

**SOLANO
City-County Coordinating Council**

MEMBERS

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Mayor, City of Benicia

John Vasquez
Vice Chair
*Supervisor, Solano
County, District 4*

Jack Batchelor
Mayor, City of Dixon

Harry Price
Mayor, City of Fairfield

Norman Richardson
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City*

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County, District 1*

Linda J. Seifert
*Supervisor, Solano
County, District 2*

Jim Sperring
*Supervisor, Solano
County, District 3*

Skip Thomson
*Supervisor, Solano
County, District 5*

SUPPORT STAFF:

Birgitta Corsello
*Solano County
Administrator's Office*

Michelle Heppner
*Solano County
Administrator's Office*

Daryl Halls
*Solano Transportation
Authority*

Jim Lindley
City of Dixon

**AGENDA
March 10, 2016**

Location - Solano County Water Agency, Berryessa Room,
810 Vaca Valley Parkway, Suite 203, Vacaville, CA.

7:00 P.M. Meeting

PURPOSE STATEMENT – City County Coordinating Council

“To discuss, coordinate, and resolve City/County issues including but not necessarily limited to land use, planning, duplication of services/improving efficiencies, as well as other agreed to topics of regional importance, to respond effectively to the actions of other levels of government, including the State and Federal government, to sponsor or support legislation at the State and Federal level that is of regional importance, and to sponsor or support regional activities that further the purpose of the Solano City-County Coordinating Council.”

Time set forth on agenda is an estimate. Items may be heard before or after the times designated.

ITEM

AGENCY/STAFF

I. CALL TO ORDER (7:00 p.m.)

Roll Call

II. APPROVAL OF AGENDA (7:00 p.m.)

III. OPPORTUNITY FOR PUBLIC COMMENT (7:10 p.m.)

Pursuant to the Brown Act, each public agency must provide the public with an opportunity to speak on any matter within the subject matter of the jurisdiction of the agency and which is not on the agency's agenda for that meeting. Comments are limited to no more than 5 minutes per speaker. By law, no action may be taken on any item raised during public comment period although informational answers to questions may be given and matter may be referred to staff for placement on future agenda.

This agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42U.S.C.Sec12132) and the Ralph M. Brown Act (Cal.Govt.Code Sec.54954.2) Persons requesting a disability-related modification or accommodation should contact Jodene Nolan, 675 Texas Street, Suite 6500, Fairfield CA 94533 (707.784.6108) during regular business hours, at least 24 hours prior to the time of the meeting.

IV. CONSENT CALENDAR

1. Approval of Minutes for January 14, 2016 (Action Item) Chair Patterson

V. DISCUSSION CALENDAR

1. Give Local America
(7:15 p.m. – 7:30 p.m.)

Presenters: Michele Harris, Director, Solano First 5, Solano County and Connie Harris, Chief Executive officer, Solano Community Foundation

2. Update on the County's Regional Parks Exploratory Effort
(7:30 p.m. – 7:45 p.m.)
Presenters: Bill Emlen, Director, Department of Resource Management, Solano County

3. Update on Proposed Travis Air Force Base Joint Land Use Study
(Action Item)
(7:45 p.m. – 8:00 p.m.)
Presenters: Jim Leland, Principal Planner, Department of Resource Management, Solano County

4. ABAG/MTC Merger
(8:00 p.m. – 8:45 p.m.)
Presenters: Dan Marks, Special Advisor with Management Partners

5. Update on Plan Bay Area
(8:45 p.m. – 9:00 p.m.)
Presenters: Bob Macaulay, Director of Planning, Solano Transportation Authority

VI. ANNOUNCEMENTS

VII. CCCC CLOSING COMMENTS

ADJOURNMENT: The next City-County Coordinating Council meeting is scheduled for May 12, 2016 at 7:00 p.m. at the Solano County Water Agency – Berryessa Room, 810 Vaca Valley Parkway, Suite 203, Vacaville, CA.

Future Items for Upcoming Meeting:

- Report on Governor's May State Budget Revisions
- June 2016 Ballot Measures
- Care Implementation
- Affordable Care Act
- Moving Solano Forward
- Solano State Parks Committee Efforts

CITY-COUNTY COORDINATING COUNCIL
January 14, 2016 Meeting Minutes

The January 14, 2016 meeting of the Solano City-County Coordinating Council was held in the Berryessa Room at the Solano County Water Agency located at 810 Vaca Valley Parkway, Ste 303, Vacaville, CA 95688.

I. Roll and Call to Order

Members Present

Linda Seifert, Chair	Solano County Board of Supervisors (District 2)
Elizabeth Patterson	Mayor, City of Benicia
Jack Batchelor	Mayor, City of Dixon
Harry Price	Mayor, City of Fairfield
Norm Richardson	Mayor, City of Rio Vista
Len Augustine	Mayor, City of Vacaville
Erin Hannigan	Solano County Board of Supervisors (District 1)
Jim Sperring	Solano County Board of Supervisors (District 3)
John Vasquez	Solano County Board of Supervisors (District 4)
Skip Thomson	Solano County Board of Supervisors (District 5)

Members Absent

Pete Sanchez	Mayor, City of Suisun City
Osby Davis	Mayor, City of Vallejo

Staff to the City-County Coordinating Council Present:

Michelle Heppner	Legislative Officer, CAO, Solano County
Andrew Boatright	Office Assistant III, CAO, Solano County
Jim Lindley	City Manager, City of Dixon
Daryl Halls	Executive Director, Solano Transportation Authority

Guest Speakers and Other Staff Present

Paul Yoder	Legislative Advocate, Shaw/Yoder/Antwih, Inc.
Rochelle Sherlock	Consultant, Senior Coalition of Solano County
Sandy Person	President, Solano EDC
Sean Quinn	Project Manager
Dr. Robert Eyler	President, Economic Forensics and Analytics
Audrey Taylor	President, Chabin Concepts
Jerry Huber	Director, Health & Social Services, Solano County
James Bezek	Senior Management Analyst, CAO, Solano County
Sabine Goerke-Schroeder	District 3 Board Aide

I. Meeting Called to Order

The meeting of the City-County Coordinating Council was called to order at 7:00 pm.

II. Approval of Agenda

A motion to approve the Agenda was made by Mayor Richardson and seconded by Mayor Price. Agenda approved by 10-0 vote.

III. Confirmation of the Chair & Vice Chair for 2016

A motion to nominate Mayor Patterson as Chair and Supervisor Vasquez as Vice Chair was made by Supervisor Sperring and seconded by Mayor Batchelor. Confirmation approved by 10-0 vote.

IV. Opportunity for Public Comment

No public comments were received.

V. Consent Calendar

1. Approval of minutes for November 12, 2015

Motion to approve the November 12, 2015 minutes was made by Mayor Batchelor and seconded by Mayor Price. Consent calendar approved by 10-0 vote.

VI. Discussion Calendar

1. Legislative Update – Governor’s FY 2016/17 Proposed State Budget

Paul Yoder, Legislative Advocate with Shaw/Yoder/Antwih, Inc. provided an update on the Governor’s FY 2016/17 State Budget proposal released on January 7. He noted that according to the Governor, typically the State budget has been a balanced budget, followed by a deficit and believes the next deficit will occur in the next four years resulting in approximately \$40 billion in debt. He noted the Governor’s plan to prevent a future deficit is to use \$1.6 billion to pay loans from special funds, past liabilities from Proposition 98, and reduce University of California retirement liabilities as well as supplement the rainy day fund with a discretionary \$2 billion increasing the balance to \$8 billion. \$2 billion is proposed to be paid into CalSTRS and \$6 billion into CalPERS.

Mayor Patterson asked if the CalPERS and CalSTRS unfunded liabilities are being treated separately; Mr. Yoder confirmed they are being treated separately.

Mr. Yoder noted that \$3.1 billion in Cap and Trade expenditures is proposed to focus on transportation, pollutants, improving ecosystems, and disadvantaged communities. Mr. Yoder stated the definition of disadvantaged communities may be expanded to include low-income communities due to an increase in Cap and Trade funds.

Supervisor Spering asked if the \$3.1 billion in cap and trade money includes additional funding allocated for the Strategic Growth Council (SGC). Mr. Yoder stated that SGC will receive \$400 million of the \$3.1 billion.

Supervisor Seifert recalled the Governor’s visit to the CSAC Executive Committee noting that he believed he may have difficulty passing the proposed budget because the transportation funding proposals and Managed Care Organization (MCO) tax. Supervisor Seifert noted she believed CSAC did not appear to think it would be problematic and asked Mr. Yoder what the likelihood of the budget being adopted in its current iteration. Mr. Yoder answered that the MCO tax will need to be readopted in the next month according to the Governor and could lead to the transportation tax completed by the year’s end.

2. Proposed 2016 CCCC Legislative Platform Discussion (Action Item)

No discussion.

A motion to approve the November 12, 2015 minutes was made by Supervisor Hannigan and seconded by Mayor Batchelor. The 2016 Legislative Platform was approved by 10-0 vote.

3. Senior Poverty

Rochelle Sherlock, Consultant for the Senior Coalition of Solano County, Barbara Ewing, Chair of the Senior Coalition, and Bob Stalker, Legal Services of Northern California and member of the Senior Coalition made presentation on issues impacting senior in Solano County. Ms. Sherlock kicked off the presentation noting that income must equal or exceed the need/expenses of an individual otherwise they will be in poverty. She noted that senior poverty and poverty in general have interconnected causes and indicators of what lead to poverty. Ms. Sherlock presented a video to highlight four women in Solano County who have lived in poverty to highlight their experiences and issues leading to poverty. The video highlighted several issues including inability to pay for housing, medical co-pays, and social necessities not being met as a result of the lack of family support. Ms. Sherlock noted that 26% of seniors are economically vulnerable. One third of seniors age 65 and older do not have any retirement savings and those that do, have a median income of around \$12,000 which is around half of the cost of basic necessities.

Ms. Sherlock introduced Bob Stalker to present information about housing. Mr. Stalker noted that the Federal Government estimates housing cost makes up about 30 percent of an individual's income; around 50 percent of renters in Solano County are paying more than 30 percent and of the people overpaying, 84 percent of them are low-income residents. This equates to a requirement of 2.5 jobs at minimum wage to afford renting. Mr. Stalker noted several suggestions to increasing affordable housing through different methods of delivery and funding sources. Ms. Sherlock connected the affordable housing issues presented by Mr. Stalker to the costs of long-term medical care for seniors. The income of seniors is overtaken by both the costs of housing and long-term medical care.

Ms. Sherlock introduced Barbara Ewing Chair, Senior Coalition, who identified the interdependent actions that will be required to increase care of seniors and connect seniors to services that currently exist: in order to increase access to services that exist. The network of care needs to be launched in the form of a website, support for seniors in meeting their current needs in the form of a volunteer center which would be staffed and headed by a coordinator. Ms. Sherlock ended her presentation with identifying the CCCC members as the "trusted insiders" in the model she presented in her Power Point and that they, as elected officials have the ability to identify pockets of poverty that exist, employ a consumer based staff, and buy in to this social network model, not unlike the Village model shared at the previous CCCC meetings.

4. Moving Solano Forward Phase 2 Overview

Sean Quinn, Program Manager with Solano EDC, Sandy Person President, Solano EDC, Audrey Taylor President, Chabin Concepts, Dr. Robert Eyerl President, Economic Forensics and Analytics, and James Bezek, Senior Management Analyst with Solano County Administrator's Office collectively provided an update on the Moving Solano Forward project. The overview included a brief description of what each task of the project would hold as it related to each team member. The overall project will reach its conclusion in February 2017 with scheduled deliverables along the way which will be expanded upon in future CCCC meetings. The aim of Phase 2 is to create a web-

based tool through which businesses can view Solano County's premium sites (targeted for certain business, workforce, etc.) to bolster Solano County's economy as well as attractiveness to reside, train, and grow as much as possible. Mr. Quinn described the method by which it is built upon is a tier system for site selection. Tier 1 being ready to present and list on the site tool, Tier 2 needing at least one factor to be site ready which vary greatly (housing, workforce, similar businesses, and many other infrastructure categories), and Tier 3 having no infrastructure and may not have been annexed into the community but are planned to be annexed.

One deliverable or backbone of the web-based tool is in process which includes the site data from the cities and the County, industry cluster data which identifies where certain businesses, workforces, and other infrastructure lay currently which will be used alongside other data to project where those clusters will be in later years. Dr. Eyler stated one method the information gathered for Solano County will be used is to market through a regional comparison of businesses who could thrive in Solano County as a first choice with reasons why those businesses would thrive and concurrently be truthful in describing why Solano County would not be suited for certain businesses. Dr. Eyler reiterated that the usefulness of this tool would be that it identifies only the best site selections and value propositions for the best industry clusters rather than simply being a collection of all sites - the filtering allows for a better, more focused marketing of Solano County's business and workforce brand, regionally.

Ms. Taylor described how the criteria in site selection have been identifying workforce availability, buildings, electric, water, sewer, similar business surroundings, possibility and proximity of training, housing, and many more factors all of which effect whether a site is categorized as Tier 1, 2, or 3. Ms. Supervisor Sperring commented regarding the lack of a ready workforce mentioned in the presentation. Ms. Taylor explained that if the workforce is intended to be local then the programs must be present and fostered by the County/cities earlier and continuously from K-12, at Solano Community College, and beyond with any other skill-based training available. Aligning curriculum with current and projected business or economic clusters will allow for a local workforce rather than an imported one which leads to responsibility of housing and traffic.

VII. Announcements

There were no closing comments.

VIII. CCCC Closing Comments

There were no closing comments.

ADJOURNMENT: The meeting was adjourned at 8:45 p.m. The next meeting will be on March 10, 2016 in the Berryessa Room at the Solano County Water Agency located at 810 Vaca Valley Parkway, Ste 203, Vacaville, CA 95688.

