
Morgan Hill		12,330	3,820	4,150	8,760
Downtown	Transit Town Center	510	1,200	1,200	1,550
Mountain View		31,960	15,120	12,460	11,020
Whisman Station	Transit Neighborhood	650	1,200	950	950
Downtown	Transit Town Center	1,170	1,200	960	960
East Whisman	Employment Center	250	290	230	230
El Camino Real Corridor	Mixed-Use Corridor	3,330	2,690	2,170	2,170
Moffett Field/NASA Ames	Suburban Center	180	2,770	2,210	1,940
North Bayshore	Suburban Center	350	2,640	2,110	1,330
San Antonio Center	Transit Town Center	1,480	3,580	2,870	2,870
Palo Alto		26,490	12,250	12,250	6,110
California Avenue	Transit Neighborhood	750	2,360	1,720	800
El Camino Real Corridor	Mixed-Use Corridor	4,090	5,380	3,930	1,570
University Avenue/Downtown	Transit Town Center	1,820	3,590	2,630	1,250
San Jose		301,370	133,030	130,890	116,500
Berryessa Station	Transit Neighborhood	1,850	5,540	5,100	4,640
Communications Hill	Transit Town Center	6,540	3,670	3,390	2,780
Cottle Transit Village	Suburban Center	0	3,390	3,120	2,840
Downtown "Frame"	City Center	16,980	12,660	11,710	10,720
East Santa Clara/Alum Rock Corridor	Mixed-Use Corridor	6,750	4,850	4,480	4,100
Greater Downtown	Regional Center	3,670	8,320	7,720	7,100
North San Jose	Regional Center	10,420	37,200	34,260	31,220
West San Carlos and Southwest Expressway Corridors	Mixed-Use Corridor	4,730	15,820	15,040	14,230
Bascom TOD Corridor	Mixed-Use Corridor	260	1,630	1,500	1,360
Bascom Urban Village	Mixed-Use Corridor	1,810	990	910	840
Blossom Hill/Snell Urban Village	Mixed-Use Corridor	700	1,280	1,180	1,070
Camden Urban Village	Mixed-Use Corridor	920	1,150	1,060	960
Capitol Corridor Urban Villages	Mixed-Use Corridor	4,210	7,270	6,700	6,110
Capitol/Tully/King Urban Villages	Suburban Center	1,410	2,610	2,400	2,190
Oakridge/Almaden Plaza Urban Village	Suburban Center	2,650	8,760	8,070	7,360
Saratoga TOD Corridor	Mixed-Use Corridor	2,710	1,310	1,200	1,100
Stevens Creek TOD Corridor	Mixed-Use Corridor	2,210	4,580	4,230	3,850
Westgate/El Paseo Urban Village	Suburban Center	1,010	2,920	2,690	2,450
Winchester Boulevard TOD Corridor	Mixed-Use Corridor	4,150	2,430	2,250	2,060
Santa Clara		43,020	24,260	21,130	20,350
Central Expressway Focus Area	City Center	0	4,640	3,880	3,880
El Camino Real Focus Area	Mixed-Use Corridor	1,650	1,300	1,110	1,110
Great America Parkway Focus Area	Urban Neighborhood	0	3,940	3,300	3,300
Lawrence Station Focus Area	Transit Neighborhood	0	7,190	6,020	6,020
Santa Clara Station Focus Area	City Center	450	3,890	3,260	3,260
Tasman East Focus Area	Transit Neighborhood	0	2,090	1,750	1,750
Saratoga		10,730	2,250	2,250	2,250

Household Growth by PDA and Jurisdiction

Santa Clara County (continued)

Jurisdiction or Area Name	Place Type	2010 Total Households	Core Concentration 2010-2040 HH Growth	Focused 2010-2040 HH Growth	Outer Bay Area 2010-2040 HH Growth
Sunnyvale		53,380	16,780	16,780	16,780
Downtown & Caltrain Station	Transit Town Center	1,730	1,840	1,510	1,510
El Camino Real Corridor	Mixed-Use Corridor	10,350	5,310	4,400	4,400
Lawrence Station Transit Village	Transit Neighborhood	1,560	2,900	2,380	2,380
East Sunnyvale ITR	Mixed-Use Corridor	0	3,340	2,730	2,730
Moffett Park	Employment Center	20	0	0	0
Peery Park	Employment Center	110	10	10	10
Reamwood Light Rail Station	Employment Center	0	0	0	0
Tasman Station ITR	Mixed-Use Corridor	850	1,660	1,350	1,350
Santa Clara County Unincorporated		28,080	7,540	10,480	13,090
Valley Transportation Authority: Cores, Corridors, and Station	Mixed-Use Corridor	68,650	43,880	42,860	38,920

