



COUNTY OF SAN MATEO
Inter-Departmental Correspondence
Department of Public Works



DATE: September 23, 2011
BOARD MEETING DATE: October 4, 2011
SPECIAL NOTICE/HEARING: None
VOTE REQUIRED: Majority

TO: Honorable Board of Supervisors

FROM: James C. Porter, Director of Public Works

SUBJECT: Response to the Metropolitan Transportation Commission's
"OneBayArea Grant - Cycle 2 STP/CMAQ Funding" Proposal

RECOMMENDATION:

Adopt a Resolution authorizing the President of the Board of Supervisors to send a letter to the Metropolitan Transportation Commission providing comments on the "OneBayArea Grant - Cycle 2 STP/CMAQ Funding" Proposal.

BACKGROUND:

On July 8, 2011, the Metropolitan Transportation Commission (MTC) staff released their "OneBayArea Grant – Cycle 2 STP/CMAQ Funding" Proposal (Proposal) to the joint MTC Planning Committee and Association of Bay Area Governments Administrative Committee for public review and discussion.

On July 21, 2011, the City/County Association of Governments (C/CAG) staff presented this Proposal to the C/CAG Technical Advisory Committee with a request for comments. The attached letter, which was prepared based on feedback received, was presented and subsequently approved by the C/CAG Board at their meeting on August 11, 2011.

DISCUSSION:

Public Works staff is concerned that the current proposal by MTC reduces flexibility on where transportation funds are spent and as a result limit our ability to complete transportation related work where it may be needed most. MTC's proposal benefits large cities such as San Francisco, Oakland, and San Jose but would likely have negative consequences on the smaller cities and rural areas of our County. C/CAG staff requested that cities and the County of San Mateo provide comments to MTC regarding the Proposal. A copy of the proposed letter is attached as Exhibit A.

The Environmental Quality Committee has reviewed and approved the attached comment letter and recommends approval by your Board.

County Counsel has reviewed and approved the Resolution as to form.

Approval of this action contributes to the Shared Vision 2025 outcome of a Livable Community by utilizing funds in a manner that best improves our roads for use by the traveling public to support livable connected communities.

FISCAL IMPACT:

There is no fiscal impact related to sending the comment letter.

Attachments:

- Exhibit A – Comment Letter
- Exhibit B – MTC's "OneBayArea Grant- Cycle 2 STP/CMAQ Funding" Proposal

Exhibit A

August 12, 2011

Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Attention: Steve Heminger, Executive Director

Subject: One Bay Area Grant Proposal

Dear Mr. Heminger;

I appreciate the opportunity to review and provide input to your initial release of the OneBayArea Grant proposal dated July 8, 2011. I wanted to share some additional thoughts and suggestions from the County of San Mateo (County) regarding the One Bay Area Grant Proposal.

While we appreciate the deletion of hard limits between programs as per Cycle 1, the County still has major concerns about the 70% requirement of funds spent in a Priority Development Area (PDA). We would like to reiterate that it is important to stay focused on the policy that MTC wants implemented and not be distracted by too many specific project details.

With this in mind, the County would like to propose the following changes to your proposal with supporting arguments:

1. We propose that Local Streets and Roads (LS&R) funding be exempt from the 70% minimum requirement.
 - MTC should honor its "Fix It First" principle. Applying the 70% PDA rule to the LS&R fund would undo the "Fix It First" principle as relatively few federal aid eligible roads are located in a PDA. Most roads that are located in the PDA are either under state jurisdiction or are already well maintained. Forcing percentage of work in the PDA will only lead to rework on already well performing roads while letting the rest of the system deteriorate to a point of requiring very expensive repairs. Local agencies are in the best position to determine where roadway maintenance funds should be focused in their jurisdictions.
 - San Mateo County's City/County Association of Governments (C/CAG) Board adopted a funding commitment for Local Streets and Roads in February 2010 that included both Cycle 1 and Cycle 2 funds for Local Streets and Roads program. Most of the road projects funded under Cycle

1 were in jurisdictions with PDA's. However, Cycle 2 commitments were made to many (8 out of 14 jurisdictions) without PDAs. This C/CAG Board decision was reported to MTC on April 1, 2010. C/CAG must follow through with those commitments made for Cycle 2 funding.

2. The "Priority Development Area (PDA) Minimum Section", under the "Distribution Formula for the OneBayArea Grant," should be revised as follows (additions in *italics*, deletions in ~~strikethrough~~):

2. Priority Development Area(PDA) Minimum Range: Require ~~that at least 70%~~ *a range of 50%-75%* of funding be spent on projects in *support of* Priority Development Areas....

- Regarding the Regional Bicycle program (RBP), Transportation for Livable Communities (TLC) program, and Safe Routes to School (SR2S), there are few route segments that can be located completely in the footprint of a PDA. If MTC's real objective is to encourage the use of alternative modes of transportation it would be more productive to allow for projects that support PDAs as well as alternative transportation to and from employment areas or other transit systems. Improvements such as pedestrian and bike improvements are not really useful nor utilized if it is limited to the housing development areas and cannot connect people to work or to key destinations.
- Although we can strive to meet 70% of projects in a PDA, it is very unlikely that our jurisdictions will be able to produce enough projects in PDAs to utilize the available funds in the time frame required. Often projects located in a PDA, by the nature of the location and type of project, require long timeframes to develop and deliver, and do not fit well with the typical two year funding cycle timeframes.

3. The "Supportive Local Transportation and Land-Use Policies", under "Performance and Accountability," should be revised as follows (additions in *italics*, deletions in ~~strikethrough~~):

Supportive Local Transportation and Land-Use Policies: Staff recommends that local agencies be required to ~~have at least two~~ *report on the adoption status* of the following four policies ~~adopted in order to be eligible for~~ *that have been accomplished as a result of the Cycle 2 grant funds*:...