**SOLANO
City County Coordinating Council
Staff Report**

Meeting Date: March 10, 2016

**Agency/Staff: Michele Harris,
Executive Director, First 5 Solano,
Connie Harris, Solano Community
Foundation, and Rochelle Sherlock,
Give Local Solano**

Agenda Item No: V.1

Title /Subject:

Receive a presentation on Give Local Solano

Background:

Give Local America started in 2014 as one of the United States largest, 24-hour crowdfunding events designed to empower people to give back to their local communities by supporting the organizations they trust to tackle today's most critical issues. Give Local America serves as an umbrella entity that assists each locality in organizing the Big Day of Giving, and provides a toolkit for participants which includes: a communication timeline, social media toolkit, email and letter templates, press release templates, trainings, and technical assistance.

In 2015, over 9,000 nonprofits in 50 states participated in Give Local America and raised more than \$68.5 million for local communities. In 2016, Give Local America hopes to engage even more nonprofit organizations and expand its fundraising efforts to reach \$100 million in donations. Since 2014, Give Local America has experienced improvements in all aspects of the campaign, including: more dollars raised, increased average donation amounts, availability of mobile donations, and an overall increase of the number of donations.

A variety of interest areas are available for donors to select from: human services, education, arts & culture, animals, youth development, health services, community improvement, environment, and others.

2016 will be Solano's first year participating in the Give Local America event, led by the Solano Community Foundation.

Discussion:

Solano County will participate in Give Local America, led locally by the Solano Community Foundation (SCF) and taking place all day on May 3, 2016.

The purpose of the effort is to raise local funds that go directly to non-profit agencies and further build a local culture of philanthropy on an ongoing basis. Twenty seven nonprofit agencies are participating in Solano; you can visit www.givelocalsolano.org to see the list of participating nonprofits.

The nonprofit partners play a key role in outreach, utilizing a collective fundraising approach in order to make the event successful. Each participant is expected to utilize their networks to market the campaign, using outreach strategies such as: social media, meetings, presentations, print media, and radio.

The goals of Give Local Solano are:

- Leverage the national presence of the Give Local America momentum in Solano
- To unite and inspire residents, businesses, friends, and families in making a local difference.
- Raise awareness of current needs and charitable opportunities in our region.
- Increase the capacity of local nonprofits to serve, engage constituents and generate revenue.
- Inspire donors of all kinds to support the causes that mean the most to them.
- Recognize and celebrate stakeholders and event sponsors.

SCF intends to establish Give Local Solano as the Foundation's key annual fundraising event.

Recommendation:

Receive a presentation on Give Local Solano.

Give Local Solano: Building Local Philanthropy

Michele Harris, First 5 Solano

Connie Harris, Solano Community Foundation

Rochelle Sherlock, Give Local Planning Committee



Why *Give Local Solano*?

- Lowest per capita charitable giving of nine bay area counties
- Increasing community needs and limited service capacity
- Encourage individual giving and identify new funding sources
- Decreased funding from current sources



What is *Give Local Solano*?

- Local 24-hour crowd funding event
- Conducted in partnership with national model, Give Local America
- Led locally by the Solano Community Foundation
- 28 participating nonprofit agencies



How Does *Give Local Solano* Work?

- Nonprofits drive traffic to giving day website www.GiveLocalSolano.org
- Outreach strategies:
 - Utilize Organization Networks
 - Social Media
 - Meetings/Presentations
 - Print Media
 - Radio
- Donors choose the organization or interest area and make a secure online donation.



Who is Participating?*

- Benicia Community Gardens
- Children's Network
- Children's Nurturing Project
- Connections for Life
- Dreamcatchers Empowerment
- Easter Seals of the Bay Area
- Fairfield Community Services Foundation
- Faith in Action
- Fighting Back Partnership
- Florence Douglas Senior Center
- Food Bank of Contra Costa & Solano
- Girls on the Run
- Healthy Cooking with Kids
- The Hope Project
- Jimmy Doolittle Center
- Meals on Wheels, Solano
- Napa Solano Audubon
- Pink Lemonade
- Project KIKS
- Rio Vista CARE (Family Resource Center)
- Safequest Solano
- Solano Community College Educational Foundation
- Solano County Library Foundation
- Solano Family & Children's Services
- Solano Land Trust
- Vallejo Symphony
- Zamboanga Hermosa

*Participants as of 2/29/16



Give Local Solano Goals

- Leverage national Give Local America momentum
- Unite and inspire residents, businesses, friends, and families
- Raise awareness of philanthropic landscape
- Increase local nonprofits revenue
- Inspire donors to support local efforts



How You Can Help *Give Local Solano*

- Receive a presentation at your public meeting
- Proclaim May 3rd as the Big Day of Giving
- Encourage constituents & others to spread the word about Give Local Solano
- Share the website: www.GiveLocalSolano.org
- Donate on the Big Day of Giving!

May 3, 2016

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Questions



**SOLANO
City County Coordinating Council
Staff Report**

**Meeting of: March 10, 2016
Agenda Item No:**

Agency/Staff: Bill Emlen, Solano County

Title /Subject: Status report on the County's exploratory efforts to establish a regional park system.

Background:

In May 2015 the County initiated exploratory work towards establishment of a regional parks/open space system in Solano County. The Board of Supervisors took action to form a Board subcommittee, consisting of Supervisors Seifert and Vasquez. The Board also authorized a contract with the consulting group of SRI/O'Brien Consulting, to assist Resource Management staff and the Subcommittee in the initial exploratory efforts.

The consultant team conducted 50 stakeholder interviews and a telephone survey of 519 registered voters attempting to determine the level of general public knowledge of existing regional parks and gauge public support for an integrated regional system of parks and open spaces in Solano County. The consultant team and staff presented this information to the Board of Supervisors on January 12, 2016.

Discussion:

Voter Survey: As stated, the consultant conducted a telephone survey of a random sample of registered voters in Solano County. Questions in the survey related to general public interest in an integrated regional parks and open space system, funding options for such an integrated system, governance models for a regional park system, and demographic information. The survey revealed that there is support for the concept of a regional park system, but willingness of residents to approve a new funding source for such a system lacks sufficient community support at this time. Some key results from the survey were:

- A. The public feels strongly that the availability of proximate parks, trails, and recreational opportunities improves their quality of life (89%).
- B. Keeping parks properly maintained is a necessity (94%).
- C. Additional parklands and trails should be acquired and opened for use by Solano County residents (80%).
- D. The public is not yet willing to support a sales tax measure that would provide funding to support expansion or maintenance of recreational lands (25.5% likely, potential up to 36%). Support for some form of a parcel tax was less (22% likely, 31% potential).
- E. The public would encourage County officials to continue to explore options for creating an integrated regional parks and open space system (78%).
- F. Should a district be considered, the public prefers to have the Board of Supervisors or a combination of the Board and appointees from public agencies included in the district to serve as Directors (55%).

Possible Formation of a Dependent Regional Parks District: The survey and interview results suggest the concept that the County should consider the formation of a Regional Parks and Open Space District. The consultant team suggested that a dependent form of regional district may be best suited for Solano County because of available staff resources and budget commitments to support the early formation. Initially, such a district would likely consist solely of the Board of Supervisors acting as the Directors of the district with opportunities for others to opt in and have representation on the Board such as the cities or Solano Land Trust depending on properties that might be included in the District. A dependent district could convert to an independent district in the future should the District grow to the point that could support an independent governance body. This dependent district would initially oversee the properties currently managed by County Parks and the operating budget would be that of the current baseline budget for County Parks. A potential benefit of operating the County parks through a new district is that the district would be eligible to receive various grant funds where the current County park system is not eligible. It would also add an identity to the regional system.

Based on the survey results, the Board approved additional funding and directed County staff to continue further community outreach focusing on the regional management opportunities for regional parks and open space lands in the County. In concert with the outreach efforts, the Board directed staff to move forward with the technical analysis toward the formation of a dependent regional parks and open space district.

To assist with these efforts, County staff has contacted possible consultant firms to assist with some of the specialized work that would be necessary to meet the Board's direction. The focus will be on broadening public outreach and technical work on the District formation process, including but not be limited to an analysis of financing, formation methodology, and governance.

It is expected that further outreach efforts will be initiated this spring. The dependent District formation assessment will likely be presented to the Board of Supervisors by early summer.

Recommendation:

Receive a status report on the County's exploratory efforts to establish a regional park system.

IDENTIFICATION AND ASSESSMENT OF POTENTIAL REGIONAL PARK AND OPEN SPACE PROPERTIES IN SOLANO COUNTY

Prepared for,
Solano County Board of Supervisors

**Solano County Department
of Resource Management**

December 2015



**IDENTIFICATION AND ASSESSMENT OF POTENTIAL REGIONAL PARK
AND OPEN SPACE PROPERTIES IN SOLANO COUNTY**

Prepared for,

Solano County Board of Supervisors

**Solano County Department
of Resource Management**

December 2015



**IDENTIFICATION AND ASSESSMENT OF POTENTIAL REGIONAL PARK
AND OPEN SPACE PROPERTIES IN SOLANO COUNTY**

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IDENTIFICATION AND ASSESSMENT OF POTENTIAL REGIONAL PARK AND OPEN SPACE PROPERTIES IN SOLANO COUNTY

Introduction

Recent research has indicated that the residents of Solano County are receptive to the idea of parks and open spaces as being an important factor in the measurement of their quality of life. The residents have shown that they understand the health and economic benefits of having access to more parks and open spaces and are supportive of increasing the levels of access currently found within the county. This document serves to identify and provide assessment of existing and potential parks and open space locations within Solano County.

The diversity of the County's geography makes the prospect for a regional park system both interesting and desirable as it is a factor in the variety of outdoor recreational activities pursued in the County; from bird watching to personal watercraft use, mountain biking to disc golf, picnicking to sport fishing, the desire to recreate outdoors is abundant, this document identifies the range of resources existing within the County that provide for the range of recreational opportunities that residents seem to undertake.

There is already a baseline for a regional parks system in the County with regional type parks and open spaces between cities and the unincorporated area. Examples of these include Lake Solano County Park, Sandy Beach County Park, and Rockville Hills Park. Other lands, such as Rockville Trails Preserve and the Vallejo Swett Ranch Open Space are operated by the SLT and are permanently preserved, but they have limited or no public access due to lack of funding to improve, maintain, and safely operate.

Costs to adequately fund and operate larger properties typical of a regional parks system can be burdensome to smaller jurisdictions and entities. There are economies of scale that make a consolidated, integrated system a natural consideration as additional growth in the County makes such a system a more feasible and desirable element of the larger Solano County community.

As a result, the County is investigating ways to consolidate parks and open space management at a regional level. A necessary step in this analysis is to understand the various open space and park lands that could be included in a regional park system and to determine what the needs are for these areas in order to keep them open to the public or to make these areas available to the public if not currently open. This Assessment looks at a range of properties (generally already owned by public and semi-public entities) in the County that could potentially be included in a regional parks and open space system and evaluates infrastructure and maintenance requirements.

The properties are divided into tiers as follows;

Tier 1 properties are currently managed by Solano County Parks and Recreation;

Tier 2 properties are currently managed by Solano Land Trust which could potentially be operated by Solano County Parks and Recreation, similar to current management of Lynch Canyon Open Space;

Tier 3 properties represent properties managed by public or semi-public entities in the County that share characteristics commonly associated with parks and open spaces.

Projected Properties

Parks and Open Space

Tier

- 1** Sandy Beach County Park
- 1** Lake Solano County Park
- 1** Belden's Landing Boat Launch Facility
- 1** Lynch Canyon Open Space
- 2** Earmark Property
- 2** Vallejo Swett Open Space
- 2** Rockville Trails Preserve
- 3** Lagoon Valley Park \ Lagoon Valley Open Spaces
- 3** Lake Herman Recreation Area
- 3** McIntyre Ranch
- 3** Mare Island Regional Park
- 3** Benicia State Recreation Area
- 3** Lake Chabot / Dan Foley Park
- 3** Caligiuri Open Space / Glen Eagle Open Space
- 3** Serpas Ranch Open Space / Rolling Hills Open Space
- 3** Spyglass Hill Open Space
- 3** Rockville Hills Regional Park
- 3** Vallejo Lakes
- 3** Peytonia Slough Ecological Preserve
- 3** Rush Ranch Open Space
- 3** Jepson Prairie Preserve
- 3** Stebbins Cold Canyon Reserve

Total Acreage by Tier

Tier 1 1,254

Tier 2 3,924

Tier 3 14,097

Tier 1 and Tier 2 Identified Projects

TIER	LOCATION	PROPERTY OWNER	DESCRIPTION	ESTIMATED COSTS
1	Sandy Beach 30 acres	Army Corps of Engineers	campsite electrical upgrade	\$ 250,000.00
			plant vegetation border / plant trees in day use and campground	\$ 15,000.00
			repave campground	\$ 800,000.00
			restripe day use and launch lots	\$ 7,000.00
			playground installation	\$ 75,000.00
			install new horseshoe pits	\$ 1,000.00
			new shower building	\$ 260,000.00
			ADA improvements	\$ 415,000.00
				\$ 1,823,000.00
1	Lake Solano 178 acres	Bureau of Reclamation	repave campground	\$ 1,000,000.00
			Campsite electrical upgrade	\$ 320,000.00
			payment machine	\$ 20,000.00
			ADA Improvements	\$ 1,243,000.00
			youth area / Day Use Bridge	\$ 420,000.00
				\$ 3,003,000.00
1	Belden's Landing 7 acres	Department of Fish and Wildlife	gravel perimeter of boundary fence	\$ 10,000.00
			repave parking lot	\$ 150,000.00
			make ADA changes to fishing pier	\$ 240,000.00
			install fishing pole holders / bait cutting boards	\$ 10,000.00
				\$ 410,000.00
1	Lynch Canyon 1039 acres	Solano Land Trust	ADA Improvements	\$ 96,000.00
			shade structure	\$ 180,000.00
Tier 1 1254 acres				\$ 276,000.00
2	Earmark Property 264 acres	Solano Land Trust	vault toilet	\$ 25,000.00
			trail creation	\$ 50,000.00
			staging area	\$ 200,000.00
				\$ 275,000.00
2	Vallejo Swett 906 acres	Solano Land Trust	staging area	\$ 290,000.00
			trail building	\$ 210,000.00
			signage	\$ 5,000.00
				\$ -
				\$ 505,000.00
2	Rockville Trails Preserve 1500 acres	Solano Land Trust	staging area /	\$ 600,000.00
			walking bridge to Rockville Hills Regional Park	\$ 700,000.00
			trail network	\$ 100,000.00
			signage	\$ 2,500.00
Tier 2 3924 acres Total				\$ 1,402,500.00
CIP Total				\$ 7,694,500.00

Sandy Beach County

Park

Owner:
United States
Army Corps of Engineers

Operator:
Solano County Parks
and Recreation

Operational Status:
Open year round

Usage annually:
108,000 people

Acres: 30



Park Features

- 42 campsites (water and electric)
- 24 hour Boat Launch
- 1/4 mile beach access (water activities range from shore fishing, sunbathing, playing in the water, boating, and Personal Watercraft use)
- Restrooms (3)
- Shower Building (1)

Site Opportunities and Constraints

- Adjacent to waste water treatment facility
- Adjacent to Army Corps. dredging deposit site
- Resident Ranger

Planned Improvements

Park improvements including: campsite electrical upgrades, repair of damaged asphalt, playground installation, a new shower building, natural resource and habitat enhancements, and making needed accessibility improvements are projected to cost \$1,800,000.