Solano County

Jurisdiction or Area Name	Place Type	2010 Total Households	Core Concentration 2010-2040 HH Growth	Focused 2010-2040 HH Growth	Outer Bay Area 2010-2040 HH Growth
Benicia		10,690	1,190	1,190	1,440
Downtown	Transit Neighborhood	530	1,010	1,010	1,100
Northern Gateway	Employment Center	0	120	120	140
Dixon		5,860	1,390	1,680	1,940
Fairfield		34,480	11,960	12,520	14,420
Downtown South (Jefferson Street)	Suburban Center	600	380	910	950
Fairfield-Vacaville Train Station	Transit Town Center	90	6,510	6,510	6,820
North Texas Street Core	Mixed-Use Corridor	1,600	1,880	1,880	1,970
West Texas Street Gateway	Mixed-Use Corridor	1,020	2,590	2,590	2,720
Rio Vista		3,450	1,420	1,900	2,330
Suisun City		8,920	1,360	1,430	1,500
Downtown & Waterfront	Transit Town Center	1,090	1,190	1,190	1,240
Vacaville		31,090	4,940	5,320	9,950
Allison Area	Suburban Center	550	140	570	590
Downtown	Transit Town Center	220	750	750	780
Vallejo		40,560	5,490	5,640	5,780
Waterfront & Downtown	Suburban Center	980	870	870	910
Solano County Unincorporated		6,710	990	1,180	1,340

Sonoma County

Jurisdiction or Area Name	Place Type	2010 Total Households	Core Concentration 2010-2040 HH Growth	Focused 2010-2040 HH Growth	Outer Bay Area 2010-2040 HH Growth
Cloverdale		3,180	960	1,040	1,090
Downtown/SMART Transit Area	Transit Town Center	1,040	810	900	940
Cotati		2,980	460	470	540
Downtown and Cotati Depot	Transit Town Center	830	450	450	470
Healdsburg		4,380	860	980	1,080
Petaluma		21,740	2,800	2,800	2,800
Central, Turning Basin/Lower Reach	Suburban Center	750	1,610	1,610	1,760
Rohnert Park		15,810	2,870	3,210	3,490
Sonoma Mountain Village	Suburban Center	200	2,140	2,140	2,350
Santa Rosa		63,590	15,170	18,150	22,620
Downtown Station Area	City Center	2,080	1,220	6,860	7,540
Mendocino Avenue/Santa Rosa Avenue Corridor	Mixed-Use Corridor	6,910	1,590	4,280	4,670
Sebastopol Road Corridor	Mixed-Use Corridor	2,750	3,250	3,250	3,560
North Santa Rosa Station	Suburban Center	3,940	3,350	3,350	3,660
Sebastopol		3,280	480	520	600
Nexus Area	Transit Town Center	1,150	200	500	520
Sonoma		4,960	520	520	520
Windsor		8,970	1,330	1,360	3,930
Redevelopment Area	Suburban Center	2,040	1,290	1,290	1,350
Sonoma County Unincorporated		56,950	7,640	8,330	8,940
8th Street East Industrial Area	Employment Center	80	20	20	20
Airport/Larkfield Urban Service Area	Suburban Center	2,850	1,110	1,250	1,380
Penngrove Urban Service Area	Rural Town Center	630	670	670	730
The Springs	Rural Mixed-Use Corridor	6,580	1,680	1,680	1,810



DATE: September 19, 2011
 TO: STA TAC
 FROM: Sara Woo, Associate Planner
 RE: Funding Opportunities Summary

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months. Attachment A provides further details for each program.

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$5,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
5.	Pavement Management Technical Assistance Program (P-TAP)*	Approximately \$1.5 million , minimum \$10k; maximum \$60k	Due October 7, 2011

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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Attachment A

The following funding opportunities will be available to the STA member agencies during the next few months. Please distribute this information to the appropriate departments in your jurisdiction.

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately \$20 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately \$10 million , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/moyererp/index.shtml

*New Funding Opportunity

**STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or swoo@sta-snci.com for assistance with finding more information about any of the funding opportunities listed in this report.