4. The "Approved Housing Element", under "Performance and Accountability," should be revised as follows (additions in *italics*, deletions in ~~strikethrough~~):

Approved Housing Element: Any ~~Also, a HCD-approved housing element consistent with RHNA/SB375 law is a proposed condition for any jurisdiction~~ *receiving Cycle 2 OneBayArea grants must submit a report regarding the status*

of the adoption of one of the following:...

- We believe that the Performance and Accountability should remain a performance and accountability and not an eligibility requirement.
- It is acceptable to request that local jurisdictions adopt bicycle/ pedestrian and complete streets policies but it should not be specified to be as part of a “general plan” which is generally not revised for many years and entails a very long process to modify. The intent is that a jurisdiction is in the process of adopting multimodal supporting policies.

Your consideration of these comments in developing One Bay Area Grant is appreciated. If there are any questions please contact James C. Porter, Director of Public Works, San Mateo County at 650 599-1421.

Very Truly Yours,

Carole Groom
President
San Mateo County Board of Supervisors

Cc: David Boesch, County Manager
Richard Napier, Executive Director, C/CAG



TO: Partnership Technical Advisory Committee

DATE: July 18, 2011

FR: Ann Flemer, Deputy Executive Director, Policy, MTC

RE: OneBayArea Grant — Cycle 2 STP/CMAQ Funding

Attached for your review and comment is a proposal to establish the OneBayArea Grant program approved for release to the public by the MTC Planning Committee and ABAG Administrative Committee at their joint meeting on July 8, 2011.

Preliminary Timeline and Next Steps

Staff will seek feedback from stakeholder and technical working groups over the next several months. The preliminary timeline for development and approval of the OneBay Area Grant is shown below.

July – Sept. 2011	<ul style="list-style-type: none"> ▪ The Joint MTC Planning Committee / ABAG Administrative Committee release of OneBay Area Grant proposal for public review ▪ <i>ABAG releases preliminary draft concepts for RHNA methodology</i> ▪ Working Group Discussions of Cycle 2/OneBay Area Grant approach
Fall 2011	<ul style="list-style-type: none"> ▪ Follow-up Committee Presentation of OneBayArea Grant and Cycle 2 approach ▪ <i>ABAG releases draft RHNA methodology</i>
December 2011	<ul style="list-style-type: none"> ▪ <i>Adoption of Cycle 2 approach based on draft RHNA methodology</i> ▪ <i>MTC/ABAG releases draft Preferred SCS</i> ▪ Commission adoption of Cycle 2 funding commitments for MTC Regional Programs
February 2012	<ul style="list-style-type: none"> ▪ <i>MTC/ABAG approves draft preferred SCS</i>
March 2012	<ul style="list-style-type: none"> ▪ Commission adoption of Cycle 2/OneBay Area Grant with Final RHNA
April 2012 – Feb. 2013	<ul style="list-style-type: none"> ▪ CMA Project Selection Process
April 2013	<ul style="list-style-type: none"> ▪ Final SCS adopted

If you have questions about the proposal please contact Alix Bockelman (510-817-5850) or Craig Goldblatt (510-817-5837) of MTC staff.

OneBayArea Grant Program

(Draft July 8, 2011)

Federal Transportation Funding and Program Policies (Attachment A)

Approximately every six years, U.S. Congress enacts a surface transportation act. The current act (SAFETEA) originally scheduled to expire on September 30, 2009 is still in effect through several legislative extensions. The funding provided to our area through this legislation includes Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds.

In December 2009 the Commission adopted an overall framework directing how approximately \$1.4 billion in STP and CMAQ funds were to be allocated over the following six years (2010-2015). The first three years (Cycle 1) of this period were committed to projects and programs and the overall framework provided policy direction for the second three years (Cycle 2).

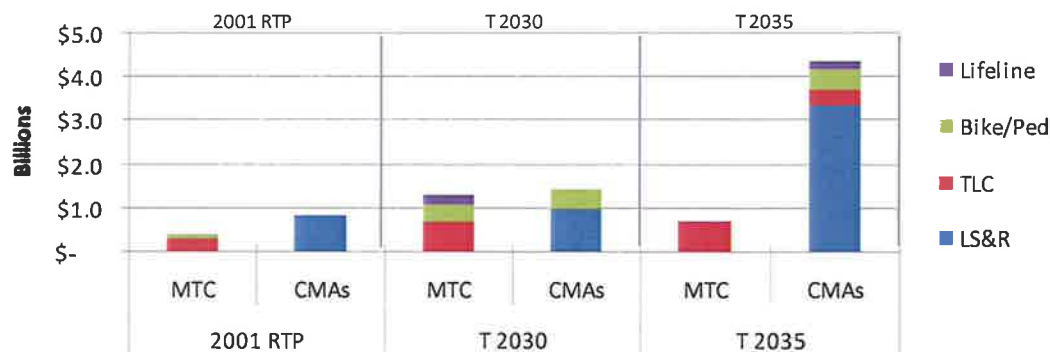
Staff proposes an alternative to the current Cycle 2 framework that better integrates the region's federal transportation program with land-use and housing policies by providing incentives for the production of housing with supportive transportation investments. Attachment A summarizes this framework and proposal for Cycle 2.

OneBayArea Grant Program

As shown in the chart below, over time the county congestion management agencies (CMAs) have been given increased responsibility for project selection for an increasing share of funding coming to the region.