Tier 1

Lake Solano County Park

Winters

Owner:
United States
Bureau of
Reclamation

Operator:
Solano County Parks
and Recreation

Operational Status
Open year round

Usage annually:
70,000 people

Acres: 178



Tier 1

Park Features

- 70 campsites (36 water and electric , 24 primitive)
- Youth Group Area
- Kayak, canoe launch access
- 6 creek access areas
- Restrooms (9)
- Shower Building (1)
- Nature Center
- Rentable spaces in Day Use

Site Opportunities and Constraints

- Water flow of creek controlled by Solano Irrigation District
- Possible neighboring property connection
- Resident Ranger

Planned Improvements

Park improvements including: campsite electrical upgrades, repair of damaged asphalt, playground installation, a bridge connecting the day use and youth camp , natural resource and habitat enhancements, and making needed accessibility improvements are projected to cost \$3,003,000.

Belden's Landing Boat

Launch

Owner:
State of California
Department of
Fish and Wildlife

Operator:
Solano County
Parks
and Recreation

Operational Status:
Open year round

Usage annually:
18,000 people



Tier 1

Park Features

- 24 Hour Boat Launch Access
- 24 Hour Fishing Pier Access
- Restrooms (1)

Site Opportunities and Constraints

- Service Point for Montezuma Bridge Electrical
- Remote location

Planned Improvements

Park improvements including: repair of damaged asphalt, natural resource and habitat enhancements, install bait cutting stations and fishing rod holders and making needed accessibility improvements are projected to cost \$410,000.

Lynch Canyon Open Space

Fairfield/Vallejo

Owner:
Solano Land Trust

Operator:
Solano County Parks
and Recreation

Operational Status:
Open year round

Usage annually:
2,200 people

Acres: 1039



Park Features

- 9 Miles of Multi Use trails
- Restrooms (1)

Site Opportunities and Constraints

- Possible connection to neighboring properties
- Passive boundary with Newell Open Space

Planned Improvements

Park projects include shade structure and accessibility improvements projected to cost \$276,000.

Tier 1

Earmark Property

Fairfield/Vallejo

Owner:
N/A

Operator:
N/A

Operational Status:
N/A

Usage annually:
N/A

Acres: 264



Tier 2

Park Features

- Undeveloped open space

Site Opportunities and Constraints

- Possible connection to neighboring properties
- Freeway adjacent
- Not currently under operation

Planned Improvements

Park improvements include a staging area, restroom, trail network creation and signage projected to cost \$275,000.

Vallejo Swett Open Space

Vallejo

Owner:
Solano Land Trust

Operator:
Solano Land Trust

Operational Status:
Docent Led Access

Usage annually:
121

Acres: 906



Tier 2

Park Features

- Access from Blue Rock Springs Park
- Undeveloped open space

Site Opportunities and Constraints

- Two access points
- Possible connection to neighboring properties

Planned Improvements

Park projects include a staging area, trail network construction and signage projected to cost \$505,000.

Rockville Trails Preserve

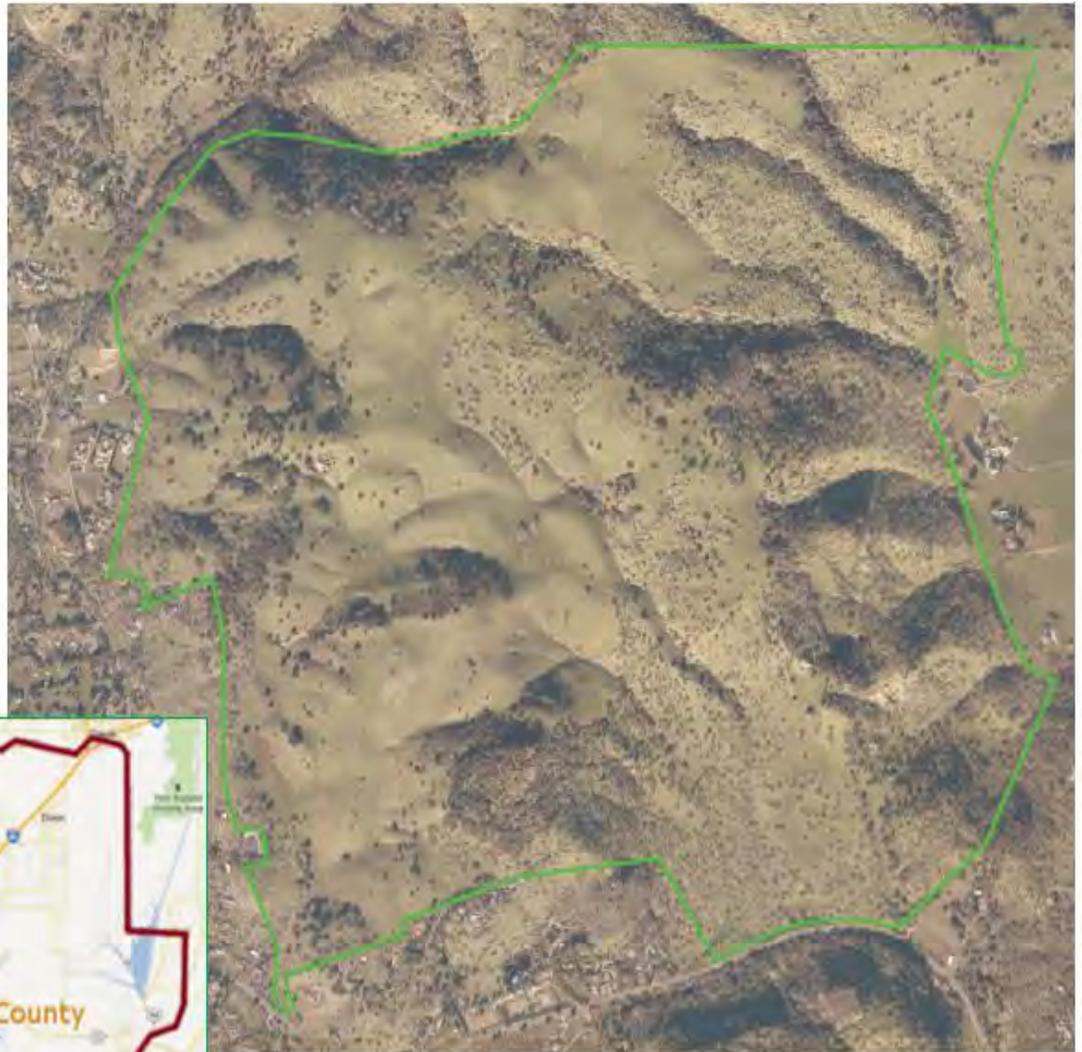
Owner:
Solano Land Trust

Operator:
Solano Land Trust

Operational Status:
Docent Led Access

Usage annually:
480

Acres: 1500



Tier 2

Park Features

- Undeveloped open space
- Hiking trails

Site Opportunities and Constraints

- Possible connection to a neighboring property (Rockville Hills Regional Park)

Planned Improvements

Park projects include a staging area with restrooms, trail network construction, pedestrian crossing point to connect to Rockville Hills Regional Park, and signage projected to cost \$1.4 million.

Lagoon Valley Park / Lagoon

Valley Open Spaces

Vacaville

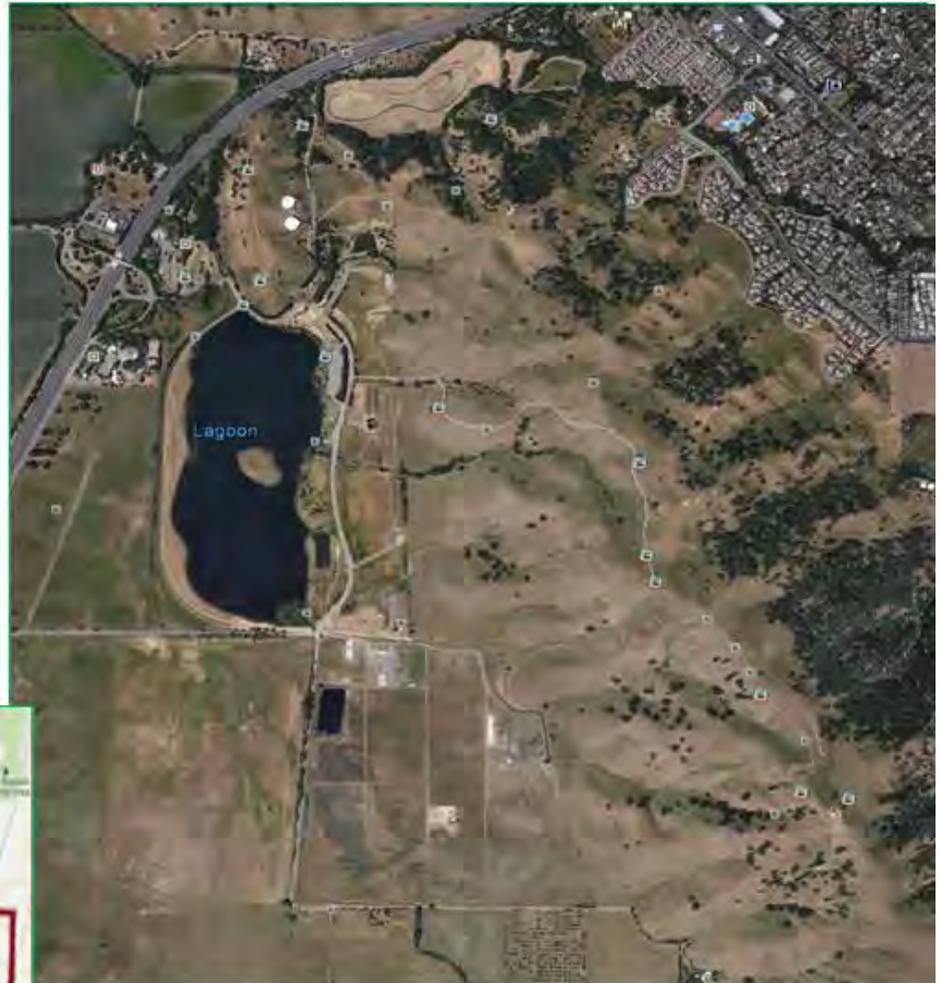
Owner:
City of Vacaville

Operator:
City of Vacaville

Operational Status:
Open year round

Usage annually:
Not tracked

Acres: 1445



Tier 3

Park Features

- Multiuse parkland
- Dog park
- Disc golf course
- Multiuse trail network

Site Opportunities and Constraints

- Pena Adobe is within the property
- Lagoon is heavily sedimented requiring the lagoon to be rehabilitated.

Planned Improvements

Park projects include: rehabilitating the paving throughout the park, constructing an entrance Kiosk, and signage projected to cost \$1 million.

Lake Herman Recreation Area

Benicia

Owner:
City of Benicia

Operator:
Benicia Parks and
Community Services

Operational Status:
Open year round

Usage annually:
Not tracked

Acres: 577



Tier 3

Park Features

- 50 acre reservoir
- Hiking, fishing, picking
- Restroom (3) at neighboring Community Park
- Restroom (2 portable toilets) at the north access point

Site Considerations

- Access from Community Park
- Connection to a neighboring property

Planned Improvements

Park Projects include trail design and construction, and signage projected to cost \$50,000.

McIntyre Ranch

Vallejo

Owner:
Greater Vallejo
Recreation District

Operator:
Greater Vallejo
Recreation District

Operational Status:
Special Event access only

Usage annually:
N/A

Acres: 24



Tier 3

Park Features

- Ranchland open space

Site Considerations

- Possible connection to a neighboring properties
- Possible operations point for Vallejo area open spaces

Planned Improvements

Park Projects include replace existing water holding tank for larger capacity tank, installation of restroom, and restorative work on the historic barn projected to cost \$215,000.

Mare Island Regional Park

Vallejo

Owner:
City of Vallejo

Operator:
City of Vallejo /
Mare Island Heritage Trust

Operational Status:
Open Friday-Sunday,
Holidays

Usage annually:
Not Tracked

Acres: 250



Tier 3

Park Features

- Hiking trails
- Restrooms (1)

Site Opportunities and Constraints

- Possible increase of property size as rehabilitated land is made available by US Navy
- National Cemetery within park
- Multiple structures need to be assessed for use or removal

Planned Improvements

Park projects include: staging area rehabilitation nature center updates and signage projected to cost \$500,000.

