

**SOLANO
City-County Coordinating Council**

MEMBERS

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

Elizabeth Patterson
Vice Chair
Mayor, City of Benicia

Jack Batchelor
Mayor, City of Dixon

Harry Price
Mayor, City of Fairfield

Norman Richardson
Mayor, City of Rio Vista

Pete Sanchez
*Mayor, City of Suisun
City*

Len Augustine
Mayor, City of Vacaville

Osby Davis
Mayor, City of Vallejo

Erin Hannigan
*Supervisor, Solano
County, District 1*

Jim Sperring
*Supervisor, Solano
County, District 3*

John Vasquez
*Supervisor, Solano
County, District 4*

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

November 12, 2015

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 August 13, 2015 (*Action Item*) Chair Seifert

V. DISCUSSION CALENDAR

1. End of Session Legislative Update
(7:15 p.m. – 7:40 p.m.)

Presenters: Michelle Heppner, Legislative, Intergovernmental, and Public Affairs Officer Solano County, Nancy Hall-Bennett, League of California Cities, and Paul Yoder, Shaw/Yoder/Antwih, Inc.

2. Senior Mobility Management Program and Aging in Place (Carquinez Village Project)
(8:00 p.m. – 8:40 p.m.)
Presenters: Daryl Halls, Executive Director, Solano Transportation Authority, and Lois Rinquist and Judie Donaldson, Co-chairs, Carquinez Village Project
3. Plan Bay Area Update: Forecasts and Development Scenarios
(7:40 p.m. to 7:50 p.m.)
Presenters: Bob Macaulay, Planning Director, Solano Transportation Authority
4. Public-Public / Public-Private (P4) MOU - County/cities/Travis AFB (Verbal Update)
(7:50 p.m. – 8:00 p.m.)
Presenters: Birgitta Corsello, County Administrator, Solano County
5. Proposed 2016 CCCC Meeting Schedule and Work Plan
(8:40 p.m. – 8:50 p.m.)
Presenters: Michelle Heppner, Legislative, Intergovernmental, and Public Affairs Officer, Solano County

VI. ANNOUNCEMENTS

VII. CCCC CLOSING COMMENTS

ADJOURNMENT: The next City-County Coordinating Council meeting is scheduled for January 14, 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:

- Review and Adoption of 2016 CCCC State and Federal Legislative Platform
- Legislative Update and Report on the Governor’s January State Budget Plan
- Moving Solano Forward
- Senior Poverty

CITY-COUNTY COORDINATING COUNCIL
August 13, 2015 Meeting Minutes

The August 13, 2015 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, Vice	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 Spering	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:

Birgitta Corsello	County Administrator, Solano County
Michelle Heppner	Legislative Officer, Solano County

Guest Speakers and Other Staff Present

Nancy Huston	Assistant County Administrator, Solano County
Karen Lange	Legislative Advocate, Shaw/Yoder/Antwih, Inc.
Michael Pimentel	Legislative Advocate, Shaw/Yoder/Antwih, Inc.
Carolyn Wylie	Homebase
Jerry Huber	Director, Department of Health and Social Services, Solano County
Jim Leland	Principal Planner, Solano County
Gary Gottschall	Deputy Commander, 60th Operations Group, Travis Air Force Base
Bill Emlen	Director, Resource Management, Solano County
Sandy Person	President, Solano Economic Development Corporation
Sean Quinn	Project Manager, Solano Economic Development Corporation
David White	City Manager, City of Fairfield
Catherine Cook	Board Aide, Solano County, District 3
Lee Axelrad	Deputy County Counsel, Solano County
Ron Grassi	Principle Management Analyst, Solano County
Elliott Mulberg	Executive Director, Solano LAFCo

I. Meeting Called to Order

The meeting of the City-County Coordinating Council was called to order at 7:18 pm.

II. Approval of Agenda

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

III. Opportunity for Public Comment

Mr. O. Johnson from SOFITCITY reminded the council of the annual race between cities that is scheduled for September 26, 2015. Mr. Johnson also shared that he was there to award Vallejo with the Mayors Cup trophy for having the highest number of City of Vallejo staff participate in the previous year. Points are awarded based on attendance of elected, staff and citizens of the respective cities. The trophy was accepted by Supervisor Hannigan on behalf of the City of Vallejo.

IV. Consent Calendar

1. Approval of minutes for May 14, 2015

Motion to approve the May 14, 2015 minutes was made by Mayor Price and seconded by Supervisor Sperring. Consent calendar approved by 10-0 vote.

V. Discussion Calendar

1. Air Quality Report (Oral Report)

Eric Stevenson, Director of Meteorology for the Measurement and Rules Division at the Bay Area Air Quality Management District provided an update on air District rules as they apply to refineries. He noted there are five refineries in the bay area, namely Chevron, Phillips 66, Shell, Tesoro, and Valero. In total 648 violations were issued among them during 2014. Mr. Stevenson noted the District, via a resolution, there are several new refinery regulations to track refinery emissions, require mitigation of emission increases and achieve a 20 percent reduction in emissions associated with health risks by 2020. More information is provided in the attached presentation slides which were shared at the CCCC meeting and are attached to these minutes as part of the official record.

Mat Ehrhardt, Air Pollution Control Officer, Yolo Solano Air Quality Management District provided an update on incentive programs, air monitoring, and emergency event response with respect to the recent wildfires in the area. He noted the District has three incentive programs, one for clean air funds for projects related to low emission vehicles, transit services, alternative transportation, and public education. Mr Ehrhardt noted the second incentive program is a clean school bus program to help school districts comply with State school bus regulations for emissions and the third incentive program is a clean agricultural and municipal fleet program to assist in replacing older farm and fleet vehicles to address emissions. Mr. Ehrhardt noted the District adopted an emergency event response plan in October 2014 which sets procedures for responding to air quality emergencies such as the recent wildfires experienced in the area. The plan is activated when air quality is forecast to become unhealthy. Relative to the Wragg

fire, he noted the air quality in Vacaville did not exceed the acceptable limits of 12 units (ug/m3). More information is provided in the attached presentation slides which were shared at the CCCC meeting and are attached to these minutes as part of the official record.

2. Legislative Update (Verbal Update)

Michelle Heppner, Legislative, Intergovernmental, and Public Affairs Officer for Solano County introduced Karen Lange and Michael Pimentel, from Shaw/Yoder/Antwih, Inc. who provided updates on the State of California's two extraordinary sessions on health and transportation issues. Ms. Lange noted it was the last week of the Legislature's summer break and that they would resume the last leg of the 2015 session which would adjourn on September 11. She noted the expectation was that the Legislature would conduct all its work for the regular session as well as for the two extraordinary sessions. Relative to the health extraordinary session, Ms. Lange noted the major issue was the federal governments of rules on taxes for managed care to be spread across more providers. Assemblymember Levine has introduced a bill in the extraordinary session to spread the taxes evenly across the midsize providers. In addition, Ms. Lange noted the Governor's proposal to increase IHSS workers increases which amounts to about seven percent however they are still trying to find a sustainable funding source for it. In addition, there is a desire to increase developmental services and finding funding is proving challenging. She noted the federal government is moving away from funding developmental centers. Other legislation included in the extraordinary session includes regulating e-cigarettes and other pieces of legislation related to changes in tobacco regulations.

Mr. Pimentel provided an update on the State's transportation extraordinary session which was formerly convened by the Legislature on June 19. To date, there have been two informational hearings on transportation, one in the Assembly and one in the Senate. He noted the focus at the informational hearing was rehashing issues on highways and local streets and roads. He noted the most prominent transportation bill id SB X1 1 by Senator Beall which seeks to raise revenues through taxes and vehicle registration fees and is expected to generate about \$4 billion for maintenance of highways and local streets and roads. Mr. Pimentel also noted that there were several other bills introduced which ranged from vehicle weight fees to spending Cap-and-Trade revenues on a variety of different projects including transit projects such as the high-speed rail. Mr. Pimentel stated there is rumor of a measure that will come from the Assembly and that Assemblymember Frazier who chairs the Transportation Committee is looking to introduce it however it has not surfaced at this point. He noted many of these bills have been scheduled for hearing later in August and that the expectation from the Governor is that the extraordinary session on transportation will adjourn at the same time as the regular session on September 11.

3. Update on Efforts to Address Regional Homelessness

Jerry Huber, Director, Health and Social Services for Solano County introduced Carolyn Wylie from Homepage, the company that performed the point-in-time count in Solano County. Ms. Wiley provided an overview of the needs assessment

and Community Action Plan which provides a two-year roadmap for how the Community Services Block Grant (CSBG) funds will be allocated and services will be delivered and establishes goals and priorities for delivering these services to individuals and families most-affected by poverty. She noted the primary causes of poverty in Solano County is primarily due to high cost of housing and lack of available housing, lack of employment opportunities, lack of education and training for jobs, and mental health and/or other health concerns. In addition, Ms. Wiley provided an overview of the point-in-time count noting that 1,082 individuals were found to be homeless in Solano County, the majority of which were in unsheltered (73 percent) and located in incorporated cities. The cities of Vallejo and Fairfield had the highest counts respectively. Ms. Wiley noted that the results of the survey conducted during the point-in-time count revealed that the majority of the homeless were over the age of 25 (87%), gender breakout was 57% male and 43% female, mainly white (36 percent), black or African American (31 percent), Latino (19 percent), and multi-racial 8 percent). Of these, sixteen percent reported they had been in the foster care system. More information is provided in the attached presentation slides which were shared at the CCCC meeting and are attached to these minutes as part of the official record.

4. Update on Travis AFB Land Use Compatibility Plan

Jim Leland, Principal Planner, Solano County provided an update on the draft Travis AFB Land Use Compatibility Plan including reviewing the policy changes and the schedule for completion. He noted key policy changes included updated Compatibility Zone Boundaries, new safety standards and criteria for wind turbine facilities, solar facilities, meteorological towers, objects greater than 100 feet, wildlife hazards, and compatibility zone boundaries to include expansion of Zone D to cover flight tracks and Zone E covers the remainder of Solano County not within the other compatibility zones. Relative to the schedule and next steps, Mr. Leland noted that they were currently working on displacement analysis with potential CEQA review in August/September. Maps of the areas discussed were included in the attached presentation slides which were shared at the CCCC meeting and are attached to these minutes as part of the official record.

A member from the public, Mr. Anthony Russo, raised two concerns. He noted the existing development agreements on major projects are legal binding agreements and it should be clearly stated in the Land Use Compatibility Plan that they stand as they have already been hard by the Airport Land Use Commission (ALUC) prior to this plan update. Mr. Russo noted that having an air base in the middle of some of the most sensitive habitat is concerning relative to the wildlife hazard areas being proposed. He stated it was time to meld together the Travis AFB Land Use Compatibility Plan and the Habitat Conservation Plan that was being developed simultaneously by the Solano County Water Agency (SCWA) relative to the impacts on wildlife and fights on the base. Mr. Russo state it was an opportune time to determine how mitigations were going to be addressed.

Mr. Leland responded that he is working with SCWA and the Federal Aviation Authority on how to navigate these impacts. He noted it is a new area that is being mandated in the Plan update. He stated it may need to be addressed in the

Proposed Joint Land Use Study instead which is a County led effort as opposed to an ALUC effort.

5. Update on the Proposed Joint Land Use Study

James Leland, Principal Planner for Solano County briefed the Council on the upcoming Joint Land Use Study. He indicated that the study would focus on the landside issues facing the Base, since the Travis Plan update was addressing land use compatibility with air operations. A consultant would be engaged sometime in the fall/winter period with the kick-off around the first of the year.

6. Moving Solano Forward Grant – List of Concepts and Outlined Proposal

Birgitta Corsello, County Administrator for Solano County introduced Sandy Person, President, Solano Economic Development Corporation and Sean Quinn, Project Manager who collectively provided an update on Phase 2 of the Moving Solano Forward (MSF) initiative. It was noted that Phase 1 identified thirteen strategies and 39 implementation actions to pursue over the next five years to achieve the stated goals of enhancing countywide economic development capacity, strengthening regional economic development and workforce development programs and services; and improving the quality of life for county residents and businesses. They noted that to further develop the Phase 1 concepts, the County undertook two actions to implement the next phase of MSF under a concept called MSF Implementation of Diversifying Economic Actions. This included applying for another grant and entered into a Memorandum of Understanding with Solano Economic Development Corporation to provide project management, host various forums to address quality of life issues identified in MSF, and prepare a contract for a comprehensive five-year implementation work plan.

They added that the grant funds will be used mainly for Phase 2 which includes project management and outreach; develop a corridor development strategy that will maximize economic performance of the I-80 corridor and other major transportation corridors; determine the needs of the identified clusters (energy, food chain, medical and life science) and develop a strategy to retain, expand or attract businesses within each cluster; identify opportunities and constraints to development such as which sites would benefit from targeted public investment; develop a comprehensive database and build into a web-based application to be used for economic development; and undertake a focused evaluation of potential funding opportunities, including innovative financing options that may involve pooling or sharing of public funds. In closing they noted the project was scheduled to be completed by February 2017 and a Request for Proposal will be issued in September 2015 and a consultant would be selected by mid-November.

VI. ANNOUNCEMENTS:

No announcements.

VI. ADJOURNMENT: The meeting was adjourned at 9:10 p.m. The next meeting will be on November 12, 2015 in the Berryessa Room at the Solano County Water Agency located at 810 Vaca Valley Parkway, Ste 303, Vacaville, CA 95688.