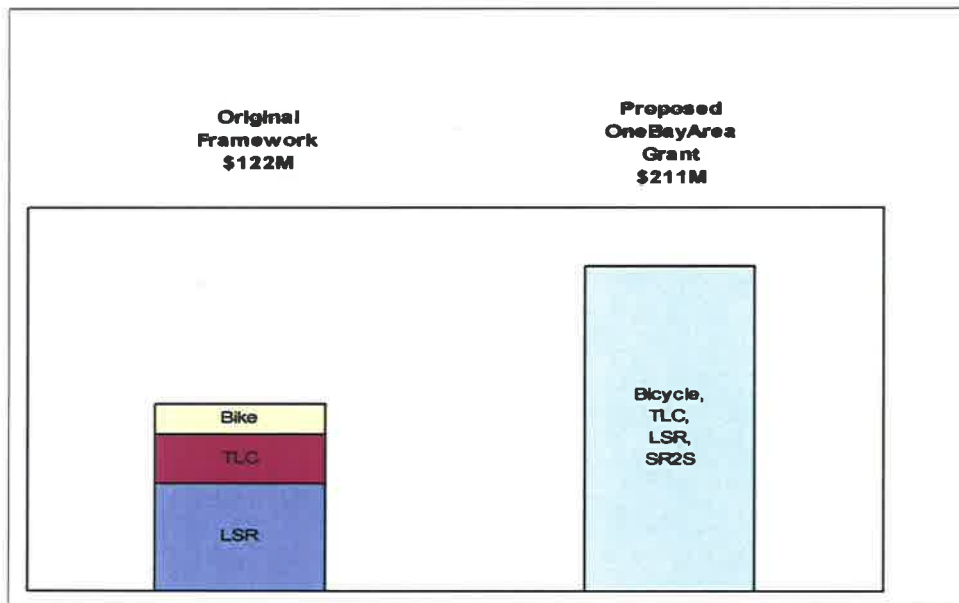
Program and Project Selection Evolves over Past Two Decades

Past Long Range Plan Discretionary Funding Assignments



For Cycle 2, staff proposes to continue this trend by shifting a larger portion of discretionary federal funding to local jurisdictions for taking on a larger share of the region's housing production. Further, additional flexibility is proposed for CMAs to address their respective transportation needs. Specifically, the proposal would:

- **Shift more Funding to Locally Managed OneBayArea Grant Program:** Dedicate \$211 million or roughly 40% of the Cycle 2 funding program to a new OneBayArea Grant. The funding for the OneBayArea Grant is the result of merging many of the programs in the Cycle 2 framework into a single flexible grant program and is roughly a 70% increase in the funding distributed to the counties as compared to the Cycle 2 framework adopted by the Commission. By comparison, the status quo approach for Cycle 2 would result in 22% going to County Congestion Management Agency (CMA) programs down from 30% in Cycle 1
- **Add Flexibility by Eliminating Program Categories:** The One Bay Grant proposal provides additional flexibility under Cycle 2 by eliminating required program categories and combining funding for TLC, Bicycle, Local Streets and Roads Rehabilitation, and Safe Routes to School. See figure illustrating this change on the following page. Project selection will be limited to a degree by the project eligibility limitations of CMAQ which will make up approximately half of the funds that each county will receive.



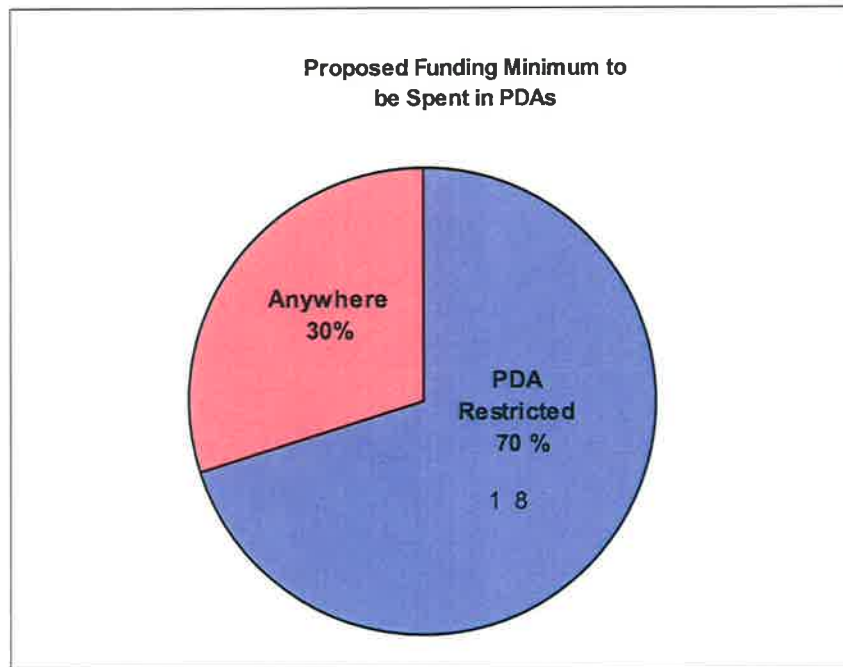
- **Leverage Outside Funds to Grow Program and Meet More Objectives:** Additional opportunities could be sought through other regional programs, other non-federal sources for affordable housing, and other local funds to augment program objectives. As a start, the Air District proposes \$6 million from its Regional Transportation for Clean Air (TFCA) Program. TFCA eligibility considerations will be guiding the use of these funds in the overall program.
- **Continue Key Regional Programs:** The remaining funding is targeted to continue regional programs such as Regional Operations, Freeway Performance Initiative, and Transit Capital Rehabilitation. Refer to Attachment A-2 for a description of these regional programs.
- **Establish a Priority Conservation Area Planning Program:** This new \$2 million program element will provide financial incentives for counties with populations under 500,000 for

preservation of resource area and farmland, as defined in California Government Code Section 65080.01.

