



Solano Transportation Authority

... working for you!

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

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TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA

1:30 p.m., Wednesday, December 21, 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, CONSENT CALENDAR, Minutes of the TAC Meeting of November 30, 2011, and SolanoExpress Intercity Transit Consortium 2012 Work Plan.

TAC MEMBERS

Table listing TAC members: Charlie Knox (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), Rod Moresco (City of Vacaville), David Kleinschmidt (City of Vallejo), Matt Tuggle (County of Solano).

- C. Solano Mobility Management Plan Scope of Work** Liz Niedziela
Recommendation:
Forward a recommendation to the STA Board to approve the Solano Mobility Management Plan scope of work as shown in Attachment A.
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- D. Solano Coordinated Short Range Transit Plan (SRTP)** Liz Niedziela
Recommendation:
Forward a recommendation to the STA Board to approve the scope of work for the Solano Coordinated SRTP as shown in Attachments A, B, and C.
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VI. ACTION FINANCIAL ITEMS

- A. State Safe Routes to School (SR2S) Grant Opportunity for City of Dixon's West B Street Undercrossing** Jessica McCabe
Recommendation:
Forward a recommendation to the STA Board to approve the following:
- 1. Approve the West B Street Undercrossing in Dixon as the STA's Countywide SR2S priority project; and*
 - 2. Authorize the Solano Transportation Authority to apply for the state SR2S grant, to be released in December 2011.*
- (1:50 – 2:00 p.m.)
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VII. ACTION NON-FINANCIAL ITEMS

- A. Evaluation of Fiscally Constrained Regional Transportation Plan (RTP) Project List** Robert Macaulay
Recommendation:
Forward a recommendation to the STA Board regarding the inclusion of transit vehicle replacement in the STA Fiscally Constrained RTP Project List.
(2:00 – 2:10 p.m.)
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- B. Solano Countywide Pedestrian Transportation Plan** Sara Woo
Recommendation:
Forward a recommendation to the STA Board to approve the Solano Countywide Pedestrian Transportation Plan as shown in Attachment B.
(2:10 – 2:20 p.m.)
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VIII. INFORMATIONAL ITEMS – DISCUSSION

- A. **Regional Transportation Plan (RTP) / Sustainable Community Strategy (SCS) Update** Robert Macaulay
Informational
(2:25 – 2:30 p.m.)
Pg. 65
- B. **Safe Routes to School (SR2S) Program Update** Danelle Carey
Informational
(2:30 – 2:35 p.m.)
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NO DISCUSSION NECESSARY

- C. **Local Project Delivery Update** Jessica McCabe
Informational
Pg. 147
- D. **Funding Opportunities Summary** Sara Woo
Informational
Pg. 155
- E. **STA Board Meeting Highlights of December 14, 2011** Johanna Masielat
Informational
Pg. 159
- D. **STA Board and Advisory Committee Meeting Schedule for Calendar Year 2012** Johanna Masielat
Informational
Pg. 161

IX. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, January 25, 2012.**

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TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
November 30, 2011

I. CALL TO ORDER

The regular meeting of the Technical Advisory Committee (TAC) was called to order at approximately 1:35 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
	Rod Moresco	City of Vacaville
	Matt Tuggle	County of Solano

STA Staff Present:

(In Alphabetical Order by Last Name)

Janet Adams	STA
Jayne Bauer	STA
Robert Guerrero	STA
Daryl Halls	STA
Judy Leaks	STA
Robert Macaulay	STA
Johanna Masielat	STA
Jessica McCabe	STA
Liz Niedziela	STA
Sara Woo	STA

Others Present:

(In Alphabetical Order by Last Name)

Mona Babauta	City of Fairfield
Amanda Dum	City of Suisun City
Barry Eberling	Daily Republic
Wayne Lewis	City of Fairfield

II. APPROVAL OF THE AGENDA

On a motion by George Hicks, and a second by Dave Mellili, 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 Guerrero thanked the STA TAC for their support and participation in last month's Priority Development Area (PDA) tour.

Other: None presented.

V. CONSENT CALENDAR

On a motion by Dave Mellili, and a second by Dan Kasperson, the STA TAC approved Consent Calendar Items A through D.

A. Minutes of the TAC Meeting of September 14, 2011

Recommendation:

Approve TAC Meeting Minutes of September 14, 2011.

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B. 2011 Solano Congestion Management Plan (CMP)

Recommendation:

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

1. The final 2011 Solano CMP and submit it to MTC; and
2. Authorize the Executive Director to submit the 2011 Solano CMP to the Metropolitan Transportation Commission (MTC).

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C. Completion of the Construction Contract for the Building Demolition as Advanced Construction Work for the I-80 Cordelia Truck Scales Relocation Project

Recommendation:

Forward a recommendation to the STA Board to:

1. Accept the Cordelia CVEF Relocation Demolition Building as advanced construction work for the I-80 Cordelia Truck Scales Relocation Project contract as complete; and
2. Authorize the Executive Director to file a Notice of Completion with the County Recorder's office.

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D. Completion of the Construction Contract for the Tree Removal as Advanced Construction Work for the I-80 Cordelia Truck Scales Relocation Project

Recommendation:

Forward a recommendation to the STA Board to:

1. Accept the Completion of the Construction Contract for the Tree Removal as Advanced Construction Work for the I-80 Cordelia Truck Scales Relocation Project contract as complete; and
2. Authorize the Executive Director to file a Notice of Completion with the County Recorder's office.

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VI. ACTION FINANCIAL ITEMS

- A. None.

VII. ACTION FINANCIAL ITEMS

A. STA's 2012 Legislative Priorities and Platform

Jayne Bauer reviewed the development of the STA's 2012 Legislative Priorities and Platform. She cited that the deadline for comments was November 28th, but to date, STA has received no comments from staff and other agencies. She added that after approval by the TAC and Consortium, the priorities and platform will be placed on the December 14th STA Board agenda for consideration of adoption.

At an earlier meeting, it was noted the Consortium recommended to modify language on Item VII (Funding), Item 3 of the 2012 Legislative Priorities and Platform to read as follows:

“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 *up to 2.7%* and authorizing the STA to claim State Transit Assistance program funds directly from MTC.”

After discussion, the STA TAC concurred.

Recommendation:

Forward a recommendation to the STA Board to approve the STA's 2012 Legislative Priorities and Platform.

On a motion by Dave Mellili, and a second by Rod Moresco, the STA TAC unanimously approved the recommendation to include modifications to the STA's 2012 Priorities and Platform as shown above in *bold italics*.

B. Solano Countywide Bicycle Transportation Plan Update

Sara Woo reviewed the development of the Solano Countywide Bicycle Transportation Plan. She cited that once the Plan is adopted, STA staff will prioritize recommended funding for priority projects listed in plan (or in the SR2S and/or SR2T plans). She added that the only exception to this funding rule will be for fund sources that have limits that would exclude any of the identified priority projects.

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Countywide Bicycle Transportation Plan as shown in Attachment B.

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

C. Safe Routes to Transit Plan (SR2T) Plan

Robert Guerrero reviewed the development of STA’s Safe Routes to Transit (SR2T) Plan. He cited that the Plan provides maps and detailed description of each of the 5 selected Transit Facilities of Regional Significance (TFORS); Fairfield Transportation Center, Suisun City Capitol Corridor Train Station, Vacaville Transportation Center, Vallejo Transit Center/Downtown Parking Structure, and Vallejo Transportation Center at Curtola and Lemon Street. He added that staff will work with the member agencies to obtain funding to implement the priorities identified in the Plan.

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Safe Routes to Transit Plan.

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

D. Submittal of Regional Transportation Plan (RTP) Constrained Projects List

Robert Macaulay reviewed STA’s projects recommended for inclusion in STA’s RTP submittal to MTC, and STA’s request for additional funding of \$89 million in RTP funds. He cited that staff recommends requesting MTC to designate the \$89 million of Interregional Transportation Improvement Program (ITIP) funds for the I-80/I-680/SR 12 Interchange to fully fund the next phase of this project in order to allow the indentified projects to proceed.

At an earlier meeting, the Consortium recommended to modify the fiscally constrained Solano RTP projects submittal for Solano County to read as follows:

1. I-80/I-680/SR 12 Interchange (Phase 1)
2. Jepson Parkway
3. Regional Transit Centers *and/or Transit Capital Replacement*
4. I-80 Aux Lanes: I-80 to Air Base Pkwy

After discussion, the STA TAC concurred.

Mike Roberts also noted that the fiscally constrained list of projects severely reduced the number of projects available for state and federal funding. He stated that while the four projects supported seemed to capture the priorities of the county as a whole, all of the Benicia projects were eliminated as part of the four priorities for the RTP. In addition, he cited that the One Bay Area Grant (OBAG) programmatic categories may be limited to the 70/30 or 50/50 percentage splits within Priority Development Areas, severely constrained the projects within individual communities, particularly smaller communities such as Benicia. He requested the allocation of the OBAG funding be balanced in relationship to the RTP priority projects.

Recommendation:

Forward a recommendation to the STA Board to:

1. Approve the fiscally constrained Solano RTP Project List as shown in Attachment A; and
2. Authorize the Executive Director to submit it to MTC for inclusion in the Regional Transportation Plan.

On a motion by Dave Mellili, and a second by George Hicks, the STA TAC unanimously approved the recommendation to include the suggested modification made by the Consortium at an earlier meeting to the Solano RTP Project List as shown above in *bold italics*.

VIII. INFORMATIONAL

A. Solano Employer Commute Challenge 2011 – Final Results

Judy Leaks provided a summary of the final results from the 5th Annual Solano Commute Challenge.

NO DISCUSSION

F. Funding Opportunities Summary

G. STA Board Meeting Highlights of October 12, 2011

H. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2012

IX. ADJOURNMENT

The meeting was adjourned at 2:30 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, December 21, 2011.**

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DATE: December 6, 2011
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: SolanoExpress Intercity Transit Consortium 2012 Work Plan

Background:

The SolanoExpress Intercity Transit Consortium has regularly prepared an annual Work Plan. In 2012, there is a number of key local and regional transit planning activities and projects that the Consortium will be involved with. These range from transit service and funding to planning and marketing.

Discussion:

STA staff is presenting the SolanoExpress Intercity Transit Consortium Work Plan 2012 for the Consortium and TAC's review. The 2011 Work Plan (Attachment A) is presented for comparison. In the 2012 Work Plan, several completed items have been removed and new projects have been added. If approved by the Consortium and TAC, the Work Plan will be presented to the STA Board in January 2012 for approval.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to approve the SolanoExpress Intercity Transit Consortium 2012 Work Plan as shown on Attachment B.

Attachments:

- A. SolanoExpress Intercity Transit Consortium 2011 Work Plan
- B. SolanoExpress Intercity Transit Consortium 2012 Work Plan

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2011 SolanoExpress Intercity Transit Consortium
Work Plan

(January 2011)

Transit Service:

- Evaluation of intercity transit services performance; prioritize, and implement intercity transit service changes.
- Monitor SolanoExpress intercity transit services
- Monitor facilities development that support SolanoExpress intercity transit services
- Discuss local transit issues and be mindful of harmonizing local and intercity transit needs
- Implement Lifeline project priorities.
- Identify and facilitate joint agency transit projects
- Monitor implementation of new intercity ADA paratransit services Phase I and identify funding opportunities for Phase II
- Implement multi-agency electronic fare instrument compatible with regional efforts

Transit Planning

- Complete countywide Senior and People with Disabilities Transportation Plan
- Update I-80/I-680/I-780/Hwy 12 Transit Corridor Study
- Update countywide transit capital inventory
- Conduct Community Based Transportation Planning study in East Fairfield.
- Provide input into Comprehensive Transportation Plan update including Safer Routes to Transit Facilities and other studies.
- Participate in the implementation of MTC's Transit Connectivity Study and Wayfinding Signage's initial phase
- Monitor implementation of Transition Plan for Benicia and Vallejo transit services
- Implement balance of Phase II Transit Consolidation Study
- Monitor regional Transit Sustainability Project
- Provide input into other county and regional transit planning efforts

Funding

- Monitor the implementation of the FY2010-11 Intercity Transit Funding Agreement
- Develop the FY2011-2012 Intercity Transit Funding Agreement
- Maximize RM2, Prop 1B, 5310, 5311 ARRA, and other funding opportunities
- Implement and monitor Lifeline Funding Program
- Monitor and provide input into legislation to ensure adequate levels of transit funding
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix
- Complete FY2011-12 TDA Unmet Transit Needs process.

Marketing of Transit Services and Programs

- Participate in the updating of SolanoExpress marketing
- Plan, prioritize, and implement marketing support for intercity transit services including display of intercity route schedule information at key bus stops.
- Coordinate and participate in countywide and regional transit marketing activities.
- Update, print, and distribute SolanoExpress brochure, wall maps, website and other materials.

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2012 SolanoExpress Intercity Transit Consortium
Work Plan

(January 2012)

Transit Service:

- Evaluation of intercity transit services performance; prioritize, and implement intercity transit service changes.
- Monitor SolanoExpress intercity transit services
- Monitor facilities development that support SolanoExpress intercity transit services
- Discuss local transit issues and be mindful of harmonizing local and intercity transit needs
- Implement Lifeline project priorities.
- Identify and facilitate joint agency transit projects
- Monitor implementation of new intercity ADA paratransit services Phase I and identify funding opportunities for Phase II
- Implement Early Delivery of Clipper

Transit Planning

- Update I-80/I-680/I-780/Hwy 12 Transit Corridor Study
- Conduct a Countywide Coordinated SRTP
 - ✓ Different Fare Structure and Discounts/Standard Fare Structure/Fare Reconciliation;
 - ✓ Separate ADA Contractors, Eligibility and Rules/Joint Contracting/Eligibility Determination of ADA Paratransit;
 - ✓ Enhanced Transit Coordination of Capitol Planning
 - ✓ Enhanced Coordination of Transit Service Planning; and
 - ✓ An analysis of transit connectivity to the Colleges in Solano County. The Colleges would include Touro University, Maritime Academy, and the three Solano Community Colleges in Solano County (Fairfield, Vacaville, and Vallejo).
- Conduct a Countywide Mobility Management Plan
- Conduct a Solano Transit Sustainability Plan of All Operators
- Conduct Community Based Transportation Planning study in East Fairfield
- Conduct a Intercity Ridership as per the Intercity Funding Agreement
- Provide and updated survey and input into Comprehensive Transportation Plan update including Safer Routes to Transit Facilities and other studies
- Participate in the implementation of MTC's Transit Connectivity Study, specifically the Transit Element
- Monitor and coordinate with the new transit entity, SolTrans
- Implement balance of Phase II Transit Consolidation Study following completion of Transit Sustainability and Transit Corridor Studies
- Monitor MTC's Regional Transit Sustainability Project
- Provide input into other county and regional transit planning efforts
- Update countywide transit capital inventory
- Implement Seniors and People with Disabilities Priorities
 - ✓ Intercity Taxi Script Phase II
 - ✓ Mobility Management Plan
 - ✓ ADA Eligibility
 - ✓ Dialysis Centers

Funding

- Monitor the implementation of the FY 2011-12 Intercity Transit Funding Agreement

The highlighted sections are new items added to the list

- Develop the FY 2012-2013 Intercity Transit Funding Agreement
- Maximize Regional Measure (RM) 2, Prop 1B, 5310, 5311 ARRA, and other funding opportunities and work with STA to set priorities for capital operating
- Implement and monitor Lifeline Funding Program
- Monitor and provide input into legislation to ensure adequate levels of transit funding
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix
- Complete FY 2011-12 and fund TDA Unmet Transit Needs process and work with Solano County to identify priorities for future County TDA funds to be dedicated to transit.
- Assist FAST and other operators in local bus replacements
- Develop Funding List to assist in funding transit priorities projects
 - ✓ Federal Section 5311
 - ✓ Lifeline Funding
 - ✓ STAF (Population Based)
 - ✓ STAF Regional
 - ✓ Prop 1B (Population Based)
 - ✓ TDA Solano County

Marketing of Transit Services and Programs

- Participate in the updating of SolanoExpress marketing
- Plan, prioritize, and implement marketing support for intercity transit services including display of intercity route schedule information at key bus stops.
- Coordinate and participate in countywide and regional transit marketing activities.
- Update, print, and distribute SolanoExpress brochure, wall maps, website and other materials.



DATE: December 10, 2011
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Solano Mobility Management Plan Scope of Work

Background:

Development of a Mobility Management Plan is one of the strategies listed in the Solano Transportation Study for Seniors and People with Disabilities. This Study has been approved by the Consortium, TAC and the Solano Seniors and People with Disabilities Advisory Committee. It will be presented for final approval by the STA Board in December 2011. Per the Study, Mobility Management is a “short-range planning and management activities and projects for improving coordination among public transportation and other transportation service providers.”

The STA Board supports the development of a Solano Mobility Management Plan which includes potential programs for Seniors and People with Disabilities, the County Health and Social Services and First Five Program clients. The Paratransit Coordinating Council and the Solano Seniors and People with Disabilities Transportation Advisory Committee are supportive and requested to be involved in the process.

Discussion:

STA staff release a Request for Qualifications (RFQ) to establish a Pre-Qualified List of Consultants for Project Management services to assist STA staff in several studies and plans this fiscal year. This includes the Solano Mobility Management Plan. STA plans to have a project manager on board to assist with this work in December and release the Request for Proposals (RFP) for the Solano Mobility Management Plan in February/March 2012. The Project Manager, in preparing for the RFP, may make minor edits to the scope of work for better clarification and understanding.

In preparation of the release of the RFP, STA presented the draft scope of work to the Consortium in November and asked for input. Staff received comments and incorporated them into the scope of work (Attachment A). The scope of work will go to the Paratransit Coordinating Council on January 19, 2012 and the Solano Seniors and People with Disabilities Transportation Advisory Committee on January 26, 2012 to receive input before going to the STA Board on March 14, 2012 for final approval.

Fiscal Impact:

The fiscal impact is \$150,000. State Transit Assistance Funds (STAF) Regional Paratransit will cover \$100,000 of the plan and STAF will cover \$50,000.

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Mobility Management Plan scope of work as shown in Attachment A.

Attachment:

- A. Solano Mobility Management Plan Scope of Work

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(December 12, 2011)
SCOPE OF WORK
for
Solano Mobility Management Plan

Purpose:

Goal is to coordinate transportation services for older adults, individuals with disabilities, and individuals with low incomes.

The STA completed the first Solano Senior and Disabled Study in June 2004. The second study, Solano County Transportation Study for Seniors and People with Disabilities was recently completed and will be presented to the STA Board for final approval in December 2011. The both studies recommended a further focus on the Solano Mobility Management in Solano County. The Consultant Team will develop a coordinated plan for outreach programs, policies and build local partnership specific to Solano County. Work closely with the transit operators and stakeholders in development of implementation plans.

Tasks:

- 1. Confirm Project Goals and Finalize Scope of Services and Work Plan**
- 2. Review Relevant Studies and Related Programs including, but not exclusive to:**
 - a. Solano County Senior and Disabled Transit
 - b. Solano County Transportation Study for Seniors and People with Disabilities
 - c. Taxi Scrip Programs (Intercity and Local)
 - d. Community-Based Transportation Plans in Solano County
 - e. Identify key stakeholders in the County that contribute to the planning, provision, delivery and/or funding of transportation services for Seniors and People with Disabilities and Individual of Low-Income. Present this information in a table that is categorized by function (i.e. Funding, Service Delivery, Service Planning, etc.).
- 3. Identify All Existing Transportation Services Provided in Solano County for Seniors, People with Disabilities and Low Income.**
 - a. Inventory the services such as provider contact information, agency's contact person, cost, hours of operations, who is eligible, wheel chair accessible, how far the service is provided, etc.
 - b. Create a strategy to partner and network with all transportation providers and other stakeholders in Solano County
- 4. Develop an one-stop transportation traveler call center and website to coordinate transportation information;**
 - a. Identify and recommend training for staff to refer customers to the appropriate available transportation service
 - b. Provide a detailed description of the different elements of the recommended program, as well as a plan for implementation.
 - c. The implementation plan that would identify the cost, resources, staffing, and other requirements necessary for successful implementation including potential issues with solutions
 - d. Develop policies and procedures for the program

- 5. Identify successful mobility management programs and recommend a program for Solano County:**
- a. Identify at least two examples of successful mobility management programs in other counties/communities that share similarities with Solano County such as demographics, geography, resources, and existing programs/services.
 - b. Recommend a mobility management program for Solano County based on the information gathered in activities 2-4 of this scope of work, as well as on the transportation needs of seniors and people with disabilities identified in the Solano Transportation Study for Seniors and People with Disabilities.
 - Provide a detailed description of the different elements of the recommended program, as well as a plan for implementation.
 - The implementation plan would identify the cost, resources, staffing, and other requirements necessary for successful implementation.
- 6. Develop a Travel Training Programs**
- a. Identify different Travel Training Options
 - b. Provide a detailed description of the different elements of the recommended program, as well as a plan for implementation.
 - c. The implementation plan that would identify the cost, resources, staffing, and other requirements necessary for successful implementation including potential issues with solutions
 - d. Identify any partnerships that could be formed that provide similar services
 - e. Develop policies and procedures for the program
- 7. Develop a Countywide ADA Eligibility Process**
- a. Identify different options
 - b. Provide a detailed description of the different elements of the recommended program, as well as a plan for implementation.
 - c. The implementation plan that would identify the cost, resources, staffing, and other requirements necessary for successful implementation including potential issues with solutions
 - d. Develop policies and procedures for the program
- 8. Identify Older Driver Safety Programs and Mobility Workshops in Solano County**
- a. Inventory Programs
 - b. Describe when offered and contact information
 - c. Develop policies and procedures to keep information current
- 9. Public Outreach**
- a. Present findings and seek input from Transit Consortium, Paratransit Coordinating Council, Solano County Seniors, Senior Coalition and People with Disabilities Transportation Advisory Committee
- 11. Draft Study**
- a. Present the existing services and programs
 - b. Develop a 1 to 10 year Implementation Plan which will include detail project task, cost and a funding plan
 - c. Present to committees and input process
 - d. Present Mobility Management Programs

- e. Obtain input from various groups in Solano County prior to the STA Board.

12. Final Study

- a. Finalize the report incorporating input from public and committee review of draft study
- b. Prepare the report for electronic and hard copy distribution.

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DATE: December 9, 2011
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Solano Coordinated Short Range Transit Plan (SRTP)

Background:

The Solano Transportation Authority (STA) Board authorized for submittal of a letter to the Metropolitan Transportation Commission (MTC) for a Funding Request in the amount of \$140,000 to prepare a Coordinated Short Range Transit Plan for Solano County.

This funding proposal was for the development of a Coordinated Short Range Transportation Plan (SRTP) for Solano County Transit Operators. The transit operators that will be included in this Plan are Solano County Transit (SolTrans), Fairfield and Suisun Transit (FAST), Vacaville City Coach, Dixon Redit-Ride and Rio Vista Delta Breeze. This Plan will include a dedicated subsection for each transit operator covering their requirements of the SRTP.

This proposal also included County Level Coordination analyzing two specific transit issues/priorities areas in Solano County. The first specific area is to update the I-80/I-680/I-780/State Route (SR) 12 Transit Corridor Study. Updating the Transit Corridor Plans will provide guidance and coordination for future investments. Specifically, SolanoExpress bus and integration into the planned Express Lanes and Freeway Performance Initiative on I-80 and I-680. The Transit Corridor Study will not only address transit services, but also update the facilities and connections needed to support these services into the future.

The second issue/priority to be analyzed is how to address Mobility Needs for People with Disabilities in Solano County in a cost effective manner. Some of the areas of analysis will include the Intercity Taxi Scrip Program, non-profit partnerships and a program that assists paratransit users that are able to transfer to fixed route. The specific analysis will be consistent with the recommendations contained in the Solano Transportation Study for Seniors and People with Disabilities which is scheduled to be adopted by the STA Board in December.

STA staff recommended an additional area to analyze, which is transit connectivity to the colleges in Solano County. The colleges would include Touro University, Maritime Academy, and the three Solano Community Colleges in Solano County (Fairfield, Vacaville, and Vallejo).

In addition, MTC staff has requested the Coordinated SRTP address four specific areas of coordination:

1. Different Fare Structure and Discounts/Standard Fare Structure/Fare Reconciliation;
2. Separate ADA Contractors, Eligibility and Rules/Joint Contracting/Eligibility Determination of ADA Paratransit;
3. Enhanced Transit Coordination of Capitol Planning; and
4. Enhanced Coordination of Transit Service Planning.

The STA staff presented to the Consortium the scope of work for the Coordinated SRTP and Mobility Needs for People with Disabilities for an initial review with comments due by December 5th. The scope of work for the I-80/I-680/I-780/SR 12 Transit Corridor Study has been presented to the Consortium for input and approved by the STA Board in January 2011 (Attachment A).

Discussion:

STA plans to contract with one consultant team for the development of the Solano Coordinated SRTP and include with MTC recommended areas of coordination and the Transit Corridor Study update. The consultant will do an analysis on each transit operator in Solano County in the SRTP (Attachment B). The SRTP scope of work needed to be enhanced to meet MTC's recommended area of coordination (Attachment C). This foundation will provide the consultant team a strong groundwork for the Transit Corridor Study.

STA staff is recommending three items. The first is to transfer the coordinated analysis on mobility options for People with Disabilities to the Solano Mobility Management Plan (Agenda Item V.C). The second is to also transfer a mobility item to the Solano Mobility Management Plan: Coordination of Eligibility Determination of ADA Paratransit. These two items are both mobility tasks that will be addressed through this study. The Solano Mobility Management Plan is scheduled to be released in February/March 2012 after the STA Board approves the scope.

The third item is to conduct the Intercity Ridership Study earlier since the Solano Coordinated SRTP is asking for a demographic survey to be performed. The next Intercity Ridership Study is scheduled to be performed in October 2012. If it is included in the SRTP, it will be accomplished six months earlier than scheduled (in March 2012) and the funding that would have been used for the Intercity Ridership Survey could supplement the funding needed to complete this SRTP. The results from Intercity Ridership Study would be used to help calculate the new Intercity Funding Agreement formula and the ridership survey will also be available earlier to the transit operators. The demographic survey for the local routes would not be affected and still would be carry out as required.

Fairfield and Suisun Transit provided comments and would like the following to be included in the SRTP scope of work:

- Development of a standardized fare structure (may just include standard fare instruments, but could also include standard dollar amounts for each) for Solano County.
- Analysis the potential revenue impact and/or gains to Solano County operators with the implementation of a standardized fare structure.

For Fairfield in particular:

- Growth, No Growth, and Reduction scenarios with regards to service planning
 - Consultant would identify services that should be added or eliminated in priority order depending on resources (capital and financial)
 - Consultant would detail the service, funding and capital plans necessary for supporting the actions associated with each scenario
- Title VI analysis of current transit system at the time of the SRTP
- Public Participation Plan
- Fairfield specific financial plans for operations and capital

MTC Proposed Solano Coordinated SRTP Schedule

The following schedule is proposed for SRTPs in FY 2011-12: MTC adopts FY 2011-12 SRTP and County Level Coordination funding; SRTP guidelines revised to include deliverable dates	December 2011/ January 2012
SRTP/County Level Coordination Plan funding contracts executed	January 2012
Draft SRTP/County Level Coordination Plans due to MTC	June 1, 2012
Final SRTP/County Level Coordination Plans due to MTC	September 1, 2012

STA staff released a Request for Qualification (RFQ) to establish a Pre-Qualified List of Consultants for Project Management services to assist STA staff in several studies and plans this fiscal year. This includes the Solano Coordinated SRTP and Transit Corridor Study. STA plans to have a project manager on board in January and release the Request for Proposal (RFP) in January after STA has received an executed funding agreement and STA Board approval. The Project Manager for this project may make minor edits to the scope of work for better clarification and understanding.

Fiscal Impact:

State Transit Assistance Funds (STAF) has been approved by the STA Board to develop the Transit Corridor Study in the amount of \$150,000. MTC is in the process of approving \$140,000 in funding to develop the Coordination SRTP. The agreement is expected to be executed in January 2012. STAF, in the amount of \$150,000 will be used for the Demographic Survey that was original allocation for FY 2012-13 after STA Board Approval.

Recommendation:

Forward a recommendation to the STA Board to approve the scope of work for the Solano Coordinated SRTP as shown in Attachments A, B, and C.

Attachments:

- A. Approved Scope of Work for Transit Corridor Study for I-80/I-680/I-780/SR 12
- B. Scope of Work for Coordinated SRTP
- C. Scope of Enhanced Coordination

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**SCOPE OF WORK
for
Solano
I-80/I-680/I-780/SR 12 Transit Corridor Study Update**

Purpose:

The STA completed the first Solano Comprehensive Transportation Plan (CTP) in May 2002. The CTP provides the basis for a long range, multi-modal transportation plan for Highways and local roads, Transit, and Alternative Modes in Solano County. The CTP's Transit Element recommended a further study to focus on freeway transit corridor services. The first I-80/I-680/I-780 Transit Corridor Study was completed in July 2004. A similar study of transit service on SR 12 was completed in 2006. The CTP is currently being updated and an update of the Freeway Transit Corridor Study would complement this effort.

An I-80/I-680/I-780/Hwy 12 Transit Corridor Study is to be developed to provide implementation recommendations that will be incorporated into or provide data for: 1.) future updates of the CTP Transit Element, 2.) Solano County transit providers' short- and long-range transit plans, 3.) prioritizing existing and new funding revenues for intercity transit services, and 4) prioritizing existing and new capital projects and programs that support freeway corridor transit services. In addition, this study was included as part of the STA's Overall Work Program.

Tasks:

- 1. Confirm Project Goals and Finalize Scope of Services and Work Plan**
- 2. Identify Existing I-80/I-680/I-780/Hwy 12 Corridor Transit Services and their Performance**
 - a. Review and compile all data concerning the existing fixed-route and paratransit freeway/highway transit corridor services: operators, route descriptions, service hours/miles, costs, farebox recovery, ridership, etc. for current service and for the past 5-10 years;
 - b. Identify funding structure for the routes;
 - c. Describe non-public transit corridor services as much as possible (private sector buses, airporters, employer shuttles, etc.)
- 3. Summarize progress of implementation of 2004 I-80/I-680/I-780 Transit Corridor Study and SR 12 Transit Study recommendations.**
 - a. Identify transit services maintained, added, modified, or deleted.
 - b. Identify capital projects that support freeway transit routes, (such as intermodal stations, high occupancy vehicle lanes, park and rides, maintenance facilities) and document any additions or modifications since the previous study.
- 4. Review relevant studies and related programs including, but not exclusive to:**
 - 2000 and 2010 U.S. Census data, regional transit corridor studies, Solano and neighboring jurisdictions' Short Range Transit Plans (SRTPs), Solano Transit Ridership Surveys, Commute Profile, Unmet Transit Needs hearing comments, Transit Comment Card summaries (STA and

other), freeway/highway operations studies, Transit Consolidation study, Community Based Transportation Plans, Senior and Disabled Transportation Plan, regional Clipper Program, Transit Connectivity, Transit Sustainability, and other information

5. Travel demand:

- a. Identify key transit trip generators and attracters in freeway corridors.
- b. Identify existing and projected intercity transit demand from 2010 to 2030 utilizing the Solano Napa Countywide Travel Demand Model.

6. Identify Planned Solano Intercity Services and capital for providing freeway corridor transit mobility

- Inventory public transit services (fixed-route, paratransit, taxi, and related programs) identified in Short Range Transit Plans and other planning documents as well as outreach to transit operators and STA TAC members.
- Conduct survey if needed.

7. Prioritize Transit Corridor Needs and Strategies

- Present existing and projected demand for intercity transit services and existing and planned services
- Identify potential service, capital and related program solutions
- Prioritize needs and preliminary potential solutions
- Identify cost and implementation issues associated with solutions

8. Public Outreach

- Present findings and seek input from Transit Consortium, and STA Board Transit Committee and 2-3 public meetings
- Organize and facilitate public meetings and prepare meeting summaries

6. Draft Study

- Present the existing services, programs, and capital demand data and services inventory.
- Present to committees and input process
- Present transit and travel demand needs and strategies
- Develop a 25 year Implementation Plan, with five year increments which will include a funding plan
- Organize and facilitate at least four presentations on the Draft Plan and obtain input from various groups in Solano County as well as the STA Transit Committee prior to the STA Board.

7. Final Study

- Finalize the report incorporating input from public and committee review of draft study
- Prepare the report for electronic and hard copy distribution.

Date: March 26, 2003
W.I.: 1512
Referred by: PAC
Revised: 03/22/06-C
04/23/08-C
04/27/11-C

ABSTRACT

Resolution No. 3532, Revised

This resolution adopts the Short Range Transit Plan Guidelines.

Attachment A to this resolution was amended on March 22, 2006 and April 23, 2008.

Attachment A was revised on April 27, 2011 to clarify that the SRTP guidelines will focus on small and medium sized operators that are not the subject of the Transit Sustainability Project (TSP) in FY 2011-12. For other transit operators, the requirements are suspended based on the TSP and other planning efforts in FY 2011-12.

Further discussion of these actions is contained in the MTC "Executive Director's Memoranda" to the Programming and Allocations Committee dated March 5, 2003, March 1, 2006, and April 13, 2011; and in the Programming and Allocations Committee summary sheet dated April 9, 2008 and April 13, 2011.

Date: March 26, 2003
W.I.: 1512
Referred by: PAC

RE: Short Range Transit Plan Guidelines

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3532

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the San Francisco Bay Area, charged with carrying out the metropolitan transportation planning and fund programming processes required to maintain the region's eligibility for federal funds for transportation planning, capital improvements, and operations; and

WHEREAS, MTC the federal Transportation Equity Act for the 21st Century (TEA-21) requires MPOs to work cooperatively with the state and public transit operators to develop regional transportation plans and Transportation Improvement Programs (TIP) for urbanized areas of the state; and

WHEREAS, MTC has developed, in cooperation with the State, and with public transit operators in the region, a work program for carrying out continuing, comprehensive, and cooperative transportation planning; and

WHEREAS, an Overall Work Program (OWP) for planning activities in the Bay Area is annually prepared by MTC, the Association of Bay Area Governments, and the California Department of Transportation; and

WHEREAS, the OWP describes MTC's annual unified work program to achieve the goals and objectives of the Regional Transportation Plan (RTP); and

WHEREAS, in accordance with the goals and objectives of the RTP, MTC's Transportation Improvement Program (TIP) includes funds programmed for projects sponsored by public transit operators in the MTC region; and

WHEREAS, MTC, in cooperation with the FTA Region IX office requires that public transit operators in the MTC region which are FTA grantees prepare and regularly update a Short Range Transit Plan (SRTP) as inputs to regional transportation planning programming activities; and

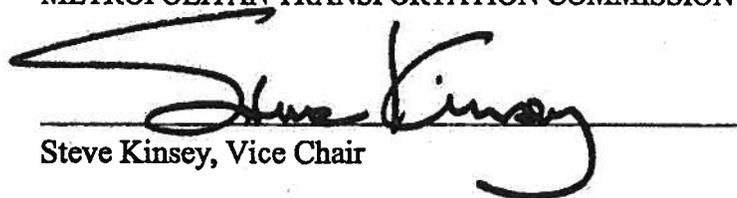
WHEREAS, Appendix A of the Overall Work Program (OWP) lists the public transit operators in the region required to prepare and update an SRTP, and provides for the financial support of the operators' development of SRTPs through the use of FTA Section 5303 funds, and also includes an outline scope of work for the SRTP; and

WHEREAS, MTC biennially enters into a funding agreement with each public transit operator required to prepare and update an SRTP, which passes through to the operator FTA Section 5303 funds; and

WHEREAS, MTC desires to promulgate detailed SRTP guidelines that more precisely explain the outline scope or work included in the SRTP funding agreement, and which are in accord with and supportive of the planning, fund programming and policy requirements of MTC's Transit Capital Priorities Process and Criteria, the TIP and the RTP; now, therefore, be it

RESOLVED, that MTC does hereby adopt the "Short Range Transit Plan Guidelines," attached hereto as Attachment A to this Resolution and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION


Steve Kinsey, Vice Chair

The above resolution was adopted by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on March 26, 2003

Date: March 26, 2003
W.I.: 1512
Referred by: PAC
Revised: 03/22/06-C
04/23/08-C
04/27/11-C

Attachment A
Resolution No. 3532, Revised
Page 1 of 16

METROPOLITAN TRANSPORTATION COMMISSION SHORT RANGE TRANSIT PLAN GUIDELINES

BASIS OF THE SRTP REQUIREMENT

Federal statutes require that the Metropolitan Transportation Commission (MTC), in partnership with the state and with local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and fund programming responsibilities, MTC, in cooperation with Region IX of the Federal Transit Administration (FTA), requires each transit operator receiving federal funding through the TIP (federal grantees within the MTC region) to prepare, adopt, and submit an SRTP to MTC.

In FY 2011-12, MTC will focus SRTP development on small and medium sized operators that are not the subject of the Transit Sustainability Project (TSP) in FY 2011-12. For other transit operators, the requirements are suspended based on the TSP and other planning efforts in FY 2011-12.

These guidelines describe the purpose, planning horizon and frequency of updates for the SRTP, and provide detail relative to the tasks and subtasks outlined in the funding agreement.

SRTP PURPOSE

- A. To serve as a management and policy document for the transit operator, as well as a means of annually providing FTA and MTC with information necessary to meet regional fund programming and planning requirements.
- B. To clearly and concisely describe and justify the transit operator's capital and operating budgets.
- C. To submit requests for federal, state, and regional funds for capital and operating purposes through MTC's Transit Capital Priorities, and in the MTC TIP.
- D. To assess an operator's financial capacity to carry out proposed levels of operations and the associated capital improvement plan. This assists FTA in making its own assessment of an operator's financial capacity.
- E. To regularly provide MTC with information on projects and programs of regional significance, which include: funding and scheduling of expansion projects included in MTC Resolution No. 3434, provision of paratransit service to persons with disabilities, older adults

and others; compliance with federal Title VI reporting requirements; Environmental Justice outreach and public participation, and related service planning; results of the most recent FTA Triennial Review and related corrective actions.

- F. To provide the basis for inclusion of an operator's capital and operating programs in the RTP.
- G. The goals, objectives, and standards specified in an operator's SRTP serve as a basis for the assessment of the operator's performance conducted as part of the MTC Triennial Performance Audit of the operator.

THE SRTP AND THE OPERATOR'S GOALS, OBJECTIVES AND STANDARDS

Goals should reflect the major areas of concern for public transit operators, for example:

- scheduling and route planning
- service reliability
- system effectiveness
- system efficiency
- safety and security
- funding and reserve policies
- customer service
- statutory and regulatory compliance

Objectives should be comprehensive (there can be several objectives under each goal). Service standards should be specific, measurable and quantified where feasible. Goals, objectives and standards should reflect the basis under which new service would be deployed and existing service increased or reduced.

PLANNING HORIZON

The planning horizon is a minimum of ten years. However, a longer planning horizon may be required if necessary to reflect significant capital replacement and/or rehabilitation that would not fall within the ten year period (e.g., railcars, ferryboats, bus subfleet). A longer planning horizon may also be required if necessary to capture the capital or operating budget implications of significant changes in service (e.g., rail extension coming on line, Regional Express Bus deployment).

FREQUENCY OF UPDATES

"Full SRTPs" must be completely updated every four years, in the year preceding a Regional Transportation Plan update. In the interim years, MTC requires at a minimum that an operator develop and update a "Mini-SRTP". The scope of both the Full and Mini-SRTPs is explained below.

REFERENCES TO MTC RESOLUTIONS

These guidelines make reference in certain sections to the following MTC Resolutions:

- MTC Resolution No. 3434, "Regional Transit Expansion Policy."
- MTC Resolution No. 3176, "Procedures for Evaluating Transit Efficiency Improvements."
- MTC Resolution No. 3515: "Transit Capital Priorities, Economic Recovery Principles, Policy Governing the Use of FY 2003-04 FTA Section 5307 Funds."
- MTC Resolution No. 3427, revised, Attachment C3: Regional Transportation Plan 100% "Transit Capital Shortfall" policy. • MTC Resolution No.3866: "MTC Transit Connectivity Plan."

MTC staff will e-mail electronic copies of these resolutions to interested parties upon request.

ONBOARD SURVEY

MTC regularly conducts a regional "on-board" transit survey. The first survey was completed in FY 2006-2007 and is available here:

http://www.mtc.ca.gov/maps_and_data/datamart/survey/2006_transit.htm. The next survey is scheduled to begin in FY 2010-2011. The purpose of the survey is threefold: (1) to inform MTC and interested stakeholders of the demographic profile of transit riders throughout the Bay Area; (2) to provide information to transit providers on the travel patterns and characteristics of their customers; and, (3) to provide MTC and interested stakeholders with robust estimates of transit origin/destination patterns, which are important to analytical planning efforts. MTC and operators will coordinate to develop survey instruments that meet these three goals and to provide survey takers access to their transit systems.

SCOPE OF THE FULL SRTP

The Full SRTP must contain at least the information described in this section. Where applicable, sub-sections that are required to be included in the Mini-SRTPs are labeled as such.

1. Title Page

The title page must include the words "Short Range Transit Plan," the fiscal years covered by the plan, the official name of the transit operator, the date approved by the governing board, and the following statements:

Federal transportation statutes require that the Metropolitan Transportation Commission (MTC), in partnership with state and local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and programming responsibilities, MTC requires that each transit operator in its region which receives federal funding through the TIP, prepare, adopt, and submit to MTC a Short Range Transit Plan (SRTP).

(This is also a requirement for Mini-SRTPs.)

2. Overview of Transit System

- A. Brief History (e.g., year of formation, facilities and fleet development, changes in service focus areas, key milestones and events).
- B. Governance.
 1. Type of unit of government (e.g., city, joint powers authority, transit district).
 2. Composition and nature of representation of governing body:
 - a. Number of members;

- b. Elected or appointed (if appointed, how, and what agencies and/or groups do members represent (e.g., cities, county, general public);
 - c. Current members and terms.
- C. Organizational Structure (use graphic format).
- 1. Management and staff positions.
 - 2. Reporting relationships.
 - 3. Contracted transportation services (name of contractor(s), length of current contract(s)).
 - 4. Labor unions representing agency employees and length of current contract(s).
- D. Transit Services Provided and Areas Served —Describe fixed route, demand responsive, and connecting services and areas served, and the number of vehicles required for each type of service.
- 1. Fixed Route (includes bus and rail):
 - a. Local;
 - b. Express;
 - c. Other commuter service (e.g., subscription service);
 - d. Services provided in partnership with others (funding contributions or policy oversight);
 - e. Accommodation of bicycles.
 - 2. Demand responsive (includes operator-provided services and services provided under partnership agreements):
 - a. General public;
 - b. Americans With Disabilities Act (ADA);
 - c. Persons with disabilities (non-ADA);
 - d. Older adults.
 - 3. Connecting services provided by others.
- E. Fare Structure — Describe fare structure for fixed route and demand responsive services, and for interoperator transfers.
- 1. Fixed Route Fares:
 - a. Single fare (adults, seniors, student/youth);
 - b. Discounted and/or multi-ride fares (adults, seniors, student/youth);
 - c. Recent changes in fares;
 - 2. Demand Responsive Fares:
 - a. Single fare;
 - b. Discounted and/or multi-ride fares;
 - c. Recent changes in fares (include the year(s) in which the change(s) took place);
 - 3. Interoperator Transfer Arrangements and Fares
 - a. ClipperSM (if currently deployed);

b. Other proof of transfer;

- F. Revenue Fleet — Provide a general description of the revenue vehicle/vessel fleet. Identify MTC Regional Express Buses separately. The description can be in narrative or graphic format, or a combination of both. (This description differs from the detailed inventory required under Section 6 of these guidelines.) Include the following information:
1. Types of vehicles/vessels operated (e.g., standard bus (any length), trolley bus, articulated bus, over-the-road coach, cutaway van, standard van, minivan, cable car, passenger ferryboat, heavy rail, light rail);
 2. Number of each type of vehicle/vessel;
 3. Recognizing that each type of vehicle might be used in multiple types of service, type(s) of service in which each type of vehicle is used (e.g., local, express, commuter, demand responsive).
- G. Existing Facilities — Describe individual or grouped facilities, according to the categories listed below.
1. Administrative (locations, age, functions located within);
 2. Maintenance and Fueling (type, locations, age);
 3. Vehicle/Vessel Storage/Staging (locations, age, capacity);
 4. Park-and-Ride (locations, age, capacity);
 5. Stations and Stops (type, locations, age, basic amenities);
 6. Right-of-Way, Track or Guideway;
 7. Bicycle Facilities.

3. Goals, Objectives and Standards

- A. Describe the process for establishing, reviewing, and updating goals, objectives, and standards. Goals and objectives should be comprehensive and address all major areas of operator activities, including principles and guidelines under which new service would be implemented. Performance standards should address both the efficiency and effectiveness of the services provided by the operator.
- B. Portray and discuss new or revised goals and related objectives and standards; and identify changes from prior SRTP.

4. Service and System Evaluation

- A. Evaluate route-level and systemwide performance against current service standards (if illustrative, portray local, express or commuter service, or other intercity service separately). Describe the evaluation process. Evaluate the most recent year for which complete data is available. At a minimum, evaluate performance measures relating to effectiveness and efficiency. Key performance measures could include passengers per revenue vehicle hour, passengers per revenue vehicle mile, percent of capacity used, revenue to total vehicle hours, operating cost per revenue vehicle hour, operating cost per passenger, and on-time performance. A retrospective portrayal of performance (e.g., prior five to ten years) may be warranted to exemplify trends. Identify and evaluate MTC Regional Express Bus service

separately. Where the evaluation identifies deviations from service standards, describe proposed remedies, including service expansion and/or contraction. Use narrative, tables and other graphic formats as warranted. *(This is also a requirement for Mini-SRTPs, but is reduced in scope. See section on Scope of Mini-SRTPs.)*

- B. Provide a three-year retrospective of revenue service hours, revenue service miles, and patronage. Evaluate and discuss significant changes. *(This is also a requirement for Mini-SRTPs.)*
- C. Describe and discuss equipment and facility deficiencies, and describe proposed remedies.
- D. Describe any involvement in MTC's "Community-based Transportation Planning Program" ("CBTP"). Describe any specific fixed-route solutions to transit gaps recommended through the CBTP process and the status of their implementation. Describe any services funded specifically to address welfare-to-work and/or low-income transportation needs and the source(s) of funding (e.g., Lifeline).
- E. Identify paratransit services provided in compliance with the paratransit provisions of the Americans with Disabilities Act (ADA). Reference planned new activities, major service changes, or procurement of capital equipment to support ADA or other paratransit, dial-a-ride or demand responsive services. Identify other paratransit services with which services are coordinated, and any proposed revisions or improvements to fixed route services intended to enhance their usage by seniors and/or by persons with disabilities.
- F. Provide the date of the agency's most recent federal Title VI analysis and report, and discuss any service deficiencies identified in the report. Generally describe the process used for complying with FTA Circular C4702.1. Attach the most recent triennial Title VI report, plus any subsequent Title VI reports, to the SRTP in an appendix.
- G. Provide the date of the agency's most recent FTA Triennial Review, and describe related remedial actions undertaken or currently underway in response to the review.

5. Operations Plan and Budget

A. Operations Plan

The operations plan sets forth the intentions to provide fixed route and paratransit services over the SRTP period. Document the ongoing evaluation of services and systems with respect to adopted goals, objectives and standards, and legal and regulatory requirements, subject to financial constraints.

- 1. Describe the modes and types of transit services to be operated over the plan period. Separately identify service provided in partnership with others:
 - a. For the continuation of existing service, refer to or summarize the descriptions provided under Section 2, Subsection "D", Transit Services Provided and Areas Served;
 - b. For the deployment of new service, identify the mode, and describe the service characteristics using the format used in Section 2, Subsection "D," above. Separately identify new service(s) contained in MTC Resolution No. 3434.

2. Separately describe planned new activities or service changes relative to paratransit services provided in accordance with the Americans with Disabilities Act (ADA service).
3. Separately describe any proposed revisions or improvements to fixed route services intended to enhance their usage by persons with disabilities and older adults.
4. Where reductions in service levels are required in order to achieve a balanced operating budget, describe the reductions and assess their impact on the affected service areas and communities.
5. Portray the levels of service planned — Use a table (or other graphic format) to portray planned levels of service hours and service miles. Separately identify the following:
 - a. Fixed route modes by type (e.g. local, express/commuter);
 - b. Demand responsive modes by type (e.g., ADA, non-ADA older adult);
 - c. Expansion service included in MTC Resolution No. 3434.

The table (or other graphic format) shall clearly identify service expansion and/or reduction by the year of planned deployment (expansion) and/or elimination (reduction). There shall be a rational relationship between the information portrayed and the “Service and System Evaluation” section of the SRTP. *(This is also a requirement for Mini-SRTPs.)*

6. Describe and discuss planned (not yet implemented or underway) service changes in response to the most recent federal Title VI report and/or FTA Triennial Review.

B. Operations Budget

Demonstrate that planned level of transit service over the planning period, including rehabilitation and replacement of capital assets, is sustainable. Take into consideration expense forecasts, regional and local revenue projections, fare policies, labor or service agreements, competitive demands on funding, regional priorities and policies. The budget should reflect a “baseline” level of service, taking into consideration the existing level of service at the time of publication of the SRTP. Committed service changes must also be defined, with their expenses and revenue separately identified in the operating and capital financial plan tables. Provide sufficient detail to allow a reviewer of the SRTP to evaluate costs of implementing the operating and capital plans, and compare the total with anticipated revenues available during the study period.

The narrative must specifically explain, and the spreadsheet clearly isolate in the appropriate year, by mode, any major change in service hours and miles due to deployment of new service or major service reductions.

The narrative must specifically explain, and the spreadsheet clearly isolate by year (e.g., through individual line items) the following:

- Change in fare revenue due to a fare increase or decrease.
- Change in fare revenue due to a change in the level of service.
- Change in expenses due to a change in the level of service.
- Change in expenses due to a labor or service contract change.

All operations expenses and revenues are to be stated in year of expenditure dollars, with the assumed escalation factors stated. All sources of revenue shown in the operations and in the capital financial plan should be identified individually. All assumptions that relate to expenditure and revenue estimates must also be documented, including specification of ridership or sales growth (if appropriate) separately from inflation forecasts.

1. The operations budget must be sustainable and generally balanced each year over the period of the SRTP, using currently available or reasonably projected revenues.
2. Where increases in local revenues (e.g., fares, sales taxes, general fund revenues) are required in order to sustain existing service levels, describe and discuss the steps and timelines needed to achieve the revenue increases, and the contingent policies and actions that will be taken if the proposed revenue increases do not materialize.
3. Fixed route and demand responsive services may be portrayed separately or in a single budget; however, the expenses and revenue for each must be separately identifiable if portrayed in a single budget.
4. Describe planned fare increases and/or decreases, and/or changes in fare policies, including the year(s) these changes are planned to take effect. Describe planned changes in interoperator transfer arrangements and/or fares (this pertains to interoperator fares themselves, not to the means of fare collection; i.e., ClipperSM) Note: as set forth in MTC Resolution No. 3176, fare and local discretionary revenue contributions are expected to keep pace with inflation, and fare structure shall comply with regional policy on fare coordination (Resolution No.3866).
5. Separately identify funding sources and amounts to support operating budgets for ADA service, and any other paratransit or demand responsive services available to older adults and/or persons with disabilities.
6. If applicable, discuss strategies to address elimination of FTA Section 5307 Preventive Maintenance funding for operations as prescribed in MTC Resolution No. 3515.
7. Separately identify and describe funding contributions (expended or received) for services provided in partnership with others.
8. The multi-year operating budget shall utilize MTC projections of regional operating revenues. Local funding sources (e.g., transportation sales tax) that will expire during the period covered by the plan shall not be assumed to continue beyond their expiration dates, unless specific renewals have been approved. In order to portray the operating budget:
 - a. Forecast operating costs shall be portrayed in a manner that distinguishes significant expansion and/or contraction of existing service, and the introduction of new service;
 - b. The basis for the operating cost forecasts shall be clearly portrayed (e.g., cost per service hour and service hours);
 - c. The forecast escalation rates (revenue and expenses) must be clearly portrayed;

- d. Indicate reserves available for operations and changes to reserves over the period of the SRTP, including anticipated unallocated TDA reserves;
- e. Budget levels must correlate with the changes in service identified in the “Operations Plan.”
- f. Identify sources of operating revenue:
 - i. Fares;
 - ii. Property taxes (directly levied, levied by others);
 - iii. Bridge tolls (directly levied (e.g., GGT), MTC 2% toll revenues, MTC 5% unrestricted general fund, MTC Regional Measure 2);
 - iv. Sales tax (AB 1107, directly levied (e.g., transit district), levied by others (e.g., county sales tax measure (identify Measure)));
 - v. Contributions from JPA partner funding agencies;
 - vi. Federal (FTA section 5307 Operating Assistance, FTA section 5307 Preventive Maintenance, FTA section 5311, STP Preventive Maintenance, CMAQ Operating Assistance (new service), Jobs Access Reverse Commute, New Freedom);
 - vii. Regional (MTC Lifeline, Air District);
 - viii. Advertising;
 - ix. Earned interest;
 - x. BART coordination funds (TDA, STA, BART district funds);
 - xi. TDA (directly apportioned, contributed by others);
 - xii. State Transit Assistance [(directly apportioned, contributed by others) – Revenue-Based, Population-Based (Small Operators, Northern Counties, Regional Paratransit, MTC Regional Express Bus)].

C. In addition to future year forecasts, the SRTP should include a three-year retrospective of audited (if available) operating expenses and revenue.

(This is also a requirement for Mini-SRTPs.)

6. Capital Improvement Program

Describe and discuss the capital programs (vehicles, facilities and equipment) required to carry out the operations and services set forth in the operating plan and budget. The Capital Improvement Plan (CIP) should provide the basis for requests for federal, state and regional funding for capital replacements, rehabilitation, and expansion projects. While the CIP does not have to be financially constrained to the extent that the operations budget does, it should reflect the operator’s reasonable expectation of funding, particularly as outlined in MTC’s Regional Transportation Plan. MTC has reaffirmed its prior RTP commitment to fund 100% of the transit capital shortfall, subject to certain conditions as set forth in MTC Resolution No. 3427, revised.

Note: the replacement schedules for vehicles and other capital items shall reflect agreements that resulted in the temporary diversion of FTA Section 5307 funds to “preventive maintenance”.

- A. Basis for Revenue Vehicle/Vessel Projects and/or Proposals, for Replacement, Rehabilitation, and Expansion.
1. Describe and discuss policies (or basis), and justification for vehicle replacement:
 - a. Life cycle considerations (current vehicles/vessels);
 - b. Passenger amenity considerations (vehicles to be acquired);
 - c. Mode of power and/or emissions considerations (vehicles/vessels to be acquired);
 - d. Other considerations (e.g., safety, lack of availability of service parts for current vehicles/vessels)
 2. Describe and discuss policies (or basis), and justification for rehabilitation/retrofit:
 - a. Life cycle considerations;
 - b. Passenger amenity considerations;
 - c. Emissions considerations;
 - d. Other considerations.
 3. Describe and discuss policies (or basis), and justification for proposed fleet expansion (or contraction):
 - a. Relationship to fixed route or demand responsive operations plan;
 - b. Basis for type(s) of vehicles/vessels desired (expansion).
 - c. Number and type(s) of vehicles to be removed from service (contraction), including intended disposition (e.g., sale, placed for lease, salvaged).
 4. Current Revenue Vehicle/Vessel Fleet Inventory: Identify items “a” through “k” below individually or by subfleet. Identify MTC Regional Express Buses separately.
 - a. Manufacturer;
 - b. Year of manufacture;
 - c. Identification number (individual VIN or VIN sequence for subfleets);
 - d. Length of vehicle(s)/vessel(s);
 - e. Seating capacity of vehicle(s)/vessel(s);
 - f. Wheelchair capacity of vehicle(s)/vessel(s);
 - g. Vehicle/Vessel type (e.g., mini van, standard van, cutaway van, standard motorbus, articulated motorbus, trolley bus, articulated trolleybus, over-the-road coach, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
 - h. In fixed route service or demand responsive service;
 - i. Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).
 - j. Has major rehabilitation of the vehicle(s)/vessel(s) been performed; if yes, how many years of service life were added;
 - k. Year the vehicle(s)/vessel(s) will be retired from service (even if this is beyond the time horizon of the SRTP);

5. Vehicle/Vessel Replacement: Identify items “a” through “k” below individually or by subfleet, showing the number of replacement vehicles/vessels to be placed in service per year over the planning horizon.
- Number of vehicles/vessels to be replaced;
 - Anticipated year of manufacture of replacement vehicle(s)/vessel(s);
 - Year vehicle(s)/vessel(s) will be placed in service;
 - Length of vehicle(s)/vessel(s);
 - Seating capacity of vehicle(s)/vessel(s);
 - Wheelchair capacity of vehicle(s)/vessel(s);
 - Vehicle/Vessel type (e.g., mini van, large van, small bus, suburban bus, trolley bus, over-the-road coach, articulated bus, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
 - Placement of the vehicle(s) in fixed route service or demand responsive service;
 - Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).
 - Estimated cost of replacement vehicle(s)/vessel(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - Sources and amounts of funding for replacement vehicle(s)/vessel(s) (unit cost or total by subfleet – same as portrayed in “j” above), with annual escalation rates clearly portrayed.

(This is also a requirement for Mini-SRTPs.)

6. Vehicle/Vessel Rehabilitation (if applicable): Identify items “a” through “m” below individually or by subfleet, showing the number of vehicles/vessels to be rehabilitated per year over the planning horizon.
- Manufacturer;
 - Year of manufacture;
 - Identification number, (individual VIN or VIN sequence for subfleets);
 - Length of vehicle(s)/vessel(s);
 - Seating capacity of vehicle(s)/vessel(s);
 - Wheelchair capacity of vehicle(s)/vessel(s);
 - Vehicle/Vessel type (e.g., mini van, large van, small bus, suburban bus, trolley bus, over-the-road coach, articulated bus, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
 - Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).
 - Year of planned rehabilitation (even if this falls outside the time horizon of the SRTP);
 - Years of service life to be added;
 - Rehabilitation to be performed in-house or contracted, if known;

- l. Estimated cost of rehabilitation of vehicle(s)/vessel(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
- m. Sources and amounts of funding for rehabilitation of vehicle(s)/vessel(s) (unit cost or total by subfleet – same as portrayed in “j” above), with annual escalation rates clearly portrayed.

(This is also a requirement for Mini-SRTPs.)

7. Vehicle/Vessel Expansion (if applicable): Identify items “a” through “k” below individually or by subfleet.
 - a. the number of expansion vehicle(s)/vessel(s) to be placed in service per year over the planning horizon of the SRTP.
 - b. Anticipated year of manufacture;
 - c. Year vehicle(s)/vessel(s) will be placed in service;
 - d. Length of vehicle(s)/vessel(s);
 - e. Seating capacity of vehicle(s)/vessel(s);
 - f. Wheelchair capacity of vehicle(s)/vessel(s);
 - g. Vehicle/Vessel type (e.g., mini van, large van, small bus, suburban bus, trolley bus, over-the-road coach, articulated bus, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
 - h. Placement of the vehicle(s) in fixed route service or demand responsive service;
 - i. Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).
 - j. Estimated cost of expansion vehicle(s)/vessel(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - k. Sources and amounts of funding for expansion vehicle(s)/vessel(s) (unit cost or total by subfleet – same as portrayed in “j” above), with annual escalation rates clearly portrayed.

(This is also a requirement for Mini-SRTPs.)

8. Summary of Revenue Vehicle/Vessel Fleet Inventory:
 - a. Total number of fixed route vehicles in active fleet (identified by type; e.g., see item 7.g. above);
 - b. Total number of fixed route vehicles in reserve fleet;
 - c. Spare ratio of fixed route vehicles (at maximum pullout);
 - d. Total number of vessels in active fleet;
 - e. Total number of vessels in reserve fleet;
 - f. Spare ratio of vessels (at maximum pullout);
 - g. Total number of demand responsive vehicles in active fleet (identified by type; e.g., see item 7. g. above);
 - h. Total number of demand responsive vehicles in reserve fleet;
 - i. Spare ratio of demand responsive vehicles (at maximum pullout)
 - j. Useful life of revenue vehicles;

k. Next rehabilitation or replacement of vehicles and vessels, even if beyond the SRTP horizon.

B. Non-Revenue Vehicle Projects and/or Proposals: Replacement, Rehabilitation, and Expansion or Contraction.

1. Discuss replacement, and/or expansion or contraction of non-revenue vehicle fleet:
 - a. Briefly, describe uses of non-revenue vehicles;
 - b. Briefly, discuss policies or basis, and justification for replacement (e.g., life cycle, obsolescence, safety considerations);
 - c. Briefly discuss policies or basis, and justification for expansion and/or contraction.
2. Non-Revenue Vehicle Fleet Inventory: Identify items "a" through "n" below, showing the number of vehicles per year over the planning horizon.
 - a. Manufacturer (current vehicles);
 - b. The year of manufacture (or anticipated year of manufacture for replacement and expansion vehicles);
 - c. The years the vehicle(s) will remain in service;
 - d. Year vehicle(s) will be retired from service;
 - e. The year replacement vehicle(s) will be placed in service;
 - f. Estimated cost of replacement vehicle(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - g. Replacement vehicle(s): source(s) and amount of funding, identifying funds that have been secured (programmed, allocated or received) and funds that have not been secured, with annual escalation rates clearly portrayed;
 - h. The year expansion vehicle(s) will be placed in service;
 - i. Estimated cost of expansion vehicle(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - j. Expansion vehicle(s): source(s) and amount of funding, identifying funds that have been secured (programmed, allocated or received) and funds that have not been secured, with annual escalation rates clearly portrayed;
 - k. Vehicle type;
 - l. Mode of power;
 - m. Has rehabilitation of the vehicle(s) been performed or is it planned;
 - n. Total number of vehicles in non-revenue fleet.

Operators with non-revenue vehicles which are not proposed for replacement with regionally programmed funds may choose to provide less detailed information.

(Item "g" is also a requirement for Mini-SRTPs, but is reduced in scope. See section on Scope of Mini-SRTPs.)

- C. Major Facilities Replacement, Rehabilitation, Upgrade, and Expansion projects of the types listed below. Identify the locations of new or expanded facilities. Provide project budget, including costs, sources of funds and amounts from each source, identifying funds that have

been programmed, allocated or received, and funds that have not been secured. Separately describe security projects. Specify if replacement and rehabilitation of facilities and equipment results in an asset that differs from the existing asset, and how it differs.

1. Administrative;
2. Maintenance and Fueling;
3. Vehicle/Vessel Storage/Staging;
4. Park-and-Ride;
5. Stations and Stops;
6. Right-of-Way, Track, or Guideway;
7. Bicycle Facilities (e.g., lockers).

D. Tools and Equipment: Replacement and/or Upgrade. Discuss current and/or proposed projects. Combine projects into a lump sum and indicate costs, sources of funds and amounts.

7. Other Requirements

A. Provide the following information on expansion projects included in MTC Resolution No. 3434:

1. Portray the project's current capital cost, providing explanation where costs differ from the portrayal in MTC Resolution No. 3434.
2. Capital Funding:
 - a. Discuss and describe secured funding, including fund programming and/or allocation actions, conditions imposed on the use of funds, fund sources and amounts;
 - b. Explain any changes in secured or anticipated funding, providing explanation where funding differs from the portrayal in MTC Resolution No. 3434;
 - c. Portray and discuss the project's cash flow needs, including any anticipated difficulties, and approved or anticipated decisions on bond financing.
3. Project Schedule. Provide the most current schedule for the project, showing key milestones completed, and anticipated milestone completion dates.
4. Operating Costs. Provide operating expense and revenue projections (including sources of funds).
5. Discuss any activities related to changes in land use planned or anticipated in association with the project, including:
 - a. Participation in the development of local land use policies;
 - b. Policies and/or planning pertaining to, and/or development adjacent to transit stations;
 - c. Descriptions of land that the transit agency currently owns or controls adjacent to transit stop/stations (use a map if desired to show locations).

6. Discuss any current or anticipated policy, planning, funding or operating issues associated with the project, not reflected in responses to items 1 through 5, above.
- B. Describe the agency's public outreach and involvement process relative to environmental justice goals. Describe the most recent outcomes from this process.
- C. In the event the operator intends to use FTA section 5303 funds to contract out for the authoring of the SRTP, the MTC SRTP Program Manager must review the description or scope of work before publication of the RFP. In addition, the SRTP Program Manager is to be invited to participate in or at least observe the consultant selection for work to be performed under contract. MTC may or may not be able to actually participate in the consultant selection process, depending upon scheduling and other commitments, but transit operators are to extend the invitation in a timely manner.

SCOPE OF MINI-SRTPs

The Mini-SRTP is an abbreviated version of the Full SRTP, and shall be a series of spreadsheets, supported as necessary by brief narratives. The Mini-SRTP shall include at least the following information:

1. **Title Page** – same as Scope of Full SRTP, item 1, Title Page
2. **Evaluation of Key Performance Measures, Service Factors, and Patronage**
 - A. Evaluate key systemwide performance measures against current service standards. At a minimum, evaluate performance measures relating to effectiveness and efficiency. Key performance measures could include passengers per revenue vehicle hour, passengers per revenue vehicle miles, percent of capacity used, revenue to total vehicle hours, operating cost per revenue vehicle hour, operating cost per passenger, and on-time performance. Where the evaluation identifies deviations from service standards, describe proposed remedies, including service expansion and/or contraction. Use narrative, tables and other graphic formats as warranted. (Similar to Scope of Full SRTP, Service and System Evaluation section, item 4.A.)
 - B. Provide a three-year retrospective of revenue service hours, revenue service miles, and patronage. Evaluate and discuss significant changes. (Same as Scope of Full SRTP, Service and System Evaluation, item 4.B.)
3. **Service Plan** – same as Scope of Full SRTP, Operations Plan, item 5.A.5
4. **Operations Budget** – same as Scope of Full SRTP, Operations Budget, item 5.B
5. **Fleet Inventory Update**
 - A. Revenue Vehicle/Vessel Replacement – same as Scope of Full SRTP, Capital Improvement Program, item A.5
 - B. Revenue Vehicle/Vessel Rehabilitation – same as Scope of Full SRTP, Capital Improvement Program, item A.6
 - C. Revenue Vehicle/Vessel Expansion – same as Scope of Full SRTP, Capital Improvement Program, item A.7

- D. Non-Revenue Vehicle/Vessel Replacement – Use tabular or other graphic format to show the number of vehicles per year that are proposed for replacement with regionally programmed funds. (Similar to Scope of Full SRTP, Capital Improvement Program, item B.2.g.)

SCHEDULE AND TRANSMITTAL

1. Submit two hard copies and an electronic copy of draft Full or Mini-SRTPs to MTC staff for review according to the schedule below. Electronic copies may be provided in PDF format, but all spreadsheets must also be provided in MS Excel.
2. Submit eight (8) hard copies and an electronic copy of final Full or Mini-SRTPs to MTC according to the schedule below. Electronic copies may be provided in PDF format, but all spreadsheets must also be provided in MS Excel.

Deliverable

Delivery Dates

Draft FY 2013-2022 Full SRTP
Final FY 2013-2022 Full SRTP

TBD
TBD

MTC staff and the transit operators will agree to a schedule once counties and operators have been selected.

An operator at its discretion may choose to submit a Full SRTP for any year when a Mini-SRTP is due.

REQUIRED APPROVALS

The operator's governing body must adopt Full SRTP and any Mini-SRTP containing policy changes from the latest board-approved SRTP. Mini-SRTPs with no policy changes may be adopted or approved by the operator's General Manager.

REVISIONS TO THESE GUIDELINES

Minor modifications to these guidelines may be approved by the Programming and Allocations Committee.

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SCOPE OF WORK For Enhanced Coordination

Purpose:

The specific purpose is to develop an enhanced coordinated analysis of the Transit Operators in Solano County. Some of the areas of analysis will include the Standardized Fare Structure, Joint Contracting and ADA Eligibility Determination, Enhanced Transit Coordination of Capital Planning, Enhance Coordination of Transit Service Planning, and Transportation Options and Transit Connectivity to the Colleges in Solano County. The Colleges would include Touro University, Maritime Academy, and the three Solano Community Colleges in Solano County (Fairfield, Vacaville, and Vallejo).

The purpose of the on board survey is: (1) to inform MTC, STA, and interested stakeholders of the demographic profile of transit riders throughout the Solano County; (2) to provide information to transit providers on the travel patterns and characteristics of their customers; (3) to provide MTC, STA and interested stakeholders with robust estimates of transit origin/destination patterns, which are important to analytical planning efforts; and, (4) to provide STA, the Intercity Transit Operators and Intercity Funding Partners statistical information used for calculating the participating agencies contributions.

Tasks:

- 1. Confirm Project Goals and Finalize Scope of Services and Work Plan**
- 2. Different Fare Structure and Discounts/Standard Fare Structure/Fare Reconciliation**
 - a. Development of a standardized fare structure (may just include standard fare instruments, but could also include standard dollar amounts for each) for Solano County Transit Operators.
 - b. Revise current fare policies to conform with Clipper
 - c. Analysis the potential revenue impact and/or gains to Solano County operators with the implementation of a standardized fare structure.
- 3. Enhanced Transit Coordination of Capital Planning**
 - a. Develop and combined data for capital needs for transit operators in Solano County
 - b. Data should have the same components as individual capital planning scope of work in the SRTP
 - c. Identify potential funding sources to meet the needs
 - d. Show funding need in graphs by year, type of capital, and operator
 - e. Identify potential joint procurement
- 5. Enhanced Coordination of Transit Service Planning**
 - a. Identify connection problems of local route to intercity routes and other regional transportation
 - b. Identify changes to enhance service for intercity travel and well as intercity to local, local to intercity, and intercity to intercity/regional
 - c. Identify potential coordination as ridership increases in the future.

6. Fairfield and Suisun Transit

- a. Growth, No Growth, and Reduction scenarios with regards to service planning
 - o Consultant would identify services that should be added or eliminated in priority order depending on resources (capital and financial)
 - o Consultant would detail the service, funding and capital plans necessary for supporting the actions associated with each scenario
- b. Title VI analysis of current transit system at the time of the SRTP
- c. Public Participation Plan
- d. Fairfield specific financial plans for operations and capital

7. Transportation Options and Transit Connectivity to the Colleges in Solano County

- a. The Colleges would include Touro University, Maritime Academy, and the three Solano Community Colleges in Solano County (Fairfield, Vacaville, and Vallejo).
- b. Develop transportation options and transit connectivity to colleges in Solano County.
- c. Option could include, shuttles, carpool, vanpool, rideshare, transit, and other innovated approaches

8. On Board Demographic Survey

- a. The Consultant, STA, and operators will coordinate to develop survey instruments that meet the four goals stated in the Purpose.
- b. The Intercity Routes survey will be reviewed with slight edits to meet the needs of the Intercity Funding Agreement (Intercity Ridership Study can be found on STA website)
- c. The local routes will also be surveyed.

9. Final Study

- a. Finalize the report incorporating input from committee review of draft study
- b. Prepare the report for electronic and hard copy distribution.



DATE: December 12, 2011
TO: STA TAC
FROM: Jessica McCabe, Project Assistant
RE: State Safe Routes to School (SR2S) Grant Opportunity for City of Dixon's West B Street Undercrossing

Background:

The STA and City of Dixon's priority pedestrian, bicycle and Safe Routes to School (SR2S) project is the West B Street Undercrossing Project. The Project is located between N. Jackson Street and N. Jefferson Street, in close proximity to Dixon's downtown, Anderson Elementary School and adjacent residential areas. It involves constructing a bicycle/pedestrian undercrossing to replace an existing at-grade crossing at the city's future train station location. The current at-grade crossing facilitates an estimated 500 pedestrian trips daily, the majority of which are children accessing schools on either side of the railroad tracks. Two fatalities have been reported at the Project location since 1990. The Project is designed to improve bike and pedestrian railroad crossing safety and will provide access to the City of Dixon's future train station.

The West B Street Undercrossing Project is challenging because it cannot be phased given the design is a tunnel under the Union Pacific railroad tracks. The estimated cost to complete the Project is \$6.1 million.

The Project is identified as a top priority project in the Solano Rail Crossing Plan and Solano Transportation Authority's (STA) Solano Countywide Bicycle and Pedestrian Plans as well as the Solano Safe Routes to School Plan. A recommended funding strategy, outlined in Attachment A, was also approved by the STA Board in April 2011 for the Project. The funding strategy included \$4.949 million of combined committed and anticipated discretionary funding to be dedicated toward the project.

Discussion:

While the funding strategy approved in April commits current and future discretionary funding for the City of Dixon's West B Undercrossing Project, some of the intended sources of future discretionary funding is still uncertain. The funding strategy includes a commitment of future Cycle 2 Surface Transportation Program (STP)/Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, future Eastern CMAQ (ECMAQ), and future Safe Routes to School (SR2S) State grant funding. Currently, MTC's proposed new policy emphasizes that a significant amount of the block grants funds be used in Priority Development Areas (PDAs), and Dixon does not have any PDA's within its boundaries. Furthermore, the amount of ECMAQ to be made available could be less than in previous years. Since both STP/CMAQ and ECMAQ funding is uncertain at this point, and the funding plan relies on these funding sources, the commitment of SR2S grant funds becomes even more crucial to the funding of the West B Street Project.

Based on the need for bicycle and pedestrian safety improvements, the project's proximity to schools, and the approved funding strategy, staff is recommending that the potential for \$500,000 to \$1,000,000 in available funding from the upcoming State SR2S grant funding to be prioritized to the West B Street Project. In doing this, the Project would be acknowledged as the STA's Countywide SR2S priority and the STA would be authorized to apply for the grant. Attachment B provides a brief description of the State SR2S Call for Proposals.

Fiscal Impact:

No direct impact to the STA budget. Potential to provide \$500,000 to \$1,000,000 in SR2S grant funding to the West B Street Undercrossing Project.

Recommendation:

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

1. Approve the West B Street Undercrossing in Dixon as the STA's Countywide SR2S priority project; and
2. Authorize the Solano Transportation Authority to apply for the state SR2S grant, to be released in December 2011.