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Meri Miles ARB (916) 322-6370 mmiles@arb.ca.gov	Application Due On First-Come, First-Served Basis	Up to \$5,000 rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles http://www.arb.ca.gov/msprog/aqip/cvrp.htm
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: info@californiahvip.org	Application Due On First-Come, First-Served Basis	Approximately \$10,000 to \$45,000 per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	Eligible Projects: Purchase of low-emission hybrid trucks and buses http://www.californiahvip.org/

*New Funding Opportunity

**STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or swoo@sta-snci.com for assistance with finding more information about any of the funding opportunities listed in this report.

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Pavement Management Technical Assistance Program (P-TAP)	Amy Burch MTC (510) 817-5735 aburch@mtc.ca.gov	Applications Due October 7, 2011	Approximately \$1.5 million , minimum \$10k; maximum \$60k	P-TAP provides Bay Area jurisdictions with assistance and expertise in implementing and maintain a PMP, primarily the MTC StreetSaver software.	Eligible Projects: Jurisdictions applying for a P-TAP grant will have the option of selecting from the following types of projects: 1) Pavement Management Systems (PMS) projects, and 2) roadway design projects including the development of Plans, Specifications, and Estimates (PS&E).

*New Funding Opportunity

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**STA Board Meeting Highlights
6:00 p.m., September 14, 2011**

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masclat, STA Clerk of the Board
RE: Summary Actions of the September 14, 2011 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of September 14, 2011. If you have any questions regarding specific items, please call me at (707) 424-6008.

BOARD MEMBERS PRESENT:

Harry Price, Chair	City of Fairfield
Jack Batchelor, Vice Chair	City of Dixon
Mike Ioakimedes (Alternate Member)	City of Benicia
Jan Vick	City of Rio Vista
Pete Sanchez	City of Suisun City
Steve Hardy	City of Vacaville
Osby Davis	City of Vallejo
Jim Spering	County of Solano

ACTION – FINANCIAL ITEMS

A. Programming of Remaining Cycle 1 Eastern Solano Congestion Mitigation Air Quality (ECMAQ) Funds

Recommendation:

Approve the following:

1. Reprogram \$305,000 of Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) funds from the STA's Safe Routes to School Program to the County of Solano's Vacaville-Dixon Bicycle Route (Phase 5 - Hawkins Road) project for construction; and
2. Prioritize \$1.1 M of Cycle 2 Congestion Mitigation and Air Quality (CMAQ) funds for the STA's Safe Routes to School Program.

On a motion by Vice Chair Batchelor, and a second by Board Member Hardy, the STA Board unanimously approved the recommendation.

B. Solano County Alternative Fuels and Infrastructure Plan

Recommendation:

Authorize the Executive Director to develop an Alternative Fuels and Infrastructure Plan for Solano County with a budget not to exceed \$75,000.

On a motion by Vice Chair Batchelor, and a second by Board Member Sanchez, the STA Board unanimously approved the recommendation.

ACTION – NON-FINANCIAL ITEMS

A. Recommendations Derived From the STA Board Workshop of June 27, 2011

Recommendation:

Approve the STA FY 2011-12 and FY 2012-13 Marketing Plan.

On a motion by Vice Chair Batchelor, and a second by Board Member Hardy, the STA Board unanimously approved the recommendation.

B. One Bay Area Block Grant Proposal

Recommendation:

Forward a recommendation to the STA Board to request MTC and ABAG modify the One Bay Area Block Grant criteria as follows:

1. Allow STP funds to be spent on any eligible roadway, without consideration of whether or not the roadway is in a designated PDA;
2. Change the language of Supportive Local Transportation and Land-Use Policy a) to read “Parking/pricing policies (e.g. cash out, peak pricing, on-street/off street pricing differentials, eliminate parking minimums, unbundled parking) or adopted city and/or countywide employer trip reduction ordinances or programs”;
3. A ‘no net loss of revenue’ for each CMA, based upon actual Cycle 1 funding, and adjust the County Grant Amount for Solano of the One Bay Area Block Grant guidelines to \$15.2 million; and
4. Allow non-STP funds to be spent on projects within or in direct support of PDAs.

On a motion by Board Member Vick, and a second by Board Member Sanchez, the STA Board unanimously approved the recommendation.