The Bay Area Air Quality Management District (Air District)

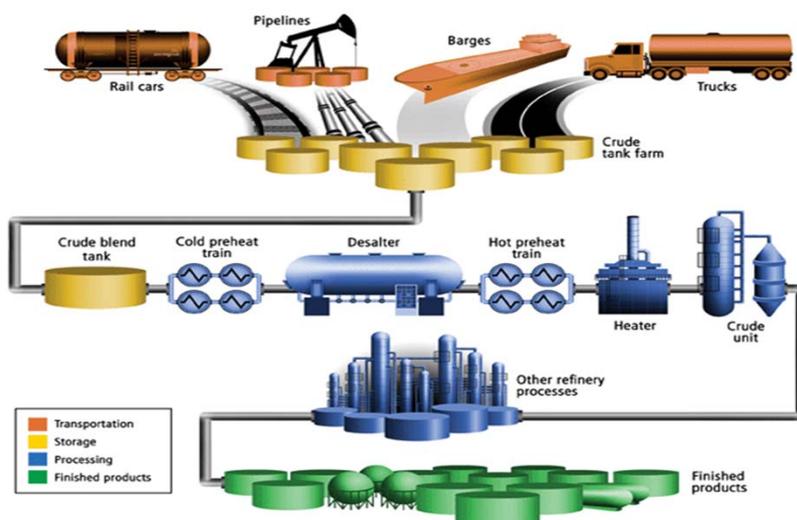
- Established in 1955
 - 60th year anniversary in 2015
- 100+ cities
- 7 million people
- 5 million vehicles
- Mission: To protect and improve public health, air quality, and the global climate



General Air District Update

- New Scientific Advisory Council
- Regional Climate Protection Strategy
- Redesigned website launched June 2015
- Air District co-locating to downtown San Francisco with MTC and ABAG in 201
- Regulation 6-3, Wood Smoke Rule update
- **Refinery Emissions Reduction Strategy**

Refinery Overview

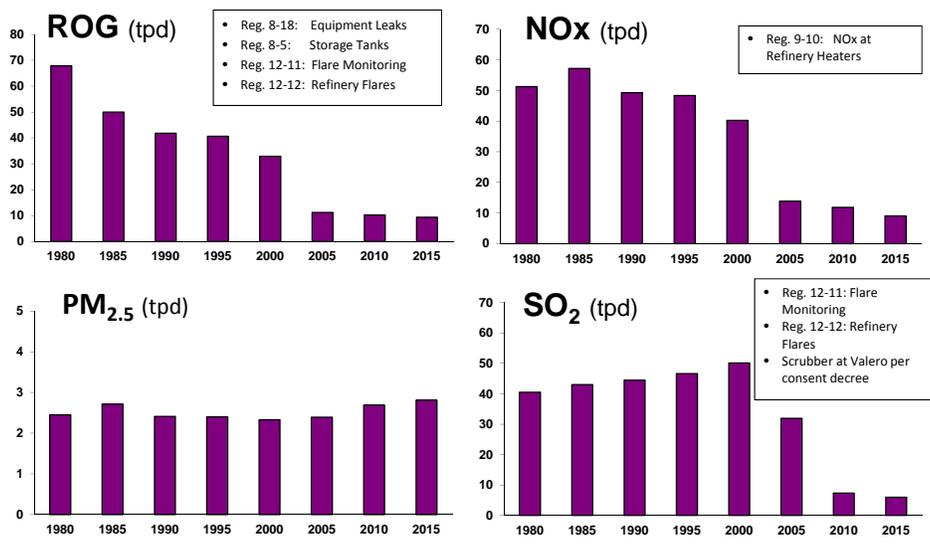


Refinery Overview

- Five Refineries in the Bay Area
- Chevron, Phillips 66, Shell, Tesoro, Valero
- 30+ Air District rules already apply to Refineries
- Compliance and Enforcement
 - Inspections, Complaints, Investigations
 - 648 Violations issued to Refineries in 2014



Refinery Overview: Emission Trends 1980-2015



Background on New Refinery Regulations

Resolution 2014-07 directed staff to reduce emissions from refineries:

- Develop Regulation 12, Rule 15 (12-15) to track refinery emissions
- Develop Regulation 12, Rule 16 (12-16) to require mitigation of emission increases at refineries
- Achieve 20% reductions in emissions and associated health risks by 2020
 - Developing new rules
 - Amending existing rules

Regulation 12-15: Goals

Regulation 12, Rule 15 Petroleum Refining Emissions Tracking Rule

- Enhance annual emissions inventories
- Establish baseline Petroleum Refinery Emissions Profile (PREP)
- Understand crude oil composition characteristics
- Update Health Risk Assessments (HRA)
- Enhance fence line monitoring systems and establish community air quality monitoring systems

Reg 12-15: Enhanced Monitoring

- Enhance fence line monitoring systems and establish community air quality monitoring systems
- Requires refineries to establish monitoring in accordance with guidance provide by the Air District
- Defines compounds measured, time frames for installation and allows for public input
- Requires website display of data



Regulation 12-16: Goals

Regulation 12, Rule 16 - Petroleum Refining Emissions Risk Limits

- Limits risk to refinery communities based on HRAs (Health Risk Assessments) required by 12-15
- Ensures emissions of PM_{2.5} and SO₂ do not adversely impact air quality
- Additional rules will ensure new projects do not increase emissions and that GHG are addressed

Regs 12-15, 12-16 Status and Next Steps

- **Public Participation**
 - Early Issues Raised : GHG Emissions, Permitting Moratorium, Crude Oil Throughput
 - Public Workshops held in March 2015
 - Received and considered public comments
- **Next Steps**
 - September 2015 next draft will go out for Public Comment
 - Complete staff report, with response to comments and analysis of socioeconomic and environmental impacts
 - Present 12-15 and 12-16 to Board of Directors for consideration and potential adoption by end of 2015

Additional Rule Development to Reduce Refinery Emissions

Goal: 20% Emission Reduction by 2020

- **Phase I – Open Houses planned for September 2015**
 - New Rule 6-5 – Fluidized Catalytic Cracking Units (Reduce Ammonia and PM formation)
 - Amend Rule 8-18 – Equipment Leaks (Reduce organic and toxics emissions)
 - New Rule 9-14 – Coke Calcining (Reduce SO₂)
 - Amend Rule 11-10 – Cooling Towers (Reduce organic emissions)
- **Phase II and III – Amend Rules for Further Reductions**
 - Limit sulfur content of refinery fuel gas
 - Reduce SO₂ from acid plants associated with refineries
 - Reduce NO_x from Stationary Gas Turbines

Open House Dates

Refinery Emissions Reduction Strategy Open Houses

Martinez

Tuesday, September 15, 2015

6:00PM – 8:00PM

Las Juntas Elementary School

4105 Pacheco Blvd

Martinez, CA 94553

Benicia

Thursday, September 17, 2015

6:00PM – 8:00PM

Robert Semple Elementary School

2015 East Third Street

Benicia, CA 94510

Richmond

Monday, September 28, 2015

6:00PM – 8:00PM

Lincoln Elementary School

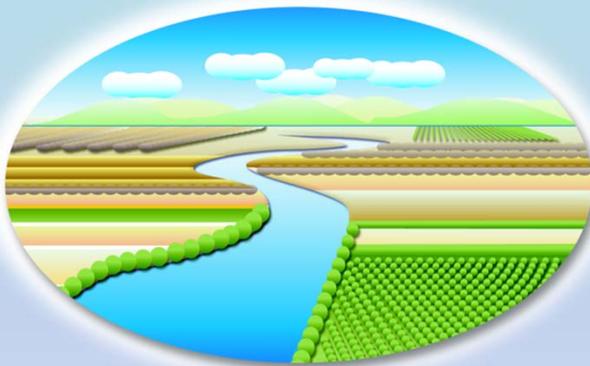
29 Sixth Street

Richmond, CA 94801

Questions/Comments

Eric Stevenson

estevenson@baaqmd.gov



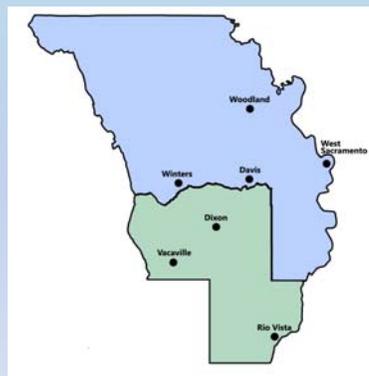
Mat Ehrhardt, P.E.

Air Pollution Control Officer/Executive Director
 Yolo-Solano Air Quality Management District

About Yolo-Solano AQMD



- Roughly 330,000 residents
- \$7.6 million budget
- 14-member Board
 - 4 Yolo Co. Supervisors
 - 4 Yolo City representatives
 - 3 Solano Co. Supervisors
 - Supervisors Vasquez, Thomson & Seifert
 - 3 Solano City representatives
 - Including Mayor Batchelor



Incentive Programs

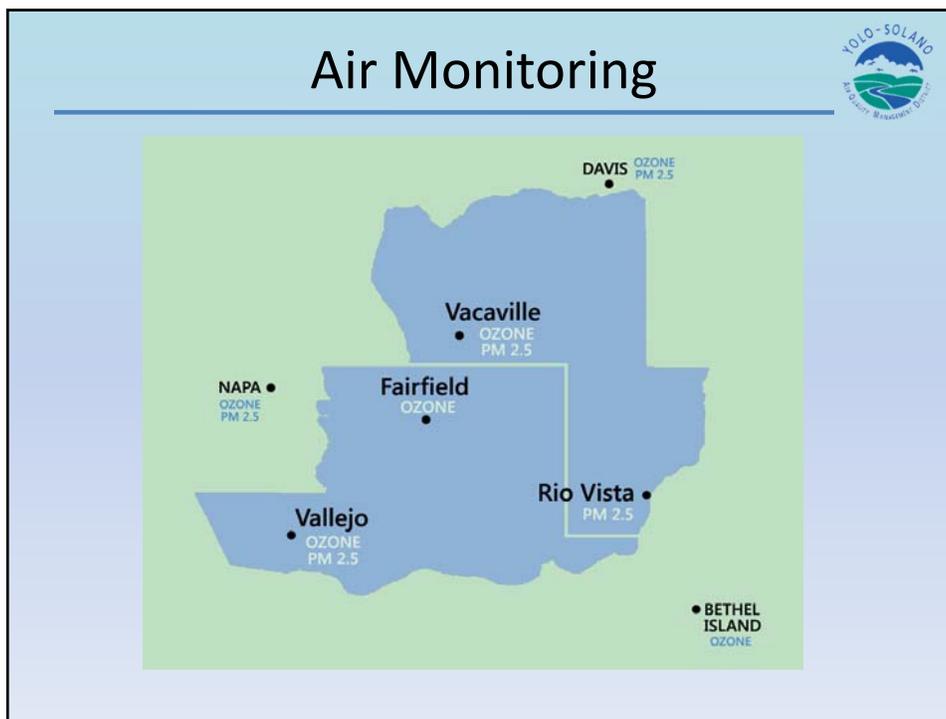


- Clean Air Funds Program
 - Provides funding for projects in the following categories:
 - Low Emission Vehicles
 - Transit Services
 - Alternative Transportation
 - Public Education
 - Program is competitive, and is designed to achieve surplus emission reductions from mobile sources.

Incentive Programs

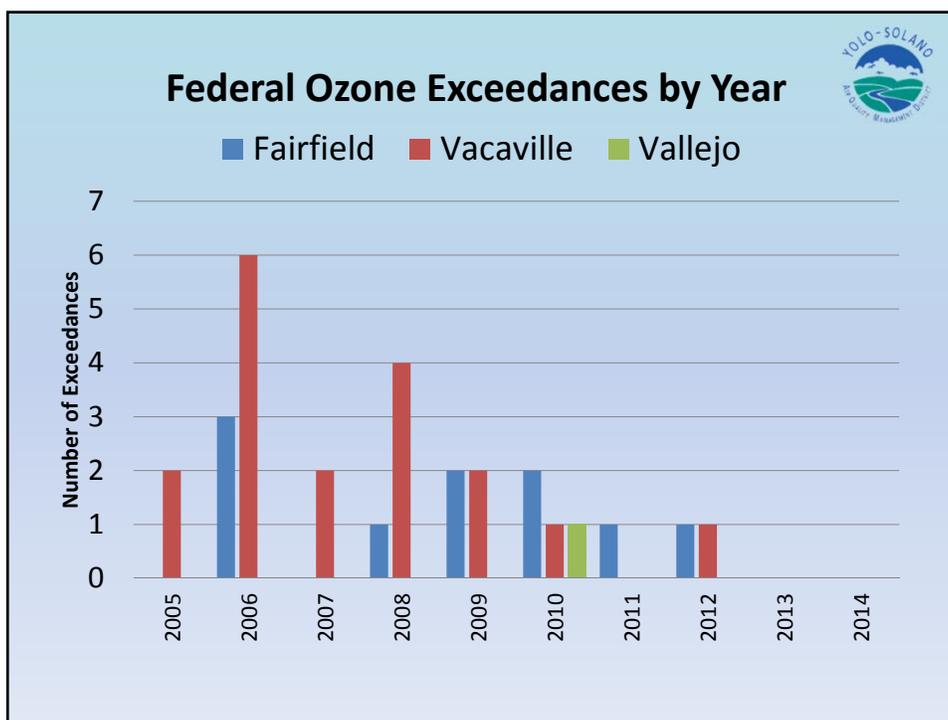
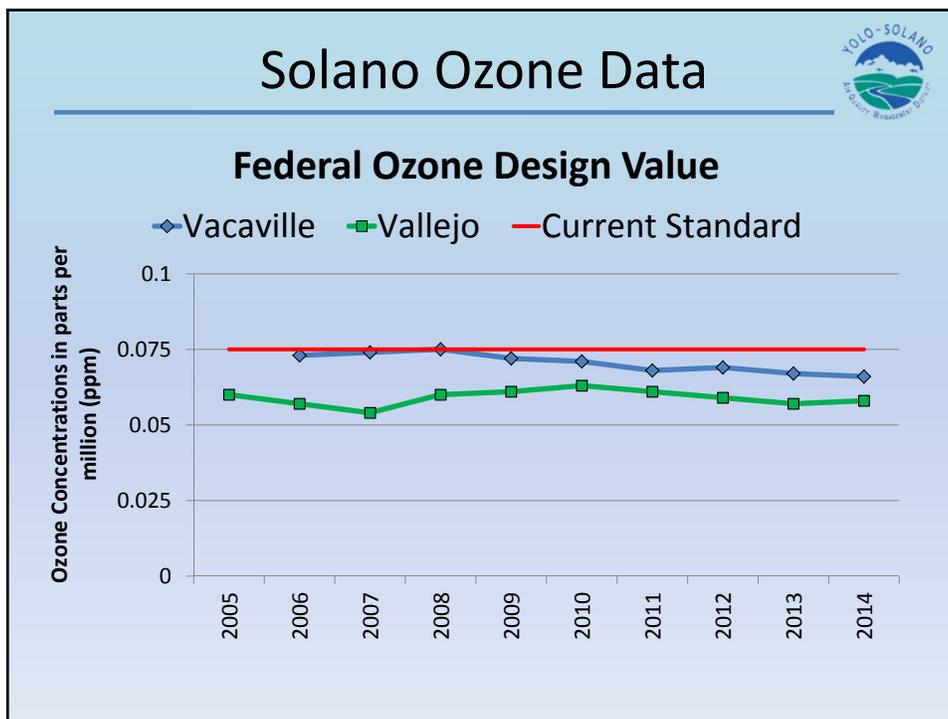


- Clean School Bus Program
 - The Clean School Bus Program began in 2008.
 - Program was designed to achieve surplus emission reductions and help school districts comply with State school bus regulations.
 - All qualifying buses in the District were replaced and/or provided with retrofits, resulting in a clean bus fleet.
- Clean Agricultural and Municipal Fleet Program
 - The program offers incentives to municipal fleets for cleaning up heavy-duty fleet vehicles and to farmers for replacing older mobile off-road equipment.
 - Program is first come first serve, but the amount of funding is limited by a cost-effectiveness criteria.