Benicia State Recreation Area

Benicia

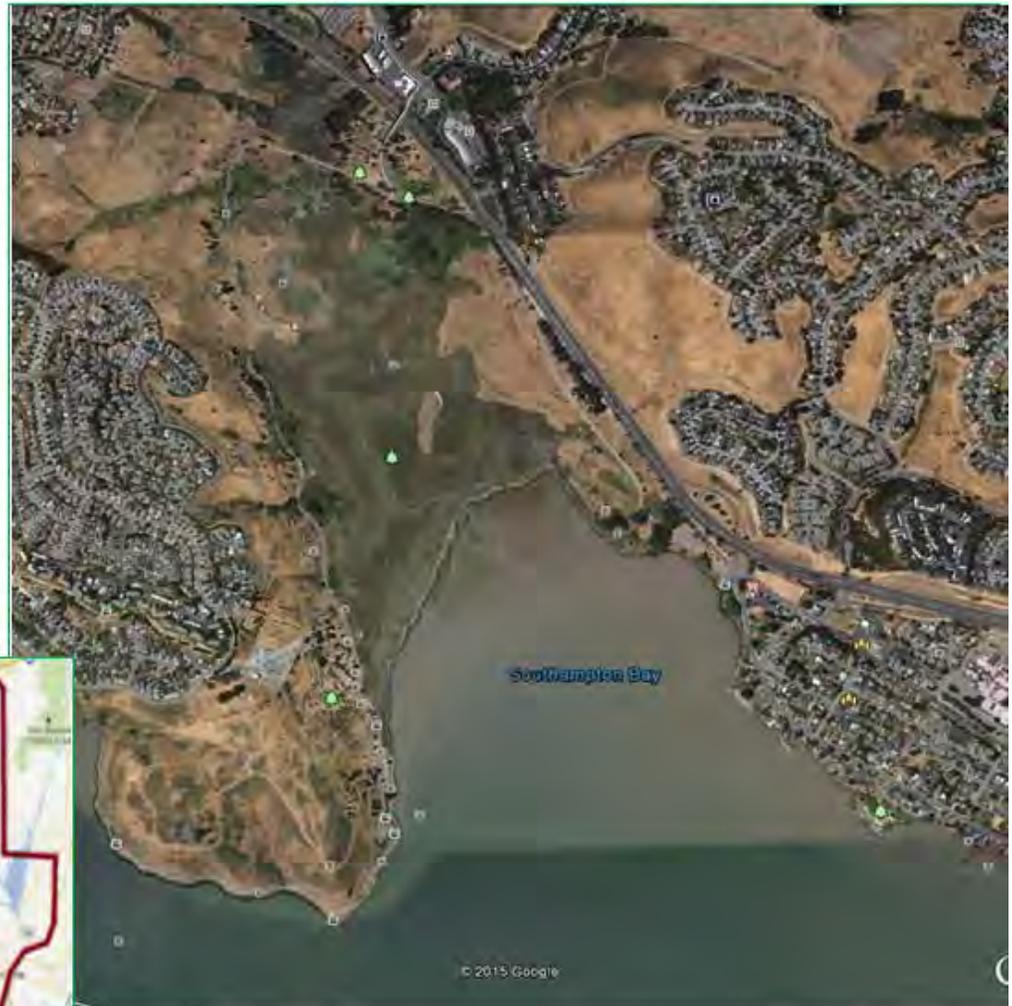
Owner:
State of California

Operator:
California State Parks

Operational Status:
Open year round

Usage annually:
N/A

Acres: 447



Tier 3

Park Features

- Enroute campsites (3)
- Native Demonstration Garden
- 2 1/2 miles of roads/ trails for hiking and biking
- Restrooms (1)

Site Considerations

- Bathroom at end of park needs rehabilitation or removal.
- Bay Area Ridge Trail segments connect in park

Planned Improvements

Park projects include removal or restoration of restroom structure, rehabilitate road and parking lots, create multiuse roadside trail, installation of fee payment machine and signage projected to cost \$285,000.

Lake Chabot / Dan Foley Park

Vallejo

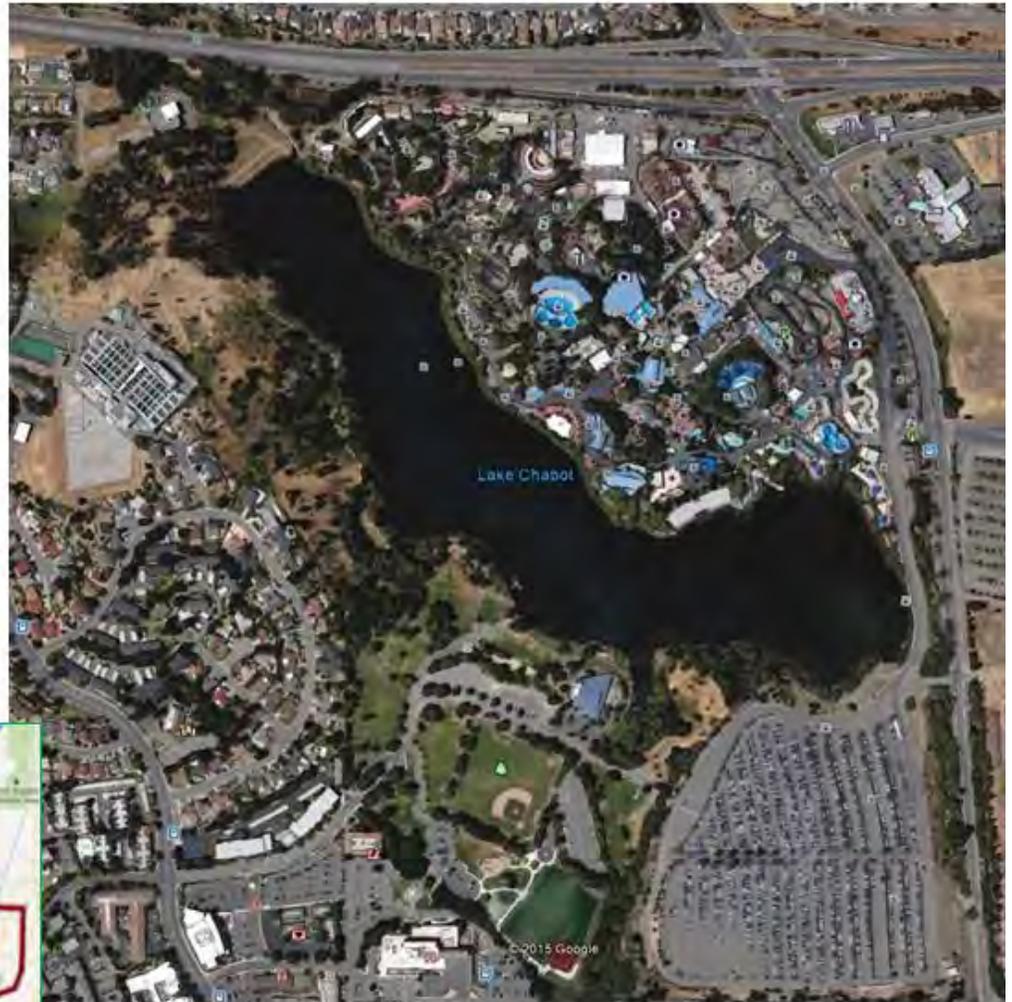
Owner:
GVRD

Operator:
GVRD

Operational Status:
Open Daily

Usage annually:
N/A

Acres: 60



Tier 3

Park Features

- Water access
- Fishing
- Sports Fields
- Community Center
- Rentable spaces

Site Opportunities and Constraints

- Adjacent to Six Flags Discovery Kingdom
- Freeway adjacent
- Multi use park, sports fields to passive lakefront recreation

Planned Improvements

Park improvements include: Trail design and installation, ADA Improvements, trail corridor Improvements. \$200,000

Caligiuri Open Space /Glen Eagle

Open Space

Owner:
City of Vacaville

Operator:
City of Vacaville

Operational Status:
Open year round

Usage annually:
Not tracked

Acres: 489



Tier 3

Park Features

-Undeveloped open space

Site Considerations

-Curb parking, multiple access points
-Trail network consists of social trails, no planned trail network

Planned Improvements

Park projects include trail design and building, and signage projected to cost \$305,000.

Serpas Ranch Open Space / Rolling Hills Open Space

Owner:
City of Fairfield

Operator:
Fairfield Parks and Open Space

Operational Status:
Open year round

Usage annually:
Not tracked

Acres: 703



Tier 3

Park Features

- Undeveloped Open space

Site Considerations

-Possible connection to a neighboring property
-Parking lot

Planned Improvements

Park projects include trail design and building, and signage projected to cost \$170,000.

Spyglass Hill Open Space

Fairfield

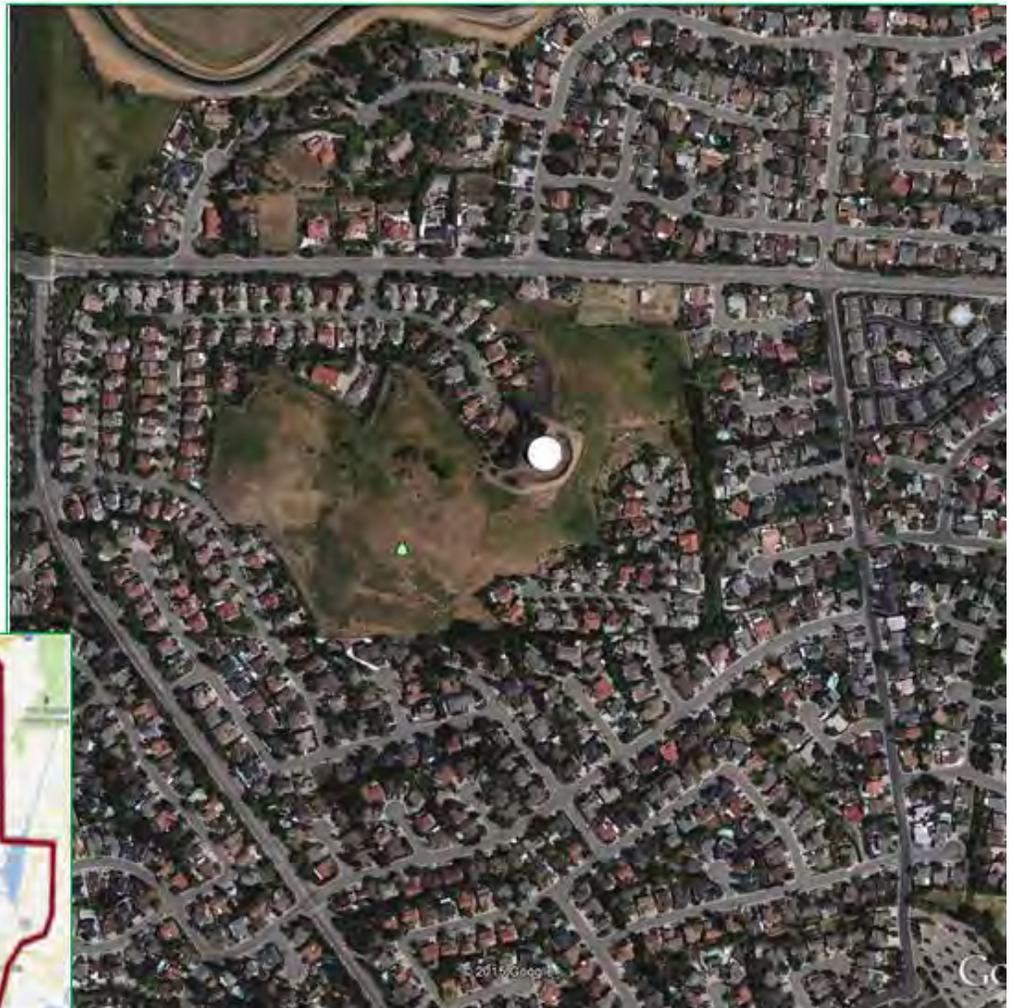
Owner:
City of Fairfield

Operator:
Fairfield Parks and Open Space

Operational Status:
Open year round

Usage annually:
Not tracked

Acres: 25



Tier 3

Park Features

-Undeveloped open space

Site Considerations

-Property is land locked by neighborhood

Planned Improvements

-Park projects include trail design and building, and signage projected to cost \$5,000.

Rockville Hills Regional Park

Fairfield

Owner:
City of Fairfield

Operator:
Fairfield Parks and Open Space

Operational Status:
Open year round

Usage annually:
Not Tracked

Acres: 630



Tier 3

Park Features

- Multiuse regional parkland
- Restrooms (1)
- established and heavily trafficked system of approx. 30 miles of trail

Site Considerations

- Possible connection to a neighboring property

Planned Improvements

Park projects include trail design and building, and signage projected to cost \$100,000.