C. Agricultural and Open Space Pilot Program

Recommendation:

Authorize STA staff to develop a Scope of Work for the Metropolitan Transportation Commission (MTC)’s proposed agricultural and open space pilot plan and program for Solano County.

On a motion by Board Member Vick, and a second by Board Member Hardy, the STA Board unanimously approved the recommendation.

CONSENT CALENDAR

On a motion by Board Member Spring, and a second by Vice Chair Batchelor, the STA Board approved Consent Calendar Items A through O with the exception to pull for comment Item C., Amendment to Executive Director’s Employment Agreement and Adjustment of Executive Director and Deputy Executive Director’s Salary Ranges.

A. STA Board Meeting Minutes of July 13, 2011

Recommendation:

Approve STA Board Meeting Minutes of July 13, 2011.

B. Draft TAC Meeting Minutes of August 31, 2011

Recommendation:

Approve Draft TAC Meeting Minutes of August 31, 2011.

C. Amendment to Executive Director's Employment Agreement and Adjustment of Executive Director and Deputy Executive Director's Salary Ranges

Recommendation:

Approve the following:

1. Adjust the Salary Ranges for the Executive Director and the Deputy Executive Director/Director of Projects as specified, including a travel allowance modification for the Deputy Executive Director/Director of Projects; and
2. Approve the First Amendment to the Executive Director Employment Agreement.

Board Member Comment:

At the request of Board Member Sanchez, this item was pulled for comment. Board Member Sanchez commended the work of the Executive Director and Deputy Executive Director/Director of Projects however, opposed the recommendation for salary adjustments and noted stated that he would rather adjust the amount of leave time off.

On a motion by Board Member Spring, and a second by Vice Chair Batchelor, the STA Board approved the recommendation with a 7 to 1 vote. Mayor Sanchez voted no.

D. Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Matrix – September 2011 – City of Dixon Claim and County of Solano Modification

Recommendation:

Approve the FY 2011-12 Solano TDA Matrix – September 2011 - City of Dixon and the County of Solano Modification as shown in Attachment A.

E. Fiscal Year (FY) 2011-12 Indirect Cost Allocation Plan (ICAP) Rate Application

Recommendation:

Approve the following:

1. STA's ICAP Rate Application for FY 2011-12; and
2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.

F. Redesignation of STA as Abandoned Vehicle Abatement (AVA) Program Service Authority for Solano County

Recommendation:

Approve the following:

1. Resolution No. 2011-16 as specified in Attachment D.
2. Authorize the Executive Director to:
 - a) Notify the Department of Motor Vehicles of the intent for STA to extend the Solano Abandoned Vehicle Abatement (AVA) Program for another 10-year period;
 - b) Submit a new resolution to formally request the extension of the AVA Program in Solano County; and

- c) Notify member agencies for the continuation of the AVA Program and ask that each agency issue resolutions approving the STA as the Service Authority.

G. City of Dixon West B Street Pedestrian Undercrossing Project

Recommendation:

Authorize the Executive Director to:

1. Enter into an agreement with the City of Dixon to deliver the West B Street Pedestrian Undercrossing Project;
2. Negotiate and execute a contract with HDR to complete the design services for the project for an amount not to exceed \$250,000;
3. Negotiate and execute a contract amendment for up to \$100,000 with Quincy Engineering to provide Project Management Services for the project; and
4. Request for Proposals for construction management services and enter into an agreement not-to-exceed \$600,000.

H. Regional Express Lanes Network Letter of Support

Recommendation:

Authorize the STA Chair to forward a Letter of Support to the California Transportation Commission in support of the Metropolitan Transportation Commission application for authorizing a Bay Area Regional Express Lanes Network that includes the I-80 and I-680 Corridors in Solano County.

I. Regional Transportation Plan (RTP) Scenario Modeling Priority Projects for Solano County

Recommendation:

That the STA Board to approve the RTP scenario modeling priority project list for Solano County as specified in Attachment A.

J. Local Street and Roads (LS&R) Proposed Solano County Annual Report

Recommendation:

Approve the following:

1. Scope of Work for the STA's Local Streets and Roads Annual Report, including MTC's Streetsaver GIS and Program services as specified in Attachment D; and
2. Authorize the Executive Director to enter into an agreement with MTC for Streetsaver Program services for an amount not-to-exceed \$12,250 for FY 2012-13 and an annual license of \$2,250 per year.