Ozone in Solano

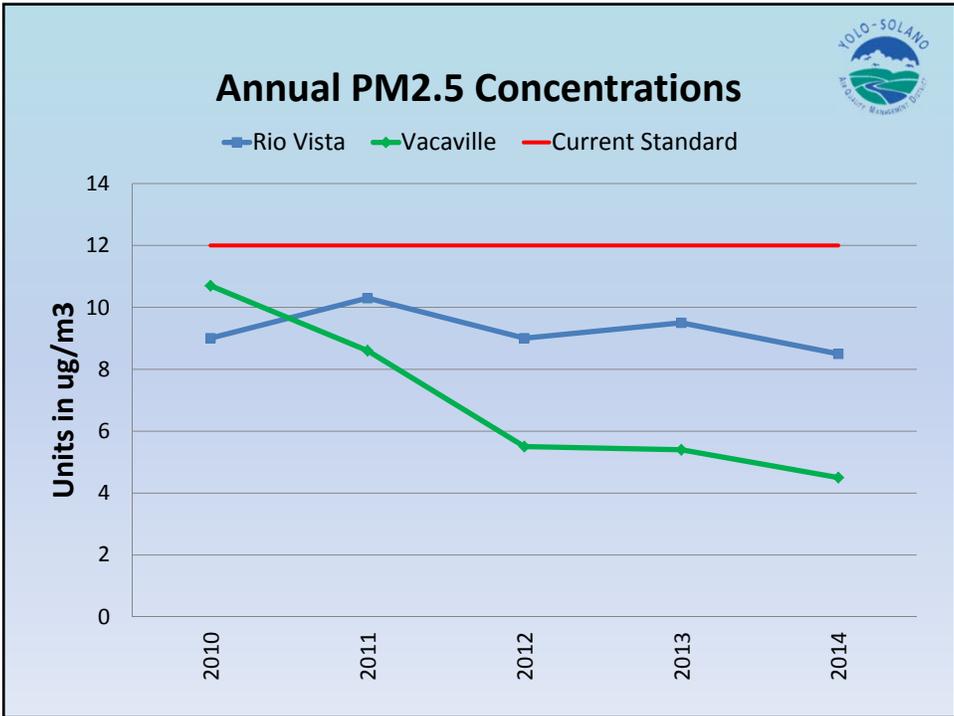
- Solano monitors show attainment of the federal 8-hour standard
 - Both air districts in nonattainment
- Solano ozone concentrations have been decreasing
- Tighter standard from U.S. EPA expected soon

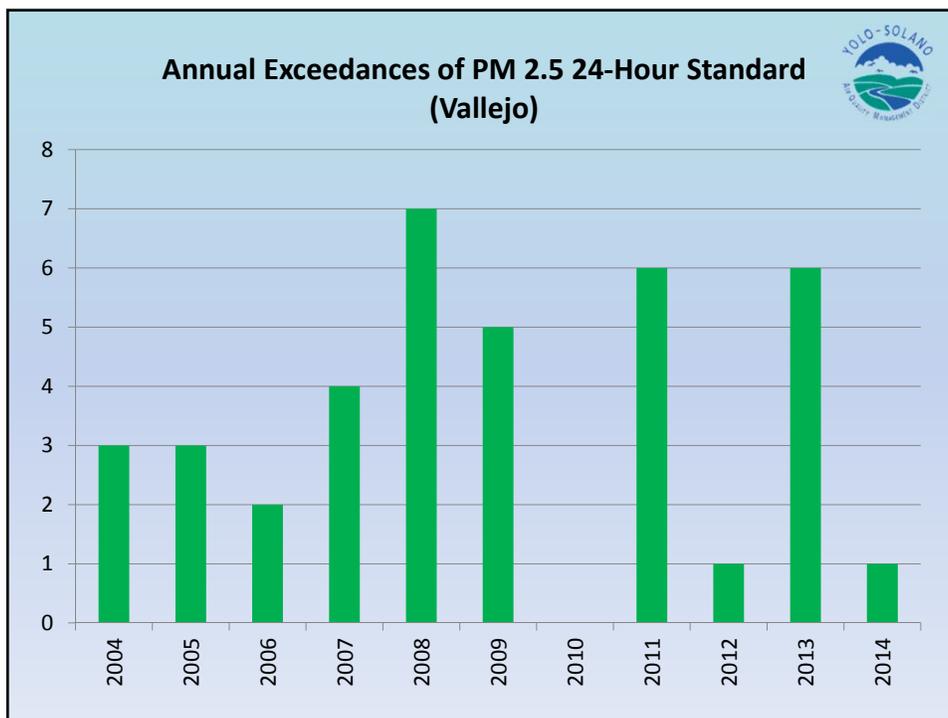
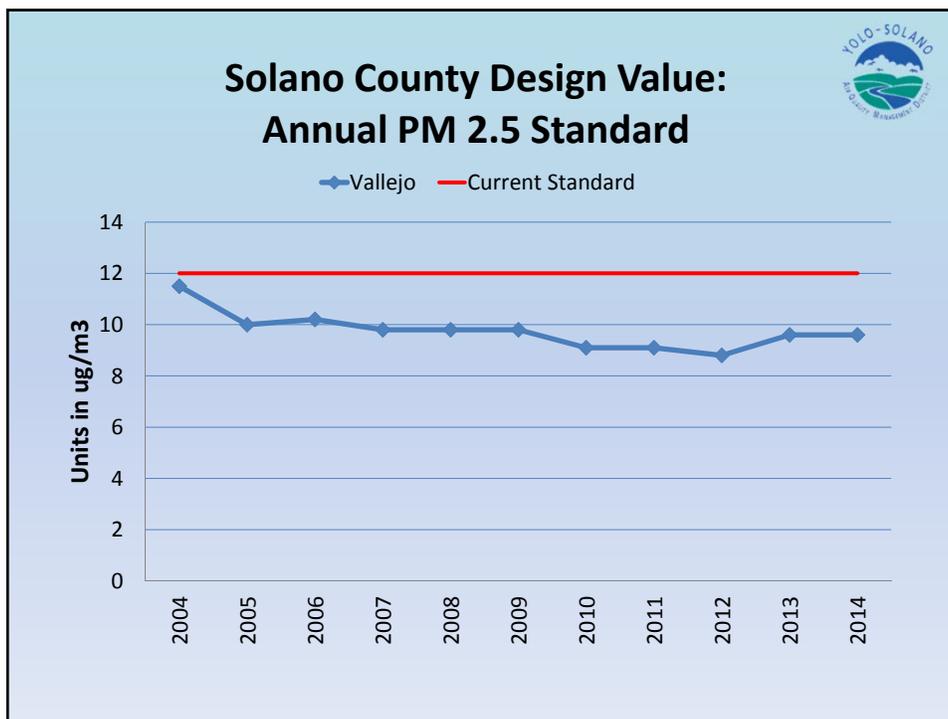


Fine Particulates in Solano



- Solano monitors show attainment of the federal PM2.5 standards
 - Sacramento Air Basin shows attainment
 - Bay Area Basin is in nonattainment
- Solano PM2.5 concentrations have been declining



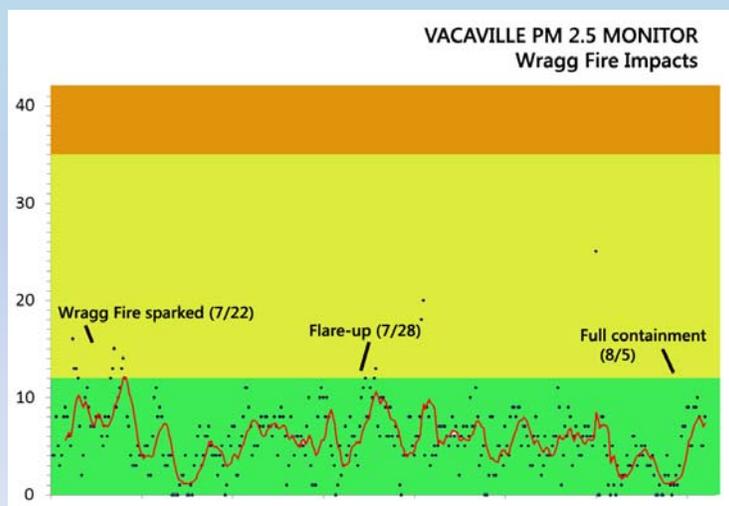


Emergency Event Response



- Plan adopted in October 2014
- Sets procedures for responding to air quality emergencies (i.e. wildfires, chemical releases)
- Focus is on effective **risk communication** and responsible **data collection**
- Collaboration with county Public Health and Emergency Services departments
- Activated when air quality is forecast to become unhealthy

Wragg Air Quality Data

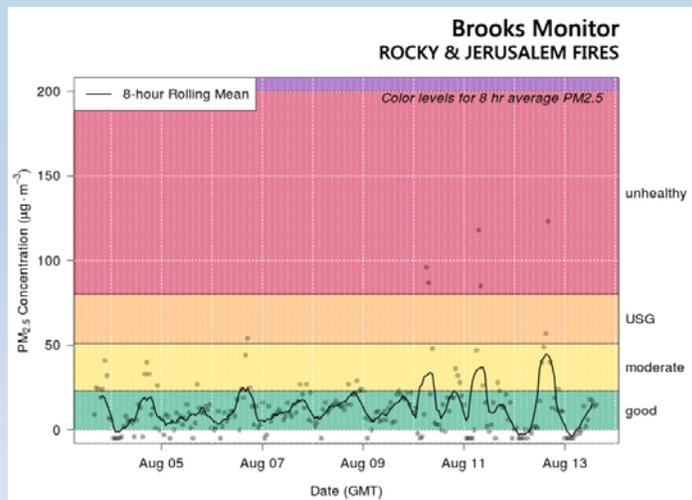


2015 Fire Season



- Rocky and Jerusalem Fires
 - Rocky Fire , sparked July 29: biggest in state this year
 - Jerusalem, sparked August 9 also in Lake County
 - Monitor installed in Brooks (Cache Creek) on July 30
 - No known air impacts on Solano County
 - One advisory called in Yolo County
 - We used models and patterning to best craft public health messages for Capay Valley and Northern Yolo

Rocky Air Quality Data





CITY COUNTY COORDINATING COUNCIL PRESENTATION



Presented by HomeBase, August, 2015

2016-2017 Needs Assessment and Community Action Plan



- Provides **key demographic information**
- **2 Year roadmap** for how the **Community Services Block Grant (CSBG)** funds will be allocated and services will be delivered
- Identifies & assesses **poverty-related needs and resources** in the community
- Establishes **goals, & priorities** for delivering services to individuals & families **most-affected by poverty**

Primary Causes of Poverty in Solano County



1. High cost of housing & Lack of available housing (Rental vacancy rate 6.8%)
2. Lack of employment opportunities
3. Lack of education & training for jobs
4. Mental health & other health concerns

Primary Barriers To Overcoming Poverty in Solano County



1. Lack of affordable housing
2. Homelessness
3. Inadequate transportation
4. Lack of childcare / afterschool programs
5. Mental health & substance abuse issues
6. Lack of awareness of resources
7. Poor credit / rental / work history and/or criminal record

JPA Prioritized Community Needs

Need Area	Services
Rental Assistance, Security Deposit	Rental assistance, security deposit, utilities, etc.
Housing Search Assistance	Housing counseling, navigation, landlord outreach, credit repair, transportation services
Supportive Services for Housing	Case management, mental health services, life skills classes, transportation, childcare, food, financial literacy
Employment Search Assistance	Interviewing skills, job search, resume writing, counseling/coaching), post-incarceration reentry assistance, transportation services
Job Training & Education	Job training, counseling/coaching, computer classes, GED classes, adult education, adult literacy, adult language classes

SOLANO COUNTY

POINT-IN-TIME CENSUS & SURVEY
COMPREHENSIVE REPORT
2015

REPORT PRODUCED BY ASR

HomeBase, Advancing Solutions to Homelessness

Point-in-Time Definitions of Homelessness

- Sheltered:
An individual or family **living in a supervised public or privately operated shelter designed to provide temporary living arrangements** (emergency shelters, transitional housing, and hotels or motels paid for by charitable organizations or government entities).
- Unsheltered:
An individual or family with a **nighttime residence that is a public or private place not designated for or ordinarily used as a regular sleeping accommodation for human beings**, including a car, park, abandoned building, bus or train station, airport, or camping ground.
- Excluded persons:
“Doubled-up”, non-HIC shelters, private property, unsafe areas

Methodology

- **Census**
 - General observation-only street count
 - Shelter Count – only HIC registered shelters & coordinated with HomeBase
- **Survey**
 - Quota Sample (n=360) – Geographic/shelter status
 - Shelter staff and peer administered
- **Analysis and Reporting**
 - Census data empirical
 - Sub-population data derived from survey sample
 - Federal reporting standards

Results –2015

HOMELESS CENSUS POPULATION BY JURISDICTION

JURISDICTION	UNSHELTERED	SHELTERED	TOTAL	
	n	n	n	%
Total Incorporated	684	287	971	90%
Benicia	36	4	40	4%
Dixon	11	12	23	2%
Fairfield	166	178	344	32%
Rio Vista	19	0	19	2%
Suisun City	13	8	21	2%
Vacaville	79	43	122	11%
Vallejo	360	42	402	37%
Total Unincorporated	111	0	111	10%
Total	795	287	1,082	100%

Source: Applied Survey Research. (2015). Solano County Homeless Census. Watsonville, CA.

Note: Changes in the shelter count may reflect changes in shelter designations and listed shelters rather than capacity or usage.

Results –2015

TOTAL NUMBER OF HOMELESS INDIVIDUALS ENUMERATED DURING THE POINT-IN-TIME HOMELESS CENSUS

TOTAL HOMELESS POPULATION: 1,082 INDIVIDUALS



Sheltered includes:



Emergency Shelter



Transitional Housing

Unsheltered includes:



On the Street



Abandoned Buildings



Cars/ Vans/ RVs



Encampment Areas

Source: Applied Survey Research. (2015). Solano County Homeless Census. Watsonville, CA.

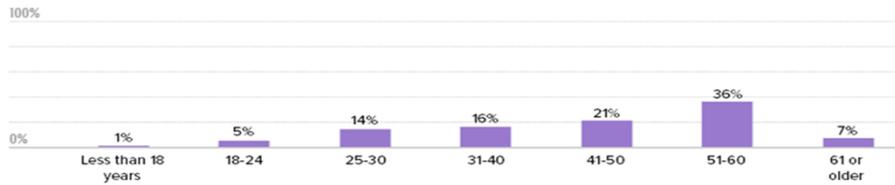
Survey Sample

SURVEY DISTRIBUTION BY GEOGRAPHY AND SHELTER STATUS

JURISDICTION	UNSHelterED	SHelterED	TOTAL	
	n	n	n	%
Dixon	0	3	3	1%
Fairfield	138	41	179	50%
Rio Vista	11	0	11	3%
Vacaville	30	4	34	9%
Vallejo/Benicia/Suisun City	106	27	133	37%
Total	285	75	360	100%

Source: Applied Survey Research. (2015). Solano County Homeless Census and Survey. Watsonville, CA.

AGE

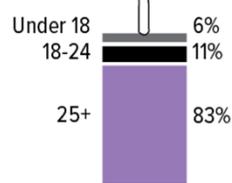


2015 n:360

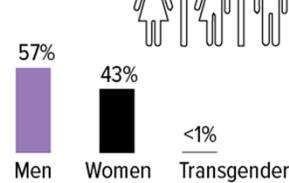
Source: Applied Survey Research. (2015). Solano County Homeless Survey. Watsonville, CA.

Survey Sample Findings

AGE

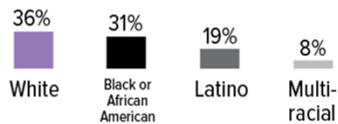


GENDER



RACE/ETHNICITY (TOP 4 RESPONSES)

2015 n:360

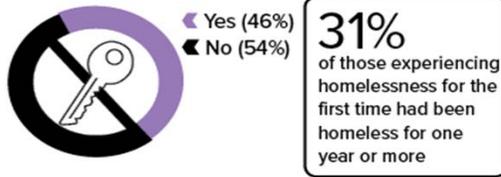


FOSTER CARE
(respondents that have ever been in the system)

16%

Survey Sample Findings

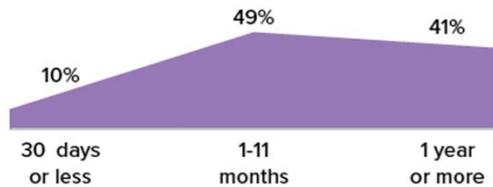
FIRST TIME HOMELESSNESS



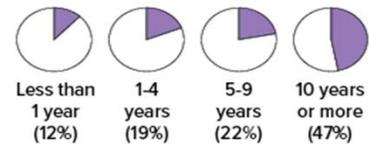
RESIDENCE AT TIME OF HOMELESSNESS



DURATION OF HOMELESSNESS

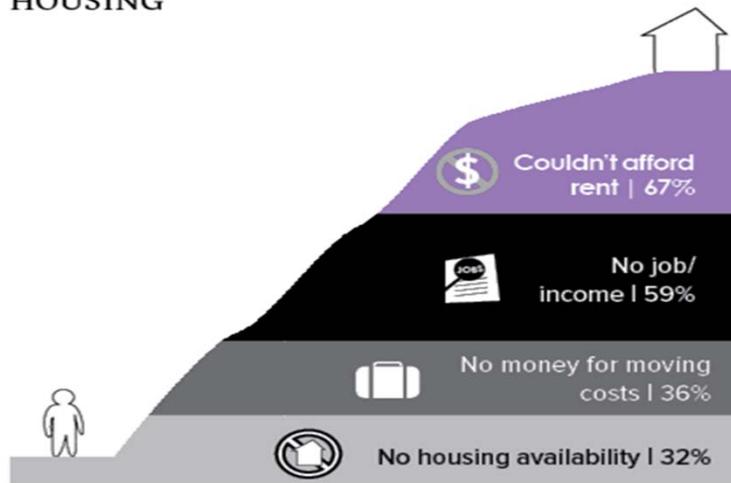


LENGTH OF TIME IN SOLANO (of those living in Solano County at time of homelessness)



Survey Sample Findings

OBSTACLES TO OBTAINING PERMANENT HOUSING



Survey Sample Findings

What is a health condition?

A health condition is defined here as a physical disability, mental illness, chronic depression, alcohol or drug abuse, chronic health problems, HIV/AIDS, Post-traumatic Stress Disorder (PTSD), or a developmental disability.

42%
of survey respondents reported a health condition.

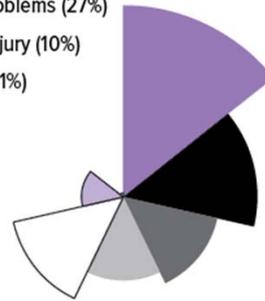


HEALTH CONDITIONS

- Drug or alcohol abuse (46%)
- Psychiatric or emotional conditions (32%)
- Physical disability (23%)
- Post-Traumatic Stress Disorder (PTSD) (20%)
- Chronic health problems (27%)
- Traumatic brain injury (10%)
- AIDS/HIV related (1%)



Note: Multiple response question, numbers will not total to 100%.



Survey Findings – Subpopulation Data

CHRONICALLY HOMELESS



223 Individuals



VETERANS



140 Individuals



FAMILIES



38 Families with 114 members



UNACCOMPANIED CHILDREN



9 Individuals



TRANSITION-AGE YOUTH



111 Individuals



2015 Unmet Need

- The Unmet Need analysis utilizes PIT and HIC Data to estimate the unmet housing need in the Community. This is an estimate requested by HUD each year, not an exact calculation.
- **KEY 2015 FINDINGS:**
Solano County needs approximately 700 additional Permanent Housing Beds, which includes Permanent Supportive Housing and Rapid Rehousing.
 - The majority are for adult-only households
 - A smaller proportion for families with children

Travis AFB Land Use Compatibility Plan Update



City-County Coordinating Council

Meeting #4

August 13, 2015



Travis AFB Land Use Compatibility Plan Update



Presentation Overview

- Review Draft Travis AFB LUCP Policy Changes
- Review Schedule
- Questions and Comments

Travis AFB Land Use Compatibility Plan Update



Travis AFB LUCP Policy Changes

- Updated Compatibility Zone Boundaries
- New safety standards and criteria for:
 - Wind turbine facilities
 - Solar facilities
 - Meteorological towers
 - Objects greater than 100'
 - Wildlife hazards

Travis AFB Land Use Compatibility Plan Update



Travis AFB LUCP Policy Changes

- Compatibility Zone Boundaries
 - Zones A, B1, B2, and C are the same as in the 2002 ALUCP
 - Zone D expanded to cover flight tracks not previously included in the 2002 ALUCP
 - Zone E covers the remainder of Solano County not within the other compatibility zones

Travis AFB Land Use Compatibility Plan Update



DASR Line-of-Sight Viewshed



- Shaded areas are in LOS viewshed for 100'
- No turbines > 100' in LOS



- Shaded areas are in LOS viewshed for 500'
- No turbines > 500' in LOS

Travis AFB Land Use Compatibility Plan Update



Solar Facilities

- New or expanded commercial-scale solar facilities
 - ALUC review required
 - Glint and glare study must prove no glint or glare risk
 - SGHAT model must be used
- FAA may issue further guidance or policies in the future



Photo Credit: ESA, 2009.



Photo Credit: ESA, 2009.

Travis AFB Land Use Compatibility Plan Update



Meteorological Towers

- New or expanded towers
 - ALUC review if greater than 100' in Zone C, or greater than 200' in Zones D and E
- New and expanded towers subject to compatibility zone height standards
- Lighting and marking to be in accordance with FAA Advisory Circular AC-70/7460-1K

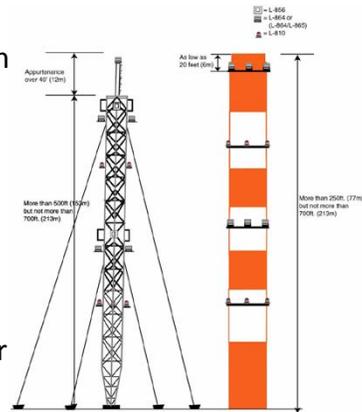


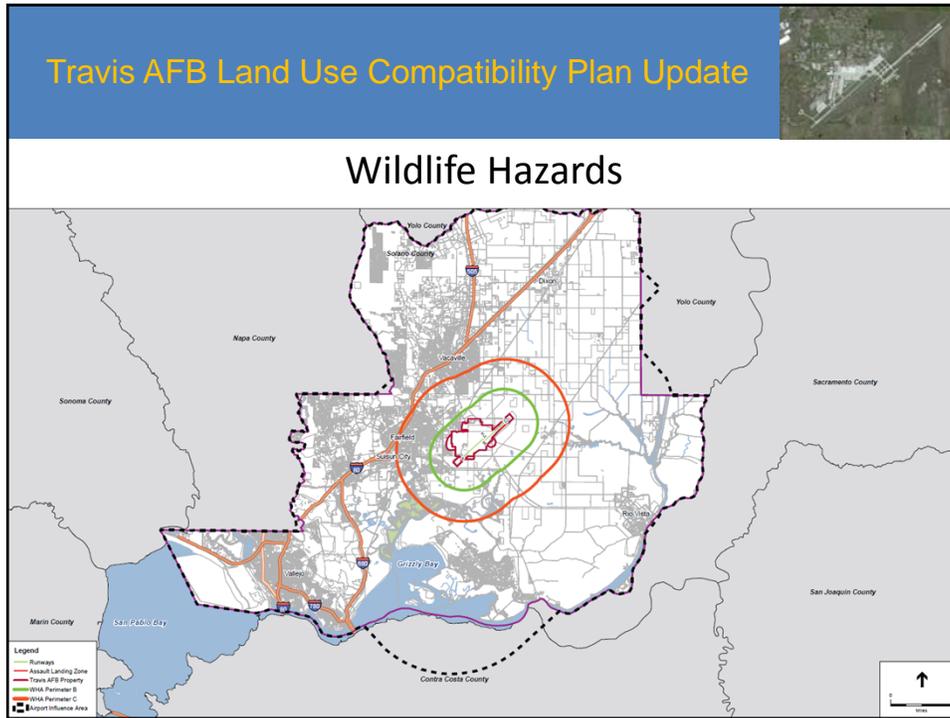
Photo Credit: FAA, 2007. Advisory Circular AC70/7460-1K. 2/1/2007.

Travis AFB Land Use Compatibility Plan Update



Wildlife Hazards

- Perimeter B
 - 14,500' from runways to minimize bird strike hazard
 - No new or expanded land use that attracts hazardous wildlife
 - Requires ALUC review
- Outside of Perimeter B but within Perimeter C
 - Perimeter C is five miles from the Airport Operations Area
 - No new or expanded land use that causes hazardous wildlife movement
- All discretionary projects in Perimeters B and C must consider hazardous wildlife attraction or movement potential



Travis AFB Land Use Compatibility Plan Update

Other Objects > 100'

- ALUC Review required for
 - Zone C: Objects greater than 100'
 - Zones D and E: Objects greater than 200'
- Lighting and marking to be in accordance with FAA Advisory Circular AC-70/7460-1K and FAA study for particular structure

Travis AFB Land Use Compatibility Plan Update



Next Steps/Schedule

- Working on Displacement Analysis now
- Potential CEQA review in August/September
- ALUC Working Session on Tuesday, August 25th

Travis AFB Land Use Compatibility Plan Update



Questions and Comments



Travis AFB Land Use Compatibility Plan Update



Thank you!



**SOLANO
City County Coordinating Council
Staff Report**

Meeting of. November 12, 2013

Agency/Staff: Michelle Heppner,
Solano County Administrator's
Office and Paul Yoder, Shaw,
Yoder, Antwih Inc.

Agenda Item No: V.1

Title /Subject: End-of-Session Legislative Update

Background:

CCCC staff and the County's legislative advocate, Paul Yoder of Shaw/Yoder/Antwih, Inc will provide an oral end-of-session update on legislative issues pertaining to the County and the cities. Below is the statistical information for the bills for 2015 legislative session.

Bill Counts By House of Origin:

	<u>2015</u>
ASSEMBLY	1,763
SENATE	<u>1,009</u>
TOTALS	2,772

Bill Counts By Location:

	<u>2015</u>
CHAPTERED	1,084
OTHER	1,555
VETOED	133

Discussion: At each CCCC meeting, staff provides a legislative update to keep members informed of activities at the State and Federal level.

Recommendation: Receive an end-of-session report on legislative matters of concern.

Attachments:

1. State End-of-Session Legislative Update (provided by Shaw/Yoder/Antwih, Inc.)
2. Federal Legislative Update (provided by Waterman & Associates)

State End-of-Session Legislative Update

The 2015/16 Legislative session adjourned on September 11, 2015. During the first year of the two-year cycle, a total of 2,772 bills were introduced. Of these, 1,763 were Assembly bills and 1,009 were Senate bills. The remaining 1,555 bills are now two-year bills and can be expected to be reintroduced when the Legislature reconvenes its regular session on January 4, 2016. It is expected the two Extraordinary Sessions will reconvene at the same time.

On October 11, the Governor completed the signing and vetoing of Regular Session bills. Of the 941 Regular Session bills sent to his desk this year, the Governor signed 807 and vetoed 133. To date, the Governor has signed one Extraordinary Session bill.

In 2015, the Board of Supervisors took positions on several bills. Solano County had one sponsored (SB 762 – Wolk, pertaining to best-value contracting) and one co-sponsored bill (SB 35 – Wolk, pertaining to 2011 earthquake costs) that the Governor signed into law and only one bill the County opposed (AB 57 – Quirk, pertaining to wireless telecommunication facilities) became law.

Enacted 2015-2016 Budget

This year’s budget negotiations were marked with a bit of tension between the legislative leadership and the Governor over how much the State could truly afford to spend and how it should be spent.

In a demonstration of that discord, the Legislature sent the Governor a timely budget that relied on higher revenue estimates than what the Governor proposed, and thus, intense negotiations ensued over those next 48 hours to make adjustments to the initial budget. The Governor prevailed on his lower revenue estimates, and those numbers are what the 2015-2016 State Budget assumes.

Of key note and interest to counties, the enacted budget repays local governments the final mandate reimbursements for activities completed in 2004 or earlier, which totals \$765 million in payments. Of this amount, Solano County is expected to receive approximately \$8.47 million one-time.

The \$115.4 billion budget package did contain some significant new expenditures, such as the \$380 million allocation for a state Earned Income Tax Credit and an additional \$40 million to expand Medi-Cal to cover low income children of undocumented immigrants. The budget package paid down an additional \$7 billion of the state’s “Wall of Debt” and deposited an additional \$2 billion in the state’s “Rainy Day Fund”. In addition, the budget includes increased funding for publicly-funded child care slots, makes changes to the SB 678 probation funding program, included an 18-month amnesty program for persons with court-ordered debt.

The comparison of revenues and expenditures from FY 2014-15 to FY 2015-15 is as follows:

2015 Budget Act
General Fund Budget Summary
(Dollars in Millions)

	2014-15	2015-16
Prior Year Balance	\$5,589	\$2,423
Revenues and Transfers	\$111,307	\$115,033
Total Resources Available	\$116,896	\$117,456
Non-Proposition 98 Expenditures	\$64,865	\$65,953
Proposition 98 Expenditures	\$49,608	\$49,416
Total Expenditures	\$114,473	\$115,369
Fund Balance	\$2,423	\$2,087
Reserve for Liquidation of Encumbrances	\$971	\$971
Special Fund for Economic Uncertainties	\$1,452	\$1,116
Budget Stabilization Account/Rainy Day Fund	\$1,606	\$3,460

Redevelopment

As part of the 2015-2016 Budget, the state’s Department of Finance, proposed budget trailer bill language that they believed would be helpful in streamlining the redevelopment dissolution process as well as addressing a few other issues pertaining to state-local fiscal situations. Specifically to RDA dissolution, the trailer bill language proposed to, amongst several items 1) Clarify that the Department of Finance’s actions with respect to the dissolution process for RDAs are exempt from the Administrative Procedures Act 2) Various changes to the definition and methods of calculating administrative costs 3) Clarify that written agreements entered into no later than June 27, 2011 for the purposes of refunding of bonds that were issued prior to January 1, 2011 4) Create an annual, rather than biannual ROTS process 5) Change the way that interest rates on loans to an RDA are calculated so that they may not exceed the Local Agency Investment Fund (LAIF) rate 5) address administrative aspects of oversight boards 6) changing the definition of loan agreement.

The main budget bill was adopted in June; however, trailer bills do not have to meet the same June 15th constitutional deadline for passage and the DOF still felt this was a priority issue. Administration support for the bill was countered with opposition to the proposal in the Assembly which led Assembly Speaker Toni Atkins to form a working group to review the proposal and to hear from some of the affected cities. The working group continued studying the issue until a couple of days before the legislative session when compromise bill language was amended into SB 107. This compromise, which was put together by Speaker Atkins quickly passed out of the Assembly and then was sent over to the Senate where it passed the last night of the legislative session.

Energy and the Environment

Throughout this legislative session, much of the Legislature's time was focused on the issue of energy, largely due to Governor Brown's ambitious goals for California and the Senate President Pro Tem Kevin de León's additional championing of the issue. Among the most significant energy-related bills were SB 350 (de León), SB 32 (Pavley), and AB 802 (Williams).

Senator de León's SB 350, the Clean Energy and Pollution Reduction Act of 2015, was arguably the most contentious bill of the year. As with most comprehensive, controversial pieces of legislation, SB 350 touched almost every other legislative priority during the 2015 legislative year – even if those other bills were unrelated to climate change. The bill's original intent was to set three goals for California to reach by 2030: achieve a 50% reduction in petroleum use, achieve a standard of 50% of utility power coming from renewable energy, and achieve a 50% increase in energy efficiency in existing buildings. After facing fierce opposition over the 50% petroleum reduction mandate, the bill was amended to omit that portion. Governor Brown signed SB 350 into law on October 7, 2015, establishing ambitious state energy goals going forward.

Senator Fran Pavley's SB 32 was also at the forefront of discussion throughout this legislative cycle. The bill, which would require the State Air Resources Board to approve a statewide greenhouse gas emissions limit equivalent to 40% below the 1990 level to be achieved by 2030, was hotly debated, and ultimately failed to pass off the Assembly Floor on the last night of session. SB 32 became a two year bill and is expected to be brought up again next year.

Assemblymember Das Williams' AB 802, amended late in the session, incentivizes and expands energy efficiency by requiring the California Public Utilities Commission (CPUC) to authorize electrical corporations or gas corporations – investor-owned utilities (IOUs) - to provide incentives and assistance for measures to conform buildings to California Energy Commission's (CEC) energy efficiency standards for existing buildings and to allow IOUs to recover in rates the reasonable costs of those incentives and assistance. Governor Brown signed AB 802.

Affordable Housing

Spearheaded by the Speaker of the Assembly Toni Atkins, the Assembly Democrats put forth a robust plan to address the issue of affordable housing this legislative session. The Assembly Democrats' plan aimed to establish a permanent source of funding for affordable housing by placing a fee on real estate transaction documents, excluding home sales (AB 1335, Atkins), to increase the state's Low Income Housing Tax Credit by \$100 million (AB 35, Chiu), pass legislation to create a framework for how the state will spend funds received from the National Housing Trust Fund that are expected to flow to states in 2016 (AB 90, Chau), and use a portion of Prop 47 funds to reduce recidivism through investment in rapid rehousing and housing supports for formerly incarcerated Californians (AB 1056).

The results of this package were mixed. Speaker Atkins' legislation to establish a permanent source of funding stalled in the Assembly and Assemblymember Chiu's legislation to increase the state's Low Income Housing tax credit was vetoed by the Governor (the Governor vetoed a number of bills relative to tax credits this legislative session). Assemblymember Chau's legislation to establish framework for funding from the National Housing Trust Fund and Speaker Atkins legislation designed to allocated a

portion of Prop 47 dollars for rapid rehousing and supports were both signed into law by the Governor.

Medical Marijuana

While medical marijuana has been legal in California since 1996, the state lacked a comprehensive regulatory framework for the industry. Assemblymember Jim Wood, Assemblymember Rob Bonta, and Senator Mike McGuire authored a package of three bills – AB 243, AB 266, and SB 643, respectively – that were signed by Governor Brown on October 9, 2015.

This package of legislation was supported by the League of California Cities and the California Police Chiefs Association. Generally speaking, the legislation will establish a Bureau of Medical Marijuana Regulation housed within the Department of Consumer Affairs, require a state and local permitting process for medical marijuana businesses, establish products testing and quality assurance protocols, along with various health and safety standards and security requirements. State licenses will begin to be issued in 2018.

Two Special Legislative Sessions – Transportation and Health

During the announcement made by the Governor and legislative leadership over the budget deal, the Governor also announced he would be calling two special sessions: one on health care and another on transportation. The health care session was a bit surprising but the transportation session seemed like a logical next step, given the growing chorus of concerns from all over the state regarding the need for investment in state and local highways, roads and streets.

Both sessions convened for their first hearings on July 2. At the time of this writing, no single path forward on either special session is clear. What is clear is that while the Governor and the Democratic leadership is open to increased fees and taxes on fuel and vehicle licenses, the Republicans are unwilling at this point to provide sufficient votes for these 2/3 vote proposals.

Governor Brown put forth a transportation plan that would generate an estimated \$3.5 billion annually by increasing the gas tax \$0.06 per gallon, raising the diesel tax by \$0.11 per gallon, and establishing a new \$65 per vehicle registration fee.

Proponents of increasing transportation funding have said that \$3 billion annually would maintain California's crumbling infrastructure as is, while an estimated \$6 billion annually would significantly improve road conditions.

Leaders from both sides of the aisle have expressed a desire to work together to respond to the state's transportation needs, but no deal has been made. The special session can run through the end of next year's legislative session if necessary, though many have stressed the need for a more rapid solution.

It was announced that the special session conference committee on transportation, which began meeting this month, would include Senator Jim Beall (Co-Chair), Senator Ben Allen, Senator Connie Leyva, Senator Anthony Cannella, Assemblymember Jimmy Gomez (Co-Chair), Assemblymember Autumn Burke, Assemblymember Melissa Melendez, Assemblymember Kevin Mullin, and Assemblymember Jay Obernolte.

On the health side, the Obama Administration has set a deadline of July 1, 2016 for imposing a new Managed Care Organization (MCO) tax. In addition to imposing a new statewide tax, which as mentioned above will require a 2/3 vote of the legislature, this issue is complicated further politically inasmuch as major healthcare providers may be taxed more or less respectively depending on the final proposal. For example, the tax could be a flat rate across all providers or it could be tiered based upon each health provider's percentage of Medi-Cal enrollees. Reinstating this tax will also have waterfall effects as the major healthcare providers in California will most likely pass along any additional costs to ratepayers, which could include local governments.

Water / Groundwater

The legislature approved a bill package SB 229 (Pavley) and AB 1390 (Alejo) that will establish an expedited groundwater adjudication process.

AB 1390 includes all process and procedural changes necessary to accelerate adjudications without changing groundwater rights law. SB 226 includes all necessary changes to the Sustainable Groundwater Management Act. This includes establishing how adjudications in high- and medium-priority basins would be accommodated within SGMA without changing any of the policies inherent within SGMA.

SB 226 and AB 1390 both include contingent enactment provisions, and together will reduce needless delays in settling groundwater rights disputes while still protecting due process rights.

Drought / Climate Change

The Governor's call for Californians to reduce water consumption, and ultimately, the mandate to reduce that consumption, has been met with resounding success, as the State was able to successfully reduce water consumption by approximately 40% in the month of July, which is a remarkable accomplishment.

The Governor has increased his concern and commensurate public comment regarding his belief that the drought is ultimately connected to climate change. He traveled to the Vatican during the summer of 2015 to join the Pope and other local, state and national leaders from around the world to discuss growing concerns with climate change. The California fires that have already burned this summer, and continue to burn at this writing, are also the subject of the Governor's many comments on the topic of the drought and climate change.

Some legislative Republicans have requested that the Governor convene a special session on the drought, which the Governor seems disinclined to do. It is likely that the Governor will continue to press for legislation, Administration action and voluntary actions to reduce the impacts of climate change on California and the world, and he will undoubtedly continue to link the drought to climate change in his calls for action.

Section 1115 Medicaid Waiver Update

The latest developments between Centers for Medicare & Medicaid Services (CMS) and California Department of Health Care Services (DHCS) on the Medicaid Waiver are as follows:

- Agreement on the concepts for better integration of behavioral and physical health care, whole person care that links social and health services to address high-cost utilizers, supportive housing and care management.
- Agreement that there are legal barriers to earn non-federal share credit through a calculation of shared savings and therefore this is being tabled. This means that both DHCS and CMS are looking for other non-general fund sources of revenue to help fund the Waiver.

Cap and Trade

The expenditure plan for funds generated through the Cap and Trade auctions have become the source of much speculation. Ultimately, there is so much money, and so many different plans for how to spend it (even beyond the billion-plus available) that the Legislature could not agree on how to spend it before the Session adjourned. There will be more work done in 2016 on this topic. Given the discussion on climate change above, the Governor will likely want to see significant amounts devoted to real GHG reductions (and of course, high speed rail.)

Looking Ahead

Despite revenues running slightly ahead of estimates through the first quarter of the State's 2015-16 fiscal year, it appears that in January of 2016, Governor Brown may propose a fairly austere 2016-17 State Budget. The Administration is greatly concerned about the Legislature's failure so far to reinstitute the Managed Care Organization (MCO) tax. If not reinstated, this could leave as much as a \$1.1 billion hole in the State's 2016-17 State Budget. Additionally, the State could incur as much as \$500 million in additional costs due to changes in how Medicare Plan B costs and what level of government is responsible for same going forward. Also, the sales tax increase from Proposition 30 will sunset on December 31, 2016. Although there are efforts to extend the Proposition 30 income tax increase on the November, 2016 ballot; to date, no interest group of note has proposed continuing the sales tax increase so it appears that these revenues will stop accruing to the State's general fund. Lastly, the State may face new pressure to again relieve state prison over-crowding depending upon additional actions taken by the three judge panel charged with overseeing the issue.

Lastly, counties will need to watch very closely for the implementation of initiatives and pieces of legislation. For the former, Proposition 47 is an example of an initiative approved by the voters (in 2014) wherein the full impacts both the State and the counties are still not fully known; and many other potential issues could arise for counties as the result of choices made by the voters when the next statewide general election occurs in November, 2016. For the latter, counties will undoubtedly wrestle with the day to day impacts of legislation such as AB 403 (Stone), which will phase out the current rate-setting methodology for foster care group homes by January 1, 2017.

Federal Legislative Update

Congress cleared the week of October 26 a long-awaited bipartisan budget deal that will help avert a government shutdown and prevent the nation from defaulting on its debt obligations. The agreement, which was brokered by congressional leaders and President Obama, provides a two-year reprieve from the sequester-level spending caps set by the 2011 *Budget Control Act*. Specifically, the legislation (HR 1314) authorizes an additional \$80 billion in spending (\$50 billion in fiscal year 2016 and \$30 billion in fiscal year 2017) split evenly between defense and nondefense programs.

Although the new fiscal framework will yield two years of relative budgetary stability, it does not entirely remove the threat of a government shutdown. With the current short-term continuing resolution (PL 114-53) slated to expire on December 11, lawmakers must still negotiate the final spending and policy details for the remainder of fiscal year 2016. In doing so, the 12 appropriations subcommittees will be charged with deciding which individual programs will be the beneficiary of the increased spending authorized under the new budget deal. Additionally, appropriators - with input from congressional leaders - will decide what, if any, policy riders might be attached to a final spending package.

It should be noted that the increased discretionary funding authorized under HR 1314 would be offset through a combination of cuts to various entitlement programs, fee increases, and other revenue raisers. Among other things, the deal would extend the sequester on Medicare and certain other mandatory spending programs by an additional year (through fiscal year 2025). In addition, the budget plan proposes to sell crude oil from the Strategic Petroleum Reserve, auction off federal spectrum, and repeal a requirement in the *Affordable Care Act* for large employers to automatically enroll their employees in health care plans.

With regard to the debt ceiling - and with officials from the Department of the Treasury warning Congress that it must take action before November 3 to avoid a potential default on the country's financial obligations - HR 1314 suspends the debt limit until March 15, 2017. The duration of the legislation's provisions on the budget and the debt ceiling effectively takes these issues off the table for the remainder of President Obama's term in office.

California Drought

The Senate Energy & Natural Resources Committee recently held a legislative hearing on several drought-related bills, including the *California Emergency Drought Relief Act* (S 1894) and the *Western Water and American Food Security Act* (HR 2898). The panel heard testimony from Senators Dianne Feinstein (D-CA) and Barbara Boxer (D-CA) – the primary sponsors of S 1894 – and Representative David Valadao (R-CA), the author of HR 2898. Several other stakeholders also appeared before the committee, including the assistant secretary of the U.S. Department of the Interior, Michael Connor.

As part of her opening statement, the chairwoman of the committee, Senator Lisa Murkowski (R-AK), highlighted the severity of the drought in California while noting that extremely dry conditions currently extend across the entire Colorado River Basin and throughout the West. Because of the far-reaching impacts of the drought, the ENR Committee is expected to develop a Western-wide drought-relief bill later this fall. Although no definitive legislative strategy or timetable have been identified, key provisions of the Feinstein-Boxer bill – as well as certain provisions of the Valadao measure – could be incorporated into a broader Senate drought package.

In other developments, the Delta Counties Coalition (DCC) traveled to Washington, D.C. the week of October 26 to meet with key Obama administration officials and members of Congress. Supervisor John Vasquez, along with Waterman & Associates, participated in the meetings on behalf of Solano County. Key discussion topics included the pending drought legislation and the BDCP/California Water Fix.

Health and Human Services

In recent months, dozens of members of Congress have agreed to sign on to the *Middle Class Health Benefits Tax Repeal Act of 2015* (HR 2050), bringing the total number of cosponsors to 160 (32 Californians have added their names to the bill). In short, the legislation would eliminate the *Affordable Care Act's* (ACA) 40 percent federal excise tax on high-cost health insurance plans.

It should be noted that the excise tax will become effective in 2018 will be imposed on insurance plans that have a total cost exceeding a certain statutory dollar amount. The tax is based on the total cost of the employer and employee contribution to the plan, as well as any savings account arrangements, such as health reimbursement arrangements and flexible spending accounts.

In September, Senators Dean Heller (R-NV) and Martin Heinrich (D-NM) introduced a companion measure (S 2045) to the House ACA bill. Senator Sherrod Brown (D-OH) has introduced a similar bill (S 2075), which is co-sponsored by Senator Boxer. According to the Congressional Budget Office (CBO), repealing the tax would cost the federal government \$87 billion in lost revenues. Accordingly, if the House/Senate legislation is going to advance through Congress, it will be critical for bill supporters to identify an offset.

In other developments, Senate Finance Committee Ranking Member Ron Wyden (D-OR) introduced in August the *Family Stability and Kinship Care Act* (S 1964). The bill, which is cosponsored by seven of the 11 Democrats who serve on the committee, would make fundamental changes to child welfare financing by providing a federal IV-E foster care match for prevention and post-permanency services.

The Finance Committee conducted a recent hearing on child welfare reforms where Chairman Orrin Hatch (R-UT) expressed his hope that a reform package could be marked up this fall. At this stage, the committee is working to craft a bipartisan bill and is sending provisions to the CBO to obtain cost estimates of proposed new federal initiatives. There is no House companion bill at this time.

Transportation Reauthorization

The House Transportation and Infrastructure (T&I) Committee recently approved a six-year highway and transit reauthorization bill (HR 3763). Entitled the *Surface Transportation Reauthorization and Reform* (STRR) *Act of 2015*, the bill would authorize a total of \$325 billion for surface transportation programs through 2021, including roughly \$261 billion for the Federal-aid Highway Program and \$55 billion for transit activities. The proposed funding levels are roughly on par with current spending, plus annual inflationary adjustments.

As currently written, the bill does not include a revenue source. Moreover, the legislation includes a provision that would prohibit the Department of Transportation (DOT) from distributing any funding beyond the first three years of the measure unless new revenues are generated and additional legislation is enacted. The House Ways & Means Committee – which has jurisdiction over the revenue title of the bill – is currently working to identify a reliable, long-term funding source for the STRR Act.

With regard to bridges, HR 3763 includes a provision that would make local on-system bridges (structures that are *on* a Federal-aid highway but not on the National Highway System (NHS)) eligible

for funding under the National Highway Performance Program. The provision would help to address the fact that, currently, only local off-system bridges (non-NHS bridges that are *not* on a Federal-aid highway) are eligible to receive dedicated federal funds.

On November 3, the full House began consideration of the STRR Act. While over 250-plus amendments were submitted to the House Rules Committee, it appears as though less than 100 of those will receive a vote on the House floor. Of interest to Solano County, the House approved by voice vote an amendment by Representative Ken Calvert (R-CA) that would expand local government participation in the legislation's proposed federal-state environmental reciprocity program.

Looking ahead, the House will continue the process of considering amendments to the STRR Act and is expected to clear the legislation before the second week of November. Once approved, the House and Senate will attempt to reconcile difference between the STRR Act and the Senate-approved transportation bill (known as the Drive Act). Lawmakers will have until November 20 to approve a final version of the bill, which is when the current extension of MAP-21 is slated to expire.

Fee-to-Trust Reform

Senate Indian Affairs Committee Chairman John Barrasso (R-WY) recently introduced legislation that would overhaul the Department of the Interior's fee-to-trust process. The bill (S 1879) is expected to be considered by the panel sometime this fall.

Under S 1879, the Bureau of Indian Affairs would be required to provide up-front notice to county governments when the agency receives a complete or partial application from a tribe seeking to have off-reservation fee or restricted land taken into trust. In turn, counties would be afforded an opportunity to review and comment on the application.

Furthermore, the legislation would encourage tribes that are seeking trust land to enter into cooperative agreements with counties, the terms of which could relate to mitigation, changes in land use, dispute resolution, fees, etc. In cases in which tribes and counties have not entered into mitigation agreements, the bill would require the Secretary of the Interior to consider whether off-reservation impacts have been mitigated to the extent practicable.

While county governments are generally supportive of many of the provisions of the Barrasso bill, counties also are pursuing several modifications and clarifications designed to further strengthen the legislation. For example, counties are seeking revisions to the bill that would *explicitly require* the Secretary to determine – *prior to issuing a final decision to approve a trust land acquisition* – that all reasonably anticipated off-reservation impacts have been sufficiently mitigated. Counties also are pursuing several other key changes, including an amendment that would require the Secretary to undertake a thorough review process prior to any material change in use of existing trust land that would lead to significantly increased off-site impacts.

Outlook - Fiscal Year 2016 Funding for Key County Programs

As reported above, individual funding levels for discretionary programs in fiscal year 2016 remain unsettled. Although the new budgetary framework allows for additional federal spending, it is unclear which programs will be the beneficiary of the increased spending.

In the meantime, funding for key health and human services-related programs, justice and law enforcement assistance programs, local housing and community development initiatives, and other federal programs will remain at fiscal year 2015 levels.

**SOLANO
City County Coordinating Council**

Meeting Date: November 12, 2015

**Agency/Staff: Daryl Halls, Executive Director,
Solano Transportation Authority, Lois
Rinquist and Judie Donaldson, Co-chairs,
Carquinez Village Project**

Agenda Item No: V.2

Title /Subject: Solano Mobility Management Programs and the Aging in Place Initiative in Benicia (Carquinez Village Project)

Background:

In 2010, Solano County senior population was at 46,847 and is projected to increase over 126% by 2040 to 105,912 seniors. To prepare for the growth of seniors, the development of mobility management programs for Solano County emerged as a countywide priority based on extensive outreach and planning efforts. These efforts included five (5) Community-Based Transportation Plans, two (2) Solano County Senior and Disabled Transportation Summits and the Solano Transportation Study for Seniors and People with Disabilities (2011).

Five programs were identified as a priority.

1. Information clearinghouse (Call center/website)
2. Older Driver Safety Program (Information)
3. Travel Training/Transit Ambassador
4. Standardized ADA Paratransit Eligibility process (Countywide)
5. Solano County Intercity Taxi Scrip

In fiscal year 2014-15, the ADA Paratransit Eligibility Program completed 1,332 ADA assessments and the Solano County Intercity Taxi Scrip Programs provided 12,825 passenger trips.

Also, Solano Transportation Authority (STA) was designated as the Consolidated Transportation Services Agency (CTSA) for Solano County by Metropolitan Transportation Commission (MTC) in September 2014.

Discussion:

Information will be shared on the Solano Transportation Authority's senior mobility management program as Benicia's Aging in place project in Carquinez Village.

The Solano Mobility Management Programs have all been initially implemented. STA has been successful in obtaining funding for these programs. However, 26% of the funding is coming from one-time grants which expire in two years. Long term sustainability and meeting the current and future needs of these mobility programs is an issue due to limited funding.

The Solano County Intercity Taxi Scrip Program (Phase 1) is highly popular. As a result, the demand for trips exceeds the program budget. Phase 1 only address ADA certified ambulatory passengers (those capable of walking). Phase 2 is intended to expand to include the non-ambulatory passengers which has not been implemented yet. STA staff will provide an overview at the meeting.

Aging in Place – Aging in place is, as defined by the Center for Disease Control is the ability to live in one's own home and community safely, independently, and comfortably, regardless of age, income, or ability level. Successfully aging in place results from the dynamic interaction of factors involving both the person and the environment. According to an ecological model of aging, a person can age in place successfully when s/he has the capabilities to meet the difficulties of the environment or the difficulties of the environment are reduced to match the person's capabilities (Lawton & Nahemow, 1973). When the demands of the environment exceed the person's capabilities then aging in place is compromised. For example, a healthy independent older adult who is still driving should not have a problem remaining in their home away from transportation or services (e.g., living in the country). However, when the person is no longer able to drive s/he will need to have the financial and/or social resources to meet their transportation needs.

Aging in Place requires a multifaceted effort involving older adults, family and friends, community, and local government. Five interacting factors affect a person's ability to age in place: 1) Affordability, specifically affordable housing, 2) Accessibility (i.e., ADA accessible housing features), 3) individual capability and health, 4) Livable communities that include senior housing in proximity to transportation, shopping, and medical care), and 5) Social/Community support. Elder Villages are an effective social/community support model. There are variations on the concept of "Elder Village", from informal, grass-roots efforts where seniors support one another (e.g. Kare Bears at Trilogy) to more formal membership based fee models such as the Carquinez Villages model in Benicia. Co-chairs, Lois Rinquist and Judie Donaldson will provide an overview of the Carquinez Village project.

Recommendation:

Receive a presentation on the Solano Mobility Management Programs for Seniors and People with Disabilities and the Aging in Place initiative in Benicia (Carquinez Village Project).



Solano City County Coordinating Council (CCCC)

November 12, 2015



Preparing for Solano County Growth in Numbers for Seniors

2

Bay Area Older Adult Population Growth by Age

	2010	2040	% Change
Solano	46,847	105,912	126.1%

Source: 2010 Census SF1 Table P12; ABAG Forecasts

- 2010 - 7.3% of Solano County population are people who live with a disability
- 2010 – 11% of Solano County populations are seniors 65 years or older
- 2040 – 21% of Solano County residence will be seniors 65 years or older



Providing Mobility is Cited as Significant Issue

- Can't afford maintaining a vehicle
- Limited income restricts ability to buy bus passes
- Seniors are not aware of existing resources

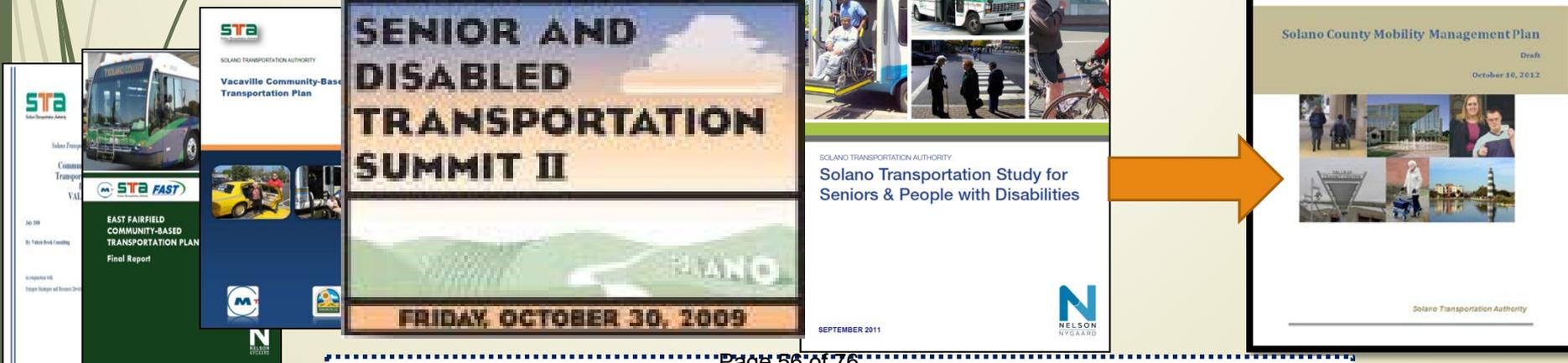


Change is the law of life. And those who look only to the past or present are certain to miss the future. *-John F. Kennedy*

How Issues Were Identified

The development of mobility management programs for Solano County emerged as a countywide priority based on:

- Five (5) Community-Based Transportation Plans
- Two (2) Solano County Senior and Disabled Transportation Summits
- Solano Transportation Study for Seniors and People with Disabilities (2011)
- Four (4) Advisory Committees:
 - Solano Seniors and People with Disabilities Transportation Advisory Committee
 - Paratransit Coordinating Council (PCC)
 - Intercity Transit Consortium
 - Lifeline Committee



Solano Mobility Management Programs Priority for Implementation

1. Information clearinghouse
(Call center/website)
2. Older Driver Safety Program
(Information)
3. Travel Training/Transit
Ambassador
4. Standardized ADA Paratransit
Eligibility process (Countywide)
5. Solano Intercity Taxi Scrip



Solano County Intercity Taxi Program

Solano County
Intercity Taxi Scrip Program



PHASE I

- Highly Popular Program
- Demand for trips exceeds program budget
- Most booklets/jurisdictions sell out each month (4 of 5 transit operators)
- Only addresses ADA certified ambulatory passengers

PHASE 2

- Phase 2 is intended to expand to include non-ambulatory passengers (not yet implemented)
- Local funding source is needed

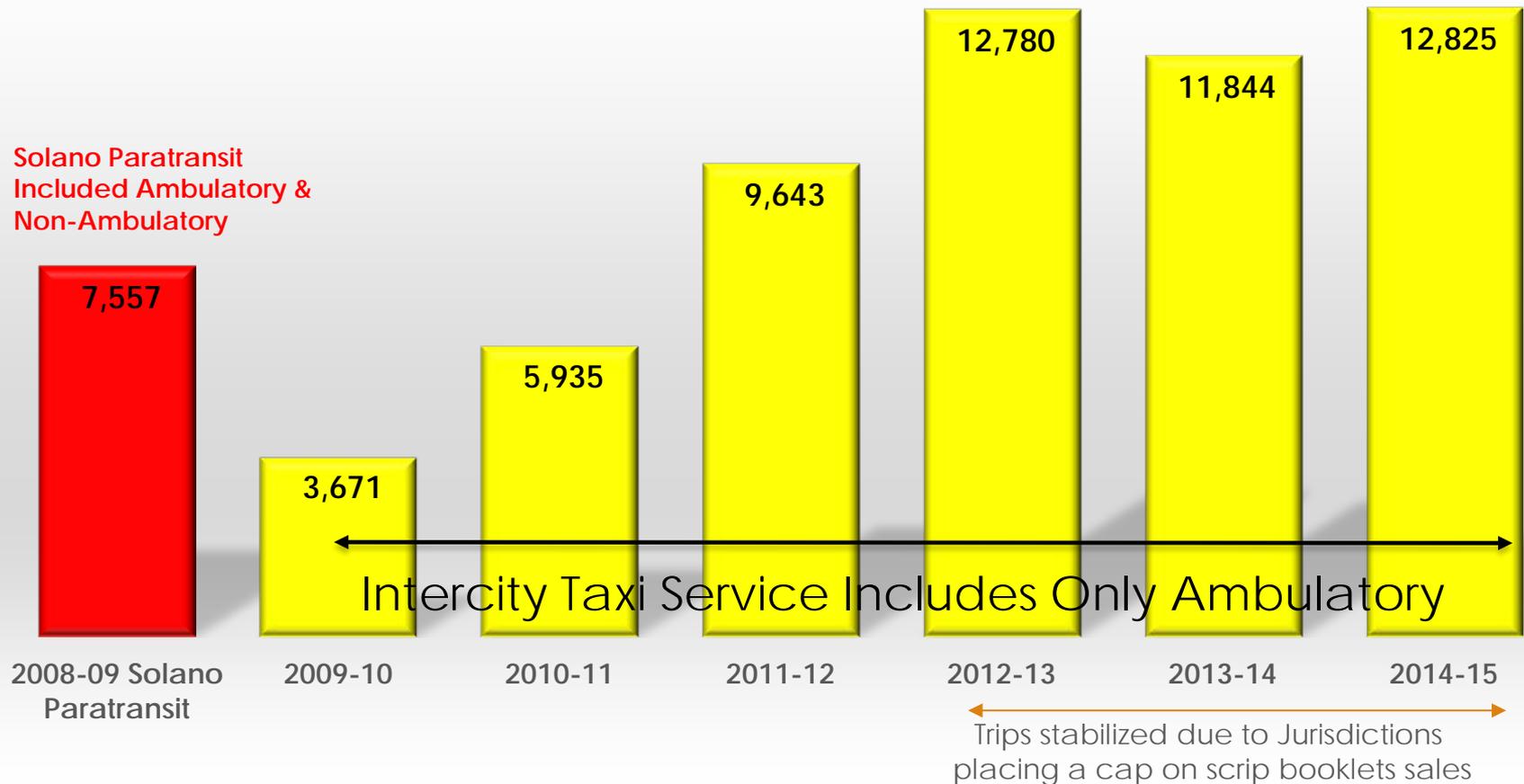


Definition:

Ambulatory- capable of walking

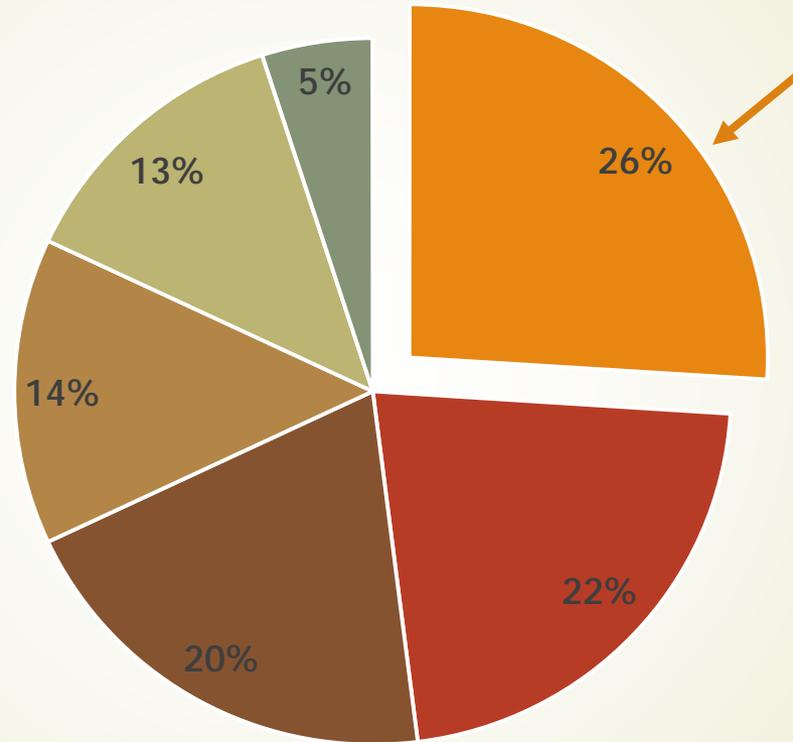
Non-Ambulatory- not able to walk about

INTERCITY TAXI SCRIP PASSENGER TRIPS BY YEAR



FY 2015-16

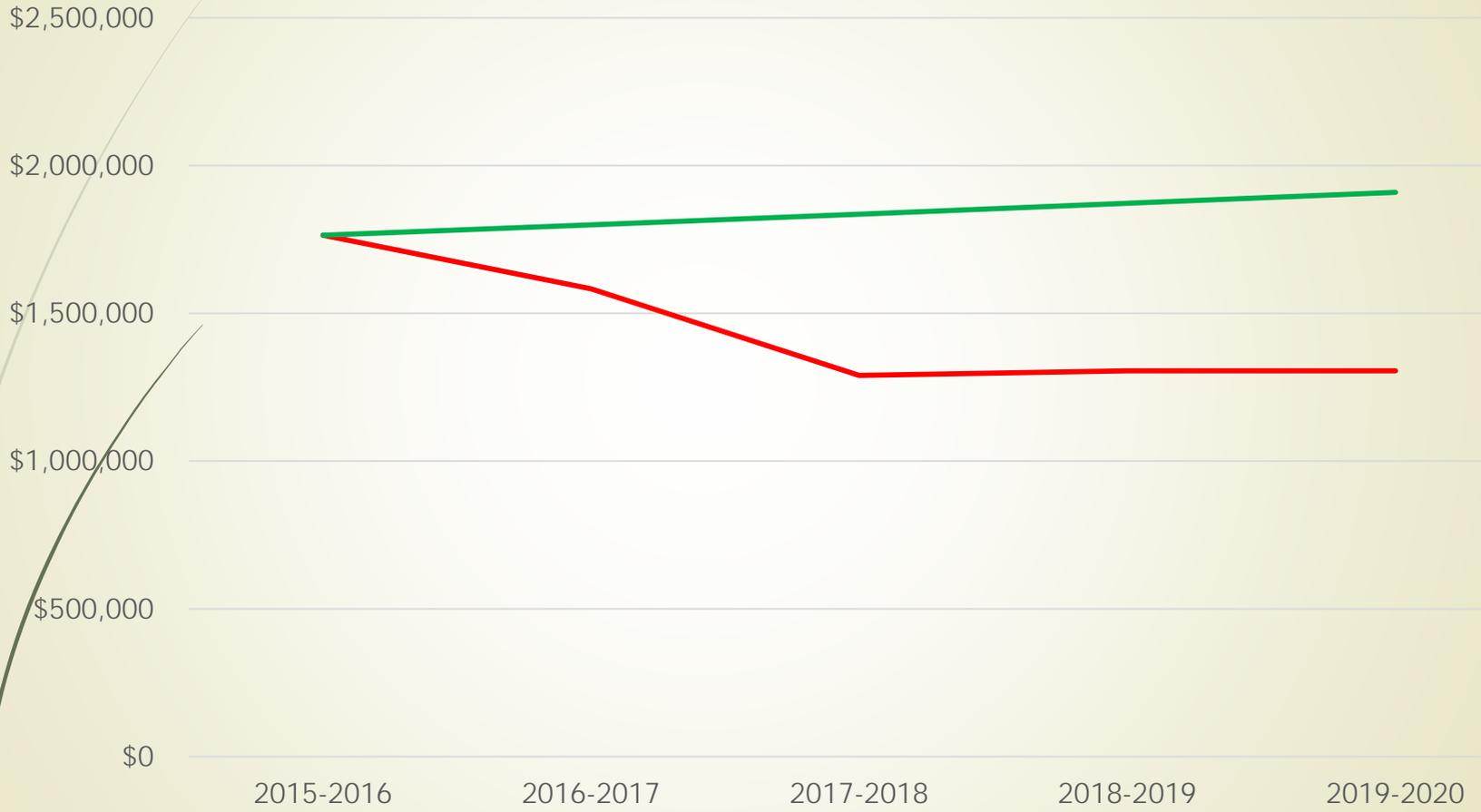
Mobility Management Programs Revenues of \$1.8 Million



26% is dependent on one time competitive grants

- GRANTS - 26%
- STAF Paratransit - 22%
- Solano County TDA - 20%
- STAF - 14%
- Transit Operators TDA - 13%
- Fare Revenue - 5%

Current Funding Projection and Current Future Funding Need



— Current Mobility Funding Projection
— Current Senior/Disabled Mobility Programs Funding Need

A Few Facts About Older Drivers

- Older drivers, 75 and older, are more likely to be killed in a car accident (when controlled for miles driven) even though they account for only 3% of the crashed.*
- Older adults accounted for 15% of all traffic fatalities in 2005 and 20% of pedestrian fatalities nationally.*
- Over 20% of American age 65 and over do not drive.**
- More than 50% of non-drivers, age 65 and over, stay home on any given day due, partially, to a lack of transportation options.**
- Older non-drivers make 15% fewer visits to the doctor's office, 59% fewer shopping trips and 65% fewer trips for social, family and religious activities.**
- Older adults are more likely to receive traffic citations and get into accidents than younger drivers.
- Eighty-six percent of non-drivers state that they do not use public transportation.***



Source: Solano County Status Report of Seniors 2008

*Traffic Safety Facts, Older Population, National Center for Statistics and Analysis

** Aging Americans Stranded Without Options, Surface Transportation Policy Project, 2004

*** Straight A. (1997). Community Transportation Survey, Public Policy Institute, American Association of Retired Person, 1997

What are the priorities?

1. Sustain Existing Programs

- ▶ Solano Mobility Call Center
- ▶ Travel Training
- ▶ Countywide In-Person ADA Assessment
- ▶ Senior Driver Safety Information
- ▶ Faith in Action Ride with Pride
- ▶ Intercity Taxi Scrip – Phase 1

2. Implement New Programs

- ▶ Implement Phase 2 of the Intercity Taxi Scrip/ Paratransit Service for Non-Ambulatory
- ▶ Expand Golden Pass Program for seniors
- ▶ Shuttle Program for Seniors
- ▶ Shared Vehicles for Non-Profits
- ▶ Other

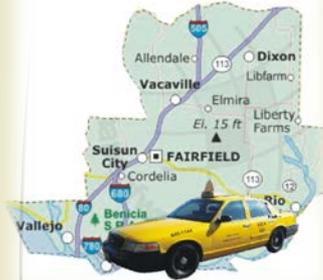


Definition of Non-Ambulatory- Not able to walk

Senior/Disabled Mobility

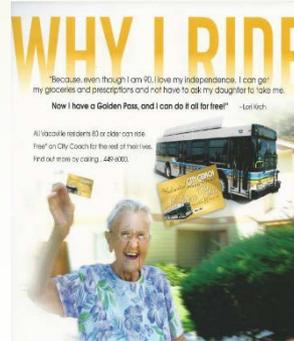
Improve Mobility for Seniors and People with Disabilities

Solano County
Intercity Taxi Scrip Program



Program: Intercity Taxi Scrip Program (Phase 2)

Description: Expanding the program to include ADA non-ambulatory residents



Program: Golden Pass Program for Seniors

Description: Solano County seniors would ride free on all Solano County transit systems (excluding paratransit)

Program: Shared Vehicles for Non-Profits

Description: The Program provides the vehicle, maintenance, and driver training. The Non-Profits provides the driver and gas.

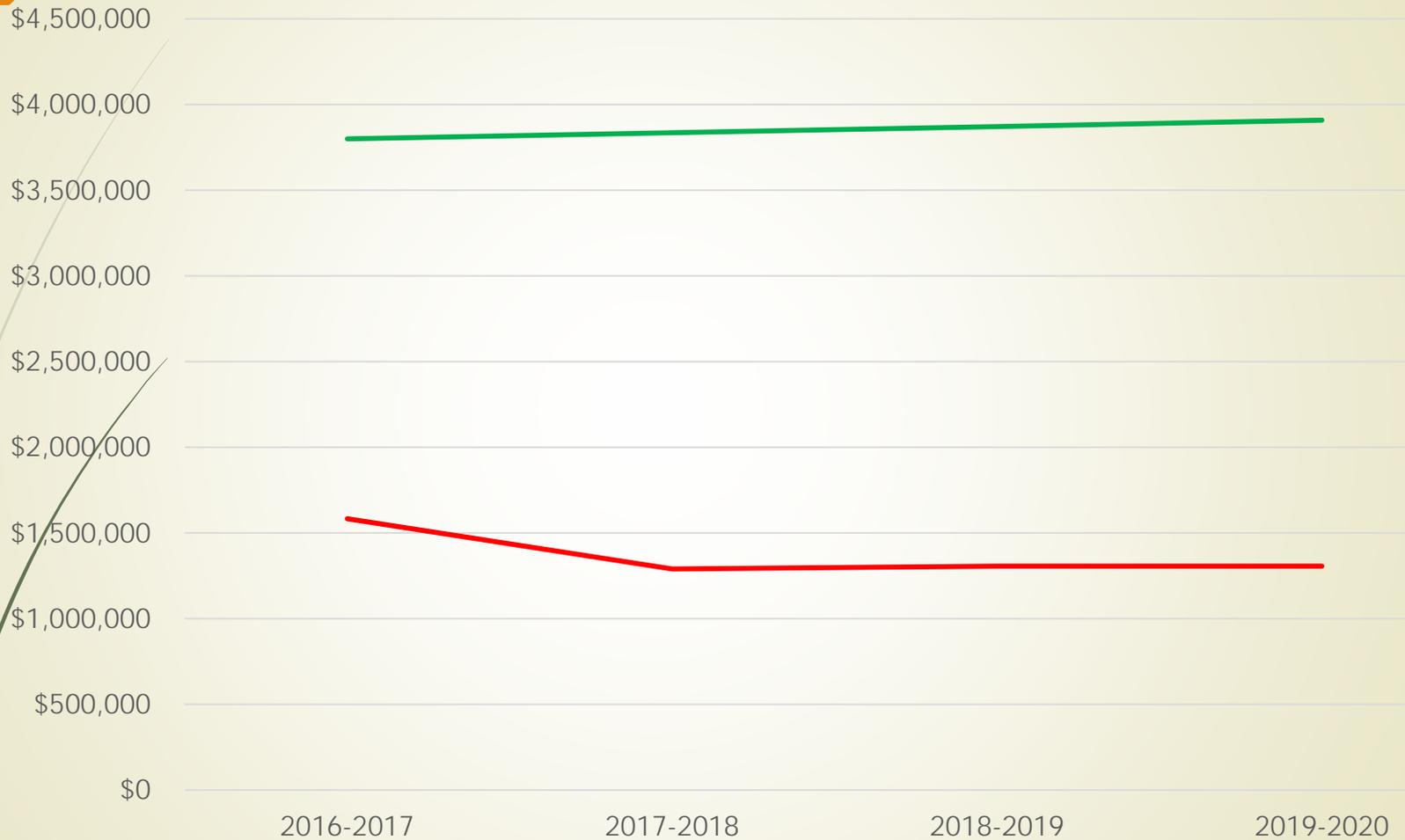


Program: Senior Shuttle Program

Description: Develop a similar program as the discontinued AAOA Senior Escort Program in Vallejo



Current Funding Projection and Future Funding Needs



— Current Mobility Funding Projections

— Current Senior/Disabled Mobility Programs Plus Intercity Taxi Scrip - Non-Ambulatory & New Senior/Disabled Mobility Programs

Questions?

"You can't live a perfect day without doing something for someone who will never be able to repay you" – John Wooden

**SOLANO
City County Coordinating Council
Staff Report**

Meeting of. November 12, 2015
Agenda Item No: V.3

Agency/Staff: Robert Macaulay, STA

Title /Subject: Plan Bay Area Update

Provide information on the update of Plan Bay Area, the Sustainable Communities Strategy/Regional Transportation Plan.

Background:

Plan Bay Area is the name given to the Sustainable Communities Strategy/Regional Transportation Plan (SCS) adopted by the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG). Plan Bay Area was adopted in 2013, and the update is due for adoption in 2017.

Two of the primary requirements for an SCS, as established by SB 375, are a reduction in the emissions of Greenhouse Gases (GHGs) from cars and light trucks, and the housing of anticipated population growth within the region. MTC was sued over how it interpreted the second requirement, and reached a settlement agreement resulting in dismissal of the suit. MTC and ABAG have now agreed on language to be used in the Plan Bay Area update regarding future population and housing growth. That language is:

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

MTC also uses growth scenarios covering employment, housing and population. These scenarios form the basis for evaluating the impact of transportation investments on GHG emissions. MTC intends to use those same scenarios when the environmental evaluation of Plan Bay Area is performed.

Discussion:

The employment, housing and population growth is assumed to be the same across all of the scenarios. ABAG, who is responsible for the baseline demographics that underlay the projections, is projecting a 34.9% increase in employment in the 2017-2040 timeframe covered by the updated Plan Bay Area. Household and population growth are primarily driven by employment changes, although some other factors influence the final numbers. ABAG is projecting a 29.8% increase in households, and a population increase of 32.1% new residents in the Bay Area by 2040. A distribution of these jobs, households and residents by county has not yet been released by ABAG. ABAG's numbers and methodology are explained in the attached October 6 2015 memo.

The three development scenarios are attached, and contain both general descriptions and maps. The scenarios can generally be described as follows:

1. Population and employment growth in the downtowns of every city in the Bay Area. This scenario continues the emphasis on Priority Development Areas (PDAs), but assumes the most distributed growth pattern. This is similar to past growth in the Bay Area, but with more of a PDA emphasis.
2. Population and employment growth emphasized in PDAs in medium sized cities with access to major rail services such as BART and Caltrain.
3. Population and employment growth focused in the three largest cities, with some development in nearby well connected cities.

STA staff believes these three scenarios will provide a sufficient variety of land use to inform MTC and ABAG in analyzing the impacts of transportation investments on both GHG emissions and congestion.

Recommendation:
Informational only.

Attachments:

- A: ABAG Preliminary Regional Forecast Numbers
- B: Development Scenarios

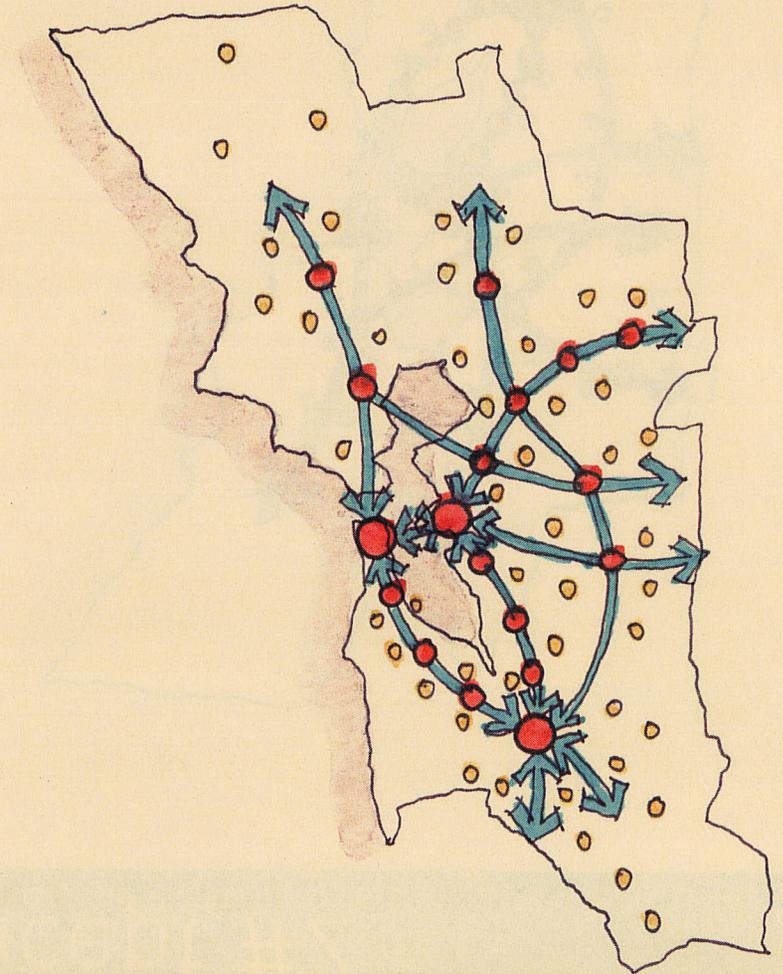
Scenario Draft Concept #1

Scenario 1 targets future population and employment growth to the downtowns of every city in the Bay Area to foster a region of moderately-sized, integrated town centers. As in the other scenarios, most growth will be in locally-identified PDAs, but this scenario offers the most dispersed growth pattern, meaning that cities outside the region's core are likely to see higher levels of growth and, within cities, more growth will be accommodated outside of PDAs than in other scenarios.

To accommodate this growth, investments, including resources for affordable housing, will be dispersed across PDAs, other transit-proximate locations outside PDAs, and underutilized transportation corridors across the region. This scenario comes closest to resembling a traditional suburban pattern, with an increase in greenfield development to accommodate the dispersed growth pattern. While an emphasis on multi-family and mixed-use development in downtowns will provide opportunities for households of all incomes to live near a mix of jobs, shopping, services, and other amenities, this scenario also assumes that many people will drive significant distances by automobile to get to work.

To support this scenario's dispersed growth pattern, transportation investment priorities will largely embrace new technologies and innovative strategies to manage travel demand. To accommodate increased reliance on automobiles for commuting, this scenario assumes a vast expansion of high-occupancy toll lanes on all regional highways, the institution of variable pricing, and highway widening at key bottlenecks. Additionally, the region will adopt transformational investments like automated buses and private vehicles. Bicycle and pedestrian infrastructure will create a network of regional trails and bike lanes, including a robust regional network of bike sharing. To support industry and goods movement, the scenario will focus largely on "smart operations and deliveries"— technology and operations to reduce congestion and increase safety on urban and rural roads.

To reach our climate goals, this scenario sees heavy investments in technology advancements, clean vehicles, and incentives and to pursue near-zero and zero emissions strategies wherever feasible. The mobility needs of seniors, persons with disabilities, and low-income communities will be addressed most centrally by "mobility management" solutions to link individuals to travel options that meet their specific needs, as well as the provision of demand-responsive strategies by the public, non-profit, and private sectors.

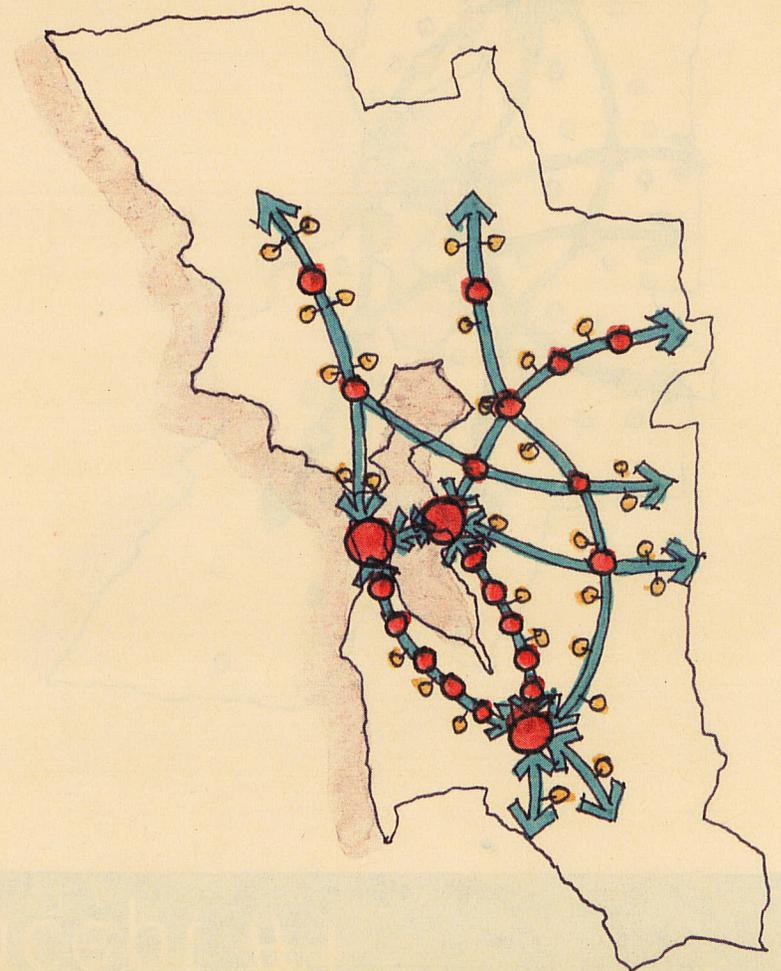


Scenario Draft Concept #2

Building from the final, adopted Plan Bay Area 2013, Scenario 2 targets future population and employment growth to locally-identified PDAs throughout the region, with an emphasis on growth in medium-sized cities with access to the region's major rail services, such as BART and Caltrain. Outside the PDAs, this scenario sees modest infill development, along with a small amount of greenfield growth. As these communities grow over the next 25 years, compact development and strategic transportation investments will provide residents and workers access to a mix of housing, jobs, shopping, services, and amenities in proximity to transit traditionally offered by more urban environments. Resources for affordable housing will be dispersed across the Bay Area, with some concentration in PDAs to support the development of affordable housing where the most population and employment growth is targeted.

To support this scenario's growth pattern, transportation investments will prioritize maintenance of existing infrastructure. The region's transit system will be modernized and expanded along key corridors to improve commutes and add capacity. Investments in bicycle and pedestrian infrastructure, including the regional bike sharing network, will support the creation of more walkable and bikeable downtowns. While this scenario would see limited expansion of the region's roadways, it will use travel demand strategies, including an expansion of the regional express lanes network to use existing roadways more efficiently. To support industry and goods movement, this scenario will support environmentally sustainable investments at our key global gateways to create local jobs, protect the community, and attract international commerce.

To protect the climate, this scenario prioritizes a number of innovative transportation initiatives, including car sharing and near-zero and zero emission goods movement technologies. The mobility and accessibility needs of seniors, persons with disabilities, and low-income communities will be addressed through continued investments in transit operations, transit capital, and a continued focus on "mobility management" solutions to link individuals to travel options that meet their specific needs.

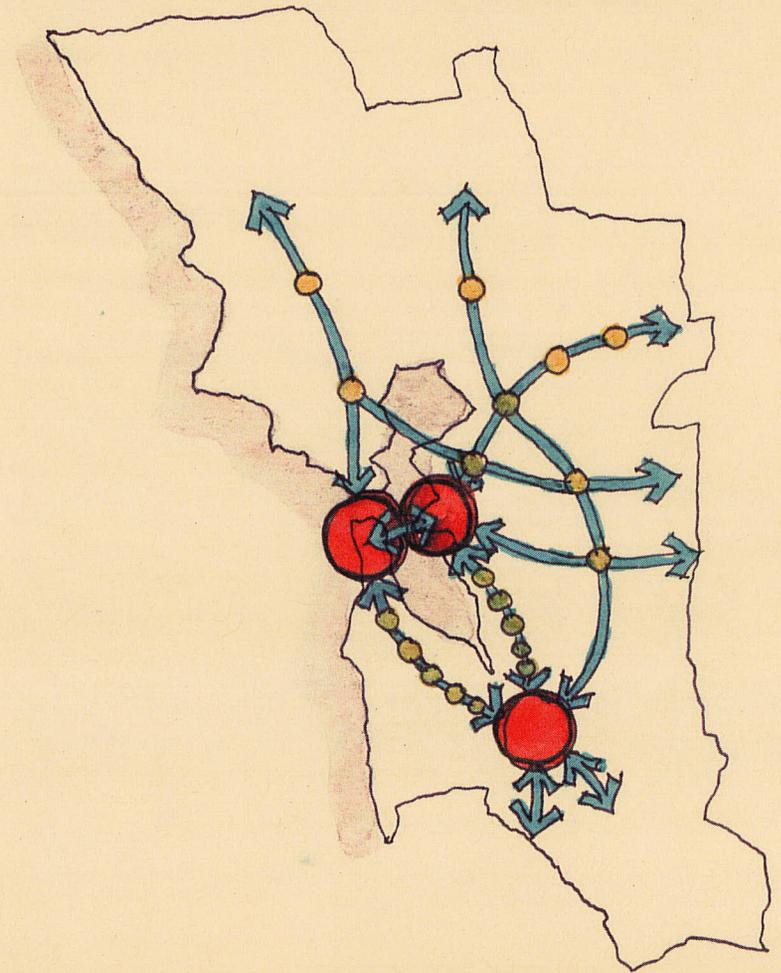


Scenario Draft Concept #3

Scenario 3 concentrates future population and employment growth in the locally-identified PDAs within the Bay Area's three largest cities: San Jose, San Francisco and Oakland. Neighboring cities that are already well-connected to these three cities by transit will also see increases in population and employment growth, particularly in their locally-identified PDAs. The amount of growth outside these areas is minimal, with limited infill development in PDAs and no greenfield development. Growth in the three biggest cities will require substantial investment to support transformational changes to accommodate households of all incomes. This scenario will prioritize strategies to make these existing urban neighborhoods even more compact and vibrant, and enable residents and workers to easily take transit, bike or walk to clusters of jobs, stores, services, and other amenities. Resources for affordable housing will likewise be directed to the cities taking on the most growth.

To support this scenario's big city-focused growth pattern, the transportation infrastructure within and directly serving the region's core will be maintained to a state of good repair, modernized to boost service and improve commutes and capacity, and expanded to meet increased demand. While these transit investments will take priority, the roadway network will also require significant investments, such as a regional express lane network to prioritize direct access to the three biggest cities and regional express bus service to increase connections to the region's core. Bicycle and pedestrian infrastructure will be dramatically expanded in these cities, including a robust network of bike sharing. To support industry and goods movement, investments at the Port of Oakland will be ramped up quickly to enable more efficiency and to mitigate the impacts of Port activities on nearby communities.

To reach our climate goals, this scenario will focus technological and financial incentive strategies in and around the three biggest cities, which will accommodate a significant increase in population and travel demand. The mobility and accessibility needs of seniors, persons with disabilities, and low-income communities will be addressed by directing resources for a robust increase in transit operations and capital within the region's core.



**SOLANO
City-County Coordinating Council
Staff Report**

Meeting of: November 12, 2015
Agenda Item No: V.5.

Agency/Staff: Michelle Heppner, Solano County

Title /Subject: Proposed 2016 CCCC Meeting Schedule and Work Plan

Background/Discussion:

Annually the CCCC reviews and approves its meeting schedule and work plan for the upcoming year. Staff requests the CCCC review and approve the proposed 2016 CCCC Meeting Schedule (Attachment A) and proposed 2016 CCCC Work Plan.

Recommendation:

Review and approve the proposed CCCC Meeting Schedule and CCCC Work Plan.

Attachments:

- A: Proposed CCCC 2016 Meeting Schedule
- B: Proposed CCCC 2016 Work Plan

MEMBERS

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

Elizabeth Patterson
Vice Chair
Mayor, City of Benicia

Jack Batchelor
Mayor, City of Dixon

Harry Price
Mayor, City of Fairfield

Norman Richardson
Mayor, City of Rio Vista

Pete Sanchez
*Mayor, City of Suisun
City*

Steve Hardy
Mayor, City of Vacaville

Osby Davis
Mayor, City of Vallejo

Erin Hannigan
*Supervisor, Solano
County, District 1*

Jim Spering
*Supervisor, Solano
County, District 3*

John Vasquez
*Supervisor, Solano
County, District 4*

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

**SOLANO
City-County Coordinating Council**

Proposed 2016 Meeting Schedule

Meeting Location & time (unless otherwise scheduled):

Solano County Water Agency
810 Vaca Valley Parkway, Suite 203
Vacaville, CA 95688

7:00 p.m. to 9:00 p.m.

2016 Meeting Dates

January 14, 2016	Regular Meeting
March 10, 2016	Regular Meeting
May 12, 2016	Regular Meeting
August 11, 2016	Regular Meeting / Workshop
November 10, 2016	Regular Meeting

2016

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SOLANO
City-County Coordinating Council
Proposed 2016 Work Plan

January 14, 2016**Proposed meeting topics:**

- Review and Adoption of 2016 CCCC State and Federal Legislative Platform
- Legislative Update and Report on the Governor's January State Budget Plan (If available)
- Senior Poverty – Senior Coalition
- Moving Solano Forward – Implementation of Diversifying Economic Action (IDEA)

Include informational items on agenda:

- Updated CCCC 2016 Roster

March 10, 2016**Proposed meeting topics:**

- Local Funding Measures – Maximums and Inventory and Expiration of Existing Measures
- Update on Proposed Joint Land Use Study
- Update on Affordable Care Act (Cadillac Tax) - (H&SS)
- Foster Care Implementation (H&SS)

May 12, 2016**Proposed meeting topics:**

- Report on Governor's May State Budget Revisions and June Ballot Measures
- Update on Regional Approach to Addressing Homelessness (CAP Solano members & Staff, Homebase & H&SS)
- Plan Bay Area Update (Bob Macaulay, STA)

August 11, 2016**Proposed meeting topics:**

- Legislative Update and November Ballot Measures
- Annual Update on Air Quality – (BAAQMD and YSAQMD)
- Workshop on Economic Diversity / Gap in Education for Future Employers
- Moving Solano Forward – Implementation of Diversifying Economic Action (IDEA)

November 10, 2016**Proposed meeting topics:**

- End of Session - Legislative Update
- Review and Adoption of 2017 CCCC Meeting Schedule and Work Plan

Future Suggested Meeting Topics**Proposed meeting topics:**

- Regional Branding / Marketing Solano County

- Transit of HazMat and Fossil Fuels
- Regional Park Initiative
- Priority Development Areas
- Priority Conservation Areas
- Travis AFB Collaboration
 - TCC
 - KC10 Retirement / New mission
 - Military Budget
 - P4 Community Partnerships / OEA Grant Funding
- CalCOG – Transportation and Housing (Guest Speaker)
- School siting – Safe Routes to Schools
- Cap & Trade Funding Allocations
- Delta Update DCC and BDCP (SCWA vs. CCCC)
- Local Affordable Care Act Implementation
- Economic Development Principles (Solano EDC & CAO)