Attachments:

- A. City of Dixon's West B Street Bicycle and Pedestrian Undercrossing Fund Strategy, 4-20-2011
- B. Announcement for Call for Proposals for State SR2S Cycle 10

ATTACHMENT A

City of Dixon’s West B Street Bicycle and Pedestrian Undercrossing Fund Strategy
 (Approved by STA Board April 20, 2011)

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Fund Sources Total
TDA 4/8	2011-12	VV/Dix Fund Swap	\$325,000
TDA 4/8	2012-13	VV/Dix Fund Swap	\$325,000
TDA 4/8	2013-14	VV/Dix Fund Swap	\$325,000
TDA 3	2012-13	Due March 2012	\$125,000
YSAQMD CAF	2012-13	Due March 2012	\$100,000
E-CMAQ, if Cycle 2	2012-13	TBD	\$2,000,000
MTC-STA SR2S, if Cycle 2	2012-13	TBD	\$600,000
STIP-TE, if reauthorized	2012-13	Reprogram, Apr 26	\$649,000
State SR2S Grant	2012-13	TBD	\$500,000
		TOTAL	\$4,949,000
		SHORTFALL	\$1,151,000
		Project Phase Total:	\$6,100,000

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Start preparing now for the upcoming State SR2S Call for Proposals!

The next Call for Proposals for State SR2S Cycle 10 is anticipated to be released in December 2011. This two-year call for projects is expected to provide over \$40 million in funds for SR2S work. Awards are for Infrastructure projects but **can include up to 10% of construction costs for Non-Infrastructure work**. Typically, proposals are due approximately 90 days after the initial announcement call.

There are two Safe Routes to School funding sources: the California SR2S program and the federal SRTS program. Both programs are administered by Caltrans through the [Caltrans Safe Routes to School Program \(http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm\)](http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm) and are intended to increase the number of children walking and bicycling to school by making conditions safer and more appealing to do so. An overview* of the basic differences between the two is provided below:

PROGRAM FEATURES	STATE SR2S	FEDERAL SRTS
Eligible Projects	Infrastructure with up to 10% of construction costs for non-infrastructure	Infrastructure and non-infrastructure
Local Match	10% required	None
Targeted Beneficiaries	K -12	Grades K -8
Max. Project Funding Award <i>(based on previous funding cycles)</i>	\$500,000 to \$1,000,000	Up to \$500,000 for non-infrastructure projects, and up to \$1,000,000 for infrastructure projects
Estimated funding available this Cycle	\$20 – \$50 million for 2-year Call for Projects	N/A
Eligible Applicants	Cities, Counties	Cities, Counties, MPO, RTPA, and more

Visit the [Caltrans SRTS webpage \(http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm\)](http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm) for more information.

What can schools/communities interested in SR2S funding do now in preparation for the December call?

✓ Gauge your need to pursue SR2S funds for your school/community.

Now is the time to become familiar with the SR2S program [guidelines \(http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/documents/Final_Cycle_9_Guidelines_4-14-10.pdf\)](http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/documents/Final_Cycle_9_Guidelines_4-14-10.pdf) and to ask your school/ community, 'Are we ready to go down this path?' It is important to consider that large infrastructure projects take a long time to research, plan, fund, and build. Consider TARC's suggestions for [other sources Safe Routes to School funds \(http://www.casaferoutestoschool.org/safe-routes-to-school-basics/resourcing/\)](http://www.casaferoutestoschool.org/safe-routes-to-school-basics/resourcing/) to find other sources of funding may be a better match for your community at this time.

✓ Get in touch with your local department of public works (DPW) or department of transportation (DOT).

If you think that your school/community is interested in pursuing SR2S funding, your first step is to contact either your city or county DPW or DOT to let them know of your school/community's interest. Be persistent, patient, open, and friendly in making this connection. Most importantly, be clear about your intentions and willingness to partner to seek funding to help implement SR2S objectives. It is important to remember that your local PW or DOT likely receives numerous requests for funding and likely has the unpopular task of having to prioritize requests received from multiple sources. This is a great time to determine what criteria are used by your local DPW or DOT in the prioritization of projects.

✓ Make your school/community an investment-worthy partner.

To become competitive in the selection process for your local area, make your school/community a notable partner for DPW/DOT SR2S applications by offering to help gather valuable background information required for a competitive SR2S proposal. Consider collecting the following data:

[parents attitudes toward walking/biking to school \(http://saferoutesinfo.org/data-central/data-collection-forms\)](http://saferoutesinfo.org/data-central/data-collection-forms) ;

rate/number of students currently walking/cycling;

[pedestrian/bicycle collision data \(http://tims.berkeley.edu/resources/srts/main.php\)](http://tims.berkeley.edu/resources/srts/main.php) ;

safety risks identified through a walk or bicycle safety audit;

vital statistics, such as student [fitness \(http://www.cde.ca.gov/ta/tg/pt/\)](http://www.cde.ca.gov/ta/tg/pt/) ; and

other measures that shows why your school/community would benefit from SR2S funding.

Finally, offer to help gather [letters of commitment \(http://www.casaferoutestoschool.org/wp-content/uploads/2011/05/Letter_of_Support_vs_Commitment.pdf\)](http://www.casaferoutestoschool.org/wp-content/uploads/2011/05/Letter_of_Support_vs_Commitment.pdf) from your Safe Routes to School partners (district, principal, PTAs, neighborhood associations, law enforcement, public health, other non-profit organizations).

✓ Incorporate non-infrastructure activities into your SR2S efforts.

WalkSanDiego's Leah Stender, a Safe Routes to School and walkability expert, shares this tip,

"Having complementary non-infrastructure strategies builds a thorough approach to addressing the issues a community has, not just building the infrastructure but addressing outreach and education on how to use it and what ways people will benefit from it. Also, there's an opportunity to teach students pedestrian and bicycle safety skills and encourage people to use the new infrastructure."

It's a great time to consult your **TARC representative** (<http://www.casaferoutestoschool.org/get-assistance/california-regional-srts-networks/>) for Safe Routes to School non-infrastructure program ideas!

√ **City and county public works and departments of transportation may wish to take note of California Assembly Bill AB516.**

The passage of AB516 in September means Caltrans SR2S/SRTS applications will now be required to use a specified public participation process to identify community priorities and consider benefit to a low-income school. This new law presents an excellent opportunity for community groups and health departments to build relationships with DPW/DOT by helping them orchestrate a robust public participation process that will be well received in their community and strengthen their funding application.

**Chart adapted from WALK Sacramento's Sacramento County Safe Routes to School Toolkit. Please contact Terry Preston tpreston@walksacramento.org for the latest draft of this wonderful resource guide!*



DATE: December 15, 2011
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Evaluation of Fiscally Constrained Solano Regional Transportation Plan (RTP) Project List

Background:

The Regional Transportation Plan (RTP) is the long-range transportation plan for the 9-county Bay Area. It is prepared every 4 years by the Metropolitan Transportation Commission (MTC). The RTP sets out a 25-year vision for the region's transportation system, establishes goals and milestones for achieving that vision, and lists projects that are designed to help meet those goals. The RTP is a financially constrained document; only projects that can be funded through reasonably-anticipated revenues can be included in the RTP. Projects that receive federal and/or state financing must be listed in the RTP. In addition, local projects that have no federal or state funds may still be listed in the RTP in order to undergo air quality conformity analysis as part of the RTP review. It is important to have Solano's priority projects included in the RTP.

On October 6, 2011, MTC provided the CMAs with a project budget, County shares, for T2040. The STA project budget is \$645.5 million which is approximately the same amount that was available for the T2035 project list. Unlike previous years, that amount includes funds for programmatic expenses such as Local Streets and Roads (LS&R) maintenance, regional bicycle network development and CMA planning funds. Actual funds available for expenditure on projects total \$437.5 million that would be funded outside the One Bay Area Grants. STA staff prepared a recommended project list, which is included as Attachment A.

At their meetings of November 30, 2011, the Solano Express Inter City Transit Consortium (Consortium) discussed and recommended, and the Technical Advisory Committee (TAC) supported the line item in the project list that specifies construction of new transit center also include replacement of transit vehicles. At the TAC meeting, STA staff expressed concern that this mixing of the projects could lead to insufficient funds being available for transit center expansion.

At the December 14, 2011 STA Board meeting, STA's staff noted the TAC and Consortium recommendation, but not including the language on transit vehicle replacement. The STA Board discussion did not address this issue, and the Board's final action did not include the Consortium and TAC recommendation.

Discussion:

There are two areas where further discussion appears appropriate: the inclusion of transit vehicle replacement, and the process for making recommendations to the STA Board that do not fully incorporate Consortium and/or TAC votes.

The line item in the Draft STA Fiscally Constrained RTP Project List for transit center construction is based upon the cost estimate for the Curtola transit center, of the most costly of the three candidate facilities. The other listed projects are the Fairfield and Vacaville transit center expansions. Whichever project is ready to move into the construction phase first will be the recipient of the funds. The question raised by STA staff is, if funds are first spent for transit vehicle replacement, then the expansion of a major transit center might be delayed due to insufficient funding.

Additionally, the fund sources for the RTP projects are Regional Transportation Improvement Program (RTIP), Transportation Enhancement (TE) and federal Surface Transportation Plan/ Congestion Mitigation for Air Quality (STP/CMAQ). These fund sources are designed for capital construction of expansion projects (such as roadways and transit centers), and have not historically been designated for vehicle acquisition or replacement.

Historically, STA staff has notified the TAC on the rare instances when STA staff recommendations deviate from TAC recommendations. This did not occur in this case, this STA staff has reagendaize the item for discussion by the TAC and the Board to further discuss the matter.

Fiscal Impact:

None at this time. However, the RTP project list identifies those projects and programmatic categories that are covered under the RTP federal air quality attainment conformity analysis and which projects are eligible for state or federal funds, both of which impact STA and member agency spending options.

Recommendation:

Forward a recommendation to the STA Board regarding the inclusion of transit vehicle replacement in the STA Fiscally Constrained RTP Project List.

Attachments:

- A. STA Fiscally Constrained RTP Project List Submitted to MTC

Projects Recommended for Inclusion in Solano Transportation Authority's (STA) Regional Transportation Plan (RTP)
 Submittal to the Metropolitan Transportation Commission (MTC)

Monday, November 21, 2011

* funding in thousands

	Projected Revenues	Total Project Costs	Recommended RTP Project Funding	Running Balance
MTC Project Budget for Solano County (Oct 6, 2011)	\$ 645,500		\$	645,500
Mandatory OneBayArea Grant Projects		\$ 208,000	\$ 208,000	\$ 437,500
STA Planning Funds				
TLC/PDA Projects				
Bike/Ped/SR2S/SR2T/Planning/Alt Fuel				
Local Streets and Roads Maintenance				
Recommended RTP Projects for Solano County*				
I-80/I-680/SR-12 Interchange (Phase I)		\$ 700,000	\$ 440,000	\$ (2,500)
Jepson Parkway		\$ 185,000	\$ 45,000	\$ (47,500)
Regional Transit Center (Curtola, Fairfield Transit or Vacaville Transit)		\$ 32,100	\$ 16,500	\$ (64,000)
I-80 Aux Lanes: I-680 to Air Base Pkwy		\$ 50,000	\$ 25,000	\$ (89,000)
Recommended additional projected Interregional Transportation Improvement Program funds (ITIP), I-80 Corridor Only	\$ 89,000			\$ -
TOTALS	\$ 734,500	\$ 1,175,100	\$ 734,500	

* All Project Costs not covered by recommended RTP Project Funding will be covered by other funding sources or other Bay Area RTP Projects.

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DATE: December 15, 2011
TO: STA TAC
FROM: Sara Woo, Associate Planner
RE: Solano Countywide Pedestrian Transportation Plan

Background:

In 2000, Solano Transportation Authority (STA) published the Solano County Trails and Open Space Plan. This Plan evolved into the first Solano Countywide Pedestrian Plan (Pedestrian Plan) in 2004. The Pedestrian Plan is an important component of the Arterials Element of the Comprehensive Transportation Plan (CTP). The Pedestrian Plan identifies desired ultimate countywide facilities serving walking travelers (and, where facilities are dual use, bicyclists) and select priority projects to be funded for planning and development over a 5 year period. The Pedestrian Plan is also used by the Solano Transportation Authority (STA) and its member agencies as a pedestrian advocacy document for state and federal grant programs.

Discussion:

The Pedestrian Plan is a substantially new document, although it does contain elements from the previous Pedestrian Plan. The Pedestrian Plan was reformatted for two primary reasons: to be compatible with the formatting and graphics of the overall Solano CTP, and to account for the completion of a number of projects from the previous Pedestrian Plan.

The recently adopted Solano County Bicycle Plan has a similar format to make cross referencing between the pedestrian and bicycle plan easier.

The Solano County Pedestrian Transportation Plan was organized to achieve the following:

- Set forth the purpose of the plan and its goals, including a comprehensive county-wide pedestrian transportation system
- Identify policies used for selecting projects for inclusion in the plan
- Provide a comprehensive list of projects needed to complete the countywide system
- Identify priority projects
- Discuss funding sources
- Includes supporting facilities such as wayfinding signs

The Pedestrian Plan was developed with extensive local jurisdiction input from staff and public committee members on the Solano Pedestrian Advisory Committee (PAC).

The current Pedestrian Plan has focused on completing major multi-use paths and access across longer distances to improve safety at crossings and near interchanges or highways. Some examples include the Benicia State Park Road Overcrossing, Dixon Bicycle and Pedestrian Undercrossing, Solano Old Town Cordelia Transportation for Livable Communities (TLC) Improvements, Suisun City Central County Bikeway, and the Suisun Parkway segment of the North Connector. Although there are a few gaps in the longer access routes to the system, most have been completed to allow the Pedestrian Plan focus to transition toward a higher emphasis on local connections to major use nodes, such as transit centers, downtowns and employment centers.

The STA Safe Routes to Schools (SR2S) Plan and the Safe Routes to Transit (SR2T) Plan both include substantial investments in pedestrian infrastructure and support facilities. Where possible, projects that advance the goals of multiple plans are given higher priority and are eligible for multiple funding sources.

One important issue identified during the development of the Pedestrian Plan is the need for local jurisdictions to identify which priority projects are most appropriate and ready for near-term planning and construction funds. STA staff will continue to work with the local jurisdictions and the PAC members to select the highest priority projects, and to identify funding to complete planning, engineering and environmental documents so that they can qualify for construction funding.

Once the Pedestrian Plan is adopted, STA staff will prioritize recommended funding for priority projects listed in the Plan. The only exception to this funding rule will be for fund sources that have limits that would exclude any of the identified priority projects. STA staff will work with the PAC, and with local jurisdictions, to periodically update the priority project list every two years.

The PAC will review the Solano Countywide Pedestrian Transportation Plan on Tuesday, December 20, 2011 and consider forwarding a recommendation to the STA Board to approve the Plan.

Fiscal Impact:

None at this time. The Solano County Pedestrian Transportation Plan identifies priority projects for funding and these priorities will guide funding decisions in future years.

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Countywide Pedestrian Transportation Plan as shown in Attachment B.

Attachments:

- A. Solano Countywide Pedestrian Transportation Plan Priority Projects List
- B. Solano Countywide Pedestrian Transportation Plan (This attachment has been provided to the TAC members under separate cover).

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

Designed – greater than 35% PS&E and an approved environmental document

Preliminary Design – greater than 10% but less than 35% PS&E

Planned – less than 10% PS&E

**In CTP List*

**TABLE A
SOLANO TRANSPORTATION AUTHORITY PRIORITY PEDESTRIAN PROJECTS**

TIER 1 PEDESTRIAN PROJECTS

	Agency	Project Name	From/To	Description	Status/Comments
1.	Dixon	West B Street Bicycle-Pedestrian Undercrossing (rail platform access tunnel)*	West B Street Union Pacific Railroad Crossing	Provide a 0.1 mile grade-separated bicycle-pedestrian undercrossing of the Union Pacific Railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Multi-modal Center (B Street Bicycle-Pedestrian Undercrossing Project). Tunnel undercrossing removes existing at-grade pedestrian crossing with 500 pedestrian trips daily. Can also be incorporated into platform access to proposed future rail station.	Designed. \$6,100,000 needed to complete construction. Env cleared. Construction-ready. Construction cannot be phased.
2.	Vallejo	Downtown Vallejo Renaissance Project Improvements (TLC/PDA eligible)	Various Areas in Downtown Vallejo	Convert 4-lane streets in the downtown area into 2 lanes with diagonal and parallel parking; sidewalk widening; decorative sidewalks, sidewalk enhancements such as benches, decorative lighting, street trees, signage, landmarks, and other special features; construction of pedestrian and vehicular gateway features; and construction of open space park areas and paseos.	Designed. ~\$4,900,000 construction shortfall.
3.	STA	Solano County Wayfinding Sign Program	Various projects/routes/locations	Install common wayfinding signage on all existing and future segments of the Solano Pedestrian Network. Fund and develop a Countywide Wayfinding Sign Plan and identify a program to fund a uniform bicycle and pedestrian wayfinding signage system.	Planned. Cost to complete study undefined.

Project Status key:
Permitted and Ready to Construct – all permits and funding secured
Designed – greater than 35% PS&E and an approved environmental document
Preliminary Design – greater than 10% but less than 35% PS&E
Planned – less than 10% PS&E
 *In CTP List

TIER 2 PEDESTRIAN PROJECTS

Agency	Project Name	From/To	Description	Status/Comments
1. Fairfield	West Texas Street Gateway Project (TLC/PDA eligible)	Oliver Road and Beck Avenue	The project will enhance pedestrian linkages among the Fairfield Linear Park Bicycle/Pedestrian Trail, the Fairfield Transportation Center, and the Park Crossing Apartment project. Specific improvements include sidewalks, signage, public art, and new street trees.	Planned
2. Suisun City	Rail Station Improvements (Planned PDA)	Suisun-Fairfield Train Station Area	General enhancements to the Suisun-Fairfield Train Station including improvements to the facility, corridor signage, traffic modifications, and rider experience. In addition, develop a project master plan consistent with the City’s planned PDA for the area.	Planned
3. Benicia	First Street Streetscape Project* (TLC/PDA eligible)	First Street terminus to Military East Street	Construct bicycle and pedestrian friendly improvements in Historic Downtown District on First Street/Benicia Main Street. Examples of improvements: trees, bus stop facilities, benches, decorative lighting, landmarks, signage, curb extensions.	Planned
1. Vacaville*	Ulatris Creek Bicycle Facilities*	Phase 2: Allison Drive to I-80	Construct Class 1 off-street bicycle path, and Class 2 bicycle lanes at various locations along Ulatris Creek from Allison Drive to I-80. Various segments are either Planned or Preliminary Design (depending upon location). Phase 2: Allison Drive to I-80.	Further design needed for env. clearance. Funding shortfall undefined.
4. Solano County	Tri-City and County Regional Trail Connections	To Be Defined	Connection from Fairfield/Rockville Hills Park, Cordelia, Benicia, and Vallejo to the growing Tri-City and County open space area and existing Lynch Canyon Preserve, Hiddenbrooke and Northgate Open Space. Includes "Pedestrian Concept Projects" #s 1-3 (Connection to King Ranch Open Space, Lynch Canyon, Sky Valley and Green Valley, plus McGary Road improvements as a connection to these areas).	Planned
5. Rio Vista	Sacramento River Waterfront Improvements*	First Street to SR 12	Construct a Class I bike/ped path along the Sacramento River from First Street to SR 12. Phase 1 completed.	Planned

	Agency	Project Name	From/To	Description	Status/Comments
6.	STA	Safe Routes to School Program Projects	Various Participating School Districts in Solano County	Support Safe Routes to School Program Projects	Planned

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Solano Countywide Pedestrian Transportation Plan

(This attachment has been provided to the STA TAC members under separate cover).

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DATE: December 15, 2011
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Regional Transportation Plan (RTP) / Sustainable Community Strategy (SCS) Update

Background:

The Regional Transportation Plan (RTP) is the long-range transportation plan for the 9-county Bay Area. It is prepared every 4 years by the Metropolitan Transportation Commission (MTC). The RTP sets out a 25-year vision for the region's transportation system, establishes goals and milestones for achieving that vision, and lists projects that are designed to help meet those goals. The RTP is a financially constrained document; only projects that can be funded through reasonably-anticipated revenues can be included in the RTP.

Senate Bill (SB) 375 is a measure designed to help implement the state's goals for reduction of Greenhouse Gas (GHG) emissions from cars and light trucks, but more closely coordinating regional land use and transportation planning. SB 375 requires the development of Sustainable Community Strategies that act as the land use element of the RTP. The SCS and RTP must result in projected reductions of GHG emissions to levels set by the state, and must allow for each region to accommodate all of the projected growth in housing for the time period of the RTP/SCS. The Bay Area SCS is being developed by the Association of Bay Area Governments (ABAG), with input from MTC and other regional agencies.

Discussion:

The initial SCS assessment is designed to examine how different transportation investment and land use development strategies may impact 10 evaluation criteria established by MTC. The full criteria are included in Attachment A. The first two criteria are established by SB 375: GHG emission reduction and ability to house anticipated population growth. The remaining 8 criteria, which address aspects as diverse as particulate matter emissions, investment and impact equity, safety and economic growth, are locally-adopted goals. MTC has not weighted the goals towards any specific criteria.

MTC has developed two transportation scenarios for the scenario analysis: the existing T2035 fiscally constrained RTP project list, and a transit concentration scenario that puts additional investment into transit services for core Bay Area communities.

ABAG has developed five land use scenarios for analysis, as more fully described in Attachment B. Four of the scenarios are variations on the theme of focused growth in the inner Bay Area. The fifth scenario, titled Outward Growth, anticipates a growth pattern similar to what has occurred over the last 10 to 20 years, with additional jobs and housing in suburban counties such as Solano.

Attachment C is the MTC/ABAG summary of the scenario analysis, and includes details on both the land use and transportation scenarios used for the analysis. On Page 8 of the document, the GHG reduction is summarized. All of the scenarios meet the 2020 goal of a 7% reduction in GHG from 2005 levels, but none of the scenarios meet the 15% reduction goal for 2035. The 2035 reductions range from 7.9% for the Outward Growth scenario to 9.4% for the Constrained Core Concentration scenario.

Scenarios 1 and 2 both assume that all of the Bay Area's housing needs can be met within the 9 Bay Area counties, and therefore have significantly higher population and household numbers than do the 3 constrained scenarios (3, 4 and 5). The different housing and employment projections are found on Page 10 of Attachment C. On Page 22 of Attachment C, MTC and BAG staff list their "key takeaways" from the project analysis. Perhaps the most important is number 2, which states "Performance varies only slightly across scenarios".

Attachment D begins with a summary of the 5 land use scenarios, and ends with a summary of the performance targets and how they are measured. The large-format sheet between provides a graphic display of how well each scenario does or does not meet each of the criteria. Please note that criteria 9.a, Increase non-auto mode share by 10%, does not include carpools as a non-auto mode.

The initial "Equity Analysis," which looks at the impact of the scenarios on communities with concentrations of low income and ethnic minorities, indicates a general trend for households in the e communities to be forced to spend a larger share of their income on basic housing and transportation needs. However, none of the scenarios is noticeably different from the others in this trend. The sole exception is the risk of displacement of low income/minority households from existing housing, which is 5 to 10 percentage points lower in the Outward Growth scenario than in the others. The Equity Analysis Overview is provided as Attachment E.

The land use and transportation scenarios will be used to develop a composite Preferred Scenario and to inform a transportation network investment trade-off discussion. MTC is planning on hosting public meetings for each of the 9 Bay Area counties in January 2012. The result will be the development of a preferred SCS and RTP in May 2012. A Draft Environmental Impact Report (DEIR) on the draft SCS/RTP will be released in November 2012, and the final EIR and RTP will be adopted in April 2013.

Fiscal Impact:

None at this time. The land use and transportation scenario analysis will help MTC and ABAG for a preferred alternative for the RTP/SCS, which will in turn guide future transportation investment decisions. STA prepared and submitted its fiscally constrained RTP project list prior to the release of the scenario analysis.

Recommendation:

Informational.

Attachments:

- A. RTP/SCS Evaluation Criteria
- B. RTP/SCS Land Use Scenarios
- C. Plan Bay Area Scenario Results
- D. Plan Bay Area Scenario Analysis
- E. Plan Bay Area Equity Analysis Overview

Project Performance Assessment Technical Review of Draft Results, October 14, 2011

Attachment 1: Proposed Targets Assessment Criteria

Outcome/ Goals	Adopted Targets <i>(all targets are for year 2035 compared to year 2005 base)</i>		Qualitative Assessment Criteria		
			Project Support	Adverse Impact	Rule of Thumb
Climate Protection	1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15%	<ul style="list-style-type: none"> Advances clean fuels and/or vehicles beyond CARB targets Provides an alternative to driving alone Provides a VMT reduction 	<ul style="list-style-type: none"> Results in increased VMT 	Highway projects negatively affected targets and transit, bike/ped received positive support
Adequate Housing	2	House 100% of the region's projected 25-year growth by income level without displacing current low-income residents	<ul style="list-style-type: none"> Provides accessibility to and from areas with planned housing growth <ul style="list-style-type: none"> Located in regional or city center (strong) Other place types (medium) Not located in a PDA (minimal) Level of planned housing growth in areas served <ul style="list-style-type: none"> 10,000 units in jurisdiction (strong) 1,500 units in jurisdiction (medium) Amount of planned affordable housing (meets 2 strong, 1 medium) <ul style="list-style-type: none"> Jurisdiction has certified housing element Jurisdictions that permitted better than regional average for percentage of allocated very low and low income units 		Rating dependent on project geography
Healthy and Safe Communities	3	Reduce premature deaths from exposure to PM _{2.5} by 10%	<ul style="list-style-type: none"> Provides a VMT reduction Increases walk/bike trips Increases transit trips 	<ul style="list-style-type: none"> Results in increased VMT 	Consistent with CO ₂
		Reduce premature deaths from exposure to PM ₁₀ by 30%	<ul style="list-style-type: none"> Provides a VMT reduction Increases walk/bike trips Increases transit trips 	<ul style="list-style-type: none"> Results in increased VMT 	Consistent with CO ₂

	Adopted Targets		Qualitative Assessment Criteria		
Outcome/ Goals	<i>(all targets are for year 2035 compared to year 2005 base)</i>		<i>Project Support</i>	<i>Adverse Impact</i>	<i>Rule of Thumb</i>
		Achieve greater reductions of PM in CARE communities	<ul style="list-style-type: none"> • Strong reduction in CARE community • Moderate reduction in CARE community • No reduction in CARE community 	<ul style="list-style-type: none"> • Increases PM or VMT in CARE communities 	Rating dependent on project geography
	4	Reduce by 50% the number of injuries and fatalities from all collisions	<ul style="list-style-type: none"> • Implements safety improvements (for all modes) • Reduces VMT • Enhances safety or security for transit passengers 	<ul style="list-style-type: none"> • Results in increased VMT 	Projects that explicitly address safety received moderate to strong support including highway improvements
	5	Increase the average daily time walking and biking per person for transportation by 60%	<ul style="list-style-type: none"> • Provides infrastructure to enhance bicycle and pedestrian trips • Increases walk and bike trips to transit 	<ul style="list-style-type: none"> • Encourages auto trips 	Negative impact if projects made driving more attractive
Open Space and Agricultural Preservation	6	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)	<ul style="list-style-type: none"> • Project would NOT consume areas of open space • Project would NOT consume areas of agricultural land • Improves freeway, arterial or rail access to agricultural lands 	<ul style="list-style-type: none"> • Project would consume areas of open space/ag land 	Rating dependent on project geography
Equitable Access	7	Decrease by 10% the share of low-income and lower middle income residents' household income consumed by transportation and housing	<ul style="list-style-type: none"> • Provides low-cost transportation options for low income households • Reduces household auto ownership costs/transportation costs for low income households • Promotes development of affordable housing across community types 	<ul style="list-style-type: none"> • Increases transportation or housing costs for low income households 	Rating was consistent with forecast travel expenditures
Economic Vitality	8	Increase gross regional product (GRP) by 90%	<ul style="list-style-type: none"> • Improves operations to/from ports or in truck corridors • Improves access to/from employment centers and areas (all modes) 	<ul style="list-style-type: none"> • Decreases access to port, truck or employment centers 	Project supported this target if it serves a highly congested area

	Adopted Targets		Qualitative Assessment Criteria		
Outcome/ Goals	<i>(all targets are for year 2035 compared to year 2005 base)</i>		<i>Project Support</i>	<i>Adverse Impact</i>	<i>Rule of Thumb</i>
Transportation System Effectiveness	9a	Decrease average per-trip travel time by 10% for non-auto modes	<ul style="list-style-type: none"> Improved transit service headways More direct active transportation routes Reduces transit travel times 	<ul style="list-style-type: none"> Increases transit service headways 	Consistent with VMT
	9b	Decrease auto vehicle miles traveled per capita by 10%	<ul style="list-style-type: none"> Provides alternatives to the single occupant auto Reduces household vehicle ownership 	<ul style="list-style-type: none"> Increases need of use of single occupant auto 	Consistent with non-auto travel time
	10	Maintain the system in a state of good repair <ul style="list-style-type: none"> Increase local roadway pavement condition index (PCI) to 75 or better Decrease distressed lane-miles on the state highways to less than 10% of the system Reduce average transit asset age to 50% of useful life 	<ul style="list-style-type: none"> Improve roadway surface condition Project will replace or extend the life of bus , rail or ferry assets 	<ul style="list-style-type: none"> 	Projects received moderate to strong support if they included specific roadway or transit replacement or rehabilitation. Minimal impact assumed for projects that add inventory.

General Application Rules

- In the individual project assessments (for projects with cost > \$50 million), efforts were made to account for project scale so that transit projects likely to attract more riders received more credit for reducing VMT, collisions, emissions, etc.
- Roadway projects that include transit & ridesharing improvements were given credit in the rating
- Due to their smaller scale, highway auxiliary lanes and other operations projects were considered less adverse than highway expansion for targets assessed base on changes in VMT.

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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

Jursdiction 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

Jursdiction 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
East Sunnyvale ITR	Mixed-Use Corridor	2,510	760	710	690
Moffett Park	Employment Center	9,610	2,550	2,870	2,310
Peery Park	Employment Center	5,180	1,510	1,680	1,250
Reamwood Light Rail Station	Employment Center	960	230	250	190
Tasman Station ITR	Mixed-Use Corridor	1,290	510	470	440
Santa Clara County Unincorporated		3,510	1,360	1,640	1,720
Valley Transportation Authority: Cores, Corridors, and Station	Mixed-Use Corridor	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
Northern Gateway	Employment Center	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
North Santa Rosa Station	Suburban Center	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
8th Street East Industrial Area	Employment Center	660	150	160	220
Airport/Larkfield Urban Service Area	Suburban Center	5,480	1,440	1,580	1,030
Penngrove Urban Service Area	Rural Town Center	320	120	120	170
The Springs	Rural Mixed-Use Corridor	3,220	1,020	1,090	1,260

Household 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 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 Brisba	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
<i>Citywide</i>		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
<i>Woodland/Willow Neighborhood</i>	<i>Urban Neighborhood</i>	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
<i>Broadway</i>	<i>Mixed-Use Corridor</i>	1,710	770	600	380
<i>Middlefield</i>	<i>Mixed-Use Corridor</i>	2,170	640	500	410
<i>Mixed Use Waterfront</i>	<i>Mixed-Use Corridor</i>	210	1,350	1,050	1,050
<i>Veterans Corridor</i>	<i>Mixed-Use Corridor</i>	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
<i>Lindenville Transit Neighborhood</i>	<i>Transit Neighborhood</i>	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

PLAN Bay Area

Scenario Results

**MTC Planning Committee and ABAG Administrative Committee
December 9, 2011**

Where we are in the SCS process:

- **Adopted Performance Targets (Jan 2011)**
- **Approved Scenario Definitions (July 2011)**
- **Reviewed Project Performance Results (Nov 2011)**
- **Develop Scenario Details/Test Target Results (Dec 2011)**
- **Public Workshops/Tradeoff Discussions (Jan 2012)**
- **Develop/Approve Preferred SCS (Feb – May 2012)**
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Five Scenarios

1. Initial Vision → **Transportation 2035**
 2. Core Concentration → Core Transit Capacity
 3. Focused Growth → Core Transit Capacity
 4. Constrained Core Concen. → Core Transit Capacity
 5. Outward Growth → **Transportation 2035**
- All scenarios focus growth as compared to past trends
 - There is no business as usual scenario
 - Performance target results highlight areas where policy is needed

Land Use Scenarios

1	<p>Initial Vision Scenario – As defined in Spring 2011</p>
2	<p>Core Concentration – Concentrates housing and job growth at selected Priority Development Areas (PDAs) along the core transit network.</p>
3	<p>Focused Growth – Recognizes the potential of PDAs throughout the region with an emphasis on major transit corridors.</p>
4	<p>Constrained Core Concentration – Concentrates housing and job growth at selected PDAs along the core transit network.</p>
5	<p>Outward Growth – Higher levels of growth in inland areas of the Bay Area; closer to past trends.</p>

Transportation 2035 Network

- Starts with the 2010 transit and roadway network
- Keeps investment levels for maintenance, transit and roadway expansion, and bike/pedestrian at roughly same levels as in T2035
- Tests T2035 projects proposed to be carried over into Plan Bay Area
- Considers project performance assessment results

Examples of Significant Projects Tested

Roadway

- Regional Express Lanes Network
- Freeway Performance Initiative
- San Mateo and Santa Clara ITS
- Fremont-Union City East-West Connector
- I-680/Rt 4 Interchange Impvts. + SR-4 Widening
- Marin-Sonoma Narrows Stage 2
- Jameson Canyon Impvts. Phase 2
- SR-29 HOV Lanes + BRT
- New SR-152 Alignment
- I-80 Auxiliary Lanes (Airbase to I-680)

Transit

- AC Transit Grand Mac-Arthur BRT
- Irvington BART Infill Station
- Alameda-Oakland BRT + Transit Access Impvts.
- AC Transit East Bay BRT
- I-680 Express Bus Frequency Impvts.
- Caltrain 6-Train Service + Electrification (SF to Tamien)
- Van Ness Ave. BRT
- SMART (San Rafael-Larkspur)
- BART Extension from Berryessa to San Jose/Santa Clara
- Fairfield/Vacaville Capitol Corridor Station

Core Capacity Transit Network

- Starts with the 2010 transit and roadway network
- Keeps T2035 investment levels for maintenance and bike/pedestrian, but reduces roadway expansion and boosts core capacity transit service
- Tests most T2035 Network projects and includes a 46 percent increase in transit frequency impvts. from 2010 network (at a total 28-year operating and capital cost of \$53 billion)
- Not financially constrained due to cost of transit frequency impvts. exceeding available revenue
 - Only \$15 billion of the needed \$53 billion is available (\$10 billion in operating efficiencies per TSP and \$5 billion in new revenue)
- Considers project performance assessment results

Examples of Significant Projects Tested (includes most T2035 Network projects)

Roadway

- SR-84/I-680 Interchange Impvts + SR-84 Widening
- Bay Bridge Contraflow Lane
- US-101 HOV Lanes (Whipple Ave to Cesar Chavez St)

Transit

- BART Metro Program
- Dumbarton Corridor Express Bus
- BART Bay Fair Connection
- BART to Livermore Phase 1
- Golden Gate Ferry Service Frequency Impvts.
- SFMTA Transit Effectiveness
- Better Market Street
- Geneva Ave BRT and Southern Intermodal Terminal
- Parkmerced Light Rail Corridor
- Oakdale Caltrain Station
- SamTrans El Camino BRT
- VTA El Camino BRT
- Service Frequency Impvts. on AC Transit, Muni, ferries, BART, and Caltrain

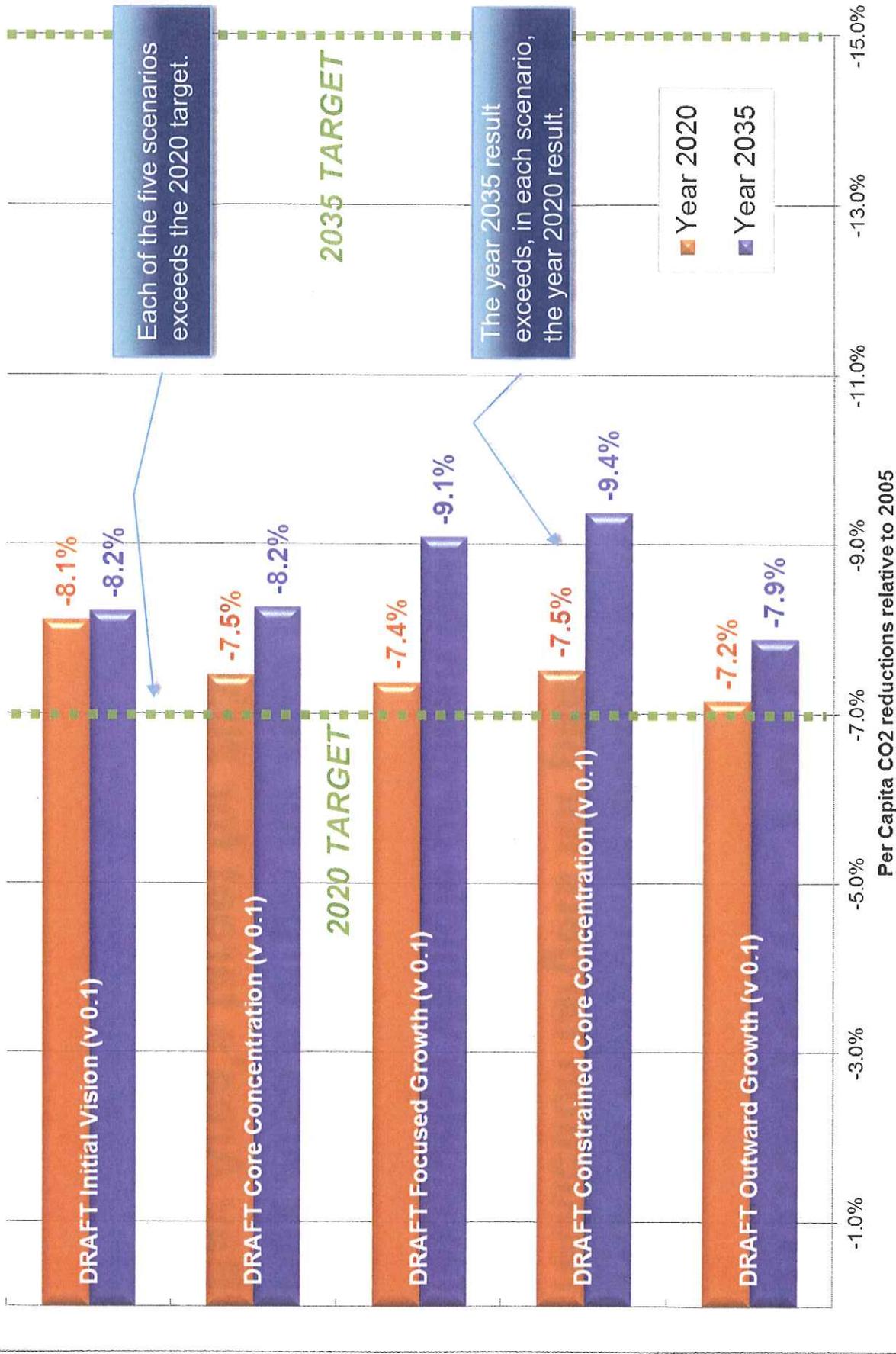
Pricing

- Congestion Pricing Pilot (NE Quadrant)
- Treasure Island Congestion Pricing

SB 375 Greenhouse Gas Emissions Targets

- The Air Resources Board established per capita reduction targets for passenger vehicle and light-duty truck emissions relative to a 2005 baseline (excludes vehicle or clean fuel regulations)
- Bay Area's target for 2020 is a **7 percent** reduction
- Bay Area's target for 2035 is a **15 percent** reduction

Year 2020 and 2035 Per Capita Greenhouse Gas Reductions



The last time we spoke ...

- **Year 2035, Current Regional Plans: -10.6 percent**
- **Year 2035, Initial Vision Scenario: -11.6 percent**

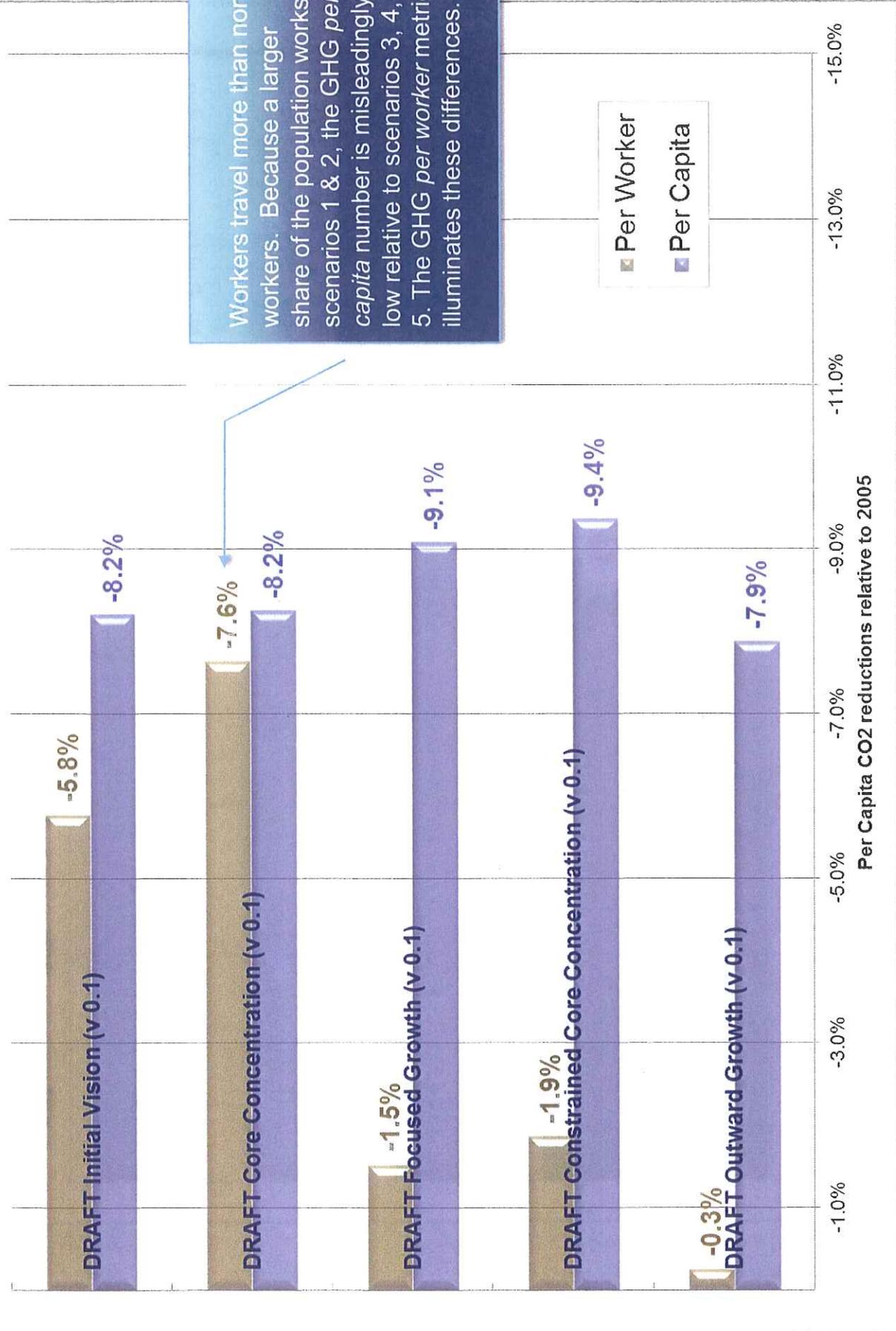
And now ...

- **Year 2035, Initial Vision Scenario: -8.2 percent**
 - Model version 0.1 instead of version 0.0 (~2 pct points)
 - Additional 100,000 employed residents (~1 pct point)
 - Transit network built from 2010 rather than 2005 (~¼ pct point)
 - No headway improvements made to transit network (~¼ pct point)
 - Minor differences in roadway and transit capital projects

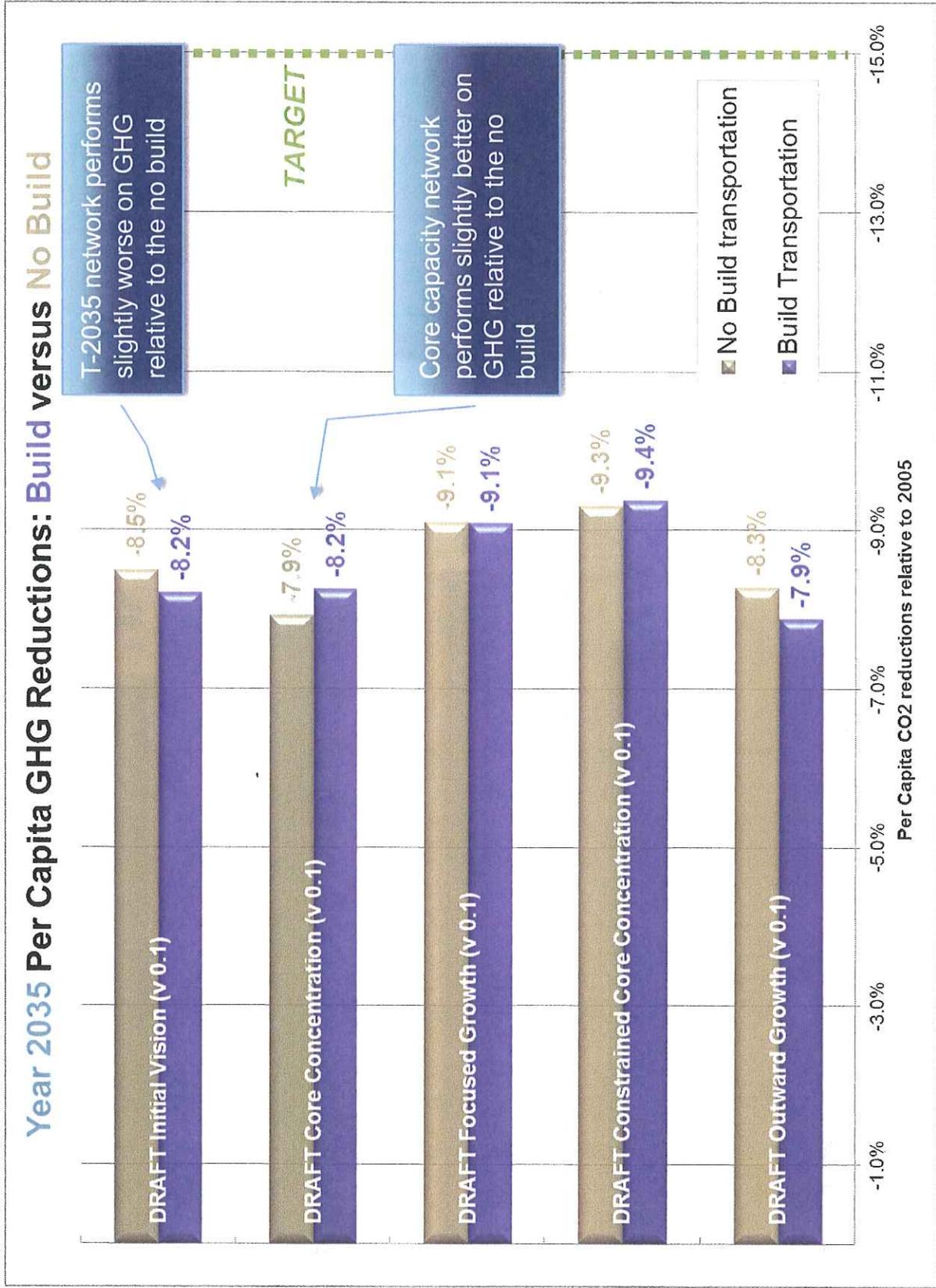
Q: Why is there so little variation among GHG emission reductions?

Scenario	Population	Households	Employed Residents	Jobs
Year 2010	7,150,000	2,610,000	3,150,000	3,270,000
(1) Year 2035, Initial Vision	9,430,000	3,570,000	4,310,000	4,490,000
(2) Year 2035, Core Concentration	9,180,000	3,470,000	4,270,000	4,490,000
(3) Year 2035, Focused Growth	8,980,000	3,280,000	3,860,000	4,100,000
(4) Year 2035, Constrained Core Concentration	8,980,000	3,280,000	3,860,000	4,100,000
(5) Year 2035, Outward Growth	8,980,000	3,280,000	3,860,000	4,100,000

Year 2035 Per Capita & Per Worker GHG Reductions



Q: What is the impact of transport?



1. The Bay Area has a mature transportation system that we are investing heavily to maintain.

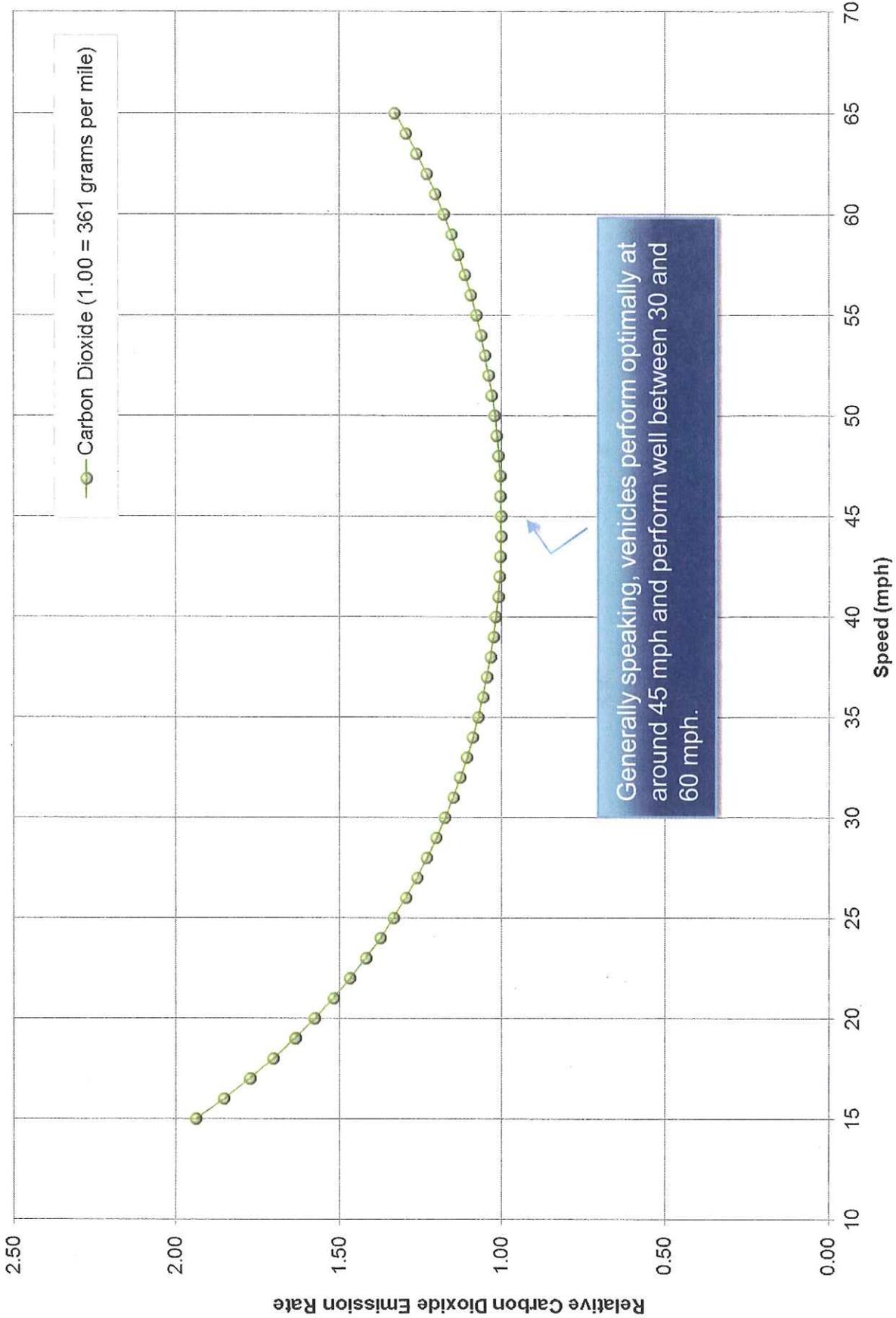
→ Do not expect to see dramatic shifts, even with large expenses on transit frequency improvements

2. Generally speaking, the greenhouse gas emissions subject to this analysis are a function of ...

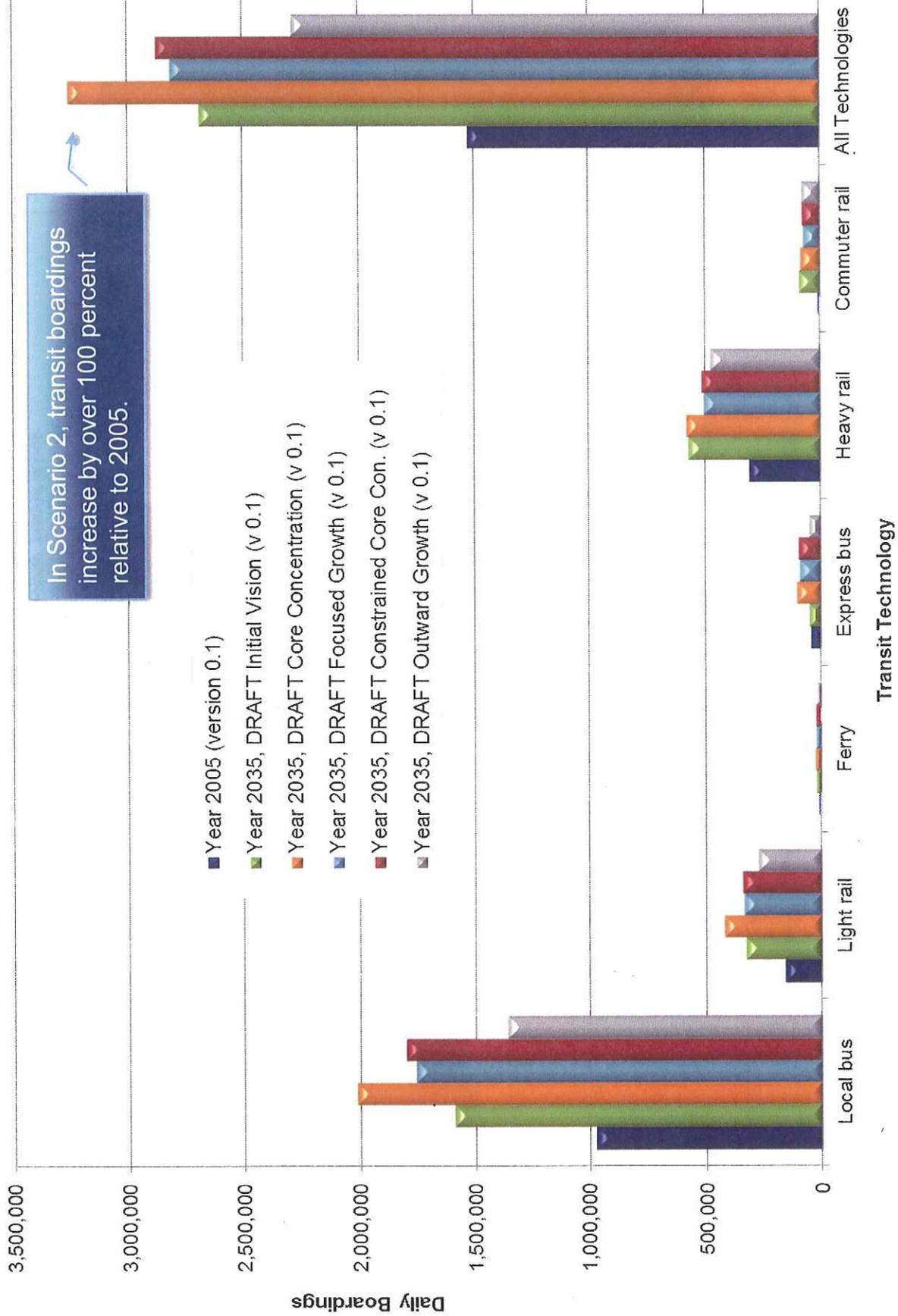
- ... the amount of passenger vehicle travel; and,
- ... the speed of the traveling vehicles.

→ Roadway projects can relieve heavy congestion, which is good for GHG, but also allow vehicles to travel at faster speeds, which can be bad for GHG.

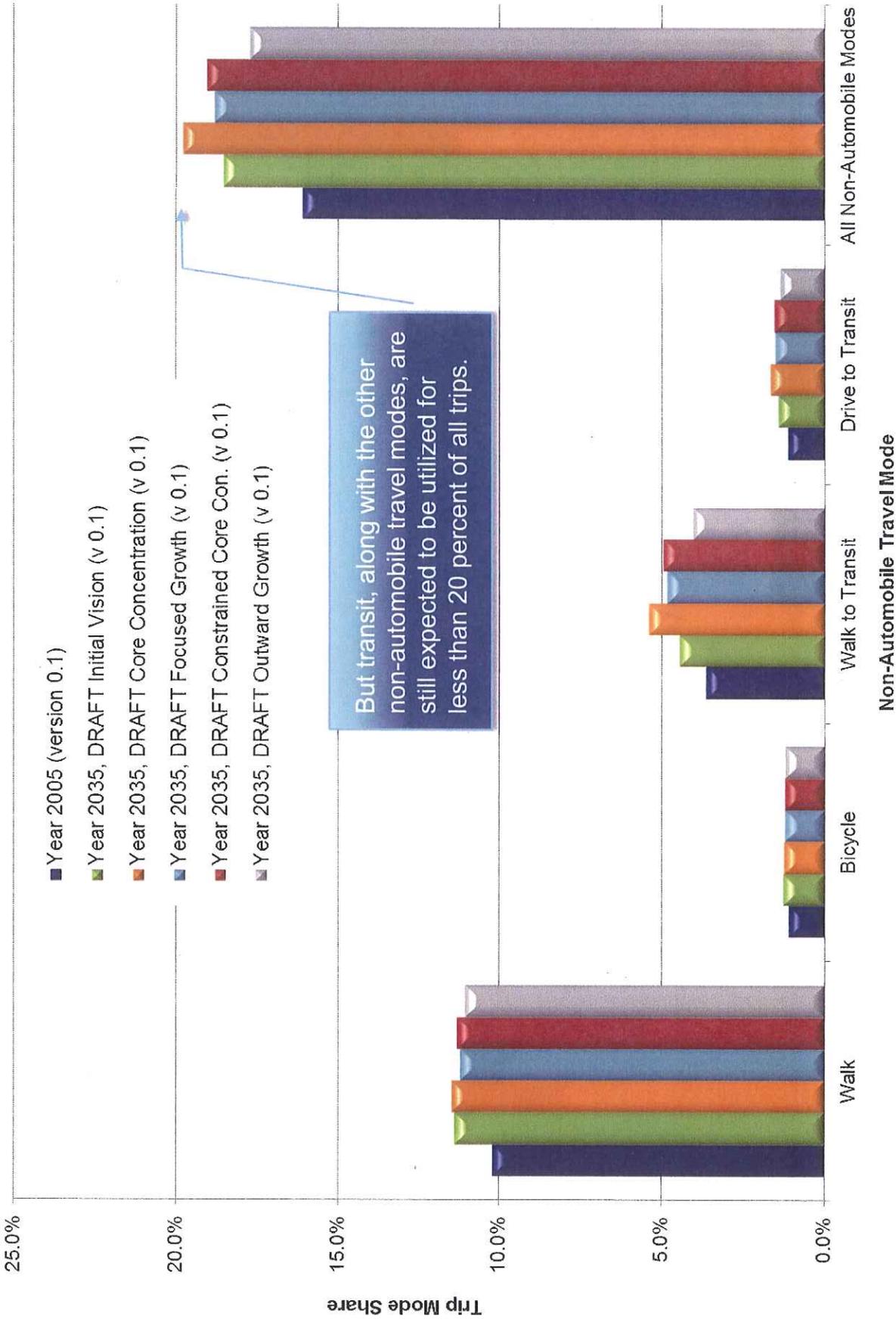
Relative Passenger Vehicle Emission Rates by Speed



Daily Transit Boardings



Non-Automobile Mode Shares for all Travel



Policy Initiatives

Initiative	Per-Capita CO ₂ Emissions Reductions (2035)
Smart Driving Campaign¹ (changing driver behavior to improve fuel economy; ~\$27 m over 5 yrs)	1.4%
Bicycle Network (build out of the regional bike network; ~\$2,200 m over 28 yrs)	0.5%
Safe Routes to Schools/ Pedestrian Network (expansion of the SR2S and a continued TLC program; \$500 m over 5 yrs)	0.3%
Vanpool Incentives (significant increase in the monetary incentive; ~\$37 m over 10 yrs)	0.9%
Electric Vehicle Strategy (consumer incentives, education, and charger installations to accelerate EV adoption; ~\$170 m over 10 yrs)	1.0%
Commuter Benefit Ordinance (mandatory pre-tax transit passes or employer operated shuttles; admin cost)	0.3%
Telecommuting (no specific policies identified at this time)	1.4%
Parking Pricing (modest pricing throughout the region with higher pricing near transit; meter & enforcement cost)	0.7%
TOTAL	6.5%

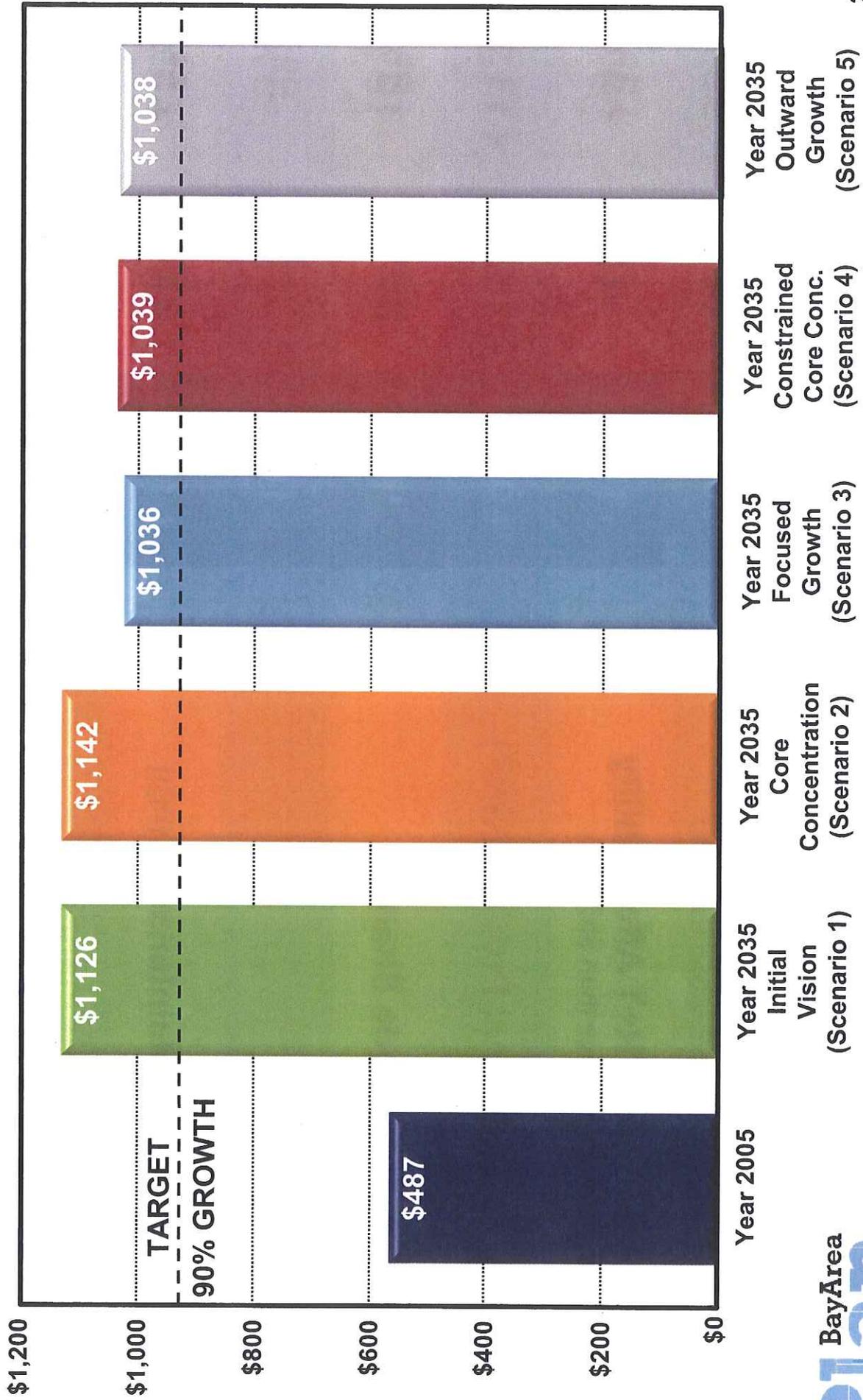
¹Source: Sivak, M., and Schoettle, B., "Eco-Driving: Strategic, Tactical, and Operational Decisions of the Driver that Improve Vehicle Fuel Economy", UMTRI-2011-34, August 2011

Target Performance: Scenarios

TARGET	GOAL	BEST RESULT	WORST RESULT
1 Carbon Dioxide (CO ₂) per capita	-15%	-9%	-8%
2 Adequate Housing	100%	100%	98%
3a Fine Particulate Matter (PM _{2.5}) (premature deaths due to emissions)	-10%	-32%	-23%
3b Coarse Particulate Matter (PM ₁₀) (tons of particulate emissions; includes road dust)	-30%	-13%	-6%
3c Particulates in CARE Communities (achieve greater reductions)	Yes		
4 Collisions (fatalities & injuries)	-50%	+18%	+26%
5 Active Transport (time spent walking/biking)	+70%	+20%	+10%

TARGET	GOAL	BEST RESULT	WORST RESULT
6 Open Space/Ag. Preservation (development within urban footprint)	100%	98%	90%
7 Low-Income H+T Affordability (for households less than \$60,000)	-10%	-4%	+9%
8 Gross Regional Product (GRP)	+90%	+134%	+113%
9a Non-Auto Mode Share	26%	20%	18%
9b VMT per capita	-10%	-7%	-5%
10a Local Road Maintenance (PCI)	+19%	+5%	+5%
10b Highway Maintenance (distressed lane-miles)	-63%	+30%	+30%
10c Transit Maintenance (assets past their useful life)	-100%	+138%	+138%

Bay Area Economic Forecast: 2035 Gross Regional Product (in billions)



Equity Analysis: Overview

MEASURE	POPULATION	BASE-YEAR	BEST RESULT	WORST RESULT
1 Housing + Transportation Affordability % of income spent	HH < \$30K	77%	+10%	+12%
	HH > \$30K	41%	+6%	+6%
2 Displacement Risk rent-burdened households at risk for displacement from future growth	COC	n/a	30%	40%
	REMAINDER	n/a	7%	10%
3 VMT Density Daily VMT on major roads	COC	n/a	2,800	3,100
	REMAINDER	n/a	1,000	1,100
4 Non-Commute Travel Time	COC	12	+3%	+6%
	REMAINDER	13	+2%	+5%
5 Commute Time	COC	25	+8%	+12%
	REMAINDER	27	+2%	+6%

Key Takeaways

1. Land use patterns with higher levels of focused growth in the region's core tend to perform better.
2. Performance varies only slightly across scenarios because all of the scenarios represent different approaches to focused growth.
3. Transportation policy is critical to building complete communities. However, the transportation scenarios have little direct impact on GHG reduction regionwide.
4. We will likely need to assess further land use, transportation-related, and other policy measures to meet the GHG and other targets.
5. Equity Analysis → Scenario assessment identifies areas that require further regional and local policy consideration.

Next Steps

- **Adopted Performance Targets (Jan 2011)**
- **Approved Scenario Definitions (July 2011)**
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SCENARIO ANALYSIS

HOW WERE THE SCENARIOS DEFINED AND HOW DO THEY DIFFER?

In June 2011, MTC and ABAG approved five alternative Plan Bay Area land use and transportation scenarios for evaluation and testing to demonstrate how the region might achieve a set of performance targets for the environment, the economy and social equity (see inside for details).

These scenarios place varying degrees of growth in Priority Development Areas (PDAs), which are defined as land near public transit that local officials have determined to be most suitable for development. Likewise, the scenarios recognize Priority Conservation Areas, places local officials have deemed worth keeping undeveloped for farm land, parks or open space. The first two scenarios assume stronger economic growth and financial resources, along with a higher level of housing growth to meet forecasted demand. The remaining three scenarios fall somewhat short of meeting future housing demand but reflect input received from local jurisdictions on the level of growth they think can reasonably be accommodated.

SCENARIOS	LAND USE PATTERN	TRANSPORTATION NETWORK
<p>1 Initial Vision</p>	<p>Housing and job growth is concentrated in the PDAs, based on local land use priorities, available transit service, and access to jobs. The scenario is based on input from local jurisdictions on the level of growth they can reasonably accommodate given resources, local plans, and community support. 70 percent of the housing would be accommodated in PDAs. More than half of job growth is expected to occur in the region's 10 largest cities.</p>	<p>Transportation 2035 Plan Network – Investment strategy in MTC's adopted long-range transportation plan.</p>
<p>2 Core Concentration</p>	<p>Housing and job growth is concentrated in locations that are served by frequent transit services and within a 45-minute transit commute of Oakland, San Francisco, and San Jose. Also identifies several "game changers," or places with capacity for a high level of growth if coupled with supportive policies and resources. These areas include the Tasman Corridor in Santa Clara County, lands east of Oakland Airport to the Coliseum, the Concord Naval Weapons Station, and the San Francisco Eastern Waterfront, among others. Overall, 72 percent of the housing and 61 percent of the job growth is expected within the PDAs.</p>	<p>Core Capacity Transit Network – Increases transit service frequency along the core transit network</p>
<p>3 Focused Growth</p>	<p>Distributes growth most evenly throughout the region's transit corridors and job centers, focusing most household and job growth within the PDAs. 70 percent of the housing production and around 55 percent of the employment growth would be accommodated within PDAs. Provides more housing near transit stations and more local services in existing downtown areas and neighborhood centers.</p>	<p>Core Capacity Transit Network – See description above.</p>
<p>4 Constrained Core Concentration</p>	<p>Places more household and job growth in those PDAs situated along several transit corridors ringing the Bay in San Francisco, San Mateo and Santa Clara counties, and in portions of Alameda and Contra Costa counties. Some 79 percent of the housing production and 58 percent of the employment growth would be accommodated within PDAs. By concentrating more growth in the major downtowns and along key transit corridors, this scenario goes even further than the Focused Growth scenario in trying to maximize the use of the core transit network and provide access to jobs and services to most of the population.</p>	<p>Core Capacity Transit Network – See description above.</p>
<p>5 Outward Growth</p>	<p>Closer to recent development trends, places more growth in the cities and PDAs in the inland areas away from the Bay than those considered in the Focused Growth or the Constrained Core Concentration scenarios. Most housing and employment growth would still be accommodated in areas closest to the Bay, but with clusters of jobs and housing in key transit-served locations in the inland areas away from the Bay. Some 67 percent of housing production and 53 percent of employment growth would be in PDAs. While increased use of public transit would be limited in inland areas, some shorter commutes could be expected as jobs are created closer to residential communities.</p>	<p>Transportation 2035 Plan Network – See description above.</p>

Scenarios were assessed to determine their impacts on the Bay Area. This table shows how each scenario performs with regard to the adopted Plan Bay Area performance targets.

TARGETS															
	CLIMATE PROTECTION 1 Reduce CO ₂ emissions per person from cars and light-duty trucks	ADEQUATE HOUSING 2 House projected regional growth	HEALTHY & SAFE COMMUNITIES 					OPEN SPACE & AGRICULTURAL PRESERVATION 6 Direct new non-agricultural development within urban footprint	EQUITABLE ACCESS 7 Reduce housing and transportation costs as share of low-income households' budgets	ECONOMIC VITALITY 8 Increase Gross Regional Product (GRP)	TRANSPORTATION SYSTEM EFFECTIVENESS 				
	1	2	3a	3b	3c	4	5	6	7	8	9a**	9b	10a	10b	10c**
NUMERIC GOALS*	-15%	100%	-10%	-30%	Yes	-50%	+70%	100%	-10%	+90%	26%	-10%	+19%	-63%	-100%
SCENARIOS	-15% ↔ 0	0 ↔ 100%	-40% ↔ 0	-30% ↔ 0		-50% ↔ +50%	0 ↔ 70%	0 ↔ 100%	-10% ↔ +10%	0 ↔ +140%	0 ↔ 26%	-10% ↔ 0	0 ↔ +19%	-63% ↔ +63%	-150% ↔ +150%
1 Initial Vision	-8%	100%	-23%	-6%		+26%	+15%	98%	-4%	131%	19%	-6%	+5%	+30%	+138%
2 Core Concentration	-8%	100%	-27%	-9%		+23%	+20%	92%	+8%	134%	20%	-6%	+5%	+30%	+138%
3 Focused Growth	-9%	98%	-32%	-13%		+19%	+14%	92%	+9%	113%	19%	-6%	+5%	+30%	+138%
4 Constrained Core Concentration	-9%	98%	-32%	-13%		+18%	+15%	92%	+9%	113%	19%	-7%	+5%	+30%	+138%
5 Outward Growth	-8%	98%	-31%	-11%		+20%	+10%	90%	+9%	113%	18%	-5%	+5%	+30%	+138%

* Percent changes reflect differences between 2005 and 2035 conditions.

** Alternate target used.

Target results shown with white stripes signify that result is going in the wrong direction with respect to the adopted target.

WHAT ARE THE TARGETS AND HOW ARE THEY MEASURED?

1. Reduce per-capita CO2 emissions from cars and light-duty trucks by 15%

SB 375 requires the California Air Resources Board (CARB) to set targets for reducing emissions from cars and light-duty trucks. CARB adopted this target for use in Plan Bay Area; the target results are based on a measurement of pounds of carbon dioxide emissions from passenger vehicles for a typical weekday, on a per-person basis.

2. House 100% of the region's projected 25-year growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents

SB 375 requires regions to plan for housing all projected population growth, by income level, to prevent growth in in-commuting. This target's results reflect the percentage of year 2035 total housing demand that can be accommodated in the nine-county Bay Area. Only the first two scenarios are able to meet this target, as they assumed higher in-region population levels. In the other three scenarios, some households must live outside the Bay Area (particularly in the San Joaquin County) and commute into the region for employment.

3a. Reduce premature deaths from exposure to fine particulates (PM2.5) by 10%

The Bay Area currently does not meet the federal standard for fine particulate matter, which is extremely hazardous to health. The targeted reduction for PM2.5 reflects the expected benefit from meeting the federal standard. This target's performance was assessed by Bay Area Air Quality Management District (BAAQMD) staff; their analysis considers the impacts of fine particulate (PM2.5) emissions, as well as NOx emissions that produce secondary PM2.5. Note that all direct PM2.5 emissions from vehicles were considered, but road dust and brake/tire wear were not included.

3b. Reduce coarse particulate emissions (PM10) by 30%

The Bay Area currently does not attain the state standard for coarse particulate matter. The targeted reduction for PM10 is consistent with the reduction needed to meet the state standard and achieve key health benefits. The target results reflect tailpipe emissions and road dust from all vehicles, but do not include coarse particulates from brake and tire wear.

3c. Achieve greater particulate emission reductions in highly impacted areas

A "Yes" rating for this target means that highly impacted areas achieve greater reductions in particulate emissions than the rest of the region. The target assessment identified CARE communities as "highly impacted areas"; CARE communities are defined by BAAQMD as lower-income communities in the Bay Area with high levels of particulate emissions from roads and ports.

4. Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian)

This target is adapted from the State's 2006 Strategic Highway Safety Plan and reflects core goals of improving safety and reducing driving. The target measures the total number of individuals injured or killed in traffic collisions, regardless of transport mode.

5. Increase the average daily time walking or biking per person for transportation by 70% (for an average of 15 minutes per person per day)

This target relates directly to U.S. Surgeon General's guidelines on physical activity, for the purposes of lowering risk of chronic disease and increasing life expectancy. The target results are based on the average time spent walking or biking on a typical weekday, only for transportation purposes (i.e. does not include recreational walking or biking).

6. Direct all non-agricultural development (100%) within the urban footprint (existing urban development and urban growth boundaries)

SB 375 requires consideration of open space and natural resource protection, which supports accommodating new housing and commercial development within existing areas of urban growth. The intent of this target is to support infill development while protecting the Bay Area's agriculture and open space lands. By focusing on areas with existing urban development, as well as areas specifically selected for future growth by local governments, the target seeks

to avoid both excess sprawl and elimination of key resource lands. The target results are based on the percentage of total housing units located within the year 2010 urban footprint (defined as existing areas of development, as well as areas within existing urban growth boundaries).

7. Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing

This target aims to bring Bay Area housing and transportation costs in line with the national average, as the region's costs are currently significantly higher than the rest of the country. The target focuses on cost impacts for low-income and lower-middle income residents (with household income less than \$60,000 in year 2000 dollars).

8. Increase gross regional product (GRP) by 90% — an average annual growth rate of approximately 2% (in current dollars)

This target is a key indication of the region's commitment to advance Plan Bay Area in a manner that supports economic growth and competitiveness. Growth patterns and transportation investments in the scenarios affect travel time, cost and reliability. The Plan Bay Area Economic Impact Assessment, developed by consultant Cambridge Systematics, reflects on the cost of on-the-clock travel and access to labor, suppliers, and markets. Any resulting increases in productivity make the region more competitive for attracting new businesses and jobs; this increases employment and wages, which are also reflected in the GRP target.

9a. Increase non-auto mode share by 10%

Mode share can be interpreted as the percent of trips made by a particular travel mode (walk, bike, drive, etc.); this target reflects the Plan Bay Area goal of reducing trips made using automobiles. The target benefits from service and infrastructure improvements for the transit, bicycle, and pedestrian networks. The numeric target shown in the table reflects the resulting 10% mode share increase from the forecasted 2005 non-auto mode share of 16%. This updated target language has been proposed to replace the previously adopted non-auto travel time reduction target.

9b. Decrease automobile vehicle miles traveled per capita by 10%

Vehicle miles traveled (VMT) per capita reflect both the total number of auto trips and the average distance of auto trips; this target would be supported by increased transit service, more opportunities for active transportation, and reduced travel distances between origins and destinations. Given significant traffic congestion in the region, it is critical to reduce VMT per person. The target results are based on model output for total auto vehicle miles traveled and are adjusted based on the total population for the relevant scenario.

10a. Increase local road pavement condition index (PCI) to 75 or better

The Pavement Condition Index (PCI) reflects the quality of the roadway surface — the more cracks and potholes form, the lower the Pavement Condition Index. The target reflects a goal of reaching a state of good repair on local roadways, which form the backbone of the transportation network in Priority Development Areas (i.e. key areas for focused growth in the Plan).

10b. Decrease distressed lane-miles of state highways to less than 10% of total lane-miles

This target's performance is based on anticipated state funding for highway maintenance. The region must maintain the existing highway infrastructure in order to support the goals of Plan Bay Area.

10c. Reduce share of transit assets exceeding their useful life to 0%

This target reflects a goal of replacing all transit assets on-time (i.e. at the end of their useful life); failure to do so would result in unreliable transit service. As frequent, reliable transit service is critical to support focused growth, this target reflects the need to maintain existing transit service in a state of good repair. This updated target language has been proposed to replace the previously adopted average transit asset age target.

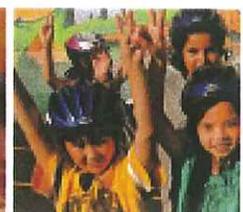
EQUITY ANALYSIS OVERVIEW

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) conducted an Equity Analysis of alternative scenarios to help answer questions such as:

- What are the differences in the region for Communities of Concern now and looking into the future?
- Do the alternative scenarios improve conditions for identified Communities of Concern relative to the base year (2005)?
- Which scenario(s) provide similar or better results for the Bay Area's Communities of Concern compared to the rest of the region?

Five equity performance measures were analyzed for the five alternative scenarios selected by ABAG and MTC, as well as for a base year of 2005, and results produced for the region's identified communities of concern and for the remainder of the region in order to compare average results between the two types of communities

Results across the scenarios did not vary greatly; however, some results indicate challenges that may need to be addressed with additional policies and strategies not analyzed in any of the alternatives.



Scenarios were assessed for equity based on five measures chosen to reflect key regional equity issues. This table shows how each scenario performs for both the region's communities of concern and the rest of the region.

MEASURES ▼										
	1 HOUSING AND TRANSPORTATION AFFORDABILITY Share of income spent on housing and transportation costs		2 DISPLACEMENT RISK Share of today's overburdened-renter households at risk for displacement based on future growth patterns		3 VMT DENSITY Average daily miles of vehicle travel per square kilometer in residential and commercial areas near major roadways*		4 NON-COMMUTE TRAVEL TIME Average travel time in minutes for shopping, visiting, recreation, etc.		5 COMMUTE TIME Average commute travel time in minutes	
	<i>Households less than \$38K/year (2010\$)</i>	<i>Households more than \$38K/year (2010\$)</i>	<i>Communities of Concern</i>	<i>Remainder of Region</i>	<i>Communities of Concern</i>	<i>Remainder of Region</i>	<i>Communities of Concern</i>	<i>Remainder of Region</i>	<i>Communities of Concern</i>	<i>Remainder of Region</i>
BASE YEAR ►	77%	41%	n/a	n/a	n/a	n/a	12.2	12.5	25.4	27.1
SCENARIOS ▼	10% ---- 100%	10% ---- 100%	0% ----- 50%	0% ----- 50%	0 ----- 3,200	0 ----- 3,200	0 ----- 15	0 ----- 15	0 ----- 30	0 ----- 30
1 Initial Vision	77%*	43%	38%	10%	2,900	1,000	12.8	13.1	28.5	28.7
2 Core Concentration	84%	44%	40%	10%	3,100	1,000	12.9	13.1	27.6	28.7
3 Focused Growth	85%	44%	35%	7%	2,900	1,000	12.7	12.9	27.3	27.7
4 Constrained Core Concentration	87%	44%	35%	7%	3,000	1,000	12.7	12.9	27.4	27.8
5 Outward Growth	85%	44%	30%	7%	2,800	1,100	12.5	12.8	27.3	27.8

* The location of "major roadways" is based on 2035 network volumes, so a base year comparison is not provided.

** ABAG revised the regional income forecast after completing the Initial Vision Scenario. Scenarios 2-5 have a greater number and share of income households.

TECHNICAL NOTES

Five equity performance measures were analyzed for each of the five Alternative Scenarios as well as the Base Year of 2005, based on key regional equity concerns identified by the Regional Equity Working Group: Affordability, Growing Equitably, Healthy Communities, Equitable Mobility, and Jobs-Housing Connections.

Communities of Concern were identified where there are currently multiple overlapping populations of concern related to transportation, housing, and land use: minority residents, low-income residents, people who don't speak English well or at all, households with no car, seniors 75 and over, people with disabilities, single-parent households, and over-burdened renters. Most of the region's communities of concern lie in the region's urban core, but there are also communities of concern located in suburban areas around the region.

Low-income households earning less than \$38,000 (in 2010 dollars) were compared to households earning more than that amount for the affordability performance measure.

HOUSING AND TRANSPORTATION AFFORDABILITY

This measure is the combined cost of housing and transportation for a household as a share of income by income level. Low income households spend a far greater share of their incomes on these costs than do higher income households. Housing costs reflect base-year Census Bureau data on share of income spent on housing costs by income group and forecast to 2035 based on regional income forecasts. Transportation costs are estimated by MTC's travel model and take into account auto ownership by income level as well as the costs associated with the amount and type of daily travel by both auto and transit.

DISPLACEMENT RISK

This metric identifies households currently considered "over-burdened renters" and relates these households' location to areas of proposed growth in the Alternative Scenarios. In a given area, if more than 15 percent of the housing units are occupied by renters who pay more than 50 percent of their income for housing (which is the definition of "over-burdened renters" used to help define communities of concern), and the projected growth in that area is more

than 30 percent above current conditions (the lowest average amount of growth across the region in the five scenarios), the over-burdened households in that area are considered at risk for displacement. Results are shown as a share of today's cost-burdened renters whose neighborhoods would see greater-than-average growth under the different scenarios.

VMT DENSITY

Calculating this measure relies on identifying affected roadways, such as those carrying 10,000 or more vehicles per day, and identifying areas of developed land near these heavily used roadways to include areas of residential, commercial, or industrial land within 1,000 feet of the centerline of the selected roadways. This calculation methodology is consistent with the Bay Area Air Quality Management District's (BAAQMD) "Recommended Methods for Screening and Modeling Local Risks and Hazards" (May 2011, version 2.0) as part of their California Environmental Quality Act (CEQA) review guidance for proposed land use projects.

The vehicle-miles of travel (VMT) for each affected roadway are forecasted using MTC's travel model across different scenarios.

NON-COMMUTE TRAVEL TIME

"Non-commute" travel defined for the purposes of this analysis includes travel not associated with a trip involving work or school. For example, going to the grocery store and back home would be included in this definition. These trip purposes include such activities as shopping, recreation, social visits, escorting others, eating out, and "other" trips. Results are extracted from MTC's travel model based on residential location across all scenarios and averaged for communities of concern and the remainder of the region.

COMMUTE TIME

This measure provides average travel time per trip for commute trips by all modes, based on the location of a worker's residence and place of work. Commute travel time is analyzed separately because travel time between home and work generally provides an indication of the proximity of jobs and housing for different socioeconomic groups. Results are extracted from MTC's travel model across all scenarios and then averaged for communities of concern and the remainder of the region.

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DATE: December 7, 2011
TO: STA TAC
FROM: Danelle Carey, Program Coordinator
RE: Safe Routes to School (SR2S) Program Update

Background:

The Solano Transportation Authority (STA) began the development of its Safe Routes to School (SR2S) Program in 2005, in response to the growing childhood obesity epidemic, student travel safety concerns, growing air pollution, and traffic congestion near schools in Solano County. The first SR2S plan was adopted by the STA Board in 2008. The program works to encourage more students to walk and bike to school by identifying and implementing a balance of traffic calming and safety engineering projects, student education & safety training, encouragement contests & events, and enforcement coordination with police. The program also strives to increase interagency cooperation to continue to plan and implement SR2S projects with all local agencies.

Discussion:

The SR2S program action plan consists of five (5) parts also known as the “5E’s.” The 5E’s for Safe Routes to School are Evaluation, Engineering, Education, Encouragement, and Enforcement. Current activities in each of these areas are described below. Attachment A shows a more detailed summary of activities by city.

Evaluation

Twice a year, the STA compiles travel to school surveys conducted by teachers using the “National Safe Routes to School Student Arrival and Departure Tally Sheet.” For two days between October 25, 26 or 27th teachers take five minutes to ask their classes two questions:

- How did you arrive at school today?
- How do you plan to leave for home after school?

This in-class tally helps to measure how students get to school and whether the SR2S program affects trips to and from school. This year, the STA worked with Alta Planning and Design consultants to roll out the Parent Survey. The results from the Parent Survey will help determine how to improve opportunities for children to walk or bike to school, and measure parental attitude changes due to the SR2S program.

To date, STA has received manual tally sheets from 23 schools and parent surveys from three (3) schools.

Education & Encouragement Activities

The STA partnership with Solano County Public Health staff provides free program events and educational activities to encourage walking and biking to school. Each participating school is eligible to schedule one safety assembly, two (2) bicycle rodeos and three (3) Walk and Roll Week events per fiscal year.

For Fiscal Year (FY) 2011-12, Solano County Public Health staff has held/or scheduled the following events:

- 3 Bike rodeos reaching 279 students.
- 6 additional bike rodeos are scheduled for spring 2012.
- 1 Safety assembly scheduled for spring 2012. Solano Public Health Staff will be contacting schools to schedule additional safety assemblies in January 2012.
- 11 Walk and Roll events were held reaching 2,321 students.

These education and encouragement activities can be scheduled by contacting Health Education Specialist (SR.) Tracy Nachand at (707) 553-5543.

Enforcement

In May 2011, the STA Board awarded the cities of Suisun City and Fairfield \$100,000 to pilot innovative enforcement activities in Suisun City and Fairfield, as well as conduct countywide training activities for crossing guards. Law enforcement officers regularly participate through the Community Task Force and public input process.

In addition, Fairfield Police Department has begun enhanced enforcement at 3 to 4 schools in Fairfield. Suisun City Police Department is drafting a crossing guard training manual which has been presented to the Safe Routes to School Advisory Committee for feedback in November 2011. Suisun City Police Department staff are also partnering with Rodriguez High School students to develop a crossing guard training video and bicycle rodeo video.

Engineering

The SR2S Plan is currently being updated to re-assess the needs at participating schools and identify new project recommendations. The SR2S outreach process is split into three major phases:

- 1) Mayor & Public Works Director meetings
- 2) Community Task Force meetings
- 3) City Council, School District Board, and STA Board adoption of the SR2S Plan Update

The STA staff began the public input process by re-engaging all Community Task Forces in Solano County. The STA has asked that the Mayors and Public Works Directors appoint representatives to the SR2S Community Task Force, to participate in the SR2S public input process. The SR2S Community Task Forces are comprised of appointments from city councils, school boards, and police agencies, public staff from the STA's technical advisory committees and Bicycle Advisory Committee, and Pedestrian Advisory Committee member.

To date, all cities have either identified their community task force members or had their first meeting with their community task force. Rio Vista has completed their first walking audit and Vallejo has one scheduled in December 2011.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. SR2S Program Summary (FY 2011-12)



Solano Transportation Authority
Safe Routes to School Program (FY 11-12)

Benicia			
Engineering (and Planning)	Education & Encouragement	Evaluation	Enforcement
<ul style="list-style-type: none"> The City of Benicia completed phase 1 of the public outreach process for the plan update. The first Community Task Force meeting is tentatively scheduled for January 10, 2012. Solano County Public Health staff is beginning to work with Joe Henderson Elem. School on a Walking School Bus program. 	<ul style="list-style-type: none"> Mary Farmer Elem. School is scheduled to have a bicycle rodeo on 04/30/2012. The following schools held Walk & Roll Events (total # of students reached), Matthew Turner Elem. (154), Joe Henderson Elem. (234), Robert Semple Elem. (250) To date, the following schools have not participated or scheduled events; Benicia HS, Benicia MS and St. Dominic's. 	<ul style="list-style-type: none"> We received classroom tally surveys from 2 out of 7 schools in Benicia; Matthew Turner Elem. and Joe Henderson Elem. We received no participation on the parent survey. 	<ul style="list-style-type: none"> No enforcement activities to report at this time.
Dixon			
Engineering (and Planning)	Education & Encouragement	Evaluation	Enforcement
<ul style="list-style-type: none"> The City of Dixon completed phase 1 of the public outreach process for the plan update. On December 13, 2011, the SR2S program will be presented to Dixon's 2x2 committee to assist in appointing Community Task Force members. 	<ul style="list-style-type: none"> Anderson Elem. School is scheduled to have a bicycle rodeo on 03/22/2012, and a Walk & Roll event the week of 03/19/2012. To date, the following schools have not participated or scheduled events; CA Jacobs MS, Dixon High, Gretchen Higgins Elem., Maine Prairie HS and Tremont Elem. 	<ul style="list-style-type: none"> We received no participation on the classroom tally/parent survey(s) 	<ul style="list-style-type: none"> No enforcement activities to report at this time.
Fairfield			
Engineering (and Planning)	Education & Encouragement	Evaluation	Enforcement
<ul style="list-style-type: none"> The City of Fairfield completed phase 1 of the public outreach process for the plan update. On November 29, 2011, Fairfield's 3E's committee selected the following schools for their walk audits; <i>B. Gale Wilson Elem., Rolling Hills Elem. and Tolenas Elem.</i> Walk audits will be scheduled in January 2012. 	<ul style="list-style-type: none"> B. Gale Wilson Elem. held a bicycle rodeo and reached 86 students. The following schools have scheduled bicycle rodeos, David Weir Elem. (03/15/12) and E. Ruth Sheldon Elem. (4/17/12). The following schools have scheduled Walk & Roll Events, David Weir Elem. (week of 3/12/12) and E. Ruth Sheldon Elem. (week of 04/09/12). To date, the following schools have not participated or scheduled events; Anna Kyle Elem., Armijo HS, Fairfield HS, Fairview Elem., Garcia Learning Center, Gordon Elem, Grange MS, Green Valley MS, Jones Elem, Laurel Creek Elem., Mundy Elem., Oakbrook Elem., Rolling Hills Elem., Rodriguez HS, Sam Yeto HS, Sullivan MS, Tolenas Elem. and Wilson Elem. 	<ul style="list-style-type: none"> We received classroom tally surveys from 3 out of 23 schools in Fairfield; B. Gale Wilson Elem., E. Ruth Sheldon Elem. and Grange MS. We received no participation on the parent survey. 	<ul style="list-style-type: none"> The following schools received directed enforcement from Fairfield PD; B. Gale Wilson Elem., E. Ruth Sheldon Elem., Gordon Elem. and Rolling Hills Elem.

Travis USD (Fairfield)			
Engineering (and Planning)	Education & Encouragement	Evaluation	Enforcement
<ul style="list-style-type: none"> A meeting request has been sent to David Florez with Travis Unified School District. Awaiting a response to meet with staff on SR2S issues. 	<ul style="list-style-type: none"> To date, no schools in Travis USD (Fairfield) have participated/scheduled any free program events. 	<ul style="list-style-type: none"> We received classroom tally surveys from 1 out of 5 schools in Travis USD (Fairfield); Travis Elem. We received parent surveys from 1 out of 5 schools in Travis USD (Fairfield); Travis Elem. 	<ul style="list-style-type: none"> No enforcement activities to report at this time.
Rio Vista			
Engineering (and Planning)	Education & Encouragement	Evaluation	Enforcement
<ul style="list-style-type: none"> The City of Rio Vista completed phase 1/2 of the public outreach process for the plan update. On September 12, 2011, Rio Vista's Community Task Force members selected D.H. White Elem. for their walk audit. On November 14, 2011, STA staff, Rio Vista Community Task Force and Alta Planning conducted a walk audit at DH White Elem. Draft maps will be available for the committee's review in March/April 2012. 	<ul style="list-style-type: none"> To date, no schools in Rio Vista have participated or scheduled any free program events. 	<ul style="list-style-type: none"> We received classroom tally surveys from 2 out of 4 schools in Rio Vista; DH White Elem. and Riverview MS. We received parent surveys from 1 out of 4 schools in Rio Vista; Riverview MS. 	<ul style="list-style-type: none"> No enforcement activities to report at this time.
Suisun City			
Engineering (and Planning)	Education & Encouragement	Evaluation	Enforcement
<ul style="list-style-type: none"> The City of Suisun City completed phase 1 of the public outreach process for the plan update. On November 21, 2011, Suisun City's Community Task Force members selected Crescent Elem. and Crystal MS for their walk audit. Walk audits will be scheduled in January 2012. 	<ul style="list-style-type: none"> To date, no bicycle rodeos have been scheduled. Crescent Elem. held a Walk & Roll event the week of 12/05/11. Number of students reached will be provided by Solano County Public Health Staff. To date, the following schools have not participated or scheduled events; Crystal MS, Dan O Root Elem. and Suisun Elem. 	<ul style="list-style-type: none"> We received classroom tally surveys from 4 out of 4 schools in Suisun City; Crescent Elem., Crystal MS, Dan O. Root Elem. and Suisun Elem. We received no participation on the parent survey. 	<ul style="list-style-type: none"> Suisun City Police Department is in the process of drafting a crossing guard training manual.
Travis USD (Vacaville)			
Engineering (and Planning)	Education & Encouragement	Evaluation	Enforcement
<ul style="list-style-type: none"> Travis USD (Vacaville) schools will be addressed with Vacaville's Community Task Force. 	<ul style="list-style-type: none"> Cambridge Elem. School had a bicycle rodeo and reached 108 students. Another bicycle rodeo event is scheduled for 6/6/12. Cambridge Elem. School held a Walk & Roll Event and reached 234 students. Another Walk & Roll Event in scheduled the week of (06/04/2012). 	<ul style="list-style-type: none"> We received classroom tally surveys from 2 out of 2 schools in Travis USD Vac.; Cambridge/Foxboro Elem. We received parent surveys from 1 out of 2 schools in Travis USD (Vacaville); Cambridge Elem. 	<ul style="list-style-type: none"> No enforcement activities to report at this time.

Vacaville			
Engineering (and Planning)	Education & Encouragement	Evaluation	Enforcement
<ul style="list-style-type: none"> The City of Vacaville completed phase 1 of the public outreach process for the plan update. Vacaville's Community Task Force will meet to have a preliminary discussion on SR2S issues on January 5, 2012. 	<ul style="list-style-type: none"> Alamo Elem. has a Safety Assembly scheduled on 04/27/2012. Browns Valley Elem. has a bicycle rodeo scheduled on 05/09/2012. Fairmont Elem. held a bicycle rodeo event and reached 85 students. The following schools held Walk & Roll Events (total # of students reached), Callison Elem. (193), Cooper Elem. (291), Fairmont Elem. (189), Hemlock Elem. (152), Edwin Markham Elem. (169) and Padan Elem. (205). To date, the following schools have not participated or scheduled events, Buckingham HS, County HS, Jepson MS, Orchard Elem., Sierra Vista Elem., Vaca Pena MS, Vacaville HS and Will C. Wood HS. 	<ul style="list-style-type: none"> We received classroom tally surveys from 5 out of 16 schools in Vacaville; Browns Valley Elem., Buckingham HS, Fairmont Elem., Jepson MS and Orchard Elem. We received no participation on the parent survey. 	<ul style="list-style-type: none"> No enforcement activities to report at this time.
Vallejo			
Engineering (and Planning)	Education & Encouragement	Evaluation	Enforcement
<ul style="list-style-type: none"> The City of Vallejo completed phase 1 of the public outreach process for the plan update. Vallejo's Community Task Force met on October 5, 2011 and selected Wardlaw Elem. and Cooper Elem. for their walk audits. Wardlaw's Walk Audit is scheduled for December 13, 2011. Cooper Elem. walk audit will be scheduled in January 2012. 	<ul style="list-style-type: none"> To date, no schools in Vallejo have participated or scheduled any free program events. 	<ul style="list-style-type: none"> We received classroom tally surveys from 4 out of 22 schools in Vallejo; Beverley Hills Elem., Dan Mini Elem., Loma Vista Elem. and Pennycook Elem. We received parent surveys from 1 out of 22 schools in Vallejo; Dan Mini Elem. 	<ul style="list-style-type: none"> No enforcement activities to report at this time.

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DATE: December 12, 2011
TO: STA TAC
FROM: Jessica McCabe, Project Assistant
RE: Local Project Delivery Update

Background:

As the Congestion Management Agency (CMA) for Solano County, the Solano Transportation Authority (STA) coordinates project funding commitments between project sponsors and funding agencies. This coordination includes recommendations for programming, allocating, and obligating federal, state, and regional funds for a variety of transportation projects. These recommendations are based on the current and projected status of projects recommended for funding by the STA.

This project delivery update is provided to the Solano Project Delivery Working Group (Solano PDWG), the STA's Technical Advisory Committee (TAC), and the STA Board for their review before considering any changes to prior project funding recommendations.

Discussion:

STA Board Recommendations and Improvement Programs

Between January and July of 2010, the STA Board recommended funding for a variety of transportation projects included in currently approved plans. Other funding agencies program funding for Solano projects in their own improvement programs, such as the Metropolitan Transportation Commission's (MTC) Draft 2011 Transportation Improvement Program (TIP) for federal and regional funds, the California Transportation Commission's (CTC) 2010 State Transportation Improvement Program (STIP) for state funds, and other regional and local grant funding actions (e.g., air district grant programs and local funding swaps). These improvement programs contain the details of how much funding each project receives in specific fiscal years over the next four to five years.

Programmed Funding Does Not Guarantee Project Funding

Despite the approved nature of improvement programs, they are based on estimates of available tax dollars, meaning that improvement programs can over-program funding for projects should tax receipts be smaller than expected. In addition to the chance of funding being limited, funding agency's "Use it or lose it" project delivery policies contain strict deadlines for current fiscal year programmed funds, which are put in place to expedite the delivery of projects and protect against the loss of funds to other agencies who can spend funds in a timely manner. For example, MTC usually programs more funding than they have available, counting on Bay Area project sponsors being ready to take advantage of funds from other regions who miss delivery deadlines. The STIP has a history of running low on funds, forcing the CTC to create additional "allocation plans" that further prioritize STIP funds, leaving programmed projects waiting until later fiscal years for funding, adding to project delays and cost increases.

Staying on Top of Deadlines and Making Timely Choices

Attached is a list of projects with programmed funding, which connects project fund sources to delivery deadline policies (Attachment A). Those projects that have been highlighted are either experiencing delays or do not have a clear delivery schedule and/or funding strategy, and therefore are at risk of losing funding. Conversely, projects not highlighted, are on schedule.

Projects that have Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds programmed in the TIP for Fiscal Year (FY) 2011-12 are subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606) (Attachment B), including the Request for Authorization (E-76) submittal deadline of February 1st and the obligation deadline of April 30th. In order to ensure funds are obligated or transferred to Federal Transit Administration (FTA) in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by February 1st of the year the funds are programmed in the TIP. STP and CMAQ funds are subject to an obligation/FTA transfer deadline of April 30th of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation or FTA transfer to Caltrans Local Assistance by February 1st of the fiscal year the funds are programmed in the TIP, and receive an obligation/ FTA transfer of the funds by April 30th of the fiscal year programmed in the TIP.

Projects programmed in the STIP for FY 2011-12 and are required to submit an allocation request to MTC and Caltrans Local Assistance. Projects programmed in the STIP must receive an allocation from the California Transportation Commission (CTC) or Caltrans by the end of the fiscal year in which the funds are programmed. Funds not allocated or extended by the CTC within this deadline are deleted from the STIP with the funds returned to the county in the next share period. To receive an allocation or extension at the January 2012 CTC meeting (the next CTC meeting), a request must have been submitted on November 28, 2011. The next opportunity to receive an allocation/extension will be in February 2012, and the deadline to submit a request for this meeting is December 27, 2011. For reference, the CTC 2012 Preparation Schedule is attached (Attachment C).

Projects which have earmark funding with a remaining unobligated balance are also listed. As a reminder, Congress continues to be interested in rescinding unobligated federal funds, including earmarks, from prior years. Congress recently rescinded remaining unobligated balances from old ISTEA and TEA-21 earmarks, and may continue to do so with unobligated federal funds. Given this risk of funds being lost, project sponsors are reminded to stay on track with the timely delivery of these projects.

Recommendation:

Informational.

Attachments:

- A. Programmed funding in Solano County, 12-02-11
- B. MTC Resolution 3606, "Milestones, Deadlines, and Consequences", pg 11, 07-23-08
- C. 2012 Preparation Schedule of CTC Meetings, Updated 9-2011

Solano Transportation Authority (STA)

Project Delivery Update, 12-02-2011

Projects listed by agency, including known available funding by delivery phase noting total shortfall.
(In 1,000s)

Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Total Available Project Funding (Prior Years to 2014/15)					Shortfall	Status	Next Task and Deadlines
					Environmental	Design	Right-of-Way	Construction	Preliminary Engineering (PE)			
Benicia	SOL010031	Benicia Intermodal Trans Stations (Military)	RM2	2012	\$ 92	\$ 431	\$ -	\$ 2,477	\$ -	PE	PE Started, to start CON Spring 2012	
Benicia	SOL110008	Benicia Industrial Pk Multi-Modal Trans Study	RM2	Future	\$ 125	\$ -	\$ -	\$ -	\$ -	Concept	Request RM2 & start PE	
Benicia	N/A	Park Road Sidewalk	RM1	2011	\$ -	\$ -	\$ -	\$ 400	\$ -	PE	Complete Design	
Benicia	SOL110015	Columbus Parkway Overlay	STP (LS&R C1)	2011	\$ -	\$ -	\$ -	\$ 371	\$ -	PE	CON in FY 11/12	
Dixon	SOL030001	Dixon Multimodal Transportation Center	STIP	Future	\$ -	\$ 500	\$ -	\$ -	\$ 26,152	PE	500K to be expended by Feb	
Dixon	SOL050007	I-80/Pedrick Road Interchange Modification	Local Impact Fee	Future	\$ 150	\$ 200	\$ 500	\$ -	\$ 19,120	Concept	N/A	
Dixon	SOL050009	Parkway Blvd/UPRR Grade Separation	Earmark/Local Impact Fee	Future	\$ 1,260	\$ 290	\$ 575	\$ -	\$ 11,070	PE	Clear NEPA, Review Earmarks	
Dixon	N/A	West B Street Bicycle and Ped Undercrossing	ECMAQ (Ped)/STIP	2013	\$ 50	\$ -	\$ 70	\$ 5,920	\$ 5,391	PE	Finish ENV by Feb 2012	
Fairfield	SOL030002	Fairfield/Vacaville Intermodal Rail Station	RM2/STIP/Earmark	2013	\$ 125	\$ 4,731	\$ 2,060	\$ 21,831	\$ -	PE	Req \$4M STIP FY 11/12 - Request by 4/2012	
Fairfield	SOL991068	Fairfield Transportation Center Phase III	RM2/CMAQ	2013	\$ -	\$ 1,030	\$ -	\$ 6,150	\$ -	PE	CON in FY 12/13	
Fairfield	SOL090004	McGary Road Safety Improvement	ARRA (Safety)	2010	\$ -	\$ -	\$ -	\$ 1,500	\$ -	Complete	Closeout Project	
Fairfield	SOL110013	Linear Park Alt Route - Nightingale Dr	CMAQ/TDA	2012	\$ -	\$ 29	\$ -	\$ 221	\$ -	PE	Under construction	
Fairfield	SOL110010	Various Streets Overlay (2011 STP LSR)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,370	\$ -	PE	Request E76 by Feb 2012	
Rio Vista	SOL070019	Rio Vista Signage Improvement Program	Earmark (SAFETEA-LU)	2012	\$ 11	\$ -	\$ -	\$ 115	\$ -	PE	TIP Amendment (in progress)	
Rio Vista	SOL110022	SR 12 Rio Vista Bridge Study	Earmark (SAFETEA-LU)	2012	\$ 147	\$ -	\$ -	\$ -	\$ -	PE	Amend Economic Study	
Suisun City	SOL110012	Grizzly Island Trail	CMAQ (Bike/SR2S)	2012	\$ 50	\$ 250	\$ -	\$ 1,764	\$ -	PE	Clear NEPA, ROW, Secure BCDC Permit	
Suisun City	REG090032	Main Street Rehabilitation	ARRA	2011	\$ -	\$ -	\$ -	\$ 670	\$ -	CON	invoice every 6 months	
Suisun City	SOL110011	Pintail Dr. Resurface (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 437	\$ -	CON	Advertising for CON	
Vacaville	SOL050013	Vacaville Intermodal Station (Allison Dr)	RM2/CMAQ	2010	\$ 620	\$ 990	\$ 2,950	\$ 8,219	\$ -	Complete	Closeout Project	
Vacaville	NEW	Vacaville Intermodal Station Phase 2	Earmark/RM2/CMAQ	Future	\$ 975	\$ -	\$ -	\$ 925	\$ 7,923	PE	Funding Transfer Req - FTA	
Vacaville	SOL070029	Ulatis Creek - Allison to I-80	ECMAQ/YSAQMD	Future	\$ 191	\$ -	\$ -	\$ -	\$ 1,220	PE	Deobligate \$	
Vacaville	SOL070026	Ulatis Creek Bike Path (Ulatis Dr to L Town Rd)	ECMAQ/YSAQMD	2012	\$ 66	\$ 195	\$ 180	\$ 630	\$ -	ROW	Request E76 for CON by Feb 2012	
Vacaville	REG090032	Various Streets Overlay (Allison, Alamo, etc.)	ARRA	2010	\$ -	\$ -	\$ -	\$ 1,376	\$ -	Complete	Closeout Project - Resubmitted Invoice	
Vacaville	SOL110016	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,324	\$ -	CON	Request E76 by Feb 2012	
Vacaville	SOL050057	Jepson Pkwy Gateway Enhancement	STIP-TE	2012	\$ -	\$ 120	\$ -	\$ 230	\$ -	CON	CTC approval in March 2011	
Vallejo	SOL050048	Vallejo Downtown Streetscape (all phases)	ARRA/TE/CMAQ	2009	\$ 664	\$ -	\$ -	\$ 5,196	\$ -	CON	Invoice every 6 months	
Vallejo	SOL110014	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,595	\$ -	PE	Request E76 by Feb 2012	
Vallejo	SOL050012	Vallejo Curtola Transit Center	RM2	2014	\$ 705	\$ -	\$ -	\$ 11,045	\$ -	PE	Clear CEQA	
Vallejo	SOL050023	Vallejo Station Pedestrian Links	CMAQ (TLC)	2012	\$ -	\$ -	\$ -	\$ 2,340	\$ -	CON	Invoice every 6 months	
Vallejo	SOL950035	Vallejo Station Intermodal	STIP/RM2/5309/Earmark	2012	\$ 200	\$ 5,800	\$ 9,000	\$ 64,128	\$ -	CON	Invoice every 6 months	
Vallejo	SOL990018	I-80/American Canyon Rd overpass Improv	Local Impact Fee	Future	\$ -	\$ -	\$ -	\$ 5,230	\$ -	PE	Complete PSR	
Vallejo	SOL991032	Vallejo Ferry Maintenance Facility	STIP-PTA	2012	\$ -	\$ -	\$ -	\$ 4,300	\$ -	PE	Submitted STIP Extension Req 10/2011	
Vallejo	VAR991007	Bridge No. 23C0258 West end of Mare Island Causeway	HBP	2013	\$ -	\$ 125	\$ 45	\$ 2,417	\$ -	PE	Received PE Auth - Field Rev form due 8/5/11	
Solano County	SOL050046	Old Town Cordelia Enhancements	ARRA/STIP-TE/CMAQ	2010	\$ 265	\$ -	\$ -	\$ 465	\$ -	Complete	Closeout Project	
Solano County	SOL050061	I-80 HOV Lanes Turner Overcrossing	Earmark (SAFETEA-LU)	2010	\$ 1,400	\$ 2,359	\$ -	\$ -	\$ -	Complete	Study Complete	
Solano County	SOL070012	Cordelia Hills Sky Valley Ped Corridor	Earmark (SAFETEA-LU)	2013	\$ -	\$ 175	\$ 2,475	\$ 50	\$ -	PE	Clear NEPA	
Solano County	SOL070021	Travis AFB: South Gate Improvement Project	Earmark (SAFETEA-LU)	2014	\$ -	\$ 150	\$ 128	\$ 1,943	\$ -	PE	TIP Amendment (in progress)	
Solano County	SOL070048	Travis AFB: North Gate Improvement Project	Earmark (SAFETEA-LU)	Future	\$ 187	\$ 150	\$ 190	\$ -	\$ 4,050	PE	TIP Amendment (in progress)	
Solano County	SOL090015	Redwood Fairgrounds Dr. I/C Imp (STUDY)	Earmark (SAFETEA-LU)	Future	\$ 1,500	\$ -	\$ -	\$ -	\$ -	PE	Clear NEPA	
Solano County	SOL090035	Vacaville Dixon Bike Route (Phase 5)	ECMAQ/TDA	2012	\$ -	\$ 362	\$ -	\$ -	\$ 4,500	PE	Complete Design & Env	
Solano County	SOL090027	2011 Pavement Overlay Program	FAS	2011	\$ -	\$ -	\$ -	\$ 1,807	\$ -	CON	CON in 2011	
Solano County	SOL110017	Solano County:STP overlay 2012 (cycle 1)	LS&R, BP Flex, TDA	2012	\$ -	\$ 10	\$ -	\$ 1,908	\$ -	PE	Submit E76 req by Feb 2012	
Solano County	SOL050006	Bridge No. 23C0077 Suisun Valley Rd over Suisun Creek	HBP	2012	\$ -	\$ 430	\$ -	\$ 1,000	\$ -	PE	Obligation by June 2011	
Solano County	5923(070)	Bridge No. 23C0185 Robinson Rd	HBP	2011	\$ -	\$ 239	\$ 60	\$ 777	\$ -	CON	Obligation by June 2011	
STA	SOL070020	I-80/I-680/SR 12 Interchange Project	RM2, STIP, CMIA, TCRP	2015	\$ 30,000	\$ 75,036	\$ 26,525	\$ 73,264	\$ -	PE	Clear NEPA/CEQA	
STA	SOL090003	EB I-80 Cordelia Truck Scales Relocation	RM2, TCIF	2014	\$ 5,800	\$ 17,700	\$ 3,000	\$ 74,400	\$ -	CON	Advance for CON	
STA	SOL030003	I-80/I-680/SR12 North Connector	RM2, STIP, TCRP	2010	\$ 5,500	\$ 2,000	\$ -	\$ 28,964	\$ -	Complete	Closeout project	
STA	SOL110002	I-80 HOV conversion to Express Ln (Fairfield)	Bridge Tolls	2015	\$ 500	\$ -	\$ -	\$ -	\$ 39,600	PE	Begin Study	
STA	SOL110001	I-80 Express Lanes (Vacaville)	Bridge Tolls	2020	\$ 600	\$ -	\$ -	\$ -	\$ 190,600	PE	Begin Study	
STA		Jepson Parkway: Phases shown below	STIP	Varies	\$ 2,499	\$ 2,400	\$ 3,800	\$ 30,457	\$ 157,000	Varies	CTC Allocation by Apr 2011	
STA	SOL110003	Jepson: Vanden Rd from Peabody to LT	STIP	2015	\$ 2,499	\$ 2,400	\$ 3,800	\$ 30,457	\$ -	PSE	Complete Design	
STA	SOL11005/6	Jepson: LT Road from Vanden to Orange	STIP	Future	\$ -	\$ -	\$ -	\$ -	\$ 65,900	PE	N/A	

Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Total Available Project Funding (Prior Years to 2014/15)					Shortfall	Status	Next Task and Deadlines
					Environmental	Preliminary Engineering (PE) Design	Right-of-Way	Construction				
STA	SOL110004	Jepson: Walters Rd Ext - Peabody Rd Widen	STIP	Future	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 91,100	PE	N/A
STA	NAP010008	SR 12 (Jamieson Canyon Road) Widening	CMIA, STIP, TCRP	2015	\$ 7,300	\$ 7,550	\$ 18,391	\$ 105,700	\$ -	\$ -	ROW	\$ Obligated
STA	SOL110019	STA Safe Routes to School Program	CMAQ	Prgm	\$ -	\$ -	\$ -	\$ 1,066	\$ -	\$ -	ongoing	\$ Obligated
STA	SOL110018	STA Safe Routes to Schools Maps	CMAQ	Prgm	\$ -	\$ -	\$ -	\$ 283	\$ -	\$ -	ongoing	\$ Obligated
STA	SOL991066	Eastern Solano / SNCI Rideshare Program	CMAQ, AQ	Prgm	\$ -	\$ -	\$ -	\$ 445	\$ -	\$ -	ongoing	\$ Obligated
STA	SOL970033	CMA Planning Activities	STP, 4% planning	Prgm	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ -	ongoing	\$ Obligated
*GRAND TOTAL					\$ 63,981	\$ 125,652	\$ 73,749	\$ 505,167	\$ 623,626			

* Total project funding exceeds 2011 TIP totals because prior year funds are included.

** Caltrans SHOPP projects and various Caltrans grant projects are not yet included in this report.

Milestone	Deadline	Authority	Consequence of Missed Deadline
Programming in TIP	Agency committed to obligate funds by April 30 of the year listed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA.
Field Review (If applicable)	Within 12 months of inclusion in TIP	Regional	Restrictions on future programming, obligations and OA until deadline is met.
Pre-Draft Environmental Document Submittal (Non-Cat Ex)	12 months prior to obligation of Right of Way or Construction funds	Regional	Reprogramming of funds.
MTC Annual Obligation Plan	Beginning of each federal fiscal year	Regional	Funds not identified in MTC's annual Obligation Plan do not receive priority for OA and may need to wait until after May 1 to receive obligation/ transfer of funds.
Disadvantaged Business Enterprise (DBE) Goals (If Applicable)	Start by January 1, complete by February 1, of year programmed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA if not obligated by April 30.
Obligation/ FTA Transfer Request Submittal	February 1 of year programmed in TIP	Regional	Project loses priority for OA. Other projects in region may be given OA.
Obligation/ Transfer to FTA	April 30 of year programmed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA.
Release of Unused OA	May 1	Caltrans	Unused OA is made available for other regions to access.
End of Federal Fiscal Year. - OA no Longer Available	August 30	Caltrans, Federal	FHWA Obligation system shut down. Unused OA at the end of the fiscal year is taken for other projects. No provision that the funds taken will be returned.
Program Supplement Agreement (PSA)	60 days after receipt from Caltrans 6 months after obligation	Caltrans	Restrictions on future programming, obligations and OA until deadline is met. De-obligation by Caltrans after 6 months.
Construction Advertisement	6 months after obligation	Regional	Restrictions on future programming, obligations and OA until deadline is met
Construction Award	9 months after obligation	Regional	Restrictions on future programming, obligations and OA until deadline is met
Invoicing & Reimbursement	Agency must invoice and receive reimbursement at least once every 6 to 12-months following obligation of funds	Caltrans, Federal, Regional	Explanation in writing if funds not invoiced in past 6-month period. (Caltrans) Deobligation if project inactive for 12 months. (FHWA) Restrictions on future programming, OA and obligations if agency has not invoiced and received reimbursement at least once every 12-months after obligation. (MTC)
Liquidation	6 years after obligation	State of California	Loss of State Budget Authority and de-obligation by State of California
Project Close-Out	6 months after final invoice	Caltrans, Regional	Explanation in writing. (Caltrans) Restrictions on future programming, obligations and OA. (MTC)

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2012 PREPARATION SCHEDULE
CALIFORNIA TRANSPORTATION COMMISSION (CTC) MEETINGS
AGENDA ITEM(S) DUE DATES

Prepared by:
OFFICE OF CTC LIAISON
DIVISION OF TRANSPORTATION PROGRAMMING
CALIFORNIA DEPARTMENT OF TRANSPORTATION
<http://www.dot.ca.gov/hq/transprog/ctcliason.htm>

Updated:
September 2011

2012 California Transportation Commission (CTC) Meeting Schedule	Local Agency Submits Off System Funds Requests, Program Amendments, and Time Extensions to Caltrans Districts (and CTC Staff for Prop 116 Rail)	District Submits Off System Funds Requests, Program Amendments, and Time Extensions to HQ DMT/ICR/DLA for Review	HQ DMT/ICR/DLA Submits Final Off System Requests and District Submits all On System Requests to Budgets and/or Programming	Final Agenda Language Due From HQ Divisions to Office of CTC Liaison	Final Book Items Due from HQ Divisions to Office of CTC Liaison
Date/Time: Location:	10:00 AM District & CTC	10:00 AM HQ Division	5:00 PM Budgets/Prog	10:00 AM CTC Liaison	10:00 AM CTC Liaison
Jan 25-26 - Sacramento	Mon, Nov 28, 11	Mon, Dec 5, 11	Mon, Dec 12, '11	Thu, Dec 22, '11	Fri, Dec 30, '11
Feb 22-23 - Burbank/Glendale	Tue, Dec 27, 11	Tue, Jan 3, 12	Mon, Jan 9, '12	Thu, Jan 19, '12	Fri, Jan 27, '12
March 28-29 - San Francisco	Mon, Jan 30, 12	Mon, Feb 6, 12	Mon, Feb 13, '12	Thu, Feb 23, '12	Fri, Mar 2, '12
April 25-26 - Orange County	Mon, Feb 27, 12	Mon, Mar 5, 12	Mon, Mar 12, '12	Thu, Mar 22, '12	Fri, Mar 30, '12
May 23-24 - Sacramento Area	Mon, Mar 26, 12	Mon, Apr 2, 12	Mon, Apr 9, '12	Thu, Apr 19, '12	Fri, Apr 27, '12
June 27-28 - Ontario	Mon, Apr 30, 12	Mon, May 7, 12	Mon, May 14, '12	Thu, May 24, '12	Fri, Jun 1, '12
July 25-26 - Sacramento Area	Tue, May 29, 12	Mon, Jun 4, 12	Mon, Jun 11, '12	Thu, Jun 21, '12	Fri, Jun 29, '12
Aug 22-23 - Sacramento Area	Mon, Jun 25, 12	Mon, Jul 2, 12	Mon, Jul 9, '12	Thu, Jul 19, '12	Fri, Jul 27, '12
Sept 26-27 - San Jose/East Bay	Mon, Jul 30, 12	Mon, Aug 6, 12	Mon, Aug 13, '12	Thu, Aug 23, '12	Fri, Aug 31, '12
Oct 31-Nov 1 - Sacramento Area	Tue, Sep 4, 12	Mon, Sep 10, 12	Mon, Sep 17, '12	Thu, Sep 27, '12	Fri, Oct 5, '12
Dec 5-6 - Inland Empire Area	Mon, Oct 8, 12	Mon, Oct 15, 12	Mon, Oct 22, '12	Thu, Nov 1, '12	Fri, Nov 9, '12

There is no scheduled CTC Meeting in November 2012.

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DATE: December 12, 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, broken up by Federal, State, and Local. Attachment A provides further details for each program.

	FUND SOURCE	AMOUNT AVAILABLE (approximately)	APPLICATION DEADLINE
Local¹			
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.	Lifeline Program*	TBD	Anticipated December 2011/January 2012
State			
	State Safe Routes to School (SR2S) Grant	TBD	Announcement Anticipated December 2011/January 2012
Federal			
	N/A	N/A	N/A

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

¹ Local includes programs administered by the Solano Transportation Authority and regionally in the San Francisco Bay Area and greater Sacramento.

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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 Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Local Grants¹						
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	Approx. \$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.	\$12M Fairfield/Vacaville Intermodal Train Station STA co-sponsor	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	Approx. \$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.	N/A	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/moyrerp/index.shtml
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).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles http://www.arb.ca.gov/mspr/og/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	Approx. \$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.	N/A	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

¹ Local includes opportunities and programs administered by the Solano Transportation Authority and/or regionally in the San Francisco Bay Area and greater Sacramento

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
State Grants						
N/A						
Federal Grants						
N/A						

The STA Board Meeting Highlights of December 14, 2011
will be provided under separate cover.

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DATE: December 12, 2011
TO: STA TAC
FROM: Johanna Masiolat, Clerk of the Board
RE: STA Board and Advisory Committee Meeting Schedule for Calendar Year 2012

Background:

Attached are the STA Board and Advisory Committee Meeting Schedule for Calendar Year 2012 that may be of interest to the STA TAC. Note: The STA Board of February 8, 2011 may be pre-empted by City County Coordinating Council Summit, however, if necessary, the STA Board will meet at 5:30 p.m.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committee Meeting Schedule for 2012

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**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2012**
(Last Updated: Nov. 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>Even</i> Month
PCC:	Meets 3 rd Thursday of every <i>Odd</i> Month
SR2S-AC	Meets Quarterly (Begins Feb.) on the 3 rd Wed.

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., January 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., January 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., January 19	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., January 25	10:00 a.m.	SolanoExpress Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., January 26	12 Noon	Solano Sr. & People w/ Disabilities	Solano County Events Center	Confirmed
<i>Wed., February 8</i>	<i>5:30 p.m.</i>	<i>STA Board Meeting</i>	<i>Suisun City Hall</i>	<i>*If necessary</i>
Wed., February 15	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Thurs., February 16	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., February 29	10:00 a.m.	SolanoExpress Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., March 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., March 15	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., March 28	10:00 a.m.	SolanoExpress SolanoExpress Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., April 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., April 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., April 25	10:00 a.m.	SolanoExpress Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., April 26	12 Noon	Solano Sr. & People w/ Disabilities	Solano County Events Center	Confirmed
Wed., May 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., May 16	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Thurs., May 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., May 17	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., May 30	10:00 a.m.	SolanoExpress Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., June 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., June 21	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., June 27	10:00 a.m.	SolanoExpress Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., July 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., July 19	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
July 25 (No Meeting)	SUMMER RECESS	SolanoExpress Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
August 10 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 15	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Thurs., August 16	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., August 29	10:00 a.m.	SolanoExpress Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., September 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., September 20	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 26	10:00 a.m.	SolanoExpress Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Thurs., October 25	12 Noon	Solano Sr. & People w/ Disabilities	Solano County Events Center	Confirmed
Wed., October 31	10:00 a.m.	SolanoExpress Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., November 14	6:00 p.m.	STA's 15 th Annual Awards	TBD – Dixon	Confirmed
Thurs., November 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., November 15	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., November 21	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Wed., November 28	10:00 a.m.	SolanoExpress Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., December 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., December 19	10:00 a.m.	SolanoExpress Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative

*City County Coordinating Council Summit on Public Safety is scheduled. If necessary, STA Board will conduct its meeting at 5:30 p.m.

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