K. I-80/I-680/State Route (SR) 12 Interchange Project

Recommendation:

Approve the following:

1. Resolution No. 2011-13 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$5.0 million in Regional Measure 2 or Assembly Bill (AB) 1171 Bridge Toll funds for the I-80/I-680/SR 12 Interchange Project for the relocation of the PG&E valve lot (Right-of-Way Phase); and
2. Authorize the Executive Director to circulate the Draft Mitigated Negative Declaration (MND) for the PG&E Valve Lot Relocation.

- L. North Connector Mitigation Planting and Irrigation Project - Contract Amendment**
Recommendation:
 Approve a contract amendment for HT Harvey and Associates to cover additional Mitigation Site related services for the North Connector Project for an amount not-to-exceed \$12,600.
- M. North Connector Project - Contract Amendment**
Recommendation:
 Approve a contract amendment for BKF Engineers to cover the preparation of Record Drawings, continued assistance with Right of Way acquisition and acquisition of agricultural easements for the North Connector Project for an amount not-to-exceed \$51,900.
- N. Redwood Parkway – Fairgrounds Drive Improvement Project**
Recommendation:
 Approve the following:
1. Authorize the Executive Director to amend the funding agreement between the Solano Transportation Authority, the City of Vallejo, and the County of Solano for the environmental document and project technical report for the Redwood Parkway – Fairgrounds Drive Improvement Project; and
 2. Authorize the Executive Director to amend the contract with HQE Inc for an amount not-to-exceed \$109,000 for the environmental document and project approval for the Redwood Parkway – Fairgrounds Drive Improvement Project.
- O. Regional Transportation Fund for Clean Air (TFCA) Program Application Co-Sponsorship**
Recommendation:
 Approve the following:
1. Co-sponsor an application with NCTPA for shuttle service along SR 12 Jameson Canyon with stops identified in the staff report; and
 2. Approve a local match of \$51,850 from STAF funding for the proposed shuttle service.

COMMENTS FROM METROPOLITAN TRANSPORTATION COMMISSION (MTC), CALTRANS, AND STAFF:

- A. MTC Report:**
 None presented.
- B. Caltrans Report:**
 None presented.
- C. STA Reports:**
- A. Proclamations of Appreciation for Elizabeth Richards**
 - B. Directors Report:**
 - 1. Planning (Update on Wayfinding Signage)**
 - 2. Projects (Update on SR 12 Jameson Canyon Project and Cordelia Truck Scales Relocation Project)**
 - 3. Transit/Rideshare (Update on the 5th Annual Solano Commute Challenge)**

INFORMATIONAL ITEMS

- A. 2012 State Transportation Improvement Program (STIP) Programming Schedule**
Jessica McCabe reviewed the California Transportation Commission (CTC) draft funding estimates for the 2012 STIP established on July 28, 2011.

NO DISCUSSION

- B. Project Initiation Document (PID) Budgeting and Selection Process**
- C. Jepson Parkway Project Update**
- D. State Route (SR) 12 Corridor Study Update**
- E. Legislative Update**
- F. Funding Opportunities Summary**
- G. STA Board Meeting Schedule for Calendar Year 2011**

BOARD MEMBER COMMENTS

Alternate Board Member Ioakimedes announced the approval of FTA Grant status for SolTrans.

ADJOURNMENT

The STA Board meeting was adjourned at 6:55 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, October 12, 2011, 6:00 p.m.**, Suisun City Hall Council Chambers.



DATE: September 19, 2011
TO: STA TAC
FROM: Johanna Masielat, Clerk of the Board
RE: STA Board and Advisory Committee Meeting Schedule for 2011

Background:

Attached are the STA Board and Advisory Committee Meeting Schedule for 2011 that may be of interest to the STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committee Meeting Schedule for 2011



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2011**
(Last Updated: February 2011)

SUMMARY:	
STA Board:	Meets 2 nd Wednesday of Every Month
Consortium/TAC:	Meets <i>Last</i> Wednesday of Every Month
BAC:	Meets 1 st Thursday of every <i>Odd</i> Month
PAC:	Meets 3 rd Thursday of every <i>Odd</i> Month
PCC:	Meets 3 rd Thursdays of every <i>Odd</i> Month

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., September 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., October 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., November 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 9	6:00 p.m.	STA's 14 th Annual Awards	Fairfield Community Center	Confirmed
Thurs., November 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	Suisun City Hall	Confirmed
Thurs., November 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., November 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., December 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative