



Solano Transportation Authority
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SOLANO TRANSPORTATION AUTHORITY

Member Agencies:
Benicia ♦ Dixon ♦ Fairfield ♦ Rio Vista ♦ Suisun City ♦ Vacaville ♦ Vallejo ♦ Solano County

One Harbor Center, Suite 130, Suisun City, CA 94585-2473 ♦ Telephone (707) 424-6075 / Fax (707) 424-6074
Email: info@sta.ca.gov ♦ Website: sta.ca.gov

PCC

SOLANO PARATRANSIT COORDINATING COUNCIL (PCC) AGENDA

1:00 – 3:00 p.m.
Thursday, March 17, 2016
Ulatis Community Center, Room D
1000 Ulatis Drive
Vacaville, CA 95687

- | <u>ITEM</u> | <u>STAFF PERSON</u> |
|---|---|
| 1. CALL TO ORDER | Chair Rogers |
| 2. CONFIRM QUORUM | |
| 3. INTRODUCTIONS
(1:00 – 1:05 p.m.) | |
| 4. APPROVAL OF AGENDA
(1:05 – 1:10 p.m.) | |
| 5. OPPORTUNITY FOR PUBLIC COMMENT
(1:10 – 1:15 p.m.) | |
| 6. COMMENTS FROM STAFF AND REPRESENTATIVES FROM ADVISORY COMMITTEES
(1:15 – 1:20 p.m.) | |
| 7. PRESENTATIONS | |
| A. Faith In Action of Solano County | Robert Fuentes, Faith In Action |
| B. Vacaville City Coach Program | Shannon Nelson, City of Vacaville
Ivonne Vaughn, City of Vacaville |
| C. Update on Senior and Disabled Local Funding and County Oversight Committee
(1:20 – 2:00 p.m.) | Daryl Halls, STA
James Bezek, County of Solano |

PCC MEMBERS

<u>Richard Burnett</u> MTC PAC Representative	<u>Curtis Cole</u> Public Agency - Health & Social Services	<u>Lyall Abbott</u> Member at Large	<u>Judy Nash</u> Public Agency - Education	<u>Rachel Ford</u> Public Agency - Health & Social Services	<u>Ernest Rogers –Chair</u> Transit User
<u>Edith Thomas</u> Social Service Provider	<u>Cynthia Tanksley</u> Transit User	<u>James Williams</u> Member at Large	<u>Kenneth Grover</u> Transit User	<u>Anne Payne – Vice-Chair</u> Social Service Provider	

8. CONSENT CALENDAR

Recommendation: Approve the following consent item.

(2:00 – 2:05 p.m.)

- A. **Minutes of the PCC Meeting of January 21, 2016** Sheila Ernst, STA

Recommendation: Approve PCC minutes of January 21, 2016.

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- B. **PCC Membership Status Update** Liz Niedziela, STA

Recommendation:

Forward a recommendation to the STA Board to reappoint Judy Nash, Public Agency-Education for an additional three (3) year term.

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9. ACTION ITEMS

- A. **2016 PCC Draft Outreach Plan and 2016 Draft Workplan** Liz Niedziela, STA

Recommendation:

Forward a recommendation to the STA Board to approve the 2016 Draft PCC Workplan.

(2:05 – 2:10 p.m.)

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10. INFORMATIONAL ITEMS – DISCUSSION

- A. **One Bay Area Grant (OBAG) Round 2 Update** Robert Macaulay, STA

(2:10 – 2:20 p.m.)

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- B. **Mobility Management Programs Update** Kristina Holden, STA

(2:20 – 2:30 p.m.)

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- C. **Intercity Taxi Scrip Program FY 2015-16 Quarter 2 Report** Debbie McQuilkin, STA

(2:30 – 2:40 p.m.)

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11. INFORMATIONAL ITEM – NO DISCUSSION

- A. **Draft 2016 PCC Meetings and Locations** Sheila Ernst, STA

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12. FUTURE AGENDA ITEMS AND PCC COMMENTS

Group

1. Transportation Development Act (TDA) Claims
2. Coordinated Public Transit – Human Services Transportation Plan Update for the San Francisco Bay Area
3. Solano Mobility Outreach Update/Discussion
4. Solano Intercity Taxi Scrip Phase II Update

(2:40 – 2:50 p.m.)

13. TRANSIT OPERATOR UPDATES

Group

- A. Ridership Summary
 - B. Dixon Read-Ride
 - C. Fairfield and Suisun Transit – FAST
 - D. Rio Vista Delta Breeze
 - E. SolTrans – Solano County Transit
 - F. Vacaville City Coach
- (2:50 – 3:00 p.m.)

14. PCC PHOTO

Group

15. ADJOURNMENT

The next regular meeting of the PCC is scheduled to meet at **1:00 p.m., Thursday, May 19, 2016 at the City of Benicia, in the Commission Room located at 250 East L Street.**

For questions regarding this agenda:

Please contact Kristina Holden at (707) 399-3234 or kholden@sta.ca.gov

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PCC

SOLANO PARATRANSIT COORDINATING COUNCIL AGENDA

Minutes for the Meeting of January 21, 2016

1. CALL TO ORDER

Ernest Rogers called the meeting to order at 2:30 p.m. in the Dixon Senior Center.

Voting Members Present: *In Alphabetical Order by Last Name*

Lyall Abbott	Member-at-Large
Richard Burnett	MTC PAC Representative
Curtis Cole	Public Agency – Health & Social Services
Judy Nash	Public Agency – Education
Ernest Rogers	Chair, Transit User
James Williams	Member-at-Large (arrived at 2:45 p.m.)

Voting Members Not Present: *In Alphabetical Order by Last Name*

Kenneth Grover	Transit User
Anne Payne	Vice-Chair, Social Service Provider – Senior Living Facility
Cynthia Tanksley	Transit User
Edith Thomas	Social Service Provider

Also Present: *In Alphabetical Order by Last Name*

Julia Decker	Transit User, Dixon Read-Ride
Sheila Ernst	STA
Rachel Ford	Solano County Behavioral Health
Vicki Jacobs	City of Dixon, Dixon Read-Ride
Janet Koster	City of Dixon, Dixon Read-Ride
Dollene Jones	Alameda County Guest
Debbie McQuilkin	STA
Peggy Nelson	Winters Senior Foundation
Liz Niedziela	STA
Wally Pearce	Winters Senior Foundation
Kay Pichakron	Transit User, Dixon Read-Ride
Tip Pichakron	Transit User, Dixon Read-Ride
Cookie Powell	Dixon Family Services
Ellen Smith	Transit User, Dixon Read-Ride
Jon Staneker	Transit User, Dixon Read-Ride
Richard Thomaier	Transit User, Dixon Read-Ride
Kesorn Thomaier	Transit User, Dixon Read-Ride
Dolores Tomaselli	Transit User, Dixon Read-Ride
Tanya Tull	Heritage Commons
Debbie Whitbeck	Fairfield and Suisun Transit

2. CONFIRM QUORUM

A quorum was confirmed.

3. INTRODUCTIONS

4. APPROVAL OF AGENDA

With a motion by Richard Burnett and a second by Lyall Abbott, the PCC approved the January 21, 2016 agenda. (6 Ayes, 5 Absent)

5. OPPORTUNITY FOR PUBLIC COMMENT

Julia Decker commented that it is difficult to get to medical appointments in Vacaville. She recommended adding more rides to the FAST Route 30 or extending the hours of operation.

Dolores Tomaselli commented that it is difficult to get to her medical appointments at UCD Medical Center in Sacramento.

Wally Pearce requested more service from Winters to Vacaville.

Ellen Smith asked if there is a bus that stops at the David Grant Medical Center on Travis AFB. Debbie Whitbeck responded “yes” and provided her with a FAST bus schedule. Ellen Smith also requested the Read-Ride make stops at Pedrick Produce Market at least twice a month.

Jon Staneker requested that the Dixon Read-Ride make stops at the Sacramento Veteran Cemetery out on Midway Road.

6. COMMENTS FROM STAFF AND REPRESENTATIVES FROM THE PARATRANSIT COORDINATING COUNCIL

Cookie Powell, the Executive Director of Dixon Family Services, provided an overview of the services that they offer to the Dixon community.

7. PRESENTATIONS

(1) Vicki Jacobs provided a video presentation on the Dixon Read-Ride Service.

(2) Debbie McQuilkin provided a presentation on the Transportation Alternatives for Dixon. (Attachment A)

8. CONSENT CALENDAR

A. Minutes of the PCC Meeting of November 19, 2015.

Recommendation:

Approve PCC minutes of November 19, 2015.

With a motion by James Williams and a second by Lyall Abbott, the PCC approved Consent Calendar Item A. (6 Ayes, 4 Absent)

9. ACTION ITEM

A. Membership Status and Appointment

Liz Niedziela provided an update on the PCC Membership Status and Appointment. She explained that STA staff received an interest form from Rachel Ford who works with people with disabilities, is familiar with their transportation needs and would like to serve as a Social Services Provider on the STA Paratransit Coordinating Council. Ms. Niedziela concluded that if Ms. Ford is appointed to the PCC the committee will be fully appointed.

Recommendations:

Forward a recommendation to the STA Board to appoint Rachel Ford to the Paratransit Coordinating Council for a three (3) year term as a Social Services Provider.

With a motion by Curtis Cole and a second by Richard Burnett, the PCC approved the recommendation. (6 Ayes, 4 Absent)

10. INFORMATIONAL ITEMS - DISCUSSION

A. 2016 PCC Draft Outreach Plan Discussion

Liz Niedziela discussed the 2016 PCC Draft Outreach Plan. She explained that STA staff would like to take this opportunity to have Committee members discuss, make comments, and give direction to STA staff on the development of a 2016 Outreach Plan. She stated that the purpose of Outreach Plan is to implement ways to promote awareness of the PCC and its information and advisory function and to encourage people with disabilities, seniors, economically disadvantaged to take advantage of the opportunity to provide comments on the transportation system studies and plans. Ms. Niedziela encouraged members to email her with their comments.

B. 2016 PCC Draft Work Plan

Liz Niedziela discussed the 2016 PCC Draft Work Plan. She explained that the past PCC Work Plan focused on developing expertise and understanding of the range of transportation services for Solano seniors, people with disabilities, low income, and transit dependent passengers, as well as on outreach activities. She stated that the STA would like the Committee members to discuss, make comments, and give direction to STA staff on the development of a 2016 Work Plan. Ms. Niedziela encouraged members to email her with their comments.

11. FUTURE AGENDA ITEMS AND COUNCIL COMMENTS

None.

12. INFORMATIONAL ITEMS – NO DISCUSSION

A. 2016 PCC Meetings and Locations

13. TRANSIT OPERATOR UPDATES

Dixon Redit-Ride:

Vicki Jacobs provided an update on the Dixon Redit-Ride service.

Fairfield and Suisun Transit:

Debbie Whitbeck provided an update on FAST service.

Rio Vista Delta Breeze:

Liz Niedziela provided a brief update on the Rio Vista Delta Breeze service.

SolTrans:

Liz Niedziela provided a brief update on the SolTrans service and promotions.

Vacaville City Coach:

Liz Niedziela provided a brief update on the Vacaville City Coach service and promotions.

14. ADJOURNMENT

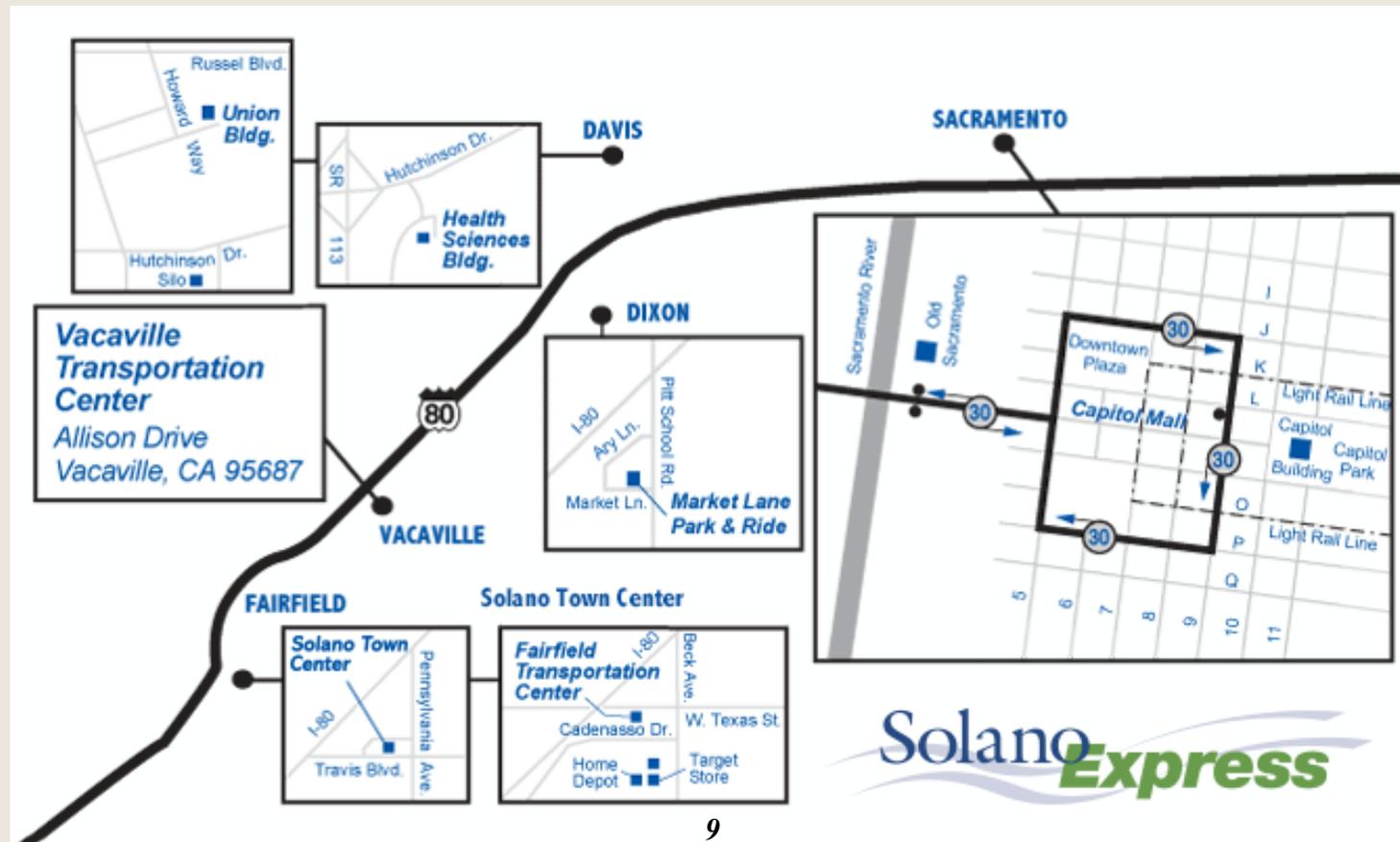
The meeting adjourned at 4:15 p.m. The next meeting of the PCC is scheduled to meet at **1:00 p.m., Thursday, March 17, 2016 at the Vacaville Ulatis Center located at 1000 Ulatis Drive.**

TRANSPORTATION ALTERNATIVES IN DIXON AND BEYOND

Paratransit Coordinating Council
January 21, 2016

ROUTE 30- Fairfield to Sacramento

Route 30 serves Fairfield to Sacramento, with stops in Vacaville, *Dixon*, and Davis.

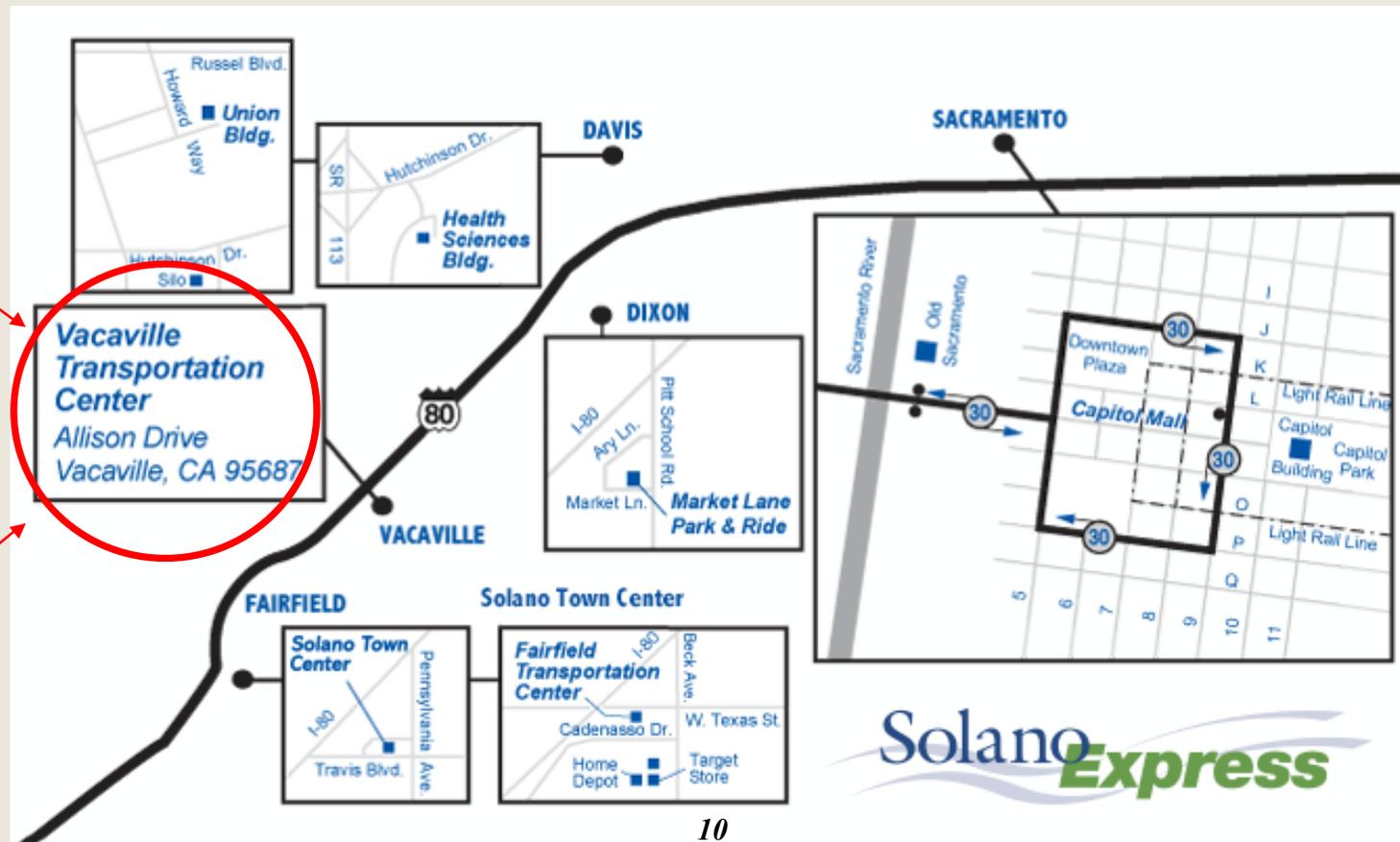


ROUTE 30- Vacaville Stop

Route 30 serves Fairfield to Sacramento, with stops in Vacaville, *Dixon*, and Davis.

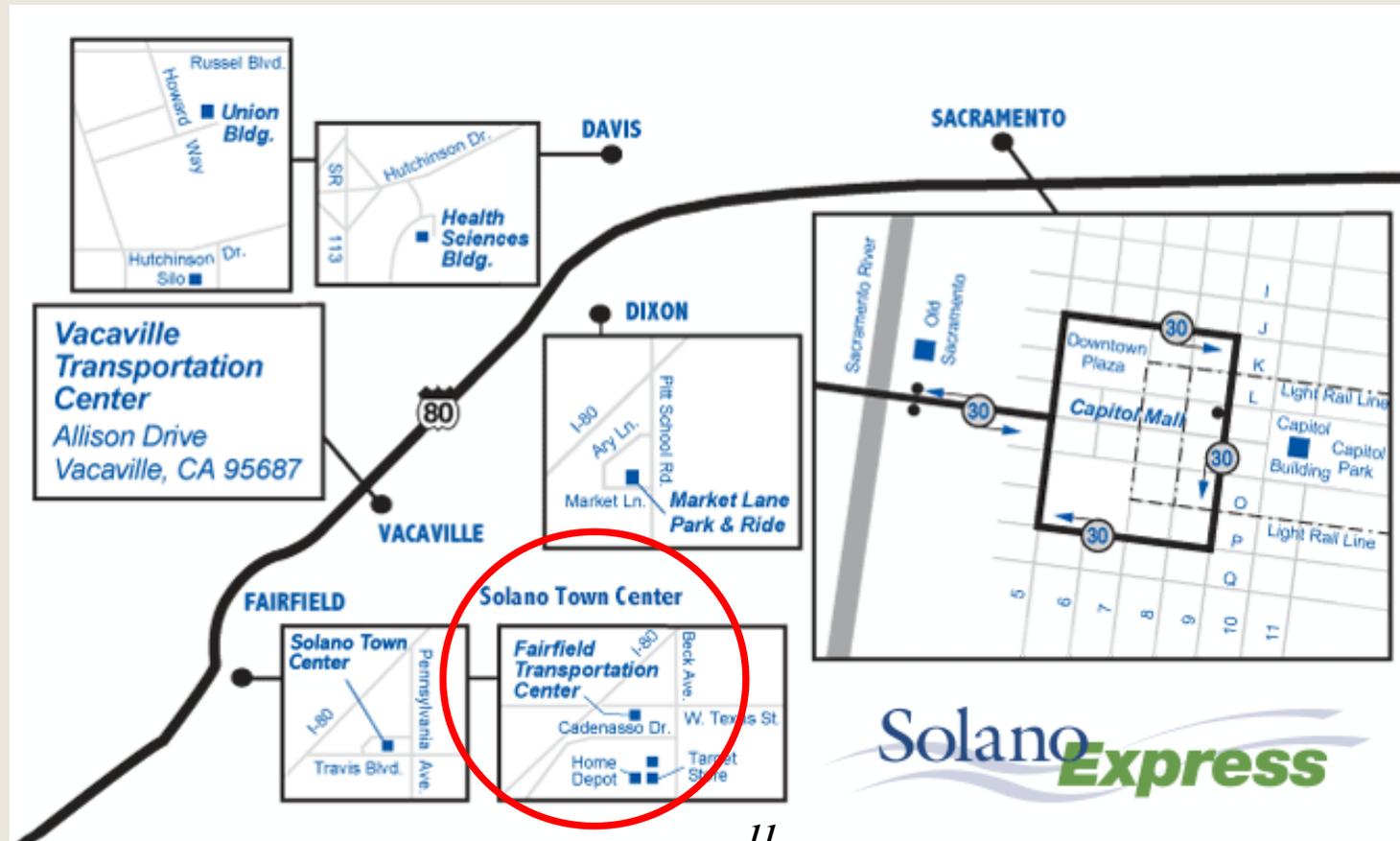
Route 40 service to: Fairfield, Benicia, Pleasant Hill BART and Walnut Creek BART

Route 20 Service between Vacaville and Fairfield



ROUTE 30- Fairfield Stop

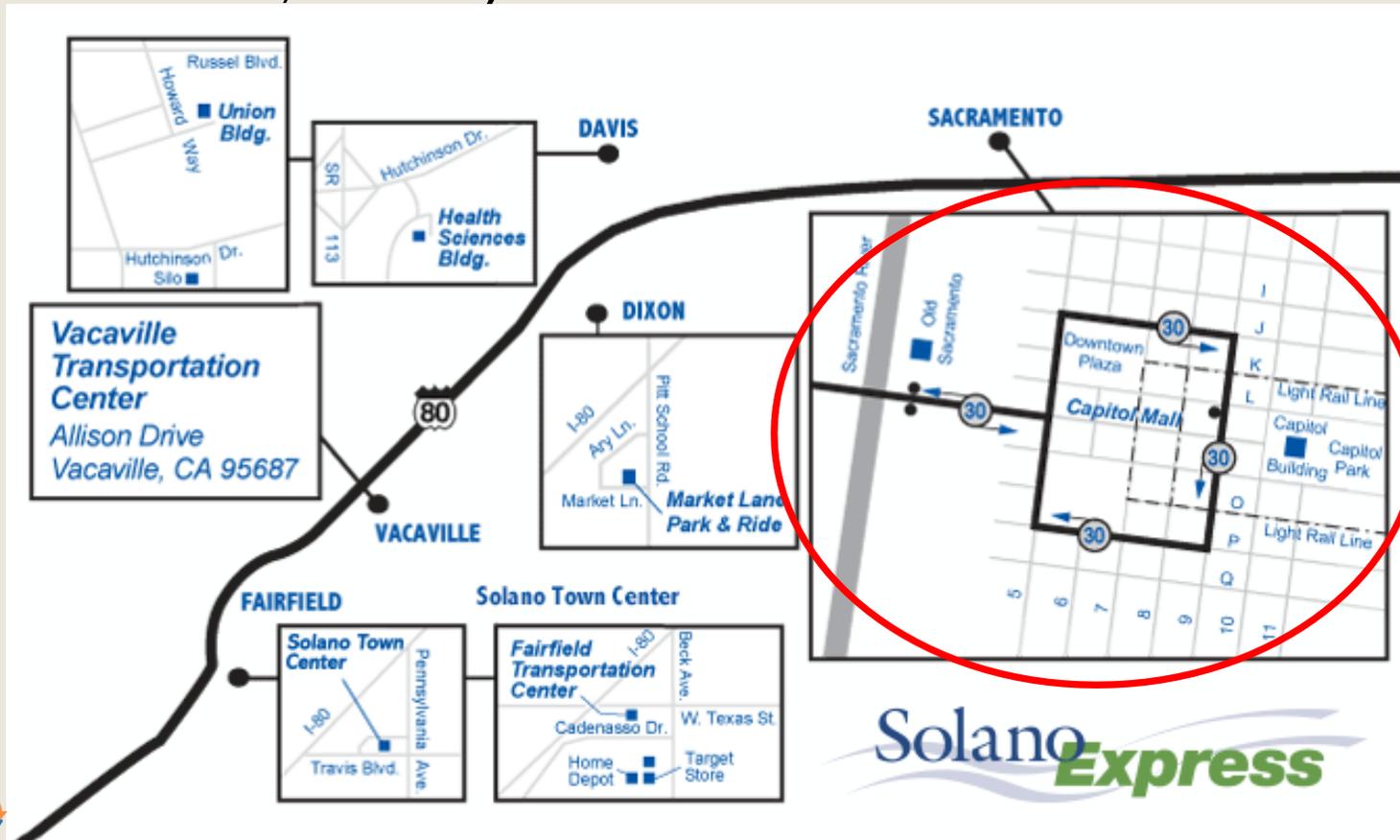
Route 30 serves Fairfield to Sacramento, with stops in Vacaville, *Dixon*, and Davis.



- Fairfield Mall
- Route 90 to BART
- Other Fairfield Destination

ROUTE 30- Fairfield to Sacramento

Route 30 serves Fairfield to Sacramento, with stops in Vacaville, *Dixon*, and Davis.

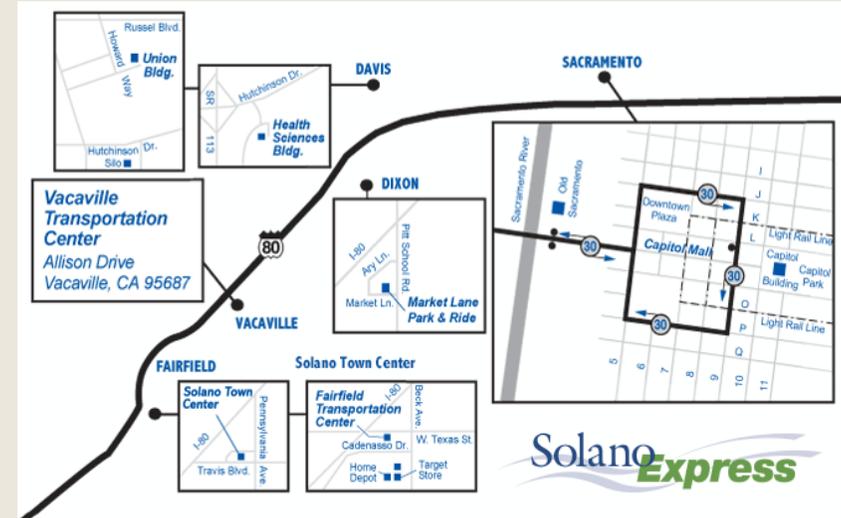


- Old Sacramento
- Capitol Mall
- Light Rail

Transportation options – Route 30

Stop in UC Davis Transfers

UCDavis (Health Science, Silo,
 Memorial Union)
 Davis Amtrak Station
 Winters
 Woodland
 Sacramento International Airport



UC Davis Intercampus Medical Shuttle

The UCD-UCDMC Shuttle provides transportation between the UC Davis campus (Davis, CA) and the UC Davis Medical Center (Sacramento, CA). Buses provide hourly service between Davis and Sacramento.

All of our shuttles are ADA accessible. Free to patients with a medical appointment. Staff, faculty, students, and visitors fare is \$1.50 each way.

Advance Tickets Must be Purchased at:
[Transportation and Parking Services \(TAPS\)](#)

Cash or Check Only

UC Davis Cashier's Office
1200 Dutton Hall (first Floor)



Hours of Operation

Monday – Friday*

5:30 a.m. to 7:30 p.m.

¹⁴ *except University holidays

Travel Training

Tools and resources to teach you how to ride transit.

- Travel Training Videos
- Rider's Guides
- Transit Buddy/ Ambassador
- One-on-One Intensive Training



LEARN TO RIDE TRANSIT

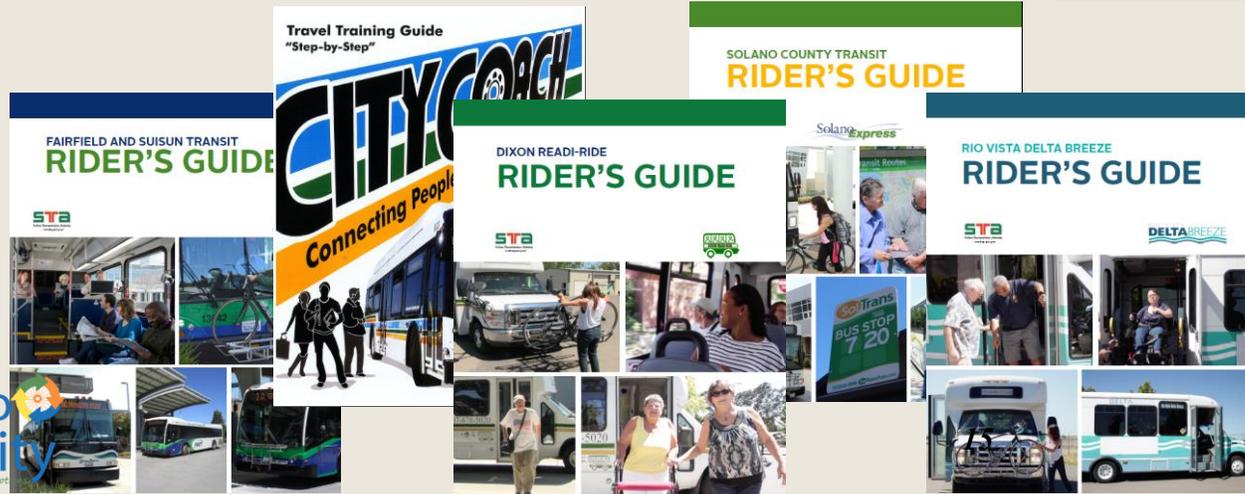
and Take Charge of Your Mobility

- ▶ Read schedules
- ▶ Plan a trip
- ▶ Find your stop
- ▶ Board and get off the bus
- ▶ Pay your fare
- ▶ Use transfers
- ▶ All buses ADA accessible
- ▶ and more . . .

GET CONNECTED
with a Travel Trainer or a Transit Ambassador and learn how to use and enjoy transit services in Solano County!

Visit or Call for more information
solanomobility.org
800-535-6883





Intercity Taxi Scrip

For ADA Certified Individuals (Solano County)

- Reduced fare **intercity** (between cities) taxi fare is available for ADA Certified passengers only who are able to enter and exit a taxi cab without assistance.
- \$15 for \$100 worth of taxi scrip
- Scheduling an **intercity taxi** ride:



- **Benicia/Vallejo –**
 - Benicia Yellow Cab: (707) 745-3211
 - City Cab: (707) 643-3333
 - Yellow Cab: (707) 642-2024
- **Dixon**
 - AA Taxi: (707) 449-8294
 - Yellow Cab: (707) 446-1144
- **Fairfield/Suisun City –**
 - Fairfield Cab: (707) 422-5555
 - Veteran's Cab: (707) 421-9999
 - AA Taxi Cab: (707) 449-8294
- **Rio Vista**
 - Veteran's Cab: (707) 421-9999
 - AA Taxi Cab: (707) 449-8294
- **Vacaville**
 - AA Taxi: (707) 449-8294
 - Vacaville Checker Cab: (707) 447-4444
 - Yellow Cab of Vacaville: (707) 446-1144



**SOLANO MOBILITY
CALL CENTER**
One Harbor Center, Ste. 140
Suisun City
Monday- Friday
8a.m. – 5p.m.

Solano Mobility Call Center
Your One-Stop Information Center
(800) 533-6883

TRANSPORTATION INFO DEPOT
Suisun City Train Depot
117 Main St.
Suisun City
Monday – Friday
7a.m. – 3p.m.



THE INFO DEPOT IS AN EXTENSION OF THE SOLANO MOBILITY CALL CENTER LOCATED AT SUISUN AMTRAK STATION.

Providing you with mobility options in Solano County and Beyond!

LIVE
person
answers!!

- Transit Trip Planning
- ADA Eligibility Program
- Travel Training Programs
- Taxi Scrip Programs
- Transportation Maps and Schedules
- ADA Private Transportation
- Volunteer Driver Programs
- Senior Safe Driving Info
- Bike Maps
- Clipper Card Sales
- Regional Transit Connection (RTC Discount Card)
- Vanpool and Carpool Programs
- Commuter Incentives
- Commuter Emergency Ride Home Program
- Commuter Bike Incentives

Seniors & People
with Disabilities

**Solano County
Mobility Guide**

(800) 535-6883
www.solanomobility.org



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707-399-3239



03/15

FACEBOOK

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THANK YOU!

Questions?
Please Contact:

Debbie McQuilkin
Transit Mobility Coordinator
dmcquilkin@sta.ca.gov

or

Kristina Holden
Transit Mobility Coordinator
kholden@sta.ca.gov

Solano Transportation Authority
707-424-6075
solanomobility@sta.ca.gov

**Solano Mobility Call Center
(800)535-6883**

PCC

DATE: March 1, 2016
TO: Solano Paratransit Coordinating Council
FROM: Liz Niedziela, Transit Program Manager
RE: PCC Membership Status Update

Background/Discussion:

The Solano Transportation Authority's (STA) Paratransit Coordination Council (PCC) By-Laws stipulate that there are eleven members on the PCC. Members of the PCC include up to three (3) transit users, two (2) members-at-large, two (2) public agency representatives, and four (4) social service providers. The PCC is fully appointed.

PCC Member Judy Nash term as Public Agency-Education will expire in April 2016. Ms. Nash has agreed to serve another three year term. Judy Nash has been serving on the PCC since 2010 and if reappointed, this would be her third term on the PCC.

Judy Nash also serves on the Solano Seniors and People with Disabilities Transportation Advisory Committee. She participated in the Senior Summits I & II. At Summit I, she volunteered to sit on the panel to discuss transit challenges for Solano Community College students with disabilities. Judy Nash is dedicated in presenting a voice for students with disabilities.

STA Staff would like to thank Ms. Nash for her time and valuable contribution to the committee.

Recommendation:

Forward a recommendation to the STA Board to reappoint Judy Nash, Public Agency-Education for an additional three (3) year term.

Attachment:

- A. PCC Membership Status (March 2016)

Solano County
Paratransit Coordinating Council
Membership Status
March 2016

Member	Jurisdiction	Agency	Appointed	Term Expires	Chair/Vice-Chair Appointment
James Williams	Member at Large		December 2012	December 2018	
Lyll Abbott	Member at Large		July 2014	July 2017	
Richard Burnett	MTC PAC Representative		December 2012	December 2018	
Judy Nash	Public Agency - Education	Solano Community College	April 2013	April 2016	
Curtis Cole	Public Agency – Health and Social Services	Solano County Mental Health	September 2013	September 2016	
Edith Thomas	Social Service Provider	Connections 4 Life	February 2015	February 2018	
Anne Payne	Social Service Provider	Senior Living Facility	June 2013	June 2016	January 2016
Rachel Ford	Social Service Provider	Wellness/ Recovery Unit	February 2016	February 2019	
Cynthia Tanksley	Transit User		February 2015	February 2018	
Ernest Rogers	Transit User		June 2014	June 2017	January 2016
Kenneth Grover	Transit User		June 2014	June 2017	

PCC

DATE: March 7, 2016
TO: Solano Paratransit Coordinating Council
FROM: Liz Niedziela, Transit Program Manager
RE: 2016 PCC Draft Outreach Plan and 2016 PCC Draft Workplan

Background:

STA staff developed and presented a Paratransit Coordinating Council (PCC) a 2016 PCC Draft Outreach Plan and 2016 PCC Draft Workplan for review and input by the PCC at the last PCC meeting in January 2016.

The Draft PCC Work Plan tasks include outreach, projects, funding and administration. The outreach activities are to promote awareness of the PCC and its information and advisory function and to encourage persons with disabilities, seniors and low income to take advantage of the opportunity to provide comments on the transportation system. The projects has a focus on developing expertise and understanding of the range of transportation services for Solano seniors, people with disabilities, low income, and transit dependent passengers. The funding task include reviewing the Transportation Development Act (TDA) claims and applications for the Federal Section 5310 Program.

Discussion:

At the January meeting, it was suggested that staff have presentations on the new Federal Transit Administration Issues Guidance to Public Transportation Agencies on Implementing Americans with Disabilities Act. This item is covered under Activity #9. Staff will arrange for informational presentation(s) on this topic.

Staff requested PCC members to email any additional comments to Liz Niedziela. At the time of writing this report, no comments were received.

The Draft Outreach Plan is incorporated into the Draft Workplan so the Draft Workplan is the document that requires approval.

Recommendation:

Forward a recommendation to the STA Board to approve the 2016 Draft PCC Workplan.

Attachment:

- A. 2016 Draft Solano Paratransit Coordinating Council Outreach Plan
- B. 2016 Draft Paratransit Coordinating Council Workplan

2016 DRAFT Solano Paratransit
Coordinating Council Outreach Plan

Purpose:

- To increase the awareness of the Paratransit Coordinating Council and its information and advisory functions on transportation issues concerning Solano seniors, people with disabilities, the economically disadvantaged, and transit dependent riders.
 - To encourage participation in the PCC as committee members and by the public in general.
1. Update and print the Paratransit Coordinating Council Brochure as needed.
 2. Distribute Paratransit Coordinating Council Brochures
 - a. Make brochures available to all Paratransit providers for distribution on their vehicles
 - b. Continue to distribute brochures at two or more locations in each city in Solano County
 3. Outreach Program targeting senior centers and groups
 - a. Hold a PCC meeting at a different location throughout the year
 - b. Publicize meetings
 1. Distribute agenda to Board Clerk at all Cities/County
 2. Flyers on Paratransit vehicles in the city the meeting will be held
 3. Senior Centers of the city where the meeting will be held
 4. Post on STA website
 5. Post in Newspaper
 6. Post on Social Media Platforms
 - c. Improve PCC presence on the internet by linking improved STA website pages to senior and people with disabilities interest groups via weblinks.
 - d. Location of Meetings (depending on availability)
 1. Dixon Senior Center (Dixon Redit-Ride)
 2. Ulatis Community Center (Vacaville City Coach Special Services)
 3. Benicia City Hall (SolTrans)
 4. KROC Center (DART)
 5. Rio Vista Veterans Hall (Rio Vista Delta Breeze)
 6. SolTrans Operations & Maintenance Facility (SolTrans)

PCC

2016 Draft PCC Work Plan

#	Activity	Tasks	2016 Timeline
1	Administrative	Elect PCC Officers (if needed)	November 2016
2	Outreach	Develop a strategy to increase/maintain PCC Membership. (i.e., press releases letters of outreach, etc.)	January – December Until vacancies are filled.
3	Outreach	Improve the identity of the PCC through marketing strategies.	January – December
4	Outreach	Outreach to Solano Community College.	January - December
5	Outreach	Outreach to senior centers, people with disabilities groups, low income and transit dependents.	January – December
6	Outreach	Develop stronger PCC presence on the STA Website.	January – December
7	Projects	Participate in studies and programs that impact transportation for seniors, people with disabilities, low income, and transit dependents. (Mobility Management Program)	January – December
8	Projects	Develop expertise and understanding of the range of transportation services for Solano for seniors, people with disabilities, low income, and transit dependents.	January – December
9	Projects	Improve understanding of Americans with Disabilities Act (ADA) and how it relates to ADA Paratransit and transit services.	January – December
10	Projects	Coordinate with Solano County Transit Operators to provide opportunities for in person outreach for transit services and policy changes	January-December
11	Funding	Establish FTA Section 5310 application scoring subcommittee.	TBA
12	Funding	Review and score FTA Section 5310 applications.	TBA
13	Funding	Review TDA Article 4/8 Claims for Cities STA and SolTrans	January – December

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PCC

DATE: March 7, 2016
TO: Solano Paratransit Coordinating Council
FROM: Robert Macaulay, Director of Planning
RE: One Bay Area Grant (OBAG) Round 2 Update

Background:

The Sustainable Communities Strategy (SCS), formerly known as the Regional Transportation Plan (RTP), is the primary planning and programming document for the Metropolitan Transportation Commission (MTC). The SCS is mandated to reduce greenhouse gas (GHG) emissions from cars and light trucks while also housing projected population growth. The last SCS, known as Plan Bay Area, was adopted in 2015. The update of Plan Bay Area must be adopted in 2017.

One of the primary funding programs in Plan Bay Area is the One Bay Area Grant (OBAG) program, which consists of block grants to the Congestion Management Agencies (CMAs) to use for funding local programs and projects that advance Plan Bay Area goals. A list of projects and programs funded with OBAG is provided as Attachment A. The second round of OBAG (OBAG 2) will be guided by the criteria provided in Attachment B.

One of the remaining issues that MTC is addressing at this time is how to analyze and deal with issues of housing affordability and displacement of low income residents. This is primarily an issue occurring in the major urban areas such as San Francisco.

Discussion:

OBAG 2

MTC has developed criteria for distributing OBAG funds to the nine Bay Area CMAs, and to assist the CMAs in sub-allocating funds to projects and programs. There are several significant items from the Commission's adopted OBAG guidelines:

The OBAG 2 funds cover the 5-year period of FY 2017-18 through FY 2022-23.

- STA's total OBAG 2 funds were originally projected to be approximately \$2 million less than the funds for OBAG 1. This was due to the OBAG 2 fund distribution formula being based on population, actual housing production and promised future housing production, coupled with the low number of housing units produced by Solano jurisdictions compared to the rest of the Bay Area. However, approval of the federal FAST Act resulted in additional funds, and STA's OBAG 2 total is now only \$0.9 million less than its OBAG 1 total.
- Out of the \$21.6 million OBAG 2 fund estimate for STA, \$4 million is designated off the top to fund STA planning activities. As a recipient of federal transportation funds, STA is obliged to perform a base level of planning activity, and this \$4 million covers that activity. Following OBAG 1 and previous practice, STA will seek to program an additional \$0.4 million to maintain its current level of planning activity.

With the near-elimination of funds for the State Transportation Improvement Program (STIP), STA has also seen a reduction in funds for Project Programming and Monitoring (PPM). The PPM funds cover costs incurred by STA's projects department to oversee the design and delivery of projects. STA will be seeking an additional \$1 million of OBAG 2 money to backfill the loss of PPM funds.

- MTC will no longer provide regional dedicated funding for rideshare services or Safe Routes to Schools. This means that, in addition to having less funding, STA also has additional obligations if it wishes to continue to provide support for these popular and effective programs.
- MTC will not provide funds directly to the nine CMAs for Priority Development Area (PDA) planning and implementation. MTC will allocate \$20 million for PDA support as part of a regionally competitive process.
- MTC requires all jurisdictions to show compliance with Complete Streets requirements by either; 1) having an amended general plan, adopted since January 1, 2010, that incorporates the state Complete Streets standards, or 2) adopting a Resolution in a form provided by MTC committing to implement Complete Streets.
- Finally, the Commission extended the deadline for jurisdictions to have a fully-certified Housing Element to June 30, 2016. This will provide the City of Dixon additional time to meet the state requirements.

STA will be meeting with the seven cities and the county, with Soltrans, and with all of the STA advisory committees to seek their input on OBAG 2 priority projects. The meeting will occur in March and April 2016. During that time, STA staff will also be preparing a project scoring matrix for the board's approval. This matrix will help identify high-performing projects that are eligible for OBAG 2 funds. STA staff expects to provide preliminary scoring and initial project funding recommendations to the STA TAC and board in the September/October 2016 time frame.

The PCC will have an opportunity to identify its top priorities for OBAG 2 funds at its May 19 meeting.

DISPLACEMENT

MTC hosted a summit on housing displacement issues titled "Calling the Bay Area Home: Tackling the Housing Affordability and Displacement Challenge," at the Oakland Marriott City Center on Saturday, February 20, 2016. MTC has not finalized either a general approach or specific policies to deal with this issue in project selection. MTC's housing displacement handout from the February 20th forum is provided as Attachment C.

Recommendation:

Discuss potential OBAG 2 funding priorities for further discussion at the May 19 PCC meeting.

Attachment:

- A. STA OBAG 1 Criteria and Projects
- B. OBAG 2 Criteria
- C. MTC/ABAG Housing Forum Handout

STA OBAG 1 Criteria and Projects

For OBAG 1, STA created a Project and Program Screening and Ranking Criteria for eligible projects and programs in order to ensure compliance with MTC Resolution 4035 and to prioritize projects and programs for funding, using the criteria listed below. Similar criteria are planned for use with OBAG 2, although the dates will need to be updated.

1. How many of goals of the Regional Transportation Plan (RTP) or the Solano Comprehensive Transportation Plan (CTP) are advanced by the project?
2. Does the project support transportation and land use connections, Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs)?
3. Does the project address safety improvements?
4. Is the project a recognized priority project in any of the STA's adopted plans, and if so what rank?
5. Is the project located in a community of concern as defined by MTC, and included in any of the STA's Community Based Transportation Plans?
6. Will the project be delivered in the first two years of the OBAG cycle (FY 12-13 or FY 13-14), or the second two years (FY 14-15 or FY 15-16)?
7. Does the project deliver an element of a Complete Street? Is the project located in a jurisdiction that is taking more than its proportionate share of the county's allocation in the upcoming Regional Housing Needs Allocation process, relative to the jurisdiction's January 1, 2012 Household Population Share?
8. Does the project or program support maintaining and expanding the employment base in Solano County?
9. Does the project or program benefit a large number of residents and businesses, including multiple jurisdictions?
10. Does the project encourage or facilitate the use of public transit or other use of alternative modes?
11. Does the project or program contribute towards the equitable distribution of benefits through the OBAG program?
12. Have adequate local match funds been identified for the project?

The STA Board programmed \$18.769 M of OBAG 1 funds for the following projects and programs:

1. Local Streets and Roads Projects, \$5.863 M
2. STA Planning, \$3.006 M
3. Dixon West B Street Bicycle Pedestrian Undercrossing, \$2.535 M
4. Vallejo Georgia Street Downtown Streetscape Projects, \$0.611 M
5. Solano Napa Commuter Information, \$0.533 M
6. STA Priority Development Area (PDA) Investment and Growth Strategy, \$0.025 M (net after backfill)
7. STA's SR2S Engineering Projects, \$1.2 M
8. STA Transit Ambassador Program, \$0.25 M
9. City of Suisun City's Train Station Improvements, \$0.415 M
10. City of Vacaville's Allison Drive Sidewalk + Class I to Transit Center, \$0.45 M
11. City of Vacaville's Ulati Creek Class I Bike Lane (McClellan to Depot), \$0.5 M
12. City of Vallejo's Downtown Streetscape (Maine Street), \$1.095 M
13. Solano County's Vaca-Dixon Bicycle Path, \$1.8
14. Planning Grants (various), \$0.485 M



TO: Joint MTC Planning Committee with the ABAG
Administrative Committee

DATE: November 6, 2015

FR: ABAG Executive Director and MTC Executive
Director

RE: Staff Recommendation for Remaining Performance Targets (MTC Resolution No. 4204,
Revised)

This memorandum presents the staff recommendation for the four remaining performance targets for Plan Bay Area 2040. In September 2015, MTC and ABAG approved the Plan goals, as well as nine of the thirteen performance targets. Over the past two months, staff has sought feedback from jurisdictions and stakeholders to develop a recommendation for the remaining four targets. Staff is seeking action by the committees to refer the remaining Plan Bay Area 2040 targets for approval by the MTC Commission on November 18 and by the ABAG Executive Board on November 19.

Background

Performance-based planning is a central element of the long-range planning process for MTC and ABAG. In 2013, Plan Bay Area included a set of ten performance targets that were used to evaluate over a dozen different scenarios and hundreds of transportation projects. Plan Bay Area 2040 carries over the goals from the last Plan, as well as performance targets related to greenhouse gas emissions, open space & agricultural preservation, affordability and non-auto mode share. In total, thirteen performance targets will be used to compare scenarios, highlight tradeoffs between goals, analyze proposed investments and flag issue areas where the Plan may fall short. Performance targets will guide Plan development and will be supplemented in the future by required federal performance measures.

In September, MTC and ABAG adopted the goals and nine of the thirteen performance targets (refer to **Attachment A** for more detail). At that time, policymakers also directed staff to identify four more performance targets for consideration this month; these targets relate to adequate housing, displacement risk, jobs/wages and goods movement. This memorandum highlights the staff recommendation developed in response to this direction, which is being reviewed by the Regional Advisory Working Group, Regional Equity Working Group, MTC Policy Advisory Council, and MTC Planning / ABAG Administrative Committees this month.

Development Process for Staff Recommendation

Staff received clear direction from policymakers in September regarding the issue areas for each of the four remaining performance targets. However, for each issue area, there are a number of potential performance targets, each with their own strengths and weaknesses. To narrow down the field to the most promising candidates, staff scored potential targets' viability using the standard targets criteria identified in **Attachment B**. Stakeholder input was then sought at an October 6 meeting, at which point staff discussed options for the remaining performance targets. Staff received valuable feedback from approximately 50 attendees, ranging from local governments & congestion management agencies to non-governmental organizations representing equity, economic, and environmental interests.

The four proposed performance targets are highlighted in **Attachment A**, with specific methodologies included in **Attachment C**. The remainder of this memorandum discusses the rationale behind the staff recommendation for each performance target.

Proposed Target #2: Adequate Housing

ABAG and MTC staff have reached consensus on the Adequate Housing target language and are recommending using MTC's proposed language with inclusion of the explanation below. The Adequate Housing target relates to a Regional Housing Control Total per the settlement agreement signed with the Building Industry Association (BIA), which increases the housing forecast by the housing equivalent to in-commute growth. The forecast of households, jobs, population, and in-commute will remain as established by the approved forecast methodology and best practices.

Proposed Target #7: Equitable Access - Displacement Risk

The proposed performance target for risk of displacement seeks to eliminate displacement risk for low- and moderate-income renter households who live in one or more of the following geographies: Priority Development Areas (PDAs – the building blocks for Plan Bay Area 2040), Transit Priority Areas (TPAs – transit-rich areas defined by Senate Bill 375), or high-opportunity areas (as defined by the Kirwan Institute). This target aligns with adopted target #6, which emphasizes affordable housing production and preservation in these very same geographies.

Proposed Target #9: Economic Vitality - Jobs/Wages

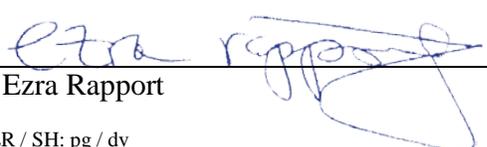
Over the past few months, there has been significant discussion with stakeholders about the issue of middle-wage jobs. Middle-wage jobs have been declining in the Bay Area, impacting the region's economic diversity and stability. The challenge related to creating a middle-wage job performance target has been that many potential performance targets do not meet the criteria established for the Plan Bay Area 2040 process. However, given the significance of this issue, staff is recommending including a performance target related to middle-wage job creation despite the fact that it will not vary between scenarios. This modeling limitation is a result of the control total framework, which does not allow for any variance in the total number or type of jobs across the scenarios. The proposed target sets a goal of growing the Bay Area's middle-wage jobs at the same rate as overall regional job growth.

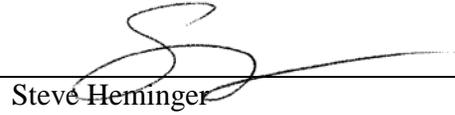
Proposed Target #10: Economic Vitality - Goods Movement

The proposed performance target for goods movement was designed to reflect concerns raised at the September joint committee meeting related to goods movement and traffic congestion. Given ongoing work with the Regional Goods Movement Plan, the proposed target focuses specifically on highway corridors identified as the Regional Freight Network¹ in that planning effort. It prominently reintroduces the issue of highway delay into Plan Bay Area 2040 by relying upon a revised version of a performance target last included in *Transportation 2035*.

Next Steps

- **November 18, 2015:** Seek ABAG Executive Board approval of all four remaining Plan Bay Area 2040 performance targets
- **November 19, 2015:** Seek MTC Commission approval of all four remaining Plan Bay Area 2040 performance targets
- **January 2016:** Release project performance assessment results for public review
- **Spring 2016:** Release scenario performance assessment results for public review


Ezra Rapport


Steve Heminger

ER / SH: pg / dv

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¹ The Regional Freight Network includes segments along the following highway corridors: I-880, I-80, I-580, US-101, I-680, SR-12/SR-37, SR-152 and SR-4; it was finalized earlier this year as part of the Goods Movement Plan.

ATTACHMENT A: STAFF RECOMMENDATION FOR REMAINING PLAN BAY AREA 2040 PERFORMANCE TARGETS

Goal	#	Proposed Target*	Same Target as PBA?
Climate Protection	1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15%	✓
Adequate Housing	2	House 100% of the region's projected growth by income level without displacing current low-income residents and with no increase in in-commuters over the Plan baseline year	
Healthy and Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%	
Open Space and Agricultural Preservation	4	Direct all non-agricultural development within the urban footprint (existing urban development and UGBs)	✓
Equitable Access	5	Decrease the share of lower-income residents' household income consumed by transportation and housing by 10%	✓
	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%	
	7	Reduce the share of low- and moderate-income renter households in PDAs, TPAs, or high-opportunity areas that are at an increased risk of displacement to 0%	
Economic Vitality	8	Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions	
	9	Increase by 35%** the number of jobs in predominantly middle-wage industries	
	10	Reduce per-capita delay on the Regional Freight Network by 20%	
Transportation System Effectiveness	11	Increase non-auto mode share by 10%	✓
	12	Reduce vehicle operating and maintenance costs due to pavement conditions by 100%	
	13	Reduce per-rider transit delay due to aged infrastructure by 100%	

* = **text marked in blue** highlights staff recommendation for four remaining performance targets

** = the numeric target for #9 will be revised later based on the final ABAG forecast for overall job growth

ATTACHMENT B: PRIMARY TECHNICAL CRITERIA FOR SELECTING PERFORMANCE TARGETS

Criterion for an Individual Performance Target

- 1** **Targets should be able to be forecasted well.**
A target must be able to be forecasted reasonably well using MTC's and ABAG's models for transportation and land use, respectively. This means that the target must be something that can be predicted with reasonable accuracy into future conditions, as opposed to an indicator that can only be observed.

- 2** **Targets should be able to be influenced by regional agencies in cooperation with local agencies.**
A target must be able to be affected or influenced by policies or practices of ABAG, MTC, BAAQMD and BCDC, in conjunction with local agencies. For example, MTC and ABAG policies can have a significant effect on accessibility of residents to jobs by virtue of their adopted policies on transportation investment and housing requirements.

- 3** **Targets should be easy to understand.**
A target should be a concept to which the general public can readily relate and should be represented in terms that are easy for the general public to understand.

- 4** **Targets should address multiple areas of interest.**
Ideally, a target should address more than one of the three "E's" – economy, environment, and equity. By influencing more than one of these factors, the target will better recognize the interactions between these goals. Additionally, by selecting targets that address multiple areas of interest, we can keep the total number of targets smaller.

- 5** **Targets should have some existing basis for the long-term numeric goal.**
The numeric goal associated with the target should have some basis in research literature or technical analysis performed by MTC or another organization, rather than being an arbitrarily determined value.

Criterion for the Set of Performance Targets

- A** **The total number of targets selected should be relatively small.**
Targets should be selected carefully to make technical analysis feasible within the project timeline and to ensure that scenario comparison can be performed without overwhelming decision-makers with redundant quantitative data.

- B** **Each of the targets should measure distinct criteria.**
Once a set of targets is created, it is necessary to verify that each of the targets in the set is measuring something unique, as having multiple targets with the same goal unnecessarily complicates scenario assessment and comparison.

- C** **The set of targets should provide some quantifiable metric for each of the identified goals.**
For each of the seven goals identified, the set of performance measures should provide some level of quantification for each to ensure that that particular goal is being met. Multiple goals may be measured with a single target, resulting in a smaller set of targets while still providing a metric for each of the goals.

ATTACHMENT C: PROPOSED PERFORMANCE TARGETS – BACKGROUND INFORMATION & METHODOLOGIES

Performance Target #2: Adequate Housing

House 100% of the region's projected growth by income level without displacing current low-income residents and with no increase in in-commuters over the Plan baseline year

Background Information

Similar to the greenhouse gas reduction target, California Senate Bill 375 requires Plan Bay Area to house all of the region's growth. This is an important regional issue given that long interregional trips – which typically have above-average emission impacts – can be reduced by planning for sufficient housing in the region.

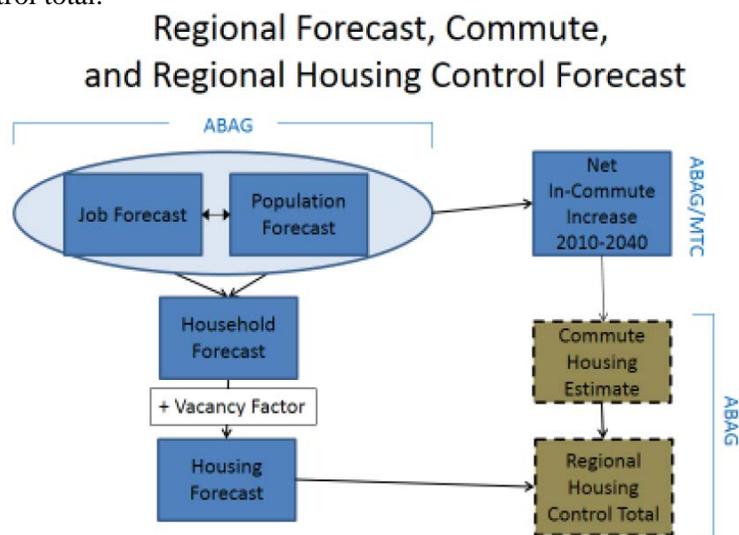
ABAG and MTC staff have reached consensus on the Adequate Housing target language and are recommending using MTC's proposed language with inclusion of the explanation below. The Adequate Housing target relates to a Regional Housing Control Total per the settlement agreement signed with the Building Industry Association (BIA) which increases the housing forecast by the housing equivalent to in-commute growth. The forecast of households, jobs, population, and in-commute will remain as established by the approved forecast methodology and best practices.

Past Experience

A similar version of this target was included in Plan Bay Area adopted in 2013, although the proposal for Plan Bay Area 2040 incorporates language clarifying how the regional housing control total will be calculated as agreed to by MTC, ABAG, and the Building Industry Association as part of a 2014 legal settlement. In 2013 Plan Bay Area housed 100% of the region's projected growth as defined under the adopted language from 2011.

Evaluation Methodology

Evaluation of this performance target will utilize the methodology relating to the Regional Forecast agreed to by both agencies. The regional housing control total will estimate the total number of units needed to accommodate all of the residents in the region plus the number of housing units that correspond to the in-commute increase. The number of units will include a reasonable vacancy level for circulation of units among movers. The figure below diagrams the overall regional forecast process that leads to a regional housing control total.



Performance Target #7: Equitable Access (Displacement Risk)

Proposed Target Language: Reduce the share of low- and moderate-income renter households in PDAs, TPAs, or high-opportunity areas that are at an increased risk of displacement to 0%

Background Information

Displacement has consistently been identified as a major concern for low-and-moderate-income households, who are most vulnerable to rising costs in the Bay Area's housing market. As households relocate to more affordable areas within and outside the region, they may lose not only their homes but also their social networks and support systems. The scale of displacement across the Bay Area has triggered major concerns among the region's elected officials who requested that displacement be directly addressed in Plan Bay Area.

The region's strong economy has brought many benefits such as employment growth, innovative technologies, and tax revenues for infrastructure improvements and public services. However, since housing production usually lags job creation, especially in a booming economy, there has been upward pressure on housing costs which is most keenly felt by households with the least resources. The working definition of displacement in this document is: *Displacement occurs when a household is forced to move from its place of residence due to conditions beyond its ability to control. These conditions may include unjust-cause eviction, rapid rent increase, or relocation due to repairs of demolition, among others.*

While there is currently no precise tool available to predict which and what number of households would be displaced from a given neighborhood, current research allows planners to measure existing and future displacement risk. According to the Regional Early Warning System for Displacement (REWS) study by the Center for Community Innovation at UC Berkeley (www.urbandisplacement.org), areas that are experiencing losses of low-income residents and affordable units are home to about 750,000 people. In general, areas of displacement and displacement risk are concentrated around high capacity transit corridors such as Caltrain on the Peninsula, BART in the East Bay, and in the region's three largest cities.

It is important to note that this approach highlights areas where low-income households are potentially vulnerable to displacement, however this study does not "predict" which specific neighborhoods will experience displacement, or how many households will be displaced in the future.

With a numeric target for displacement risk of 0%, ABAG and MTC are signaling the importance of this issue at the regional level. At the same time, regional agencies and stakeholders recognize that more specific local strategies will be needed beyond the scope of the Plan. The broader trend of risk is a function of job growth and wage disparities without an equal or greater expansion of adequate affordable housing at all income levels.

The performance target relies upon a consistent geography as target #6 (affordable housing), emphasizing minimization of displacement risk for low- and middle-income renters who live in PDAs, TPAs (transit priority areas, per Senate Bill 375), or high-opportunity areas (as defined under target #6). This ensures consistency between the region's goals for affordable housing and minimization of displacement risk.

Past Experience

This target is not new to Plan Bay Area 2040, although it represents a more refined version of a displacement risk measure that was based on overburdened renters in Plan Bay Area 2013 Equity Analysis. Overburdened renters served as a proxy for vulnerable populations. Using this methodology, the 2013 Equity Analysis estimated that the Plan increased the risk of displacement on Communities of Concern by 36% and 8% everywhere else. Current estimates from the REWS study suggest that this

methodology may have significantly underestimated the risk of displacement on lower-income households.

Evaluation Methodology

Regional agencies propose to measure displacement risk by measuring the decline of low and moderate-income households in PDAs, TPAs, or high-opportunity areas between the target baseline year and 2040.

In order to forecast the risk of displacement in 2040 relative to conditions in the baseline year, the analysis will compare the following three data points [*note that “lower-income” is defined as including both low- and moderate-income households*]:

- Number of lower-income renter households in the target baseline year in each census tract or TAZ;
- Number of lower-income households in 2040 as projected by ABAG through its demographic forecast; and
- Number of lower-income renter households in each census tract or TAZ in 2040 through UrbanSim, the land use model.

Working under the assumption that UrbanSim will be used for forecasting future renter household location patterns, the analysis will estimate which zones (e.g., census tracts or TAZs) gained or lost the total number and share of lower-income households – “projected” vs. “actual”. Zones designated as PDAs, TPAs, or high-opportunity areas that lost lower-income households (beyond 2 standard deviations from the regional mean to account for margin of error) would be defined as areas where there is risk of displacement. The share of lower-income households at risk of displacement would be calculated by dividing the number of lower-income households living in census tracts flagged as PDAs, TPAs, or high-opportunity areas with an increased risk of displacement by the total number of lower-income households living in census tracts flagged as PDAs, TPAs, or high-opportunity areas in 2040.

The relative risk of displacement for each Plan scenario will be estimated using this methodology. Relative risk is expected to vary between scenarios, since each scenario will allocate households across the region based on different growth patterns. A comparison of these relative risks will determine which scenario maximizes benefits or adverse impacts on lower-income households.

Performance Target #9: Economic Vitality (Jobs/Wages)

Proposed Target Language: Increase by 35% the number of jobs in predominantly middle-wage industries*

** = indicates that the numeric target will be revised based on the final ABAG forecast for overall job growth*

Background Information

As home to some of the world’s most innovative and successful businesses, the Bay Area boasted a gross regional product of \$631 billion in 2013, making it one of the world’s largest economies. However, the region’s economic prosperity is unevenly felt, as 36% of the region’s 1.1 million workers earn less than \$18 per hour with the majority of those earning even less than \$12 per hour. As the Bay Area’s cost of living (particularly housing costs) continues to skyrocket, a decent quality of life is becoming increasingly out of reach for hundreds of thousands of workers, particularly those without higher education.

The proposed performance target acknowledges the importance of middle-wage jobs in the Bay Area’s economy. The numeric target is based on a goal to preserve the target baseline year share of middle-wage jobs - by growing middle-wage jobs at the same rate as the region’s overall growth in total jobs.

The exact numeric target will be updated in early 2016 to make it fully consistent with the overall job growth rate forecast from the finalized control totals.

Past Experience

This target is new to Plan Bay Area 2040, as the issue of middle-wage jobs was not specifically addressed in Plan Bay Area.

Evaluation Methodology

The number of jobs in predominantly middle-wage industries would be forecast using ABAG's Forecast of Housing, Population and Jobs. This target expects a proportional growth of jobs in predominantly middle-wage industries to the region's overall growth in jobs; preliminary forecasts show overall job growth of approximately 35% between the target baseline year and 2040.

Given that some industries have a higher proportion of middle-wage jobs than others, ABAG will use the number of jobs in predominantly middle-wage industries as a proxy for the number of middle-wage jobs. Presently, forecasting limitations do not allow us to project the number of jobs in individual occupations (i.e., how many nurses there will be in 2040); however, ABAG can project the sectoral makeup of jobs within different industries. The share of middle-wage jobs within each industry will be identified using baseline data for wage breakdowns by industry; the share of middle-wage jobs in a given industry today will be assumed to be the same in 2040 for the purpose of target forecasting.

Notably, this target will not differ between scenarios, typically a requirement for performance targets. All regional forecast totals are held constant throughout the Plan process in order to focus on the Plan's different transportation investments and land use patterns and to assure consistency within the EIR analysis. In this sense, this performance target is more of an aspirational target, rather than a measure that can be compared across scenarios.

Performance Target #10: Economic Vitality (Goods Movement)

Proposed Target Language: Reduce per-capita delay on the Regional Freight Network by 20%

Background Information

This target reflects the importance of goods movement as a component of the region's overall economy. In addition to ensuring access to and from the Port of Oakland – a major economic engine for the Bay Area – goods movement is critical in supporting agricultural and industrial sectors in the region. This proposed target focuses specifically on how trucks – the primary mode for goods movement – are affected by traffic congestion. While truck traffic cannot be forecasted with a high level of precision, this performance target captures the delay on high-volume truck corridors already identified by the Regional Goods Movement Plan.

The numeric target, reflecting a goal of reducing per-capita delay on these corridors by 20 percent, was based on *Transportation 2035* (adopted in 2009). That plan was the most recent long-range regional plan to incorporate a delay target, as Plan Bay Area did not have a specific target related to goods movement. While *Transportation 2035* focused on delay across the entire network, this performance target is slightly refined to focus in on goods movement corridors under the overarching goal of Economic Vitality.

Past Experience

This target is similar to a performance target used in *Transportation 2035*; however, no targets related to congestion reduction or goods movement were included in Plan Bay Area. In *Transportation 2035*, per-capita congestion increased as a result of capacity-constrained infrastructure (combined with robust pre-recession employment forecasts). Plan Bay Area congestion forecasts, included in the Environmental Impact Report (EIR), also showed a significant increase in congestion between baseline year and horizon year conditions.

Evaluation Methodology

In addition to calculating total delay, Travel Model One can output vehicle hours of delay for specific corridors. To calculate this target, the appropriate corridors will be flagged for analysis based on the Regional Freight Network from the ongoing goods movement plan; these include segments of the following highway corridors: I-880, I-80, I-580, US-101, I-680, SR-12/SR-37, SR-152 and SR-4. Vehicle hours of delay on this network will be calculated for a typical weekday and will be based on the differential between forecasted and free-flow speeds. The total vehicle hours of delay accrued on the network identified above will then be divided by the regional population to calculate the per-capita delay along these freeway segments. Note that rail freight delay – which is a relatively small component of both overall goods movement and goods movement delay in the Bay Area – is not reflected in the target due to travel model limitations.

Date: September 23, 2015
W.I.: 1212
Referred by: Planning Committee
Revised: 11/18/15-C

ABSTRACT

Resolution No. 4204, Revised

This resolution adopts the goals and performance targets for Plan Bay Area 2040.

This resolution was amended on November 18, 2015 to reflect the selection of the four remaining performance targets for Plan Bay Area 2040, previously included as placeholders in September 2015.

Further discussion of this action is contained in the MTC Executive Director's Memoranda to the Planning Committee dated September 4, 2015 and November 6, 2015 and to the Commission dated September 16, 2015 and November 11, 2015.

Date: September 23, 2015
W.I.: 1212
Referred by: Planning Committee

Re: Adoption of Goals and Performance Targets for Plan Bay Area 2040

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4204

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

WHEREAS, SB 375, Chapter 728, Statutes of 2008, amended Sections 65080, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, and 65588 of, and added Sections 14522.1, 14522.2, and 65080.01 to, the Government Code, and amended Section 21061.3 of, to add Section 21159.28 to, and to add Chapter 4.2 (commencing with Section 21155) to Division 13 of, the Public Resources Code, relating to environmental quality; and

WHEREAS, SB 375 requires MTC and Association of Bay Area Governments (“ABAG”) to adopt a Sustainable Communities Strategy (SCS), referred to as Plan Bay Area 2040 (“the Plan”); and

WHEREAS, SB 375 specifies how MTC and the ABAG are to collaborate in the preparation of the Plan; and

WHEREAS, MTC and ABAG may elect to set performance targets for the purpose of evaluating land use and transportation scenarios to help inform selection of a draft and final Plan; and

WHEREAS, goals and performance targets adopted by MTC and ABAG will be applied in the planning process at the regional level and do not constitute standards, policies or restrictions that apply to decisions under the jurisdiction of local governments; and

WHEREAS, MTC and ABAG have solicited extensive input from local governments, partner transportation agencies, the MTC Policy Advisory Council, the Regional Equity Working Group, and other regional stakeholders on goals and performance targets; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists a set of goals and performance targets representing environmental, economic and equity outcomes MTC and ABAG hope to achieve through the Plan; and

WHEREAS, the goals and performance targets in Attachment A provide a framework for both quantitative and qualitative assessment of potential transportation projects to inform decisions about the projects to be included in the financially constrained element of the Plan; and

WHEREAS, MTC and ABAG will periodically measure progress toward the performance targets in order to assess the impacts of regional and local policies and investments, modify or adjust programs or policies, modify or adjust performance targets, or inform development of future Plan updates, now, therefore be it

RESOLVED, MTC adopts the goals and performance targets set forth in Attachment A.

METROPOLITAN TRANSPORTATION COMMISSION

David Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on September 23, 2015.

Goals and Performance Targets for Plan Bay Area 2040

Goal	#	Performance Target
Climate Protection	1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15%
Adequate Housing	2	House 100% of the region’s projected growth by income level without displacing current low-income residents and with no increase in in-commuters over the Plan baseline year
Healthy and Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%
Open Space and Agricultural Preservation	4	Direct all non-agricultural development within the urban footprint (existing urban development and UGBs)
Equitable Access	5	Decrease the share of lower-income residents’ household income consumed by transportation and housing by 10%
	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%
	7	Reduce the share of low- and moderate-income renter households in PDAs, TPAs, or high-opportunity areas that are at an increased risk of displacement to 0%
Economic Vitality	8	Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions
	9	Increase by 35%* the number of jobs in predominantly middle-wage industries
	10	Reduce per-capita delay on the Regional Freight Network by 20%
Transportation System Effectiveness	11	Increase non-auto mode share by 10%
	12	Reduce vehicle operating and maintenance costs due to pavement conditions by 100%
	13	Reduce per-rider transit delay due to aged infrastructure by 100%

Date: September 23, 2015
W.I.: 1212
Referred by: Planning Committee

Attachment A
Resolution No. 4204
Page 2 of 2

** = the numeric target for #9 will be revised later based on the final ABAG forecast for overall job growth*

October 16, 2015

Dave Vautin
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
dvautin@mtc.ca.gov

Re: Feedback on proposed Plan Bay Area Performance Target #9 (Jobs/Wages)

Dear Mr. Vautin:

Thank you for all your work on the Jobs/Wages Performance Target (Target #9) for Plan Bay Area. As members and supporters of the Bay Area Quality Jobs Network of the 6 Wins, we would like to offer the following comments on the proposed Options #1 and #2 (as provided in the “Remaining Targets” memo dated Oct. 6, 2015):

Proposed Option #1 Focuses on the Bay Area’s Biggest Economic Challenge

Of the two options proposed for Target #9, we strongly support Option #1, “Increase by 35%* the number of jobs in predominantly middle-wage industries.”

This target focuses directly on the primary problem: the growth of wage inequality and the rapidly shrinking share of middle-wage, family-supporting jobs accessible to Bay Area residents.

Land use and transportation planning and investment plays a significant role in shaping economic development. With appropriate economic development goals the Plan Bay Area 2040 and its implementing projects can reflect an intent to retain and create more middle-wage jobs and make those jobs accessible to Bay Area’s lower-income residents. We understand that Plan Bay Area is certainly not the only factor affecting the jobs mix. But neither is it the only factor affecting the housing market (Target #2), pavement conditions (Target #12), or residents’ levels of physical activity (Target #3). In the same vein, Option #1 will open up a space in Plan Bay Area to focus on the ways in which regional and local growth patterns and decision-making do impact the jobs mix, and to do our share to address this challenge.

In contrast, Option #2, “Increase by 35%* the number of jobs in predominantly middle-wage industries accessible within 30 minutes by auto or 45 minutes by transit in congested conditions,” does not address the primary problem, and furthermore, is a near-duplicate of the already adopted Target #8 (Reso. No. 4204, adopted 9/23/15). Ensuring a robust transportation network that links people to jobs is certainly important. But there is no obvious reason to create a second target that measures the same metric for middle-wage jobs only. We have not seen any data suggesting that existing middle-wage workers have substantially *more* difficulty getting to work than do existing low-wage workers.

Increasing transportation access to middle-wage jobs without also working to increase the number and share of jobs which are middle-wage is likely to have little impact, since we already have too many people chasing after far too few middle-wage jobs.

The Bay Area Needs to Both *Preserve* and *Expand* Middle-Wage Jobs

We understand that the benchmark for this target (currently 35%) is proposed to set a goal of keeping the share of middle-wage jobs stable, rather than targeting an increased share. While we strongly believe that the Bay Area needs to not just maintain, but increase its share of middle-wage jobs, stopping the bleeding is the first step.

If the final adopted target remains at a level consonant with preserving rather than increasing middle-wage jobs, we urge MTC and ABAG to simultaneously adopt a strong statement committing to revisit the topic between now and the next update of Plan Bay Area to work towards strategies that would enable us to set and reach a more ambitious goal for PBA 2022.

Modeling Constraints Should Not Dictate Our Region's Goals

We understand that the model used to analyze alternative scenarios for Plan Bay Area (UrbanSim) does not currently have the capacity to forecast the impacts of different scenarios or programs on the jobs mix, and that as a consequence, the model output would show no difference between varied scenarios with respect to performance on Option #1.

While it would certainly be ideal to be able to model this target, the model limitations should not lead us to avoid setting goals on critical issues impacting the region. Rather, let's acknowledge that we do not currently have the technical capacity to accurately forecast it, and instead focus on gaining good understanding of current conditions as a baseline, and use those to inform planning, program and policy approaches.

We would further suggest a long-term goal to work towards being able to incorporate these indicators into the modelling methodology in time for the next update of Plan Bay Area.

We Need to Measure Wages Accurately to Reflect Geographic Differences and Recognize that Labor Markets Can Change

The formulation “predominantly middle-wage industries”, used in both options for the Jobs/Wages Performance Target, is problematic. Using industries as a proxy for wages embeds at least two assumptions: that the wage distribution in an industry is the same everywhere in the Bay Area, and that the wage distribution stays the same over time. These assumptions fail to acknowledge the ability of policies or strategies that change industry dynamics to bring low-wage jobs up to a livable wage; or conversely, to push wages downward in formerly middle-wage industries.

In short: Wage distribution is not an inherent or immutable characteristic of an industry.

- It varies over time.
- It varies by geography. A single industry, like food manufacturing, might be considered low-wage in one part of the Bay Area but middle-wage in another part.
- It varies widely within an industry sector. For example, retail is overall one of the biggest low-wage sectors; but there are middle-wage retailers. And health care is considered a middle-wage sector, but there are some health care industries that are almost entirely low-wage, such as home health care.
- Finally, it varies depending on a wide range of public policies. Some of those, like trade and immigration, are outside of the region's ability to impact. But there are others that can be influenced locally and in which many local governments are already engaged: minimum wages, zoning requirements, local, targeted or first source hiring, business attraction/retention strategies, and more.

Following are two possible approaches which might help the regional agencies to obtain an accurate picture of current conditions:

1) If we cannot get accurate data on wages for individual jobs (as opposed to using industry averages as a proxy), consider looking at people instead (i.e., household rather than establishment data): average weekly wages for full-time workers, or annual earnings from work. This doesn't translate directly to an hourly wage rate, but it gives a more holistic picture of workers' pay that includes the impacts of underemployment.

– OR –

2) If the regional agencies prefer to maintain the industry approach, use detailed industries – ideally 6-digit NAICS[i] – and differentiate by geography at least down to the county level. We cannot assume that the middle-wage industries in San Francisco (for example) are the same as the middle-wage industries in Napa.

Thank you for the opportunity to provide input on this critical priority for the Bay Area.

Sincerely,

Angela Glover Blackwell, President and CEO, PolicyLink

Belén Seara, Director of Community Relations, San Mateo County Union Community Alliance

Bob Allen, Urban Habitat

David Zisser, Public Advocates

Louise Auerhahn, Director of Economic & Workforce Policy, Working Partnerships USA

Rev. Earl W. Koteen, Sunflower Alliance

Rick Auerbach, Staff, West Berkeley Artisans & Industrial Companies

Tim Frank, Director, Center for Sustainable Neighborhoods

[i] Higher-level NAICS codes hide major variation between detailed industries. For example, here are average weekly wages for a few selected industries in Alameda County:

Industries within NAICS 5617:

<u>6-digit industry</u>	<u>Average weekly wage</u>
NAICS 561710 Exterminating and pest control services	\$989
NAICS 561720 Janitorial services	\$442
NAICS 561730 Landscaping services	\$688
NAICS 561740 Carpet and upholstery cleaning services	\$556
NAICS 561790 Other services to buildings and dwellings	\$702

Industries within NAICS 33441:

<u>6-digit industry</u>	<u>Average weekly wage</u>
NAICS 334412 Bare printed circuit board manufacturing	\$1,114
NAICS 334413 Semiconductors and related device mfg.	\$2,098
NAICS 334416 Capacitor, transformer, and inductor mfg.	\$1,453
NAICS 334417 Electronic connector manufacturing	\$1,829
NAICS 334418 Printed circuit assembly manufacturing	\$1,216
NAICS 334419 Other electronic component manufacturing	\$960

Industries within NAICS 54151:

<u>6-digit industry</u>	<u>Average weekly wage</u>
NAICS 541511 Custom computer programming services	\$3,375
NAICS 541512 Computer systems design services	\$2,047
NAICS 541513 Computer facilities management services	\$5,968
NAICS 541519 Other computer related services	\$1,162

(Source: Quarterly Census of Employment and Wages - Bureau of Labor Statistics, 2014Q1)

Plan Bay Area 2040



STAFF RECOMMENDATION FOR REMAINING PERFORMANCE TARGETS

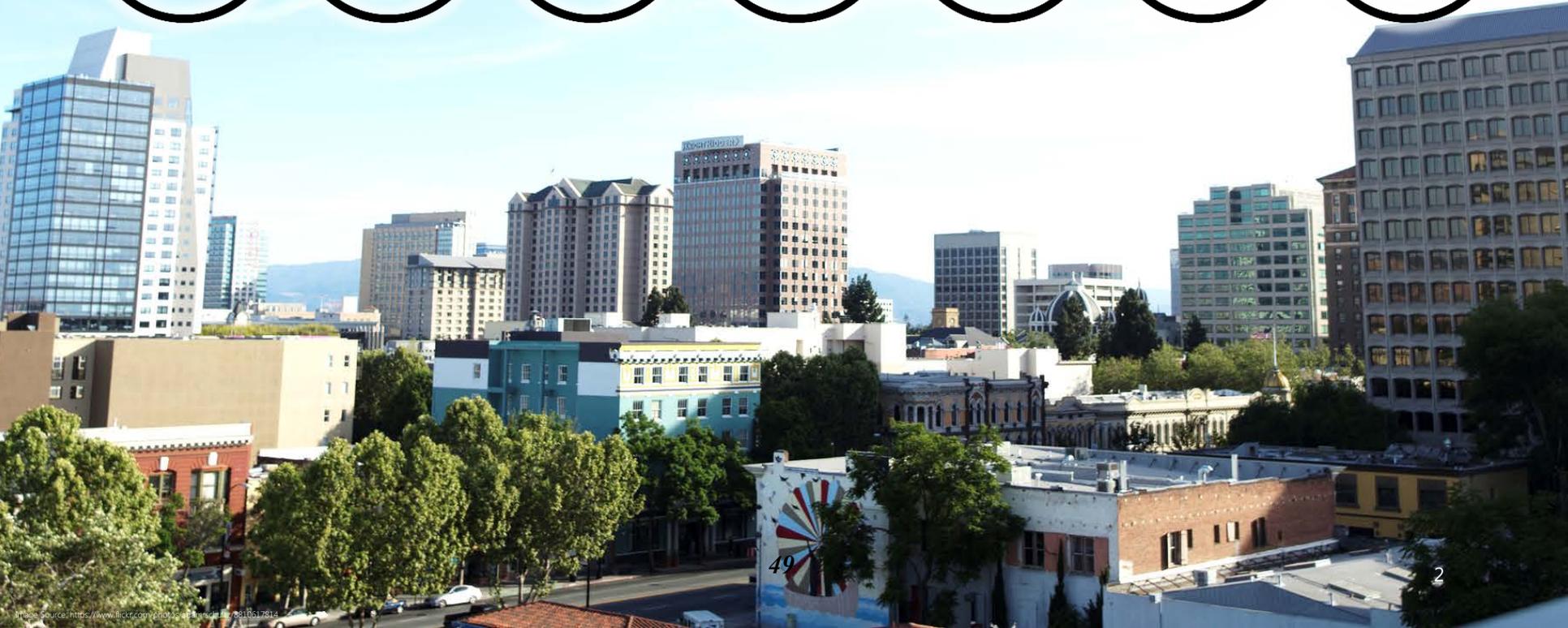


Image Source: <https://www.flickr.com/photos/warzauwyrn/2596160235>

Joint MTC Planning Committee with the ABAG Administrative Committee
November 13, 2015

Plan BayArea 2040

Plan goals, along with nine of the thirteen performance targets, were approved by MTC and ABAG in September.



Goals & Performance Targets *(adopted in September)*

	CLIMATE PROTECTION	1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15%
	ADEQUATE HOUSING	2	----- Placeholder -----
	HEALTHY AND SAFE COMMUNITIES	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%
	OPEN SPACE AND AGRICULTURAL PRESERVATION	4	Direct all non-agricultural development within the urban footprint (existing urban development and UGBs)
		5	Decrease the share of lower-income residents' household income consumed by transportation and housing by 10%
	EQUITABLE ACCESS	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%
		7	----- ⁵⁰ Placeholder -----

Goals & Performance Targets *(adopted in September)*



ECONOMIC VITALITY

8

Increase by **20%** the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions

9

----- Placeholder -----

10

----- Placeholder -----



TRANSPORTATION SYSTEM EFFECTIVENESS

11

Increase non-auto mode share by **10%****

12

Reduce vehicle operating and maintenance costs due to pavement conditions by **100%**

13

Reduce per-rider transit delay due to aged infrastructure by **100%**

Proposed Target #2: Adequate Housing

House 100% of the region's projected growth by income level without displacing current low-income residents and with no increase in in-commuters over the Plan baseline year

Proposed target language aligns with MTC recommendation from September 2015 meeting. ABAG and MTC now reached consensus on target language listed above.

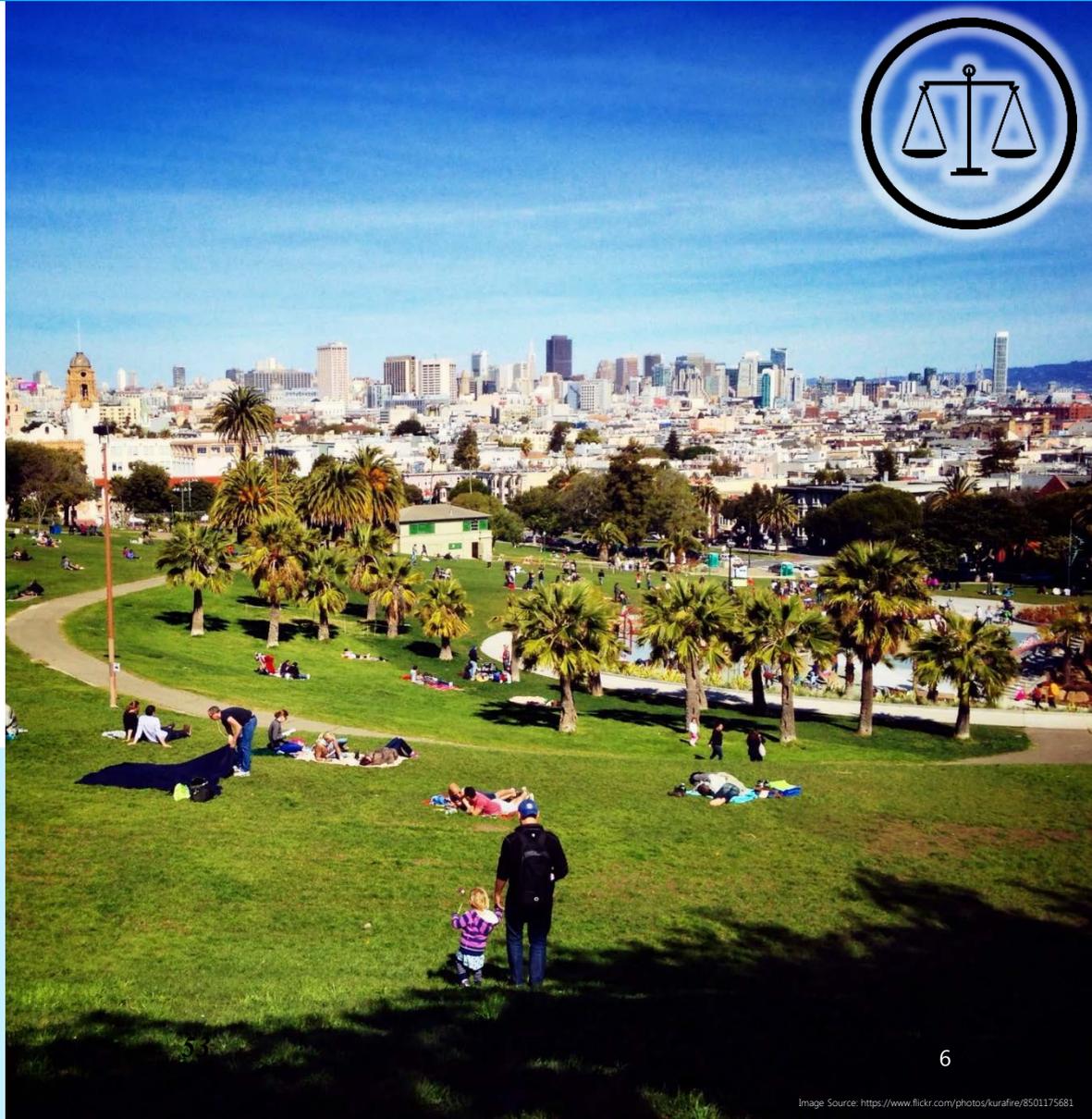


Proposed Target #7: Equitable Access – Displacement Risk

Reduce the share of low- and moderate-income renter households in PDAs, TPAs, or high-opportunity areas that are at an increased risk of displacement to 0%

Why was this target selected as the staff recommendation?

- Emphasizes ensuring no increase in risk of displacement compared to 2010 (*land use forecast baseline*)



Proposed Target #9: Economic Vitality – Jobs/Wages

Increase by 35%* the number of jobs in predominantly middle-wage industries

** = numeric target will be revised later based on final
ABAG overall job growth forecast*

Why was this target selected as the staff recommendation?

- Most responsive option available for responding to stakeholder concerns about living-wage job growth
- Simple and easy to understand (i.e., preserve the year 2010 share of jobs in middle-wage industries)



Proposed Target #10: Economic Vitality – Goods Movement

Reduce per-capita delay on the Regional Freight Network by 20%

*Why was this target selected
as the staff recommendation?*

- Reflects concerns amongst stakeholders about nexus between traffic congestion and goods movement
- Focuses specifically on corridors with high truck volumes identified in the Regional Goods Movement Plan
- Restores delay target from *Transportation 2035*



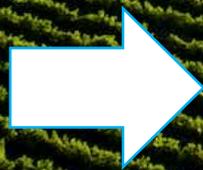
Plan BayArea 2040

With the adoption of the remaining performance targets, the planning process can advance to the project & scenario evaluation phase.



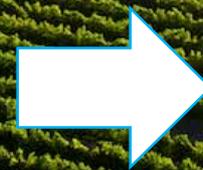
2015

Goals & Targets
Project Evaluation



2016

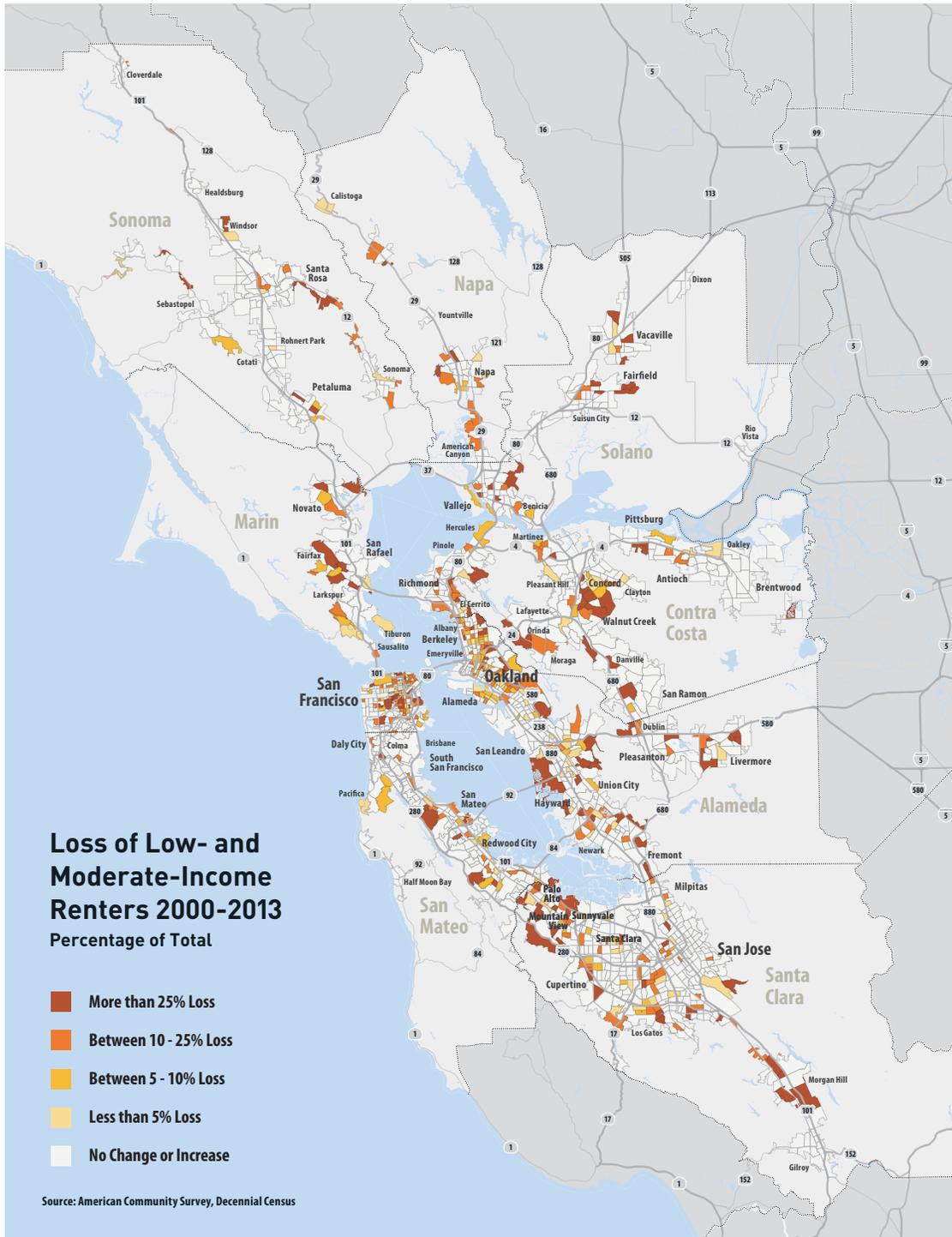
Scenario Evaluation
Tradeoff Discussions



2017

EIR Process
Plan Approval

Loss of Low- and Moderate-Income Renters 2000-2013



Displacement is a serious concern across the Bay Area. The movement of low- and middle-income households out of their neighborhoods in recent years has heightened the need to address displacement as a policy issue. As households relocate to more affordable areas within or outside the region, they may lose their social networks and support systems. Those who are able to remain are also affected.

Continued on reverse →

The displacement pressure facing many Bay Area communities, and the interest of elected officials in this issue, provides an impetus for a more extensive regional discussion and action. To better inform that discussion, below are some of the factors triggering displacement in the Bay Area.



Declining wages: Between 2010 and 2013, inflation-adjusted wages declined across all income categories in the Bay Area, with middle- and low-wage workers experiencing the sharpest declines, at close to 5%.



Global investment in housing: The concentration of major knowledge-based companies and a high quality of life have made the region's housing a valuable commodity at a global level.



Lagging housing production: Housing production usually lags employment recovery, but the gap has increased substantially in the current economic cycle. Between 2010 and 2014, the region added 270,000 more people but only 38,300 more units.



Barriers to development: Complex regulatory requirements, local opposition to development, and lack of adequate infrastructure investments prevent housing development from catching up with demand.



Declining public resources: Dissolution of redevelopment agencies, declining state and federal support for housing, and lack of regional tools has undermined the ability of local jurisdictions to address housing affordability on their own.

PCC

DATE : March 1, 2016
TO: Solano Paratransit Coordinating Council
FROM: Kristina Holden, Transit Mobility Coordinator
RE: Mobility Management Program Update

Background:

The Solano County Mobility Management Program was developed in response to public input provided at two mobility summits held in 2009 and the Solano Transportation Study for Seniors and People with Disabilities completed in 2011. STA has been working with consultants, the Solano Transit Operators, the Paratransit Coordinating Council (PCC), and the Senior and People with Disabilities Transportation Advisory Committee since July 2012 to develop a Mobility Management Plan for Solano County. Mobility Management was identified as a priority strategy to address the transportation needs of seniors, people with disabilities, low income and transit dependent individuals in the 2011 Solano Transportation Study for Seniors and People with Disabilities. On April 9, 2014, the Solano Transportation Authority (STA) Board unanimously adopted the Solano County Mobility Management Plan.

The Solano Mobility Management Plan focuses on four key elements that were also identified as strategies in the Solano Transportation Study for Seniors and People with Disabilities:

1. Countywide In-Person American Disability Act (ADA) Eligibility and Certification Program
2. Travel Training
3. Senior Driver Safety Information
4. One Stop Transportation Call Center

This report summarizes the activities of the Solano Mobility Management Programs.

Discussion:

Countywide In-Person ADA Eligibility Program Update

This update summarizes the Countywide In-Person ADA Eligibility activities of CARE Evaluators in the first six months of FY 2015-2016.

Evaluations: Between July 1st and December 31st there were 595 completed assessments, 196 cancellations, and 98 no shows.

Eligibility Letters: The average duration between an applicant's assessment and receipt of the eligibility determination letter was ten (10) days. There were no violations of the 21-day assessment letter policy in the first six months of FY 15-16.

Paratransit Usage: During this six month period, 51% of all applicants' utilized complementary paratransit service to and from their assessments.

Type of Disability: Many of the applicants who completed the in-person assessment presented more than one type of disability. The most common type of disability reported was a physical disability 560 (72%) followed by cognitive disability 125 (16%) and visual disability 70 (9%). An auditory disability was the least commonly reported disability, with 22 (3%) of the total.

Travel Training

Fixed-Route Travel Training Videos

Travel Training Videos for Dixon Redit-Ride, Fairfield and Suisun Transit (FAST), Solano County Transit (SolTrans), and Vacaville City Coach are now available on SolanoMobility.org in full versions as well as segmented versions. Rio Vista Travel Training Video will be completed after the Outreach and Analysis Study is finalized.

Riders Guides

Riders Guides are available for each transit operator in Solano County in both English and Spanish.

Ambassador Programs

From July 2015 thru February 2016, the Solano Mobility Call Center has received 24 travel training requests. Fairfield and Suisun Transit (FAST) recently selected their first Transit Ambassador that began volunteering in November 2015. Between November 1st and February 29th 2016, 94 volunteered hours have been logged on the bus and at the Fairfield Transportation Center providing a variety of transportation information to members of the community.

Currently Solano County Transit (SolTrans) has three Transit Ambassadors near the completion of the Human Resource process and will begin providing training in the near future.

One and One Travel Training

STA has a contract with Connections 4 Life to provide travel training all residents in Solano County. The agency also specializes in providing travel training for people with cognitive disabilities. Connections 4 Life's Travel Trainer began working in October 2015.

STA also has a contract with Independent Living Resource Center to provide travel training to people with physical disabilities. The status of this program will be updated at the meeting.

Solano Mobility Call Center/Solano Mobility Website

Solano Mobility Call Center

The Solano Mobility Call Center and Transportation Info Depot continue to see a steady number of calls from seniors and people with disabilities. The call center received a total of 562 related calls from July 1st- January 31st, and 140 related walk-ins. The call center processed 104 Regional Transit Discount Cards (RTC) and had 21 Senior Clipper Sales in July 1st- January 31st.

Solano Mobility Website

The Solano Mobility Website continues to provide a variety of resources to the community including, but not limited to local, private and non-profit transportation options, transit training information, a video library, non-profit services information and senior safety driver information. Local events staffed by STA and committee meetings are also listed on the website calendar.

Recently, Solano Mobility joined Facebook. Information on mobility programs and community events are posted on the news feed as well as other transportation news for the area.

Recommendation:

Informational.

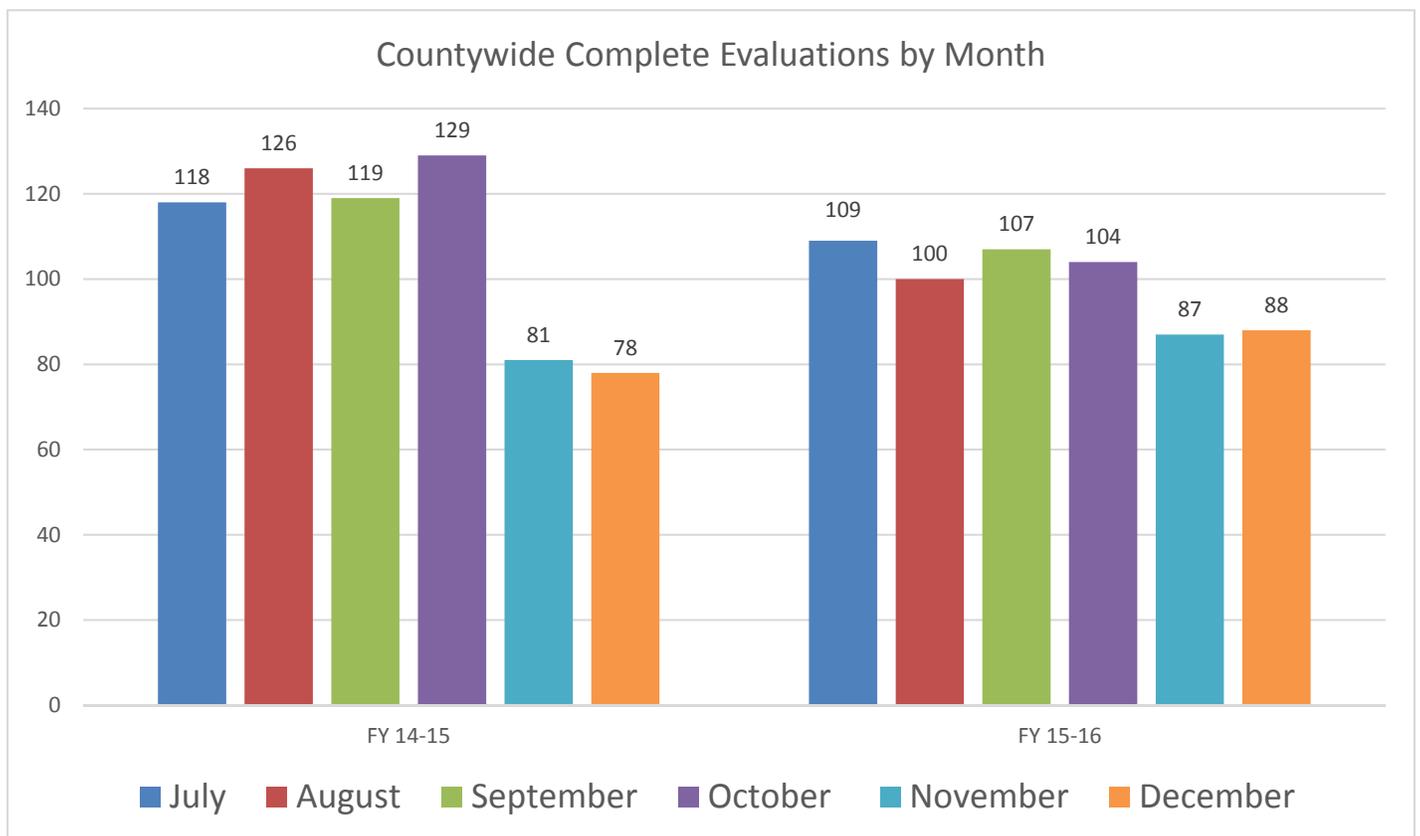
Attachment:

- A. Countywide In-Person ADA Eligibility Program FY 15-16 Mid-Year Report

Countywide In-Person ADA Eligibility Program FY 2015-2016 Mid-Year Progress Report

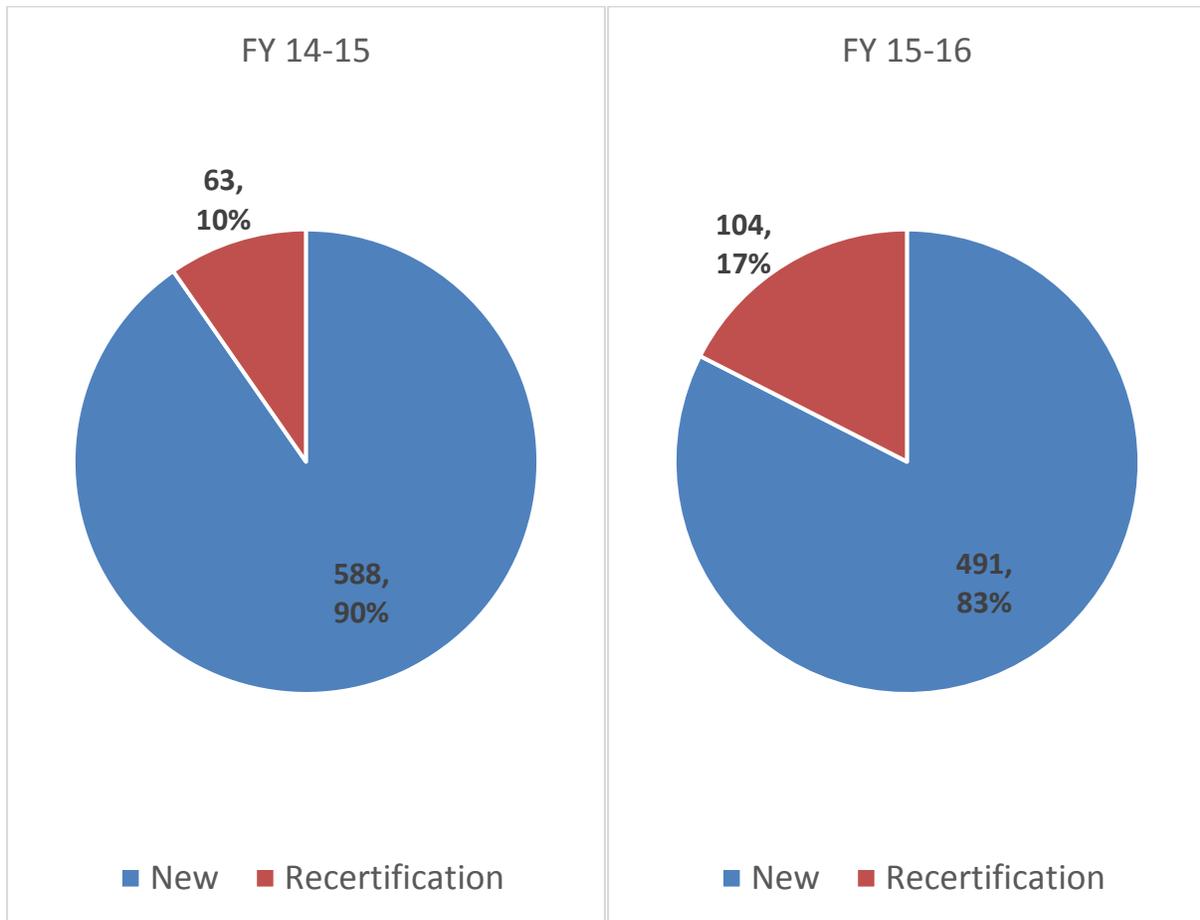
Applicant Volume by Month: CARE Evaluators completed 595 evaluations in Solano County in July 1st - December 31st, 2015. This was a decrease of 56 complete applications from July-December 2014. The incompleteness rate increased this year by 4%.

Applicant Volume and Productivity by Location Mid-Year FY 2015-2016		
	Countywide 7/1/14- 12/31/14	Countywide 7/1/15- 12/31/15
Completed	651	595
Cancellations	221	196
No-Shows	63	98
Incompletion Rate	29%	33%



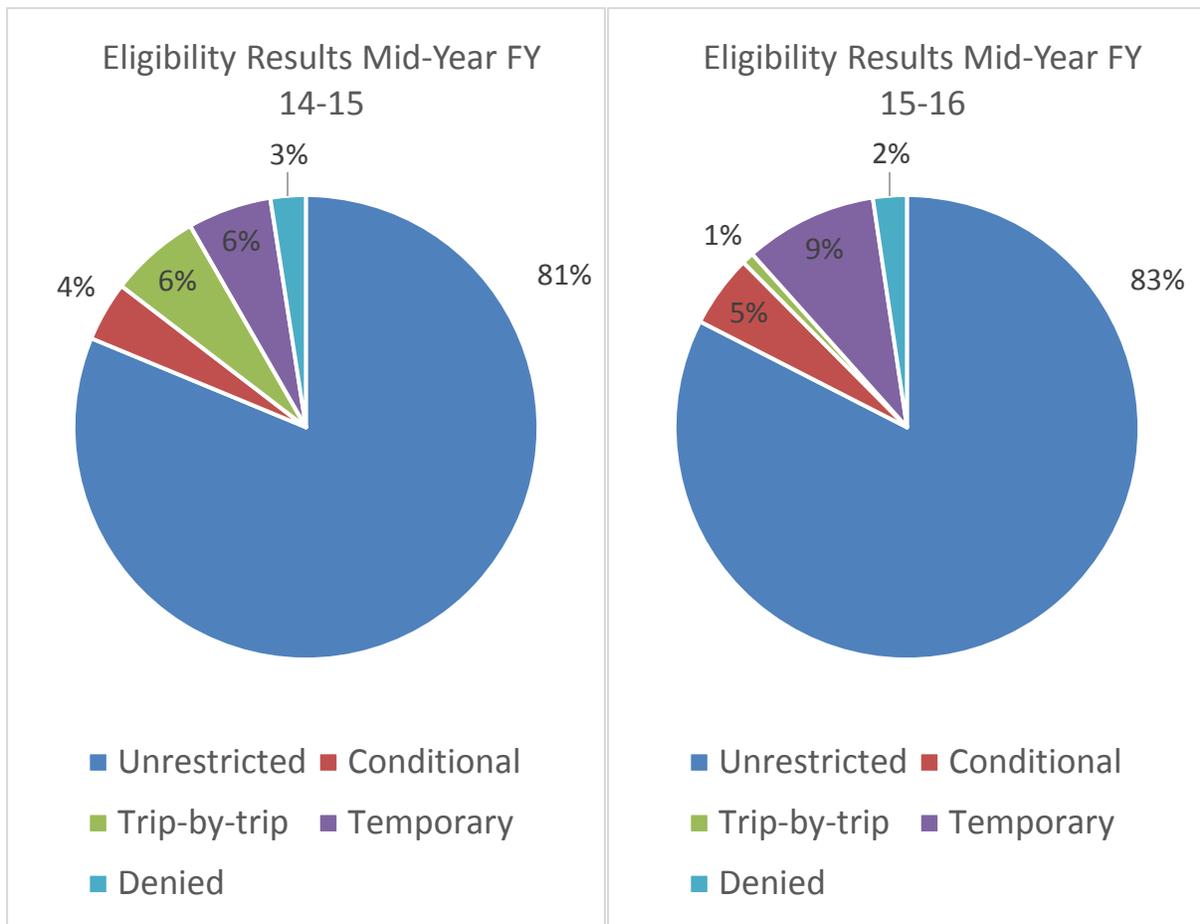
New versus re-certification: Mid-Year FY 15-16, 491 (83%) of applicants were new, 104 (17%) were seeking recertification.

Countywide Eligibility Results by Application Type Mid-Year FY 15-16					
NEW			RECERTIFICATION		
		Percentage			Percentage
Unrestricted	404	82%	Unrestricted	87	83%
Conditional	24	5%	Conditional	6	6%
Trip-by-trip	4	1%	Trip-by-trip	1	1%
Temporary	46	10%	Temporary	9	9%
Denied	13	2%	Denied	1	1%
TOTAL	491	83%	TOTAL	104	17%



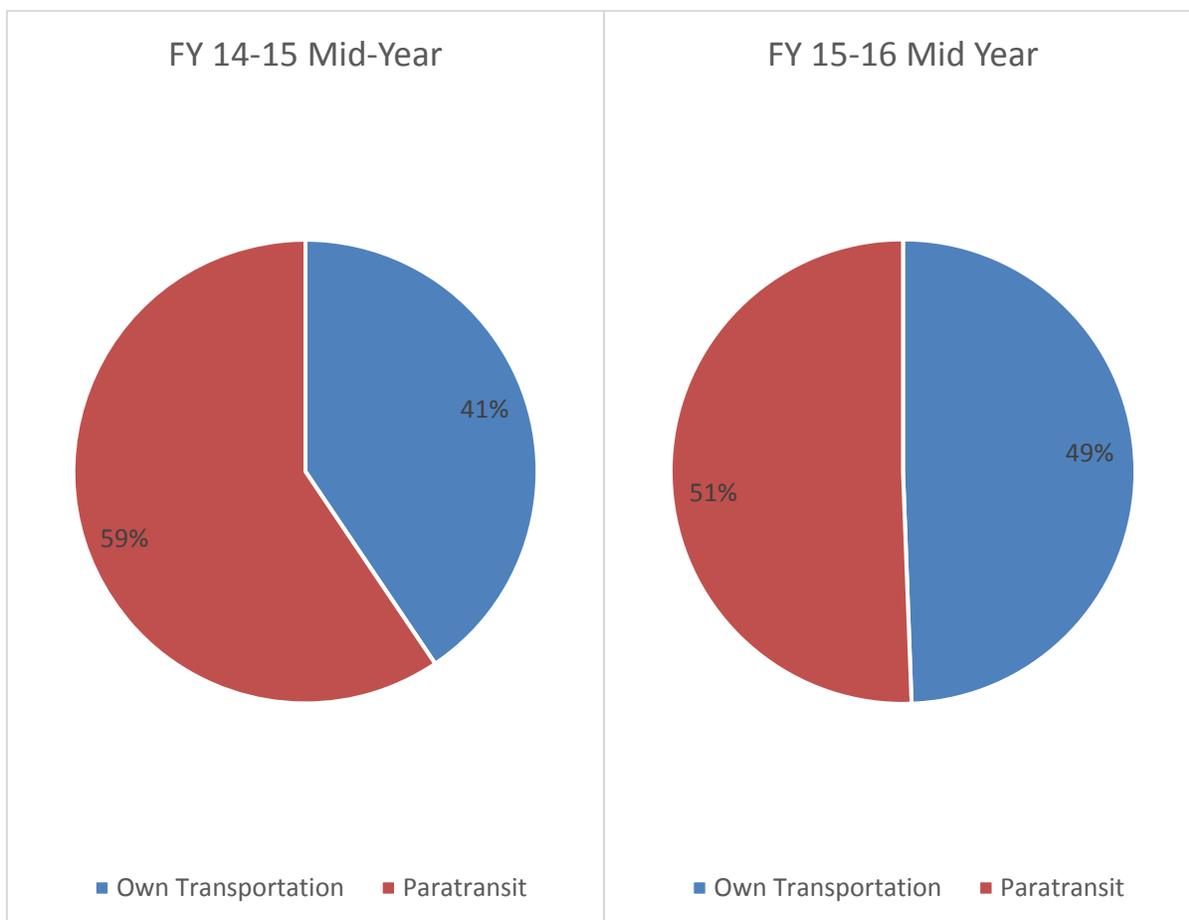
Eligibility determinations: Of the 595 completed assessments, 491 (83%) were given unrestricted eligibility, 30 (5%) were given conditional eligibility, 5 (1%) were given trip-by-trip eligibility, 55 (9%) were given temporary eligibility and 14 (2%) were denied. Similar to the first year of the program, the denial rate remains low, suggesting that applicants are self-selecting out of the evaluation process early and are educated about the basic conditions of eligibility.