Vallejo Lakes

Fairfield

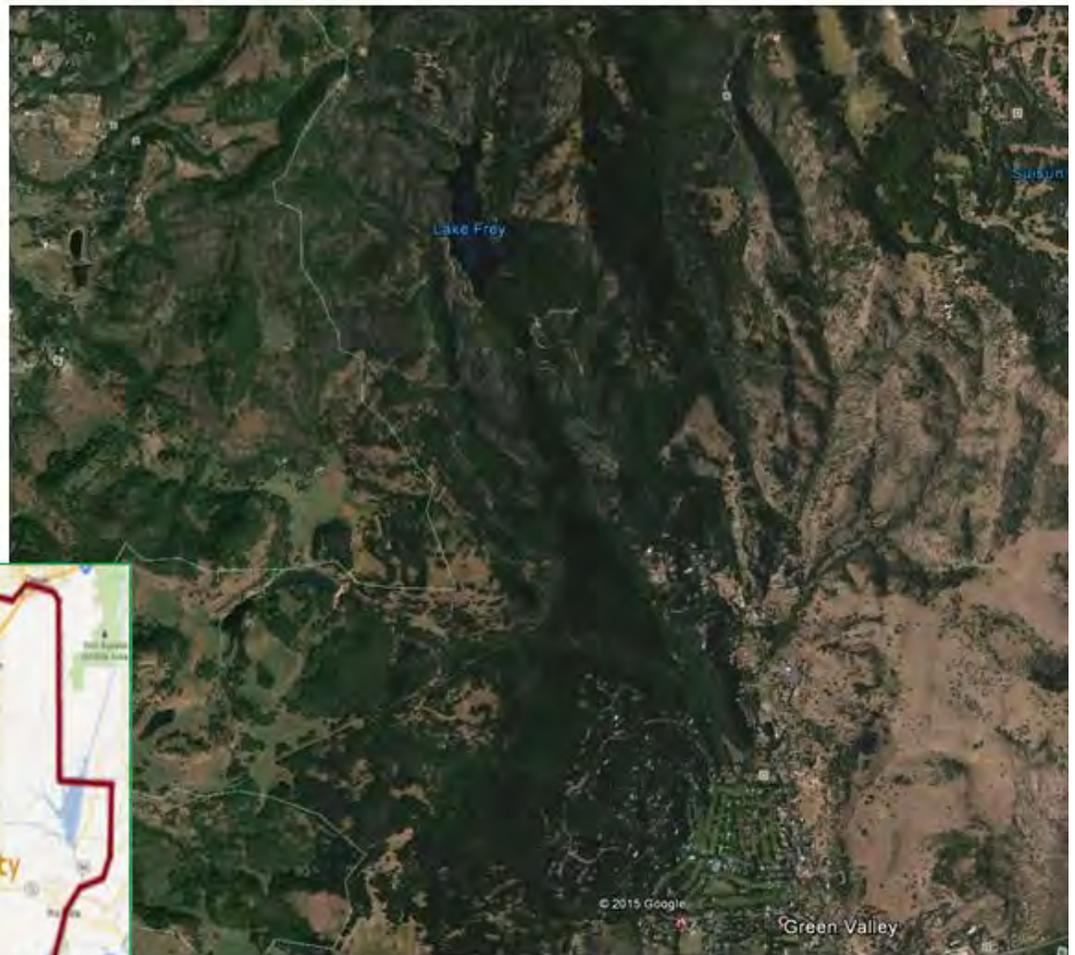
Owner:
City of Vallejo

Operator:
City of Vallejo

Operational Status:
Docent led Hikes only

Usage annually:
N/A

Acres: 1100



Tier 3

Park Features

- Undeveloped open space
- Protected water source

Site Considerations

- Soft boundary shared with Newell Open Space Preserve
- Possible connection to a neighboring property

Planned Improvements

Park projects include trail rehabilitation, staging area improvements and signage projected to cost \$80,000.

Peytonia Slough Ecological Preserve

Suisun

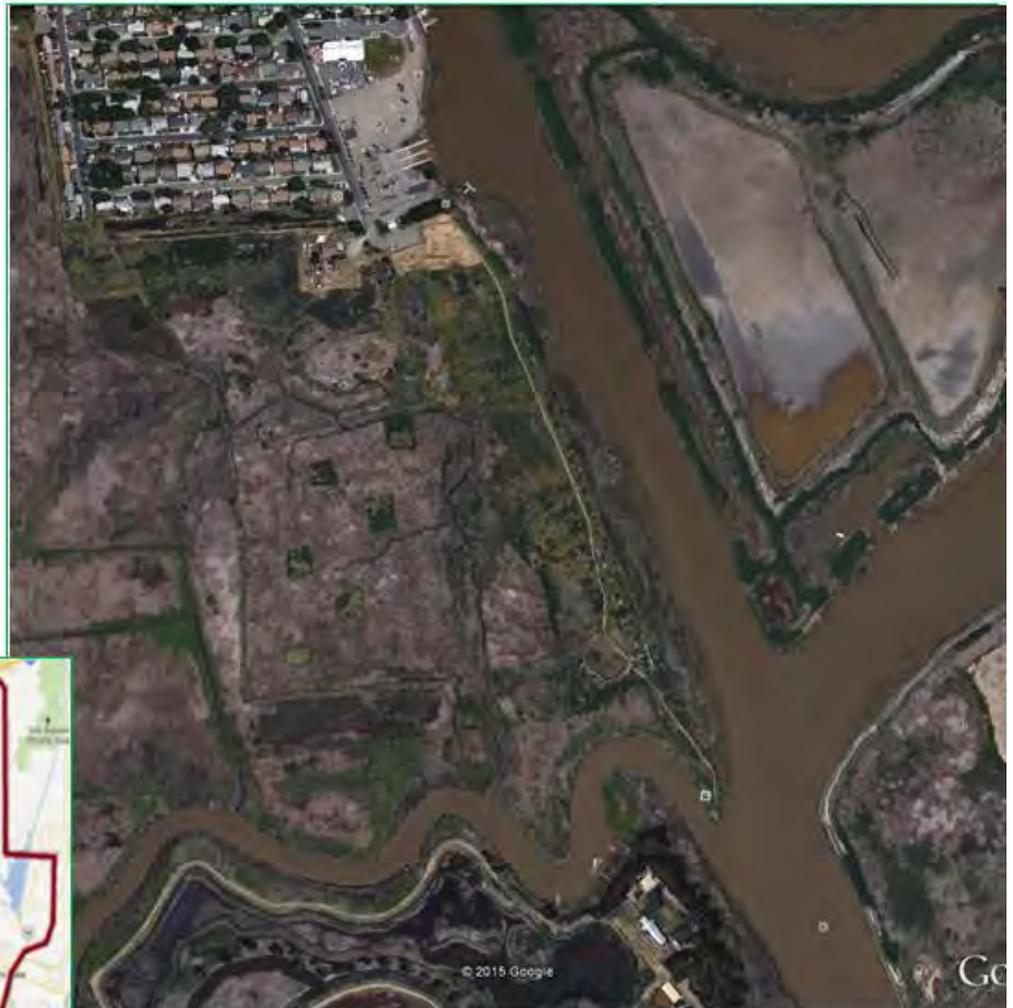
Owner:
State of California

Operator:
Dept. Fish and Wildlife

Operational Status:
Open year round

Usage annually:
Not tracked

Acres: 117



Tier 3

Park Features

-Marshland hiking trails

Site Considerations

-Connection to a neighboring property with boat launch and restroom

Planned Improvements

Park projects include signage and trail improvements projected to cost \$10,000

Rush Ranch Open Space

Owner:
Solano Land Trust

Operator:
Solano Land Trust

Operational Status:
Open year round

Usage annually:
13,052

Acres: 2070



Tier 3

Park Features

- 2,070 acres of marsh and grassland
- Nature Center
- 7 miles of hiking trails
- Historic barn, Sears home
- Restrooms (1)

Site Considerations

- Nature Center and Residence works entirely off the grid
- Access Adventure onsite

Planned Improvements

Park projects include boardwalk and interpretive displays and kiosks, upgrades to staging areas, bus turn around area, expanded picnic area, trail design and building, upgrades to the off grid electrical system, and ADA improvements projected to cost \$1million.

Jepson Prairie Preserve

Vacaville

Owner:
Solano Land Trust

Operator:
Solano Land Trust

Operational Status:
Limited Access
Docent led tours

Usage annually:
559

Acres: 1566



Tier 3

Park Features

-Preservation land

Site Considerations

-UC Davis Natural Reserve System

Planned Improvements

Park improvements to include upgrades to the staging area, picnic area, outdoor classroom seating installation and interpretive displays projected to cost \$200,000.

Stebbins Cold Canyon Reserve

Berryessa

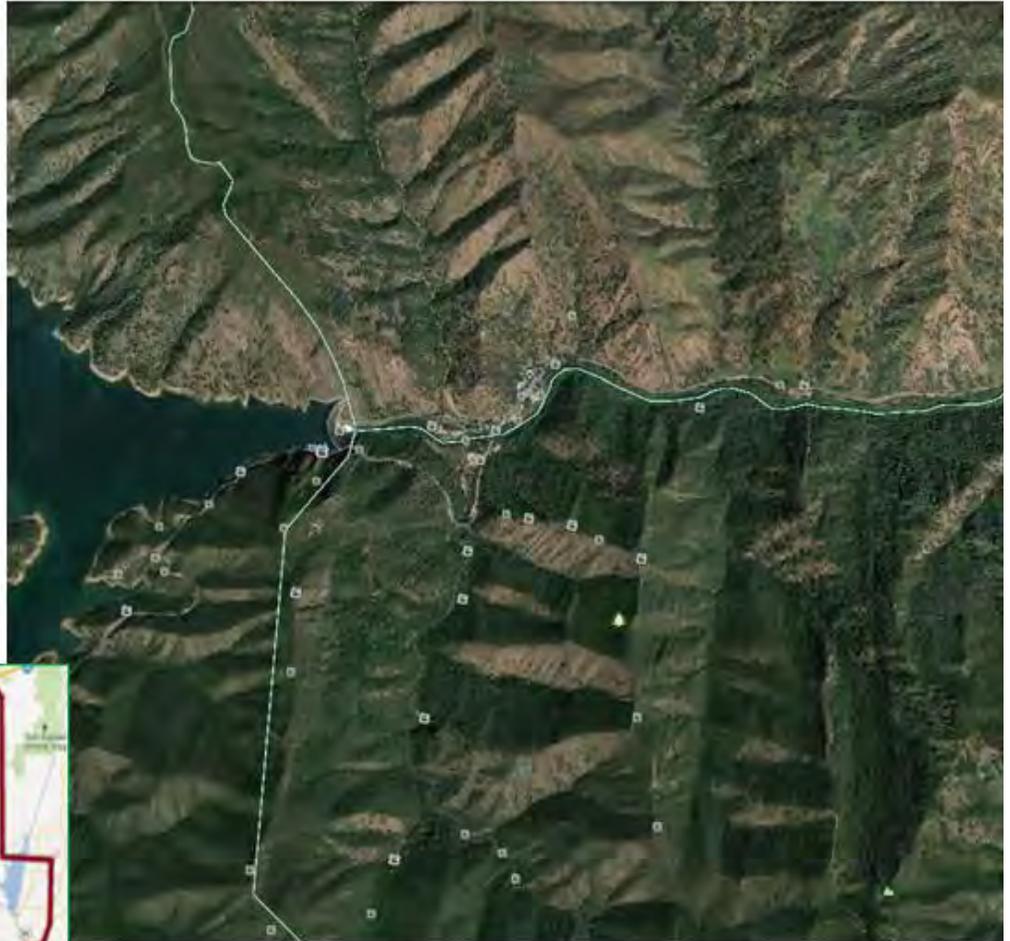
Owner:
UC NRS

Operator:
UC Davis

Operational Status:
Open year round
* Currently closed until
May 2016 due to extreme
fire damage

Usage annually:
45,000

Acres: 670



Tier 3

Park Features

-Open space and small trail network

Site Considerations

-Access from lot across Hwy 128

Planned Improvements

Park improvements include staging area construction, trail design and building, and habitat restoration projected to cost \$750,000.

**SOLANO
City County Coordinating Council
Staff Report**

**Meeting of: March 10, 2016
Agenda Item No: V.3**

Agency/Staff: Jim Leland, County of Solano

Title /Subject: Receive a presentation on the proposed Joint Land Use Study for Travis AFB.

Background:

Travis AFB was nominated for a Joint Land Use Study (JLUS), funded by the Department of Defense, Office of Economic Adjustment. A JLUS is conducted in partnership with local governmental agencies and other stakeholders in order to:

- Plan compatible civilian uses around local military facilities and to carry out efforts to ensure compatible use,
- Engage the private sector to support compatible use, and
- Partner with the Military Departments as they seek compatible civilian activities consistent with their local missions

The County of Solano was identified as the local partner to sponsor the JLUS and has since engaged Matrix Design to conduct the study.

Discussion:

The Joint Land Use Study (JLUS) commenced this winter. The project is in the early data collection phase. The Technical Advisory Committee, consisting of planners from Fairfield, Suisun City, Vacaville and the County participated in a Base tour with Travis personnel and the consultants on March 3, 2016.

The study is expected to take 15 months to complete. Key elements of the study will address:

- Spectrum Encroachment Issues
 - There is a need to review shared spectrum requirements to ascertain whether or not there is any digital surface radar interference that may be experienced between wireless cell phone towers and microwave communications.
- Urban Issues
 - Enhancing anti-terrorism/force protection near the base entry;
 - Future use for a former leaseback area near the northeast corner of base.
 - Economic pressures to expand urban growth toward the Base.
 - Establishing a new Engineering Office Complex at the Base.
- Environmental Issues
 - Mitigation Banks, which could generate additional bird activity and the threat of bird strikes.

The process will culminate with a Final Report which, if successful, will provide a consensus of steps to be taken by individual agencies to address land use and infrastructure issues facing the Base and its surrounding communities.

The JLUS process includes public outreach to the relevant stakeholders and on-going engagement with local officials. An important part of that process is the reliance on a Policy Advisory Committee. We are recommending that the City-County Coordinating Committee, with expanded representation from Travis AFB, agree to serve that purpose, as was done for the update to the Travis Plan update. In addition, we recommend the formation of an Ad-Hoc Committee to advise the staff, as needed, in between the quarterly meetings of the Council. The Ad-Hoc committee would consist of the Mayors from Fairfield, Suisun City and Vacaville as well as the Supervisors from the 3rd and 5th Districts.

Recommendation:

Receive an update on the Joint Land Use Study for Travis AFB and designate the expanded Council as the Policy Advisory Committee and designate an Ad Hoc Committee to assist as needed.

**SOLANO
City County Coordinating Council
Staff Report**

Meeting of: March 10, 2016

Agency/Staff: Dan Marks, Special Advisor with
Management Partners

Agenda Item No: V.4

Title /Subject: Association of Bay Area Governments and Metropolitan Transportation
Commission Merger Study

Background:

In January, 2016, ABAG and MTC hired Management Partners to study the policy, management, financial, and legal issues associated with further integration, up to and including institutional merger between the agencies, and how an integration model might be implemented.

Discussion:

In October 2015, the Metropolitan Transportation Commission (MTC) adopted a resolution to create an integrated regional planning department as the best near-term approach to carry out the land use and transportation planning responsibilities set forth in SB 375 and reduce duplication of effort. This would result in a functional consolidation of planners working on SB 375 within MTC. The respective SB 375 statutory responsibilities of ABAG and MTC would remain the same. The ABAG Administrative Committee also adopted a resolution expressing support of MTC's resolution. The actions by MTC and ABAG were accompanied by an agreement to conduct a Merger Study and in the event ABAG and MTC approve a Merger Implementation Plan prior to July 1, 2016, the functional consolidation of planning departments shall be pre-empted. In January, 2016, ABAG and MTC hired Management Partners to study the policy, management, financial, and legal issues associated with further integration, up to and including institutional merger between the agencies, and how an integration model might be implemented.

What will be done?

Management Partners will evaluate different integration models with respect to the following:

- Policy considerations
- Statutory authorities
- Representation and governance
- Financial resources and budget
- Employee relations
- Agency mission
- Regional planning needs

How will it get done?

Step 1 – Jan-Feb - Prepare work plan and schedule

Step 2 – Feb-Mar - Identify regional transportation and planning organization models / stakeholder
Engagement

Step 3 – Mar-Apr - Conduct alternative options analysis

Step 4 – Apr-May - Prepare implementation plan

Recommendation:

Receive a report on the Association of Bay Area Governments and Metropolitan Transportation Commission Merger Study being conducted by Management Partners.

Why conduct a merger study?

In October 2015, the Metropolitan Transportation Commission (MTC) adopted a resolution to create an integrated regional planning department as the best near-term approach to carry out the land use and transportation planning responsibilities set forth in SB 375 and reduce duplication of effort. This would result in a functional consolidation of planners working on SB 375 within MTC. The respective SB 375 statutory responsibilities of ABAG and MTC would remain the same. The ABAG Administrative Committee also adopted a resolution expressing support of MTC's resolution. The actions by MTC and ABAG were accompanied by an agreement to conduct a Merger Study and in the event ABAG and MTC approve a Merger Implementation Plan prior to July 1, 2016, the functional consolidation of planning departments shall be pre-empted. In January, 2016, ABAG and MTC hired Management Partners to study the policy, management, financial, and legal issues associated with further integration, up to and including institutional merger between the agencies, and how an integration model might be implemented.

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- Financial resources and budget
- Employee relations
- Agency mission
- Regional planning needs



Background Information

About ABAG

The Region's Council of Governments (COG)

ABAG was formed by a Joint Powers Authority in 1961 and is a voluntary association of the Bay Area's 101 cities and nine counties.

As a comprehensive regional planning agency, ABAG works with local governments and stakeholders to develop forecasts of the region's housing, jobs and population growth, identify regional housing needs, address resilience and climate change issues, carry out regional social, economic and land use research and prepare elements of the Sustainable Communities Strategy (SCS). ABAG also provides special services to local governments, such as affordable housing and infrastructure financing, risk management and insurance, electricity and natural gas aggregation, energy efficiency programs and emergency preparedness.

About MTC

The Region's MPO and RTPA

MTC was created by the California Legislature in 1970. It is the federally-designated Metropolitan Planning Organization (MPO) and the state-designated Regional Transportation Planning Agency (RTPA) for the region.

As the transportation planning, financing and coordinating agency for the nine Bay Area counties, MTC collaborates with other public agencies to plan and finance the region's streets, highways, and transit network. It is responsible for preparing a regional transportation plan (RTP) every four years which, under SB 375, must include and support the Sustainable Communities Strategy.

MTC annually programs and allocates roughly \$1.5 billion in transportation revenues and is responsible for an \$8+ billion debt portfolio. MTC also operates a suite of services to help travelers get around, including the 511 traveler information system, FasTrak® electronic toll collection, Clipper® transit fare card and the Freeway Service Patrol's fleet of roving tow trucks.

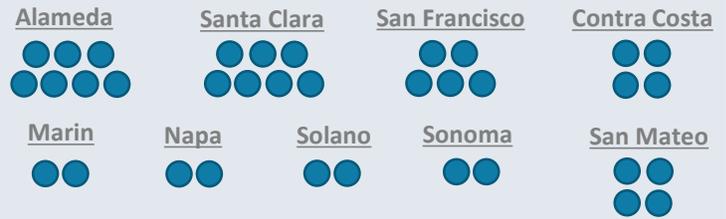
ABAG

ABAG's governance structure is separated into two primary policy bodies and a variety of standing committees

ABAG General Assembly
(110 voting members)

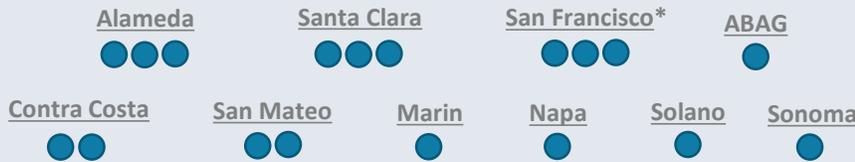
1 elected official from every county, city and town

ABAG Executive Board
(38 voting members)*
Representation varies by county



*Once the president, vice president and immediate past president have been seated for their term, each county that they represent may appoint an additional board member to fill the remaining three seats on the 38-member board.

MTC Commission
(18 voting members)
Representation varies by county



*One of the San Francisco Commissioners is selected by BCDC and must be a San Francisco resident.

MTC

MTC's governance structure is consolidated into one primary policy body and a variety of standing committees

Plan Bay Area and SB 375

What is SB 375?

SB 375 requires each of California's 18 Metropolitan Planning Organizations (MPOs) to include a Sustainable Communities Strategy (SCS) in the Regional Transportation Plan (RTP), both of which are required to be approved and adopted by MTC. The SCS sets forth a vision for regional growth that takes into account the region's transportation, housing, environmental, and economic needs. The SCS is the blueprint by which each region intends to meet its greenhouse gas emissions reductions target.

What is Plan Bay Area?

Plan Bay Area is the region's first SCS. It was adopted by the ABAG Executive Board and MTC in July 2013. An updated Plan Bay Area must be completed by 2017.

Why are both organizations involved in preparing Plan Bay Area?

In SB 375 legislation, the state outlined the roles of each organization in preparing the SCS, as well as joint responsibilities.

ABAG's statutory responsibilities:

- Identify the general location of uses, residential densities, and building intensities within the region
- Identify areas within the region sufficient to house the existing and projected population, considering state housing goals
- Gather and consider the best practically available scientific information regarding resource areas and farmland

MTC's statutory responsibilities:

- Identify a transportation network to service the transportation needs of the region
- Allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act

Joint statutory responsibilities:

- Set forth a forecasted development pattern for the region which, when integrated with the transportation network, will reduce greenhouse gas emissions

Management Partners wants to hear from stakeholders...

To share your perspective on this merger study, please visit the project website for a schedule of outreach events and options for giving feedback.

www.mtcabagmergerstudy.com

**SOLANO
City County Coordinating Council
Staff Report**

Meeting of: March 10, 2016

Agency/Staff: Robert Macaulay, Planning Director,
Solano Transportation Authority

Agenda Item No: V.5

Title /Subject: Plan Bay Area 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.

In addition to locally-programmed OBAG 2 funds, MTC has large projects that have requested regional funding. The project assessment criteria drafted by MCT staff is provided as Attachment C.

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 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.

MTC has proposed 13 performance targets to be used in evaluating projects for inclusion in the SCS. The evaluation, along with a benefit: cost assessment, will be used to help MTC decide which projects to include in the plan. The proposed evaluation criteria are included in an MTC staff memo dated November 6, 2015, and provided as Attachment C.

MAJOR PROJECT ASSESSMENT

MTC solicited CMA input on major projects with regionally significant impact, and will assess those projects with a cost of more than \$100 million against 13 criteria. MTC will also perform a benefit: cost analysis for each project. The purpose of this assessment is to identify high-performing and low-performing projects, but not to act as an absolute set of selection criteria. The draft criteria for regional project assessment is provided as Attachment B.

These project assessment criteria provide an insight into how MTC, at the regional level, is emphasizing and rewarding certain behaviors and projects. For example, evaluation criteria 2 clearly rewards those projects associated with jurisdictions that build significant amounts of affordable housing. Evaluation criteria number 6 also rewards those jurisdictions, and projects associated with them, that build significant amounts of the affordable housing assigned to them under their recent RHNA allocation. Criteria 6 specifically rewards those jurisdictions that have built those housing units in priority development areas.

MTC has also sought to provide additional support for projects that support expansion of middle wage industries, as shown in criteria number 9. However, the examples provided in evaluation criteria number 9 do not appear to directly support traditional manufacturing jobs, but are more focused specifically on transit employment

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 D.

Recommendation:

Receive a status report on the Plan Bay Area.

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 Ulatis 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.

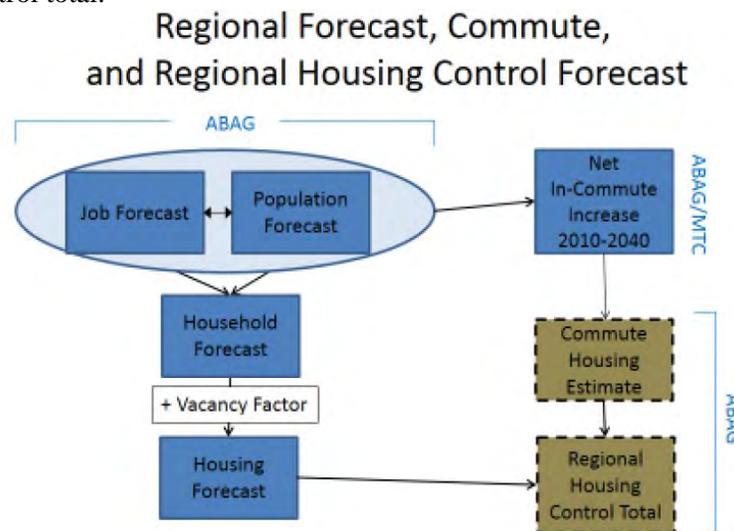
ABAG and MTC staff have reached consensus on the Adequate Housing target language and are recommending using MTC’s proposed language with inclusion of the explanation below. The Adequate Housing target relates to a Regional Housing Control Total per the settlement agreement signed with the Building Industry 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%

** = 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



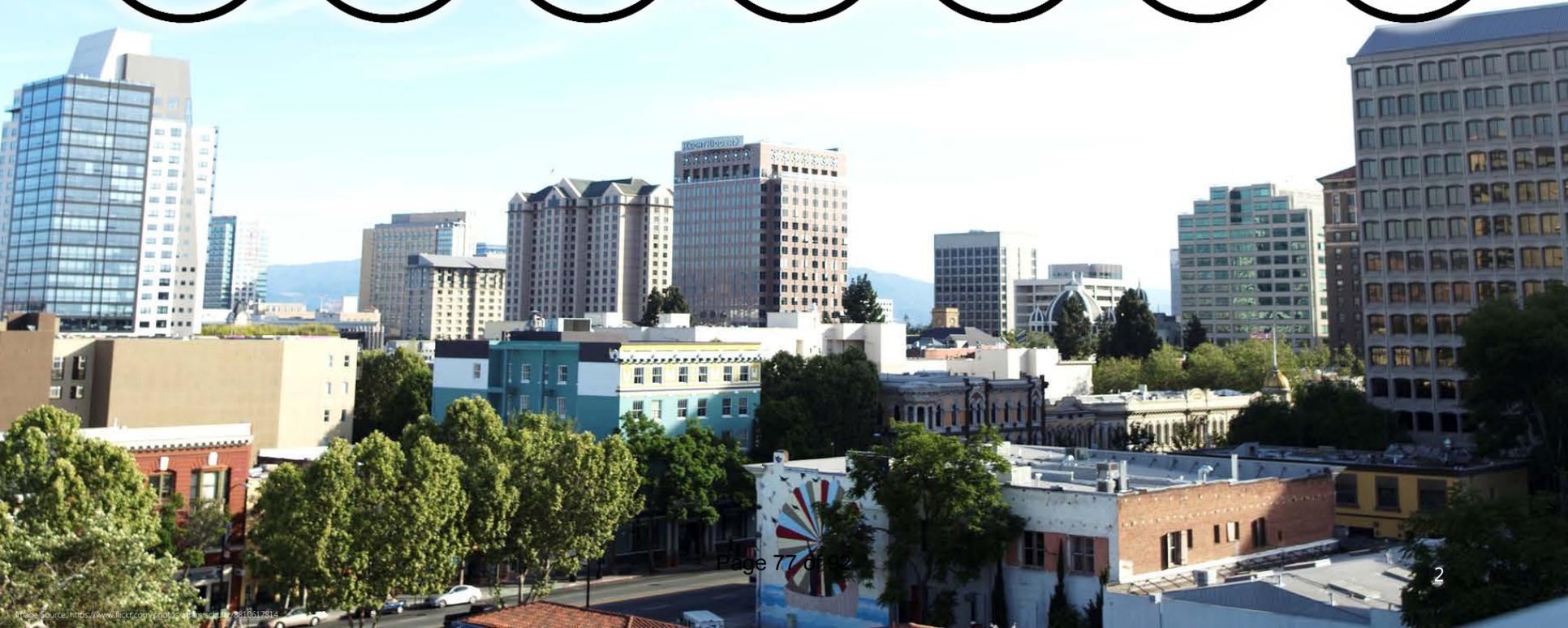
STAFF RECOMMENDATION FOR REMAINING PERFORMANCE TARGETS



Image Source: <https://www.flickr.com/photos/warzauwyrn/2586160235>

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	----- 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.



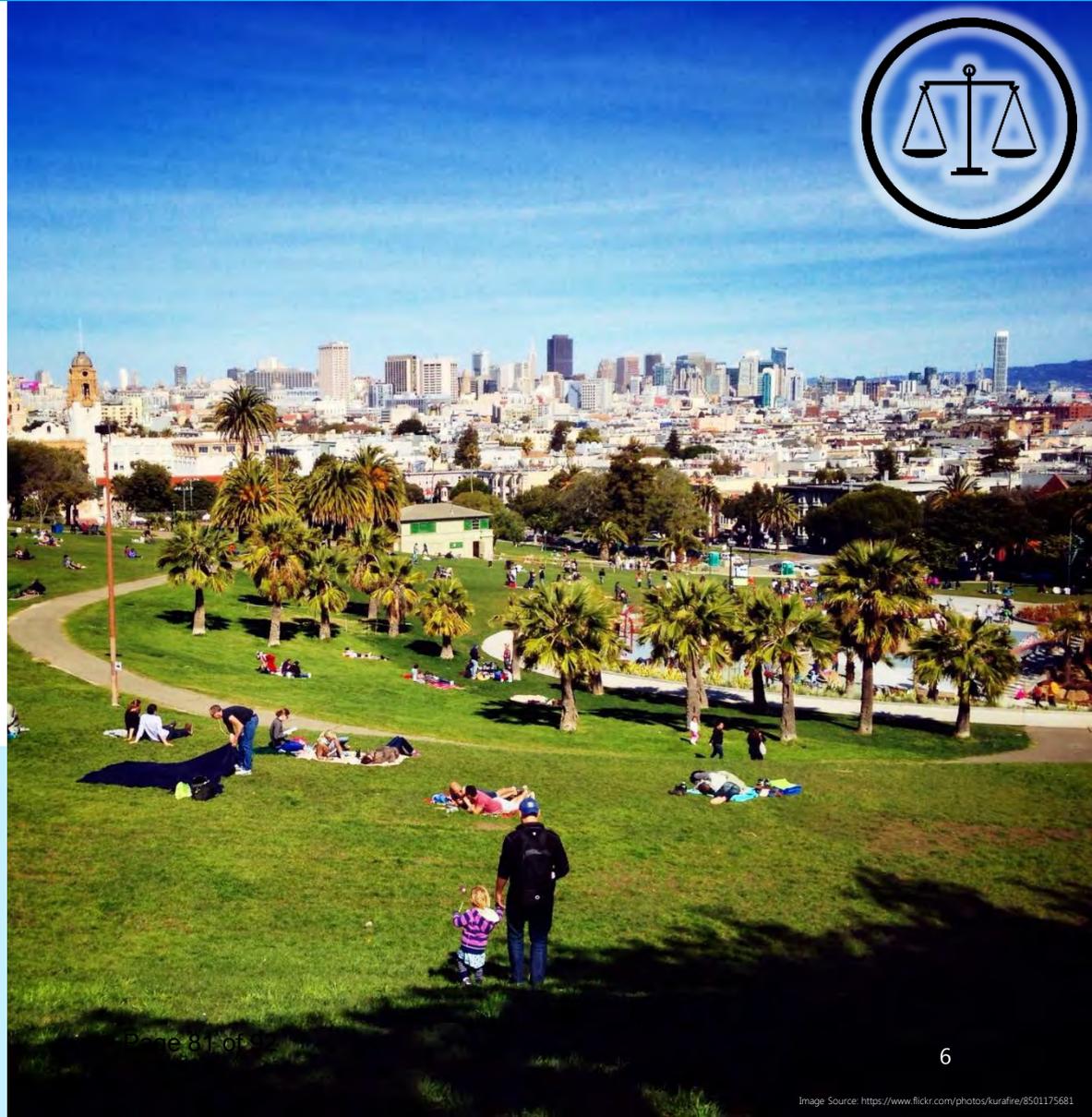
Proposed Target #7: Equitable Access – Displacement Risk



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*



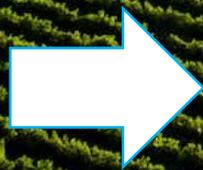
Plan BayArea 2040

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



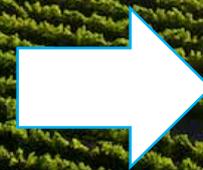
2015

Goals & Targets
Project Evaluation



2016

Scenario Evaluation
Tradeoff Discussions



2017

EIR Process
Plan Approval

Attachment C. Updated Targets Criteria Table
 Criteria in WHITE have been updated -- Criteria in GRAY are the same as the table presented at the November 13 meeting

Targets	Strong Support	Moderate Support	Minimal Impact	Moderate Adverse	Strong Adverse	Application
<p>1 Reduce per-capita CO₂ emissions from cars and light duty trucks by 15%</p>	<p>1 POINT =</p> <ul style="list-style-type: none"> Likely to cause large VMT reduction <p>Example: regional transit project</p>	<p>0.5 POINT =</p> <ul style="list-style-type: none"> Likely to cause moderate VMT reduction <p>Examples: local transit, bike, ped projects</p>	<p>0 POINT =</p> <ul style="list-style-type: none"> Change to result in minimal VMT <p>Examples: interchange improvements, operational road projects, minor road widening with multimodal components</p>	<p>-0.5 POINT =</p> <ul style="list-style-type: none"> Likely to moderately increase VMT or more drive-alone auto trips <p>Example: minor highway expansion without multimodal components</p>	<p>-1 POINT =</p> <ul style="list-style-type: none"> Likely to significantly increase VMT or more drive-alone auto trips <p>Example: significant highway expansion without multimodal components</p>	<ul style="list-style-type: none"> Rating dependent on project mode and size. For example, regional transit project would cause a large VMT reduction whereas a local bus project would cause a moderate VMT reduction Clean fuels bonus does not apply to capacity increasing projects
	<p><i>Points 0.5 point if project advances clean fuels and/or vehicles beyond CARB targets</i></p>					
<p>2 House 100% of the region's projected growth by income level without displacing current low-income residents and with no increase in commuters over the Plan baseline year</p>	<p>1 POINT =</p> <ul style="list-style-type: none"> Project passes through jurisdiction that plans to grow by more than 1,000 units in Plan Bay Area AND The jurisdiction permitted more than 35% of its 2007-2014 RHNA <p>Project serves a jurisdiction that did both of the following:</p> <ul style="list-style-type: none"> Approved at least 40% of its RHNA by income level between 1999 and 2014 for at least three income categories Planned to grow by more than 20% in Plan Bay Area between 2015 and 2040 	<p>0.5 POINT =</p> <ul style="list-style-type: none"> Project passes through jurisdiction that plans to grow by more than 1,000 units in Plan Bay Area AND The jurisdiction permitted between 15% and 35% of its 2007-2014 RHNA <p>Project serves a jurisdiction that did both of the following:</p> <ul style="list-style-type: none"> Approved at least 40% of its RHNA by income level between 1999 and 2014 for at least two income categories Planned to grow by 10-20% in Plan Bay Area between 2015 and 2040 	<p>0 POINT =</p> <ul style="list-style-type: none"> Project passes through jurisdiction that plans to grow by more than 1,000 units in Plan Bay Area AND The jurisdiction permitted less than 15% of its 2007-2014 RHNA <p>Project serves a jurisdiction that did one of the following:</p> <ul style="list-style-type: none"> Approved at least 40% of its RHNA by income level between 1999 and 2014 for at least three income categories Planned to grow by more than 20% in Plan Bay Area between 2015 and 2040 	<p>-0.5 POINT =</p> <ul style="list-style-type: none"> Project passes through jurisdiction that plans to grow by less than 1,000 units in Plan Bay Area AND The jurisdiction permitted more than 35% of its 2007-2014 RHNA <p>Project serves a jurisdiction that did both of the following:</p> <ul style="list-style-type: none"> Approved at least 40% of its RHNA by income level between 1999 and 2014 for one income category Planned to grow by 10-20% in Plan Bay Area between 2015 and 2040 	<p>-1 POINT =</p> <ul style="list-style-type: none"> Project passes through jurisdiction that plans to grow by less than 1,000 units in Plan Bay Area AND The jurisdiction permitted more than 15% of its 2007-2014 RHNA <p>Project serves a jurisdiction that did both of the following:</p> <ul style="list-style-type: none"> Approved at least 40% of its RHNA by income level between 1999 and 2014 for one income categories Planned to grow by less than 10% in Plan Bay Area between 2015 and 2040 	<ul style="list-style-type: none"> Rating dependent on project location, level of housing growth, and level of housing permitted in the current RHNA, irrespective of mode Plan Bay Area growth is measured from 2010 to 2040 Rating dependent on project location, level of housing unit growth in Plan Bay Area, and RHNA permitting progress by income level RHNA progress is based on share of housing units permitted for four categories – very low income, low income, moderate income, and above moderate income RHNA progress calculated for the previous two RHNA cycles – 1999-2006 and 2007-2014 Plan Bay Area housing unit growth calculated between 2015 and 2040 Thresholds chosen such that regional performance is “moderate support” Project service area determined by considering project type, location, and travel demand
	<p>OR</p> <p>Project serves a jurisdiction that did both of the following:</p> <ul style="list-style-type: none"> Approved at least 40% of its RHNA by income level between 1999 and 2014 for two income categories Planned to grow by less than 20% in Plan Bay Area between 2015 and 2040 					

Attachment C. Updated Targets Criteria Table
 Criteria in WHITE have been updated -- Criteria in GRAY are the same as the table presented at the November 13 meeting

Targets	Strong Support	Moderate Support	Minimal Impact	Qualitative Assessment Criteria	Moderate Adverse	Strong Adverse	Application
3	<p>Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%^o</p> <p>Example: regional transit project that encourages more walk to transit trips</p>	<p>0.5 POINT =</p> <ul style="list-style-type: none"> likely to cause large shift to non-auto modes <p>Example: local transit project</p>	<p>0 POINT =</p> <ul style="list-style-type: none"> likely to result in minimal change to non-auto mode share <p>Examples: interchange improvements, boulevard widening with cycle tracks, highway operational projects</p>	<p>0.5 POINT =</p> <ul style="list-style-type: none"> likely to result in minimal change to non-auto mode share 	<p>-0.5 POINT =</p> <ul style="list-style-type: none"> likely to moderately increase VMT or more auto trips likely to moderately increase auto mode share or auto trips 	<p>-1 POINT =</p> <ul style="list-style-type: none"> likely to significantly increase VMT or more auto trips likely to significantly increase auto mode share or auto trips 	<ul style="list-style-type: none"> Highway widening projects receive adverse impact Transit, bike, ped projects receive minimal to strong support Access to urban parks or provision of green space increases a project's score Access to urban parks or provision of green space are considered when determining the increase in non-auto trips
4	<p>Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)</p> <p>Example: BART frequency increase</p>	<p>1 POINT =</p> <ul style="list-style-type: none"> Does not consume open space or agricultural land AND Significantly promotes development within urban growth boundaries <p>Example: BART frequency increase</p>	<p>0.5 POINT =</p> <ul style="list-style-type: none"> Does not consume open space or agricultural land AND Increases access to agricultural land OR Moderately promotes development within urban growth boundaries <p>Example: Freeway IIS strategies on freight network</p>	<p>0 POINT =</p> <ul style="list-style-type: none"> Does not consume open space or agricultural land AND Does not improve access to agricultural land <p>Example: Road re-alignment within existing right of way</p>	<p>-0.5 POINT =</p> <ul style="list-style-type: none"> Consumes moderate amount of open space or agricultural land <p>Example: Road widening outside existing right of way</p>	<p>-1 POINT =</p> <ul style="list-style-type: none"> Consumes significant areas of open space or agricultural land OR Worsens access to agricultural land <p>Example: New facility through existing open space</p>	<ul style="list-style-type: none"> Rating dependent on project location Same criteria as Plan Bay Area
5	<p>Decrease by 10%^o the share of lower-income residents' household income consumed by transportation and housing</p>	<p>1 POINT =</p> <ul style="list-style-type: none"> Transit project that improves service for an operator whose low-income ridership is over 40% of its ridership OR Transit project for an operator that serves more than 10% of the region's low-income riders 	<p>0.5 POINT =</p> <ul style="list-style-type: none"> Transit project that improves service for an operator that serves between 0.5% and 10% of the region's low-income riders OR Road project with a significant low cost option such as HOV lanes, transit, bicycle, or pedestrian component AND that serves a Community of Concern 	<p>0 POINT =</p> <ul style="list-style-type: none"> Does not remove a low-cost transportation option <p>Example: highway projects that do not provide low-cost options</p>	<p>-0.5 POINT = Moderately:</p> <ul style="list-style-type: none"> Reduces transportation choices for low- and middle-income residents Increases transportation cost for low income households 	<p>-1 POINT = Significantly:</p> <ul style="list-style-type: none"> Reduces transportation choices for low- and middle-income residents Increases transportation cost for low income households <p>Example: congestion pricing without transit improvements</p>	<ul style="list-style-type: none"> Highway projects that do not include bike, ped, or transit components would receive a minimal score. These projects assumed to minimally affect low-cost travel options.