Distribution Formula for the OneBayArea Grant (Attachments B, C, D)

Staff proposes a distribution formula for OneBayArea Grant funding (Attachment B) that includes housing incentives to support the SCS and promote effective transportation investments that support focused development. In order to ease the transition to this new funding approach, staff is also recommending a 50% population share factor in the formula:

1. Formula to Counties: The proposed distribution formula to the counties includes three components: 50% population, 25% Regional Housing Needs Allocation (RHNA) for 2007-2014, and 25% actual housing production. This approach provides incentives for both future housing commitments and actual housing production. The fund distribution will be refined using the new RHNA to be adopted by ABAG next spring along with the SCS. The new RHNA being developed, which covers years 2015-2022, places a greater emphasis on city centered growth. As a result, refinements are likely to result in modest revisions to the funding distribution consistent with these revised development patterns. The proposed OneBayArea Grant formula also uses actual housing data from 1999-2006, and has been capped such that each jurisdiction receives credit for housing up to its RHNA allocation. Subsequent funding cycles would rely on housing production from ABAG's next housing report to be published in 2013.
2. Priority Development Area (PDA) Minimum: Require that at least 70% of funding be spent on projects in Priority Development Areas (planned, potential and growth opportunity areas). Counties, at their discretion, can elect to use up to 5% of the PDA restricted funds for the development of priority conservation area (PCA) plans. Growth opportunity areas are tentatively considered as PDAs until ABAG completes final PDA designations next fall. See Attachment C for PDA program minimums for each county and Attachment D for a map and a list of the PDAs.



The OneBayArea Grant supports Priority Development Areas while providing flexibility to fund transportation needs in other areas.

Performance and Accountability

As noted at the outset, housing allocation according to RHNA and housing production will be the primary metric for distributing the OneBayArea Grant funding. In addition, staff recommends the following performance and accountability requirements.

1. Supportive Local Transportation and Land-Use Policies: Staff recommends that local agencies be required to have at least two of the following four policies adopted in order to be eligible for grant funds:
 - a) Parking/pricing policies (e.g. cash out, peak pricing, on-street/off street pricing differentials, eliminate parking minimums, unbundled parking) and adopted city and/or countywide employer trip reduction ordinances
 - b) Adopted Community Risk Reduction Plans (CRRP) per CEQA guidelines
 - c) Have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing
 - d) Adopted bicycle/pedestrian plan and complete streets policy in general plans pursuant to Complete Streets Act of 2008
2. Approved Housing Element: Also, a HCD-approved housing element consistent with RHNA/SB375 law is a proposed condition for any jurisdiction receiving Cycle 2 OneBayArea grants. This may be met as follows: 1) adoption of a housing element that meets the current RHNA before the new RHNA is adopted, or 2) the adoption of a housing element that meets the new RHNA after its approval early in 2012. Jurisdictions have 18 months after the adoption of the SCS to meet the new RHNA; therefore, compliance is expected and required by September 2014. Any jurisdiction failing to meet either one of these deadlines will not be allowed to receive grant funding. Lastly any

MTC Planning Committee/ABAG Administrative Committee: OneBayArea Grant (cont.)
July 8, 2011
Page 5

jurisdiction without adopted housing elements addressing the new RHNA by September 2014 will be ineligible to receive any funding after Cycle 2 until they have adopted a housing element.

Implementation Issues

Below are issues to be addressed as we further develop the OneBayArea Grant concept:

1. Federal Authorization Uncertainty: We will need to closely monitor development of the new federal surface transportation authorization. New federal programs, their eligibility rules, and how money is distributed could potentially impact the implementation of the OneBayArea Grant Program as proposed.
2. Revenue Estimates: Staff assumes a steady but modest nominal revenue growth rate of 4% annually. Given the mood of Congress to downsize federal programs, these estimates are potentially overly optimistic if there are significant reductions in STP / CMAQ apportionments over the Cycle 2 time period. Staff recommends continuing to move forward with the conservative revenue assumptions and make adjustments later if needed.

Attachments

J:\PROJECT\Funding\T4 - New Act\T4 - STP-CMAQ\T4 Cycle Programming\T4 Second Cycle\Cycle 2 Policy Dev\One Bay Area Grant\Post Planning Comm
Public Release 7-12-11\ Post PlanningCommittee Memo 7-12-11.doc

Attachment A-1

OneBayArea Grant Proposal

New Act STP / CMAQ Cycle 2 Draft Funding Proposal

July 8, 2011

Activity		Existing Framework				Cycle 2		Cycle 2 Total
		Cycle 1		Cycle 2 Status Quo		One Bay Area		
		MTC	CMA Block Grant	MTC	CMA Grant	MTC	One Bay Area Grant*	
1 Regional Planning		3		6			1	6
2 Transit Capital Rehabilitation		84	0	74	0	74	0	74
3 Local Streets and Roads Rehabilitation		1	0	66	0	66	0	66
4 Climate Initiative		0	0	1	0	1	0	1
5 Regional Bicycle Program		6	94	7	70	3	74	77
6 Transportation for Livable Communities (TLC)		80		40			1	40
7 Regional Planning		0	0	0	0	0	0	0
8 Transit Capital Rehabilitation		1	8	64	3	1	8	10
9 Local Streets and Roads Rehabilitation		10	0	0	0			
10 Climate Initiative								
11 Regional Bicycle Program		6	0		0		0	
Total		34	14	46	1	343	11	4
		70	30	78		6	38	

Grant Totals:	Cycle 1 Block Grant		Cycle 2 Status Quo		Cycle 2 One Bay Area	
	14	30	1		11	38

PTAC 07/18/11: Page 102 of 134

- 1) Regional Planning:
- 1 7 e e C A P t e t t e t C A t e A e t
- 4) Transit Capital Rehabilitation:
- 100 T t e e e T t e t t T t e t e e
- 5) Local Streets and Roads Rehabilitation
- e PTAP m
- 6) Climate Initiative:
- e t e C A t T A t e A e t
- 7) Regional Bicycle Program:
- 0 C A t e t T e m e
- 8) Transportation for Livable Communities (TLC)
- T C m e m t e A T C t e A e t

Attachment A-2: Regional Programs

Regional Planning to support planning activities in the region carried out by the Association of Bay Area Governments (ABAG), the San Francisco Bay Area Conservation and Development commission (BCDC), and MTC. CMAs would access their OneBayArea grant to fund planning activities.

Regional Operations: This program includes Clipper, 511, Incident Management and a scaled-back Pavement Technical Assistance Program (PTAP).

Freeway Performance Initiative This program emphasizes the delivery of ramp metering projects on the State Highway System throughout the Bay Area to gain the most efficiency out of the existing highway network.

Priority Conservation Area Planning: Staff is recommending a new pilot for the development of priority conservation area (PCA) plans for counties with populations under 500,000 to ameliorate outward development expansion and maintain their rural character.

Transportation for the Livable Communities (TLC) and the Affordable Transportation Oriented Development (TOD) Housing Fund: The bulk of the TLC Program's funding will shift to the OneBayArea Grant. The remaining funds under MTC's management are proposed to continue station area planning and/or CEQA assistance to PDAs and support additional investments in affordable housing.

Climate Initiatives: The objective of the Climate Initiatives Program launched in Cycle 1 was to make short-term investments that reduce transportation-related emissions and vehicle miles traveled, and encourage the use of cleaner fuels. Through the innovative projects selected and evaluation process, the region is building its knowledge base for the most effective Bay Area strategies for the Sustainable Communities Strategy and next long-range plan. The proposed funding for the Cycle 2 Climate Initiative Program would allow some continuation of these efforts at the regional level and protect a prior commitment to the SFGGo project.

Transit Capital Rehabilitation: The Commission deferred transit rehabilitation needs from Cycle 1 to Cycle 2 in order to allow more immediate delivery of some of the other programs. The program objective, as in the past, is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs that cannot be accommodated within the FTA Transit Capital Priorities program.

MTC Resolution 3814 Transit Payback Commitment: Consistent with the Cycle 2 framework, MTC is proposing to program \$25 million to Lifeline, small operators, and SamTrans right-of-way settlement to partially address a commitment originally envisioned to be met with state spillover funds.

**Attachment B
PROPOSAL**

**OneBayArea Grant Distribution Formula
Cycle 2 (FYs 2013, 2014, 2015)**

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	\$42.4	\$25.4
Contra Costa	\$31.5	\$16.6
Marin	\$6.4	\$5.0
Napa	\$4.2	\$2.9
San Francisco	\$24.6	\$11.8
San Mateo	\$17.2	\$11.1
Santa Clara	\$55.3	\$28.1
Solano	\$13.8	\$9.0
Sonoma	\$15.8	\$12.3
Bay Area Total	\$211.0	\$122.1

Difference From Status Quo Grant Program

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	\$17.1	-
Contra Costa	\$14.9	-
Marin	\$1.4	-
Napa	\$1.3	-
San Francisco	\$12.8	-
San Mateo	\$6.1	-
Santa Clara	\$27.2	-
Solano	\$4.8	-
Sonoma	\$3.5	-
Bay Area Total	\$88.9	-

% Change From Status Quo Grant Program

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	67%	-
Contra Costa	89%	-
Marin	27%	-
Napa	43%	-
San Francisco	109%	-
San Mateo	55%	-
Santa Clara	97%	-
Solano	53%	-
Sonoma	29%	-
Bay Area Total	73%	-

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Policy Dev\Block Grant\Distribution Options.xls\Distri Overview

Notes:

Status quo program based on framework for Cycle 2 adopted by the Commission and continuation of Cycle 1 county block grant policies.

RHNA is based on current 2007-2014 targets

Population data from Department of Finance, US Census 2010

Housing production 1999-2006 is capped at 1999-2006 RHNA thresholds

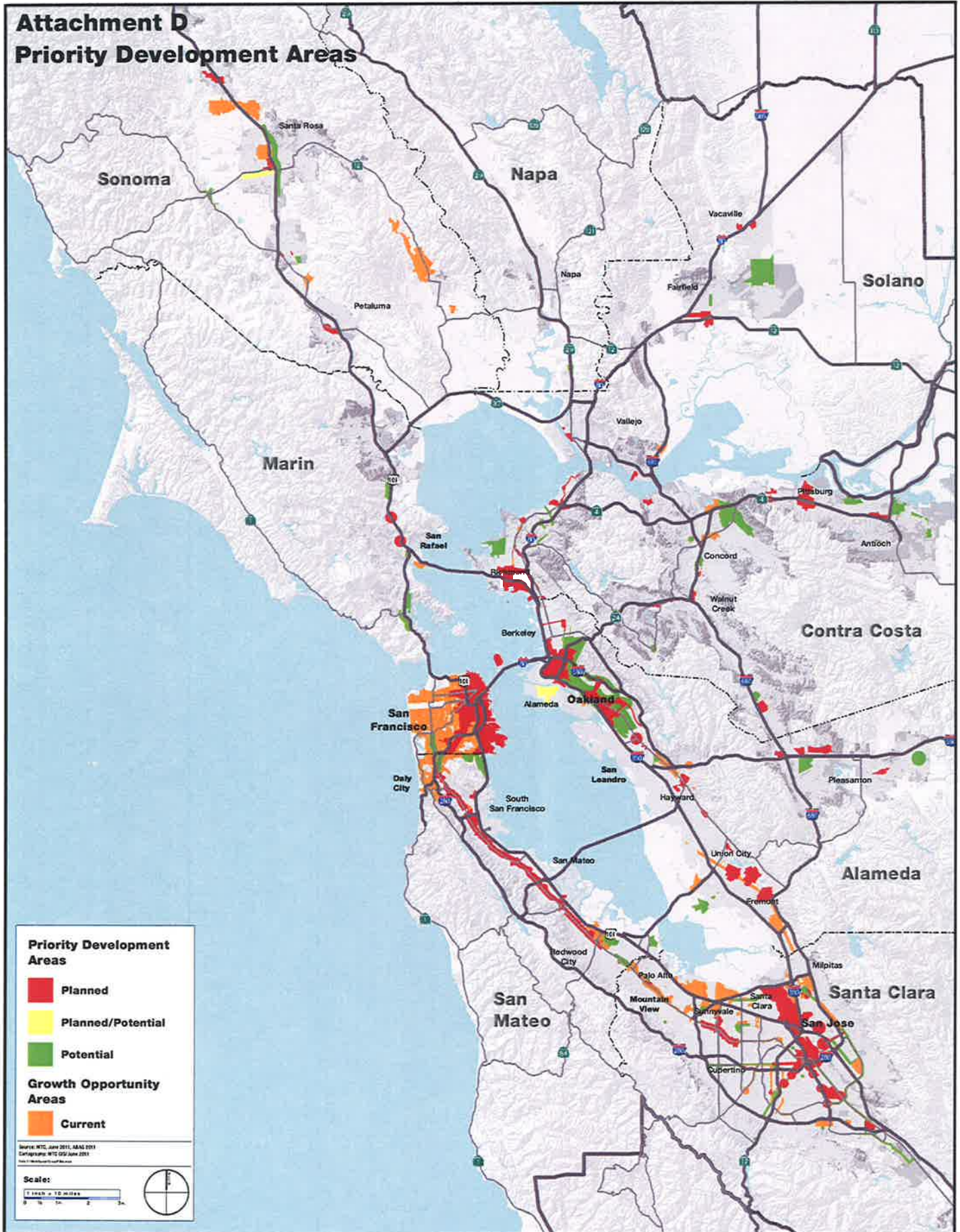
Attachment C

PROPOSAL

PDA Investments for the OneBayArea Grant

50%-25%-25% (Pop.- RHNA - Actual Housing Production Capped) Distribution

Apportionment Area	County Grant Amount	Allocation Areas	
		PDA 70% Minimum	Anywhere in County
Alameda	\$42.4	\$29.7	\$12.7
Contra Costa	\$31.5	\$22.0	\$9.4
Marin	\$6.4	\$4.5	\$1.9
Napa	\$4.2	\$2.9	\$1.2
San Francisco	\$24.6	\$17.2	\$7.4
San Mateo	\$17.2	\$12.0	\$5.1
Santa Clara	\$55.3	\$38.7	\$16.6
Solano	\$13.8	\$9.6	\$4.1
Sonoma	\$15.8	\$11.0	\$4.7
Regional Total	\$211.0	\$147.7	\$63.3



Attachment D: Priority Development Areas

Alameda County

Jurisdiction or Area Name	PDA Status
Alameda	
Naval Air Station	Planned/Potential
Northern Waterfront	Growth Opportunity Area
Albany	
San Pablo Avenue & Solano Avenue	Growth Opportunity Area
Berkeley	
Adeline Street	Potential
Downtown	Planned
San Pablo Avenue	Planned
South Shattuck	Planned
Telegraph Avenue	Potential
University Avenue	Planned
Dublin	
Downtown Specific Plan Area	Planned
Town Center	Planned
Transit Center	Planned
Emeryville	
Mixed-Use Core	Planned
Fremont	
Centerville	Planned
City Center	Planned
Irvington District	Planned
Ardenwood Business Park	Growth Opportunity Area
Fremont Boulevard & Warm Springs Boulevard Corridor	Growth Opportunity Area
Fremont Boulevard Decoto Road Crossing	Growth Opportunity Area
South Fremont/Warm Springs	Growth Opportunity Area
Hayward	
Downtown	Planned
South Hayward BART	Planned
South Hayward BART	Planned
The Cannery	Planned
Carlos Bee Quarry	Growth Opportunity Area
Mission Corridor	Growth Opportunity Area
Livermore	
Downtown	Planned
Vasco Road Station Planning Area	Potential
Newark	
Dumbarton Transit Oriented Development	Potential
Old Town Mixed Use Area	Potential
Cedar Boulevard Transit	Growth Opportunity Area
Civic Center Re-Use Transit	Growth Opportunity Area

Oakland

Coliseum BART Station Area	Planned
Downtown & Jack London Square	Planned
Eastmont Town Center	Planned
Fruitvale & Dimond Areas	Planned
MacArthur Transit Village	Planned
Transit Oriented Development Corridors	Potential
West Oakland	Planned

Pleasanton

Hacienda	Potential
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San Leandro

Bay Fair BART Transit Village	Potential
Downtown Transit Oriented Development	Planned
East 14th Street	Planned

Union City

Intermodal Station District	Planned
Mission Boulevard	Growth Opportunity Area
Old Alvarado	Growth Opportunity Area

Alameda County Unincorporated

Castro Valley BART	Growth Opportunity Area
East 14th Street and Mission Boulevard Mixed Use Corridor	Growth Opportunity Area

Contra Costa County

Jursidiction or Area Name	PDA Status
<i>Antioch</i>	
Hillcrest eBART Station	Planned
Rivertown Waterfront	Potential
<i>Concord</i>	
Community Reuse Area	Potential
Community Reuse Area	Potential
<i>Downtown BART Station Planning</i>	<i>Growth Opportunity Area</i>
<i>North Concord BART Adjacent</i>	<i>Growth Opportunity Area</i>
<i>West Downtown Planning Area</i>	<i>Growth Opportunity Area</i>
<i>El Cerrito</i>	
San Pablo Avenue Corridor	Planned
<i>Hercules</i>	
Central Hercules	Planned
Waterfront District	Planned
<i>Lafayette</i>	
Downtown	Planned
<i>Martinez</i>	
Downtown	Planned
<i>Moraga</i>	
Moraga Center	Potential
<i>Oakley</i>	
Downtown	Potential
Employment Area	Potential
Potential Planning Area	Potential
<i>Orinda</i>	
Downtown	Potential
<i>Pinole</i>	
Appian Way Corridor	Potential
Old Town	Potential
<i>Pittsburg</i>	
Downtown	Planned
Pittsburg/Bay Point BART Station	Planned
Railroad Avenue eBART Station	Planned
<i>Pleasant Hill</i>	
Buskirk Avenue Corridor	Potential
Diablo Valley College	Potential
<i>Richmond</i>	
Central Richmond	Planned
South Richmond	Planned
<i>23rd Street</i>	<i>Growth Opportunity Area</i>
<i>San Pablo Avenue Corridor</i>	<i>Growth Opportunity Area</i>
<i>San Ramon</i>	
City Center	Planned
North Camino Ramon	Potential

Walnut Creek

Walnut Creek: West Downtown

Planned

Contra Costa County Unincorporated

Contra Costa Centre

Planned

Downtown El Sobrante

Potential

North Richmond

Potential

Pittsburg/Bay Point BART Station

Planned

West Contra Costa Transportation Advisory Committee: San Pablo Avenue
Corridor

Planned/Potential

Marin County

Jursidiction or Area Name	PDA Status
<i>San Rafael</i>	
Civic Center/North Rafael Town Center	Planned
Downtown	Planned
<i>Marin County Unincorporated</i>	
Urbanized 101 Corridor	Potential
<i>San Quentin</i>	<i>Growth Opportunity Area</i>

Napa County

Jursidiction or Area Name	PDA Status
<i>American Canyon</i>	
Highway 29 Corridor	Potential

San Francisco County

Jursidiction or Area Name	PDA Status
<i>San Francisco</i>	
19th Avenue	Potential
Balboa Park	Planned
Bayview/Hunters Point Shipyard/Candlestick Point	Planned
Downtown-Van Ness-Geary	Planned
Eastern Neighborhoods	Planned
Market & Octavia	Planned
Mission Bay	Planned
Mission-San Jose Corridor	Planned
Port of San Francisco	Planned
San Francisco/San Mateo Bi-County Area (with City of Brisbane)	Planned
Transbay Terminal	Planned
Treasure Island	Planned
<i>Citywide</i>	<i>Growth Opportunity Area</i>

San Mateo County

Jurisdiction or Area Name	PDA Status
Brisbane	
San Francisco/San Mateo Bi-County Area (with San Francisco)	Potential
Burlingame	
Burlingame El Camino Real	Planned
Daly City	
Bayshore	Potential
Mission Boulevard	Potential
Citywide	
East Palo Alto	
Ravenswood	Potential
Woodland/Willow Neighborhood	
Menlo Park	
El Camino Real Corridor and Downtown	Planned
Millbrae	
Transit Station Area	Planned
Redwood City	
Downtown	Planned
Broadway	Growth Opportunity Area
Middlefield	Growth Opportunity Area
Mixed Use Waterfront	Growth Opportunity Area
Veterans Corridor	Growth Opportunity Area
San Bruno	
Transit Corridors	Planned
San Carlos	
Railroad Corridor	Planned
San Mateo	
Downtown	Planned
El Camino Real	Planned
Rail Corridor	Planned
South San Francisco	
Downtown	Planned
Lindenville Transit Neighborhood	Growth Opportunity Area
CCAG of San Mateo County: El Camino Real	Planned/Potential

Santa Clara County

Jurisdiction or Area Name	PDA Status
Cambell	
Central Redevelopment Area	Planned
Winchester Boulevard Master Plan	Growth Opportunity Area
Gilroy	
Downtown	Planned
Los Altos	
El Camino Real Corridor	Growth Opportunity Area
Milpitas	
Transit Area	Planned
Hammond Transit Neighborhood	Growth Opportunity Area
McCandless Transit Neighborhood	Growth Opportunity Area
McCarthy Ranch Employment Center	Growth Opportunity Area
Midtown Mixed-Use Corridor	Growth Opportunity Area
Serra Center Mixed-Use Corridor	Growth Opportunity Area
Tasman Employment Center	Growth Opportunity Area
Town Center Mixed-Use Corridor	Growth Opportunity Area
Yosemite Employment Center	Growth Opportunity Area
Morgan Hill	
Morgan Hill: Downtown	Planned
Mountain View	
Whisman Station	Potential
Downtown	Growth Opportunity Area
East Whisman	Growth Opportunity Area
El Camino Real Corridor	Growth Opportunity Area
Moffett Field/NASA Ames	Growth Opportunity Area
North Bayshore	Growth Opportunity Area
San Antonio Center	Growth Opportunity Area
Palo Alto	
Palo Alto: California Avenue	Planned
Palo Alto: El Camino Real Corridor	Growth Opportunity Area
Palo Alto: University Avenue/Downtown	Growth Opportunity Area
San Jose	
Berryessa Station	Planned
Communications Hill	Planned
Cottle Transit Village	Planned
Downtown "Frame"	Planned
East Santa Clara/Alum Rock Corridor	Planned
Greater Downtown	Planned
North San Jose	Planned
West San Carlos and Southwest Expressway Corridors	Planned
Bascom TOD Corridor	Growth Opportunity Area
Bascom Urban Village	Growth Opportunity Area
Blossom Hill/Snell Urban Village	Growth Opportunity Area
Camden Urban Village	Growth Opportunity Area
Capitol Corridor Urban Villages	Growth Opportunity Area

Capitol/Tully/King Urban Villages
Oakridge/Almaden Plaza Urban Village
Saratoga TOD Corridor
Stevens Creek TOD Corridor
Westgate/El Paseo Urban Village
Winchester Boulevard TOD Corridor

Santa Clara

Central Expressway Focus Area
El Camino Real Focus Area
Great America Parkway Focus Area
Lawrence Station Focus Area
Santa Clara Station Focus Area
Tasman East Focus Area

Sunnyvale

Downtown & Caltrain Station
El Camino Real Corridor
Lawrence Station Transit Village
East Sunnyvale ITR
Moffett Park
Peery Park
Reamwood Light Rail Station
Tasman Station ITR

VTA Cores, Corridors, and Station Areas (estimate)

Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area

Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area

Planned
 Planned
 Potential
Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area

Potential

Solano County

Jursidiction or Area Name	PDA Status
<i>Benicia</i>	
Downtown	Planned
Northern Gateway	Growth Opportunity Area
<i>Dixon</i>	
<i>Fairfield</i>	
Downtown South (Jefferson Street)	Planned
Fairfield-Vacaville Train Station	Potential
North Texas Street Core	Potential
West Texas Street Gateway	Planned
<i>Rio Vista</i>	
<i>Suisun City</i>	
Downtown & Waterfront	Planned
<i>Vacaville</i>	
Allison Area	Planned
Downtown	Planned
<i>Vallejo</i>	
Waterfront & Downtown	Planned
<i>Solano County Unincorporated</i>	

Sonoma County

Jurisdiction or Area Name	PDA Status
<i>Cloverdale</i>	
Downtown/SMART Transit Area	Planned
<i>Cotati</i>	
Downtown and Cotati Depot	Planned
<i>Healdsburg</i>	
<i>Petaluma</i>	
Central, Turning Basin/Lower Reach	Planned
<i>Rohnert Park</i>	
Sonoma Mountain Village	Potential
<i>Santa Rosa</i>	
Downtown Station Area	Planned
Mendocino Avenue/Santa Rosa Avenue Corridor	Potential
Sebastopol Road Corridor	Planned/Potential
North Santa Rosa Station	Growth Opportunity Area
<i>Sebastopol</i>	
Nexus Area	Potential
<i>Sonoma</i>	
<i>Windsor</i>	
Redevelopment Area	Planned
<i>Sonoma County Unincorporated</i>	
8th Street East Industrial Area	Growth Opportunity Area
Airport/Larkfield Urban Service Area	Growth Opportunity Area
Penngrove Urban Service Area	Growth Opportunity Area
The Springs	Growth Opportunity Area

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a o o e e
P o e A A 6/6/2011

RESOLUTION NO. _____

BOARD OF SUPERVISORS, COUNTY OF SAN MATEO, STATE OF CALIFORNIA

* * * * *

RESOLUTION:

AUTHORIZING THE PRESIDENT OF THE BOARD OF SUPERVISORS TO SEND A LETTER TO THE METROPOLITAN TRANSPORTATION COMMISSION PROVIDING COMMENTS ON THE “ONEBAYAREA GRANT – CYCLE 2 STP/CMAQ FUNDING” PROPOSAL

RESOLVED, by the Board of Supervisors of the County of San Mateo, State of California, that

WHEREAS, the Metropolitan Transportation Commission (MTC) staff released their “OneBayArea Grant – Cycle 2 STP/CMAQ Funding” Proposal (Proposal) to the joint MTC Planning Committee and Association of Bay Area Governments Administrative Committee for public review and discussion; and

WHEREAS, the City/County Association of Governments (C/CAG) staff presented this Proposal to the C/CAG Technical Advisory Committee with a request for comments. A comment letter to MTC, which was prepared based on feedback received, was presented and subsequently approved by the C/CAG Board at their meeting on August 11, 2011. C/CAG staff requested that cities and the County of San Mateo provide comments to MTC regarding the Proposal. A copy of the proposed letter is attached as Exhibit A; and

WHEREAS, Public Works staff is concerned that the current proposal by MTC reduces flexibility on where transportation funds are spent and as a result limit our ability to complete transportation related work where it may be needed most. MTC’s

proposal benefits large cities such as San Francisco, Oakland, and San Jose but would likely have negative consequences on the smaller cities and rural areas of our County; and

WHEREAS, the Environmental Quality Committee has reviewed and approved the attached comment letter and recommends approval by this Board; and

NOW THEREFORE, IT IS HEREBY DETERMINED AND ORDERED that the President of the Board of Supervisors is authorized to send a letter to the Metropolitan Transportation Commission providing comments on the “OneBayArea Grant – Cycle 2 STP/CMAQ Funding Proposal.

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