Eligibility Results By Service Area Mid-Year FY 15-16						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Unrestricted	491	9	181	2	191	108
Conditional	30	1	17	0	8	4
Trip-by-trip	5	0	1	0	3	1
Temporary	55	2	22	1	21	9
Denied	14	0	6	0	5	3
Totals	595	12	227	3	228	125



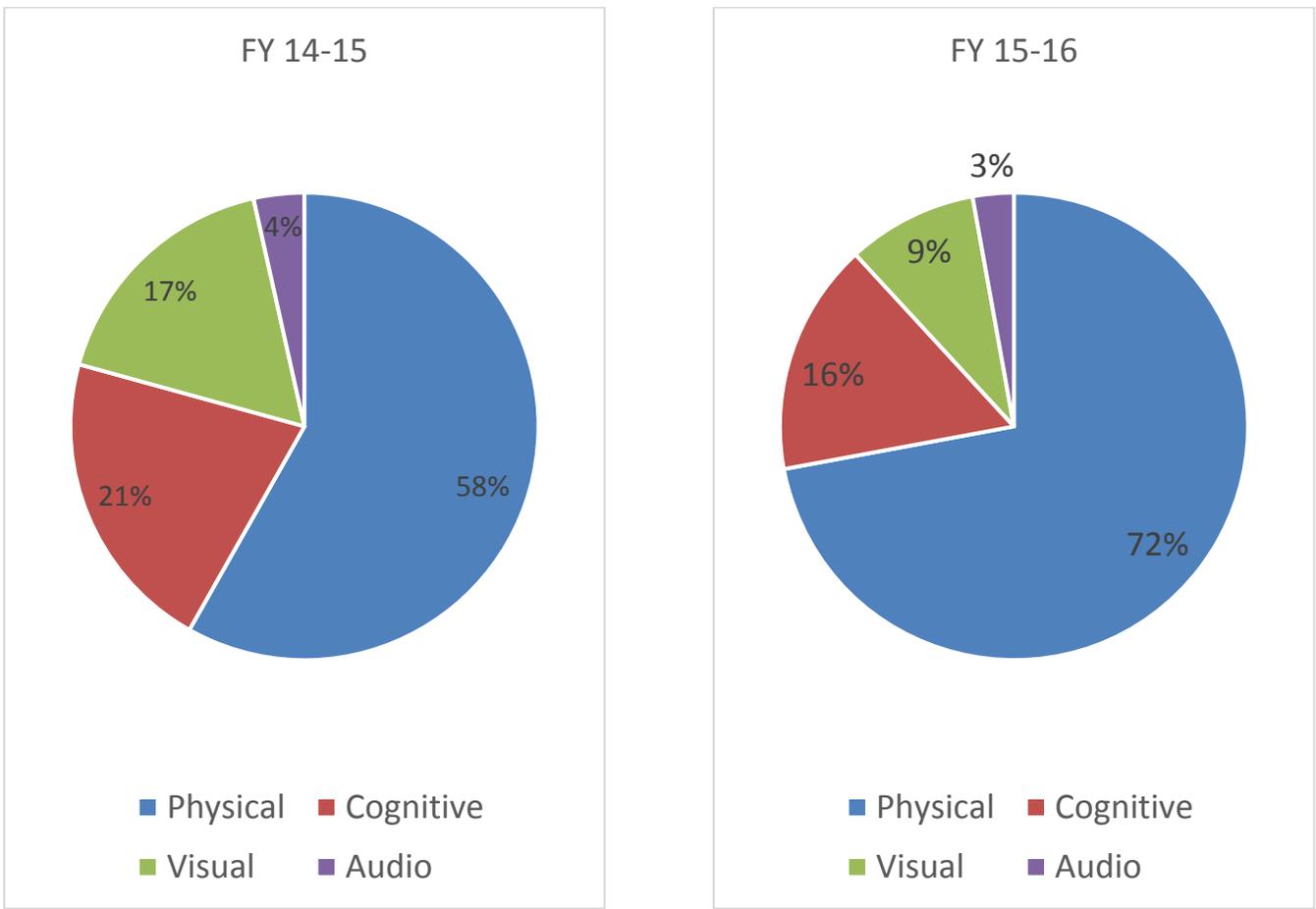
Impact on Paratransit: Applicants are provided a complimentary trip on paratransit for themselves and their Personal Care Attendant (PCA) upon request. On average, between July and December 2015, 51% of all scheduled applicants requested a paratransit trip to the assessment site. Complementary paratransit usage has decreased slightly from the previous year.

Complementary Paratransit Usage Mid-Year FY 15-16						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Own Transportation	294	5	106	1	117	65
Complementary Paratransit	301	7	121	2	111	60
Paratransit %	51%	58%	53%	66%	49%	48%



Type of Disability: Many of the applicants who completed the in-person assessment presented more than one type of disability. Nonetheless, the most common type of disability reported was a physical disability 560 (72%) followed by cognitive disability 125 (16%) and visual disability 70 (9%). An auditory disability was the least commonly reported disability, with 22 (3%) of the total.

Disability Type Countywide and by Service Area Mid-Year FY 15-16						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Physical	560	11	213	3	220	113
Cognitive	125	5	52	1	36	31
Visual	70	2	26	0	28	14
Audio	22	1	5	0	10	6
Totals	777	19	296	4	294	164



Time to receipt of eligibility determination letter: On average, the time between the applicant’s assessment and the receipt of the eligibility determination letter was 10 days. The longest an applicant had to wait for their determination letter was 18 days. There is a requirement that all ADA

determination letters are mailed to clients within 21 days of their evaluation. There were no violations of the 21-day ADA policy between July and December 2015. STA staff continues to work with CARE to monitor performance in order to ensure compliance with terms of the contract.

Time (Days) from Evaluation to Letter Mid-Year FY 15-16						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Average for Period	10	7	12	5	9	8
Longest	18	10	18	9	18	15
# of Clients Past 21 Days	0	0	0	0	0	0

PCC

DATE: March 7, 2016
 TO: Solano Paratransit Coordinating Council
 FROM: Debbie McQuilkin, Transit Mobility Coordinator
 RE: Intercity Taxi Scrip Program FY 2015-16 Quarter 2 Report

Background/Discussion:

On July 12, 2013, the Solano Transportation Authority (STA), Solano County’s five local transit agencies, and Solano County entered into a Memorandum of Understanding (MOU) to fund a the Countywide taxi-based intercity paratransit service. The service provides trips from city to city, for the current ambulatory and proposed non-ambulatory ADA-eligible riders and has been identified as an ADA Plus service. Originally, the City of Vacaville was the lead agency for this service when it was initiated in February 2010 following the dissolution of Solano Paratransit in 2009. Vacaville transferred the lead role to Solano County in July 2013. On June 11, 2014, the STA Board accepted responsibility for managing the intercity paratransit service on behalf of the seven cities and the County, following a request letter from County of Solano's Department of Resource Management on behalf of the Solano County Board of Supervisors. On February 1, 2015, management of the Solano Intercity Taxi Scrip Program transitioned to the STA from Solano County. This item is to provide information on the Intercity Taxi Program’s performance through Quarter 2 (Q2) of Fiscal Year (FY) 2015-2016 (October 1, 2015-December 31, 2015).

Discussion:

The Solano Transportation Authority (STA) has completed review of operations in the Second Quarter of FY 2015-2016. As noted above, the service transitioned from Solano County to the STA in February 2015. The following provides average quarterly program information and FY15-16 Q1 and Q2 program information, in order to provide comparable data:

	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-16	2015-16
	Quarterly Average						Q1	Q2
Taxi Scrip Sold	307	692	1,282	1,185	1,115	1,182	1,201	1,212
Fare Revenue	\$4,609	\$10,373	\$19,228	\$17,771	\$16,729	\$17,734	\$18,015	\$18,180
Passenger Trips	918	1,484	2,411	3,195	2,961	3,206	3102	3169
Cost	\$29,285	\$51,968	\$91,011	\$132,466	\$139,126	\$146,902	\$153,278	\$164,115
Farebox Recovery Ratio	16%	20%	21%	13%	12%	12%	12%	11%

There have been minor increases in service use to the program from FY15-16 between Q1 and Q2.

Update:

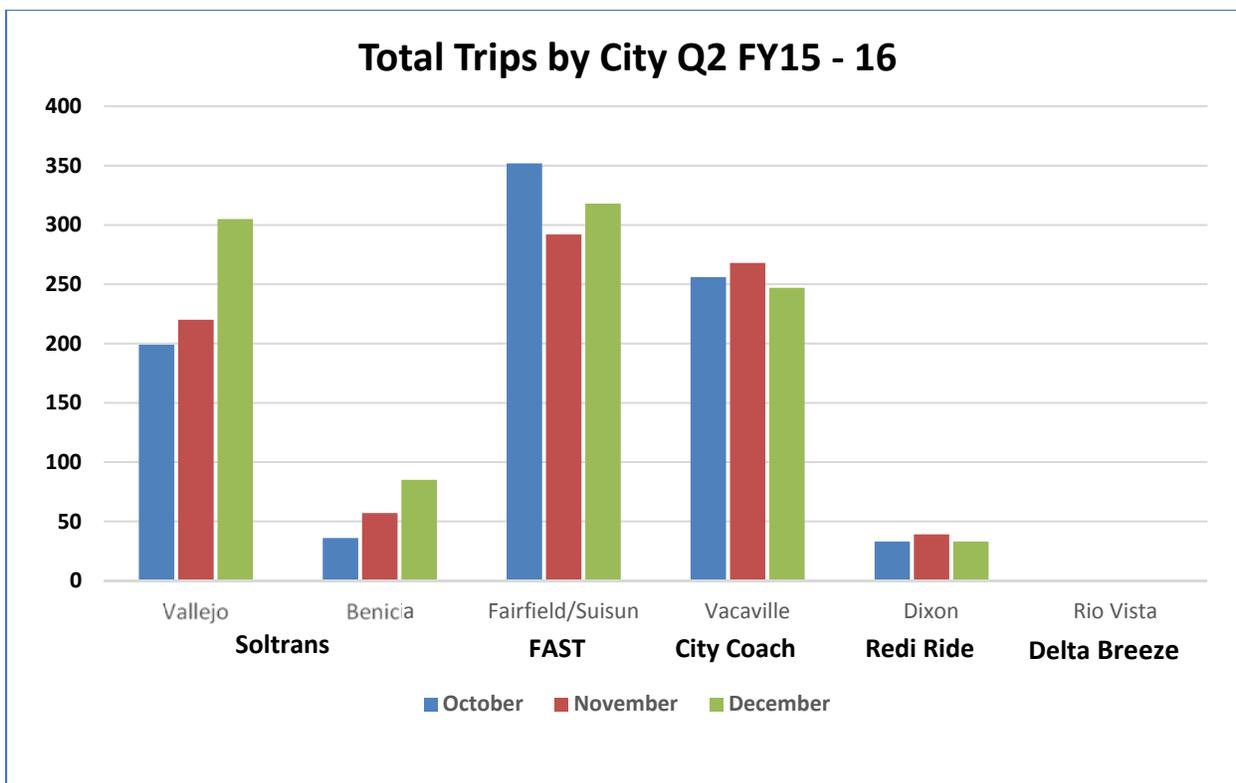
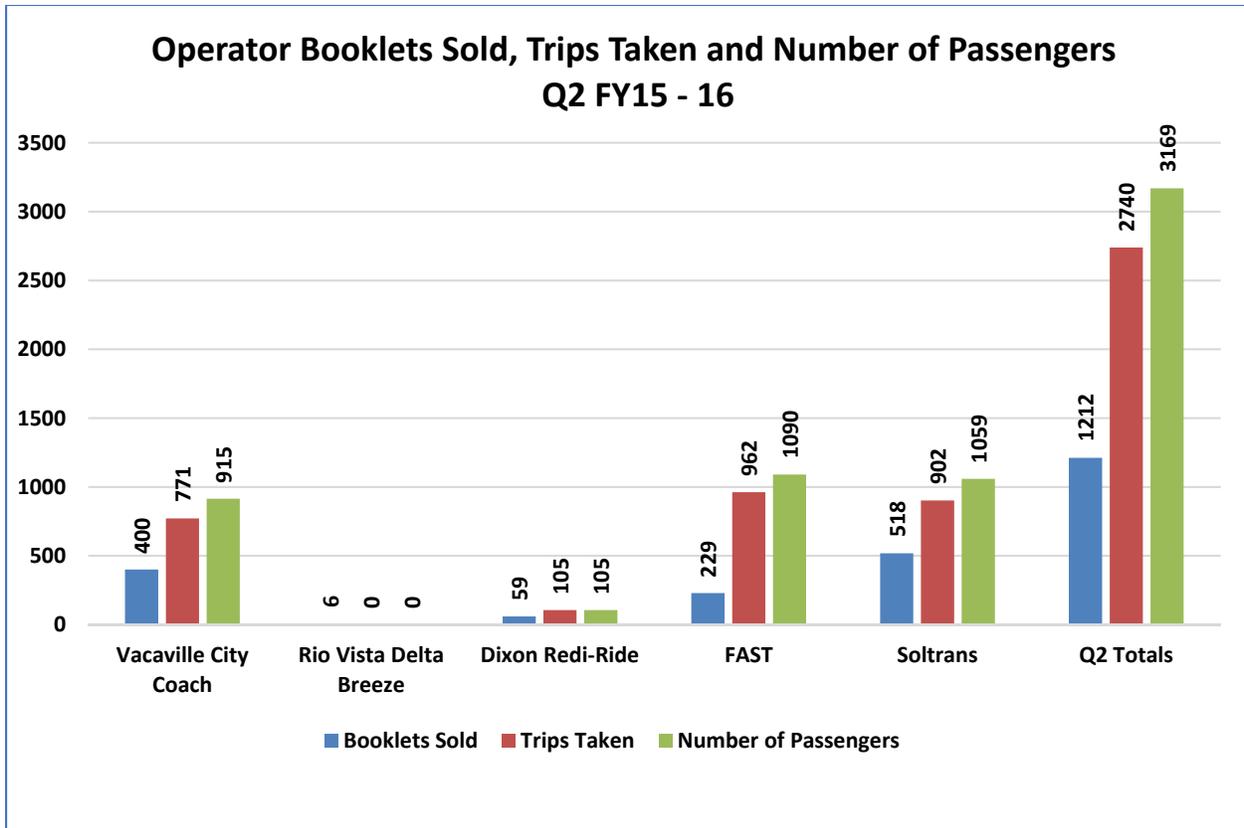
On February 10, 2016, the STA Board approved modifications to the Solano Intercity Taxi Scrip Program that will be effective on July 1, 2016, as follows:

1. Increase the cost of scrip booklets from the current level of \$15 for \$100 worth of scrip to:
 - o \$40 for \$100 worth of scrip for ADA Certified Individuals
 - o \$20 for \$100 worth of scrip for low income ADA Certified Individuals

The low-income discount fare could be available for ADA certified passengers with disabilities who meet the criteria for any of the following low-income programs: Medi-Cal, Supplemental Security Income, Solano County General Assistance, CalFresh, CalWORKs, and PG&E Care. STA staff have been working with the Solano County Department of Health and Social Services to identify passengers that are eligible for this discount fare.

Attachment:

- A. Intercity Taxi Scrip FY 2015-16 Q2 Data



Total Operator Booklets Sold, Trips Taken and Number of Passengers Q1 and Q2 FY15 - 16 Comparison



***Passengers may exceed trips taken due to shared rides**

PCC

DATE: February 29, 2016
TO: Paratransit Coordinating Council (PCC)
FROM: Sheila Ernst, Administrative Assistant II
RE: Draft 2016 PCC Meetings and Locations

Vacaville Ulatis Community Center, Room D

Thursday, March 17, 2016

1:00 – 3:00 p.m.

1000 Ulatis Dr.

Vacaville, CA 95687

City of Benicia, Commission Room

Thursday, May 19, 2016

1:00 – 3:00 p.m.

250 East L St.

Benicia, CA 94510

KROC Center, Banquet Room

Thursday, July 21, 2016

1:00 – 3:00 p.m.

586 E Wigeon Way

Suisun City, CA 94585

Rio Vista Veterans Hall

Thursday, September 15, 2016

1:00 – 3:00 p.m.

610 St. Frances Way

Rio Vista, CA 94571

SolTrans Operations & Maintenance Facility, Conference Room

Thursday, November 17, 2016

2:30 – 4:30 p.m.

1850 Broadway St.

Vallejo, CA 94590

Recommendation:

Informational.