Targets	Strong Support	Moderate Support	Minimal Impact	Moderate Adverse	Strong Adverse	Application
<p>6 Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%</p>	<p>1 POINT =</p> <ul style="list-style-type: none"> Passes-through Serves a PDA, TPA, or HOA AND Passes-through a jurisdiction that permitted more than 50% of its RHNA allocation for affordable housing in the 2007-2014 RHNA last two RHNA cycles (1999-2014) 	<p>0.5 POINT =</p> <ul style="list-style-type: none"> Passes-through Serves a PDA, TPA, or HOA AND Passes-through a jurisdiction that permitted between 30 and 50% of its RHNA allocation for affordable housing in the last two RHNA cycles OR Serves a jurisdiction that permitted a high level of affordable housing 	<p>0 POINT =</p> <ul style="list-style-type: none"> Passes-through Serves a PDA, TPA, or HOA AND Passes-through a jurisdiction that permitted between 25 and 30% of its RHNA allocation for affordable housing in the last two RHNA cycles OR Passes-through Serves a jurisdiction that permitted a moderate level of affordable housing Does not serve a PDA, TPA, or HOA 	<p>-0.5 POINT =</p> <ul style="list-style-type: none"> Does not pass through serve a PDA, TPA, or HOA AND Passes-through a jurisdiction that permitted a low level of affordable housing Passes-through Serves a PDA, TPA, or HOA AND Passes-through a jurisdiction that permitted between 20 and 25% of its RHNA allocation for affordable housing in the last two RHNA cycles 	<p>-1 POINT =</p> <ul style="list-style-type: none"> Passes-through Serves a jurisdiction that permitted no affordable housing Passes-through Serves a PDA, TPA, or HOA AND Passes-through a jurisdiction that permitted less than 20% of its RHNA allocation for affordable housing in the last two RHNA cycles 	<ul style="list-style-type: none"> Rating dependent on project location and level of affordable housing permitted in 2007-2014 RHNA, irrespective of mode High level of affordable housing is more than 20% affordable (the regional average in 2007-2014 RHNA) Moderate is between 10% and 27.9% Low is between 0.1% and 9.9% Criteria refers to priority development areas (PDAs), transit priority areas (TPAs), or high opportunity areas (HOAs) Rating dependent on project location and share of affordable units permitted in the last two RHNA cycles (1999-2014), irrespective of mode Thresholds chosen such that regional performance is "moderate support" Project service area determined by considering project type, location, and travel demand

Attachment C. Updated Targets Criteria Table
 Criteria in WHITE have been updated -- Criteria in GRAY are the same as the table presented at the November 13 meeting

Targets	Strong Support	Moderate Support	Minimal Impact	Moderate Adverse	Strong Adverse	Application
7	<p>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%</p> <p>1 POINT = Passes through a PDA, TPA or HOA with a concentration of lower-income renter households AND the area gained lower-income renter households</p> <p>0.5 POINT = Passes through a PDA, TPA, or HOA with a concentration of lower-income renter households AND the area did not lose lower-income renter households</p> <p>0 POINT = Project serves a jurisdiction that has both of the following: • Does not plan to significantly grow in Plan Bay Area (more than 20%) • Is not currently undergoing displacement</p> <p>OR</p> <p>Does not serve a PDA, TPA, or HOA</p> <p>No project is anticipated to reduce the risk of displacement</p>	<p>0.5 POINT = Moderately: Decreases travel time during AM and PM commute hours AND Serves a regional or sub-regional job center</p> <p>Example: local transit, minor roadway project</p>	<p>0 POINT = Minimally: Decreases travel time during AM and PM commute hours OR Does not serve a regional or sub-regional job center</p> <p>Example: interchange project</p>	<p>0.5 POINT = Moderately: Increases travel time</p>	<p>-1 POINT = Significantly: Increases travel time</p>	<p>Rating dependent on project location, number of moderate-to-low-income renter households within a PDA, TPA or HOA and the change in concentration between 2000 and 2013</p> <p>Criteria refers to priority-development areas (PDAs), transit priority areas (TPAs), or high-opportunity areas (HOAs)</p> <p>Lower-income is below 120% of area median income</p> <p>Concentration is at least 30% low-income renter households</p> <p>Rating dependent on project location, whether a project serves a high-growth area, and the level of existing displacement for low-income and moderate-income households within a project's service area</p> <p>An area is currently undergoing displacement if it is displacement typologies 2-4 for both lower income and moderate to high income tracts per the Regional Early Warning System definitions (REWS). For map, see: http://www.urbandisplacement.org/map#</p> <p>Project service area determined by considering project type, location, and travel demand</p>
8	<p>Increase the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit by 20% in congested conditions</p> <p>1 POINT = Significantly: Decreases travel time during AM and PM commute hours AND Serves a regional or sub-regional job center</p> <p>Examples: regional transit, regional highway congestion relief</p>	<p>0.5 POINT = Moderately: Decreases travel time during AM and PM commute hours AND Serves a regional or sub-regional job center</p> <p>Example: local transit, minor roadway project</p>	<p>0 POINT = Minimally: Decreases travel time during AM and PM commute hours OR Does not serve a regional or sub-regional job center</p> <p>Example: interchange project</p>	<p>0.5 POINT = Moderately: Increases travel time</p>	<p>-1 POINT = Significantly: Increases travel time</p>	<p>Rating dependent on project location and level of travel time improvement</p> <p>Transit capacity projects assumed to support accessibility to job centers</p>

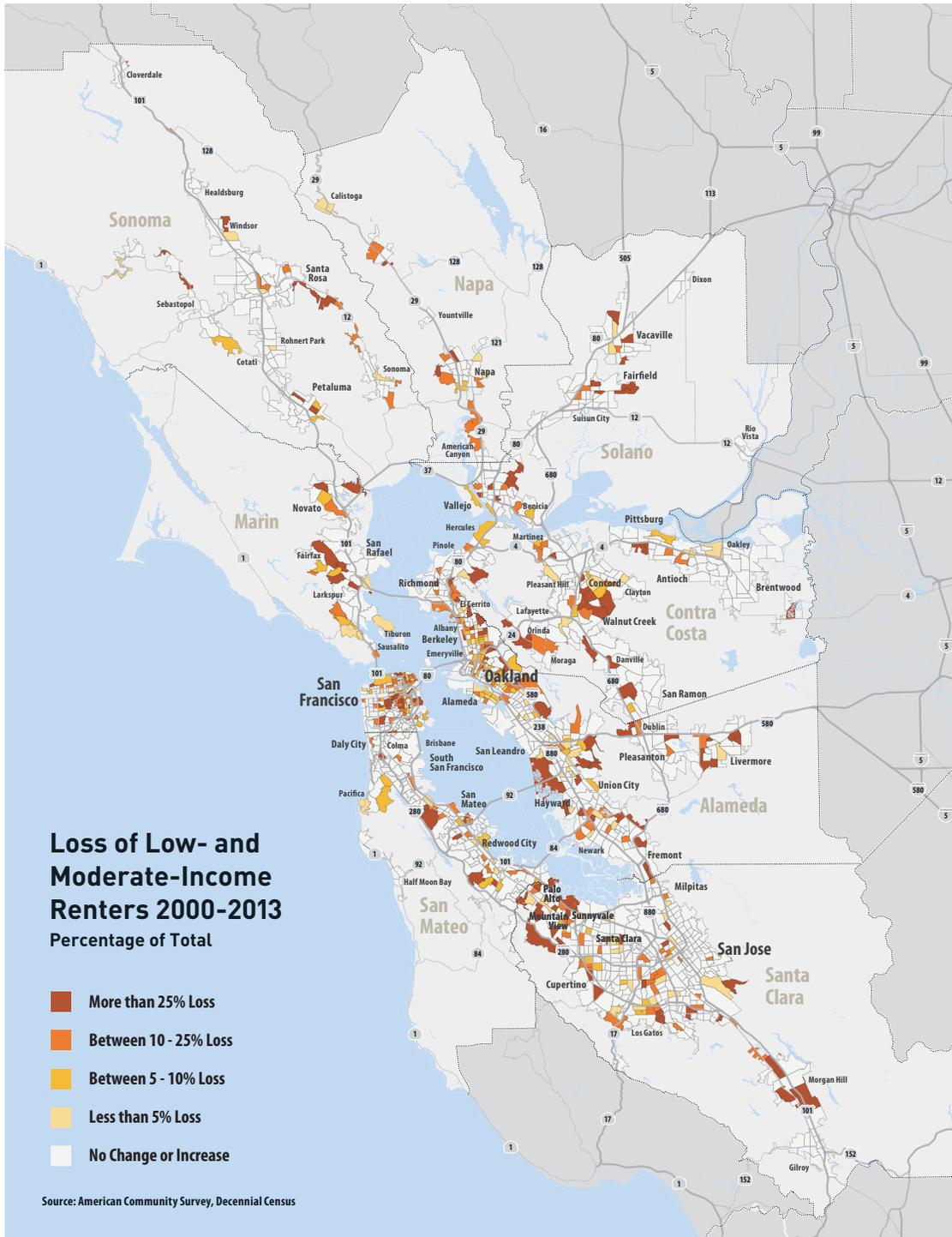
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Targets	Qualitative Assessment Criteria				Application
	Strong Support	Moderate Support	Minimal Impact	Moderate Adverse	
9 Increase by 35% the number of jobs in predominantly middle-wage industries)	<p>1 POINT =</p> <ul style="list-style-type: none"> Project itself adds both significant short-term and long-term jobs to the region <p>Example: transit capital project that increases demand for operators, ITS projects</p>	<p>0.5 POINT =</p> <ul style="list-style-type: none"> Project itself adds short-term jobs to the region Project adds moderate amount of long-term jobs <p>Example: highway construction project, transit frequency project, bus construction project</p> <p>Bonus: 0.5 point if the project serves one or more of the following:</p> <ul style="list-style-type: none"> Regional port Ferries center Airport medical facility 	<p>0 POINT =</p> <ul style="list-style-type: none"> Has no effect on the number of jobs <p>Example: bike/ped projects, transit efficiency project</p>	<p>-0.5 POINT = Moderately:</p> <ul style="list-style-type: none"> Reduces the number of transportation-related jobs required <p>Example: operations project replaced by automated vehicles</p>	<ul style="list-style-type: none"> Rating dependent on project type and type of job creation associated with the project (long-versus short-term) Project that reduces the need for transportation-related jobs would receive a moderate to strong adverse score
10 Reduce per-capita delay on the Regional Freight Network by 20%	<p>1 POINT =</p> <ul style="list-style-type: none"> Reduces congestion on segments with medium to high (orange and red for either AM or PM) Corridor Delay Index (as defined in MTC Goods Movement Plan) 	<p>0.5 POINT =</p> <ul style="list-style-type: none"> Reduces congestion on all other segments of the freight network OR Improves reliability on the freight network 	<p>0 POINT =</p> <ul style="list-style-type: none"> Does not affect the freight network 	<p>-0.5 POINT = Moderately:</p> <ul style="list-style-type: none"> Increases travel times on regional freight network 	<ul style="list-style-type: none"> Rating dependent on project location Also applies to the rail freight network
11 Increase non-auto mode share by 10%	<p>1 POINT = Significantly supports one or more of the following:</p> <ul style="list-style-type: none"> Provides alternatives to driving Reduces household vehicle ownership Creates more direct active transportation routes Improves transit service and connections to transit <p>Example: major transit project</p>	<p>0.5 POINT = Moderately supports one or more of the following:</p> <ul style="list-style-type: none"> Provides alternatives driving Reduces household vehicle ownership Creates more direct active transportation routes Improves transit service and connections to transit <p>Example: HOV/T project with major increase in bus service</p>	<p>0 POINT =</p> <ul style="list-style-type: none"> Minimal effect on demand for driving <p>Example: HOV/T project with minimal increase in bus service</p>	<p>-0.5 POINT = Moderately:</p> <ul style="list-style-type: none"> Increases the demand for driving Reduces transit frequency Creates barriers to using transit Worsens active transportation routes 	<ul style="list-style-type: none"> Rating dependent on project location Also applies to the rail freight network

Attachment C. Updated Targets Criteria Table
 Criteria in WHITE have been updated -- Criteria in GRAY are the same as the table presented at the November 13 meeting

Target	Strong Targets	Met or in Progress	Minimal Impact	Minimal Impact	Strong Results	Applicable
12	<p>Reduce vehicle operating and maintenance costs due to pavement conditions by 10%.</p> <p>1 POINT = Significantly <ul style="list-style-type: none"> Improves roadway surface condition Example: funding of street repaving</p>	<p>4.5 POINT = Moderately <ul style="list-style-type: none"> Improves roadway surface condition Example: expansion project that funds repaving</p>	<p>0 POINT = <ul style="list-style-type: none"> Does not explicitly include program in any pavement condition Example: expansion project that does not include repaving</p>	<p>0 POINT = <ul style="list-style-type: none"> Does not explicitly include program in any pavement condition Example: expansion project that does not include repaving</p>	<p>No project would be anticipated to generate an deliver impact by meeting pavement goals.</p>	<p>No project would be anticipated to generate an deliver impact by meeting pavement goals.</p>
13	<p>Reduce per vehicle annual delay due to signal infrastructure by 10%.</p> <p>1 POINT = Significantly <ul style="list-style-type: none"> Improves signal asset condition Example: funding of vehicle replacement</p>	<p>4.5 POINT = Moderately <ul style="list-style-type: none"> Improves signal asset condition Example: expansion project that funds vehicle replacement</p>	<p>0 POINT = <ul style="list-style-type: none"> Does not explicitly include program in any signal asset condition Example: expansion project that does not include vehicle replacement</p>	<p>0 POINT = <ul style="list-style-type: none"> Does not explicitly include program in any signal asset condition Example: expansion project that does not include vehicle replacement</p>	<p>No project would be anticipated to generate an deliver impact by meeting signal asset condition</p>	<p>No project would be anticipated to generate an deliver impact by meeting signal asset condition</p>
						<ul style="list-style-type: none"> Projects receive prioritized to improve roadway or transit replacement or additional Additional impact assessment for projects that add inventory.

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.