

Attachment A: Comment Letters Received in Response to the OneBayArea Grant Proposal Released on July 8, 2011

Letter #	Date	Organization	From
1	03/31/11	STA (Solano Transportation Authority) - re SB 375 Open Space & Ag Land	Harry Price, Chair, STA; Mayor, City of Fairfield
2	06/21/11	City/County Association of Governments of San Mateo County (C/CAG) - Letter 1	Richard Napier, Executive Director
3	07/05/11	TAM (Transportation Authority of Marin)	Dianne Steinhauer, Executive Director
4	08/05/11	Marshall_NCTPA TAC (Napa County Transportation & Planning Agency)	Rick Marshall, Chair, NCTPA TAC
5	08/12/11	City/Council Association of Governments of San Mateo County (C/CAG) - Letter 2	Richard Napier, Executive Director
6	08/25/11	Cortese_Santa Clara County Board of Supervisors	Dave Cortese, President, Board of Supervisors
7	08/31/11	Town of Los Gatos	Greg Larson, Town Manager
8	08/31/11	City of Half Moon Bay	Naomi Patridge, Mayor
9	08/31/11	City of Millbrae	David F. Quigg, Mayor
10	09/01/11	City of Burlingame	Terry Nagel, Mayor
11	09/01/11	Contra Costa County	Catherine O. Kutsuris, Director, Conservation and Development Department and Julie Burren, Director, Public Works Department
12	09/02/11	City of Mountain View	Michael A. Fuller, Public Works Director and Randal Tsuda, Community Development Director
13	09/09/11	City of Brisbane	Randy L. Breault, PE, Director of Public Works/City Engineer
14	09/09/11	City of Milpitas	Jose Esteves, Mayor
15	09/14/11	City of Fremont / LSRWG	Norm Hughes, Chair, Local Streets & Roads Working Group; Assistant Public Works Director/City Engineer
16	09/15/11	SCTA (Sonoma County Transportation Authority/Regional Climate Protection Authority)	Jake Mackenzie, Chair, SCTA/RCPA
17	09/15/11	City of Rohnert Park	Darren Jenkins, PE, Director of Development Services/City Engineer
18	09/22/11	City of Sunnyvale	Melinda Hamilton, Mayor
19	09/29/11	Contra Costa Transportation Authority (CCTA)	David E. Durant, Chair, Board of Commissioners

Letter #	Date	Organization	From
20	10/12/11	City of Lafayette	Carl Anduri, Mayor
21	10/26/11	City of Morgan Hill	Steve Tate, Mayor
22	10/26/11	County of Sonoma	Efren Carrillo, Chairman, Sonoma County Board of Supervisors
23	10/28/11	Bay Area Business Coalition [Bay Area Council, Bay Planning Coalition, BIA Bay Area, Contra Costa Council, East Bay EDA, Jobs & Housing Coalition, North Bay Leadership Couyncl, Silicon Valley Leadership Group, SAMCEDA, Solano EDC]	In order of organizations named in adjoining column: Jim Wunderman, President & CEO; John Coleman, Executive Director; Paul Campos, Senior VP, Govt. Affairs; Linda Best, President & CEO; Karen Engel, Executive Director; Gregory McConnell, President & CEO; Cynthia Murray, President & CEO; Carl Guardino, President & CEO; Rosanne Foust, President & CEO; Sandy Person, President
24	11/03/11	Greenbelt Alliance	Stephanie Reyes, Policy Director
25	11/04/11	SFCTA (San Francisco County Transportation Authority)	Ross Mirkarimi, Chair of the Board
26	11/15/11	City of Napa	Jill Techel, Mayor
27	11/18/11	OBAG Comment Letter: Asian Pacific Environmental Network, Bay Localize, California WALKS, Causa Justa::Just Cause, Chinatown Community Development Center, Council of Community Housing Organizations (CCHO), East Bay Housing Organizations (EBHO), Genesis, Green Youth Alliance, Greenbelt Alliance, The League of Women Voters of the Bay Area, National CAPACD, Public Advocates, TransForm, Unitarian Universalist Legislative Ministry, Urban Habitat	(no names provided)
28	11/22/11	Santa Clara VTA (Valley Transportation Authority)	John Ristow, VTA Chief CMA Officer
29	11/28/11	City of Palo Alto	Sidney Espinosa, Mayor
30	11/28/11	SRTSNP (Safe Routes to School National Partnership)_BABC (Bay Area Bicycle Coalition)	Deb Hubsmith, Director, SRTSNP and Corrine Winter, Chair, BABC
31	12/02/11	City of Richmond	William Lindsay, City Manager
32	12/06/11	County of Napa	Bill Dodd, Chairman, Board of Supervisors
33	12/07/11	City of Santa Rosa	Ernesto Oliveras, Mayor
34	12/09/11	City of American Canyon	Richard Ramirez, Acting City Manager
35	12/12/11	Housing Leadership Council of San Mateo County	Mark Moulton, Executive Director
36	12/19/11	Alameda County Transportation Commission	Art Dao, Executive Director
37	12/19/11	City of Petaluma	David Glass, Mayor

Letter #	Date	Organization	From
38	12/21/11	San Mateo County Health System	Sara T. L. Mayer, Director
39	12/23/11	City of Oakland City and County of San Francisco City of San Jose Bay Area Rapid Transit District San Francisco Municipal Transportation Agency Alameda-Contra Costa Transit District San Francisco County Transportation Authority	Fred Blackwell, Assistant City Administrator Jose Campos, Chief of Citywide Planning Laurel Prevetti, Assistant Planning Director Carter Mau, Executive Manager of Budget and Planning Timothy Papandreou, Deputy Director for Sustainable Streets Tina Spencer, Director of Service Development and Planning Tilly Chang, Deputy Director for Planning
40	01/10/12	Save Mount Diablo	Seth Adams, Director of Land Programs
41	12/20/11	County of Marin	Susan L. Adams, President Marin Board of Supervisors



Solano Transportation Authority

... working for you!

One Harbor Center, Suite 130, Suisun City, CA 94585-2473 ♦ Telephone (707) 424-6075 / Facsimile (707) 424-6074
Email: staplan@sta-snci.com ♦ Website: solanolinks.com

March 31, 2011

Steve Heminger
Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

RE: Provisions of Senate Bill (SB) 375 Regarding Financial Incentives for the Preservation of Resource Areas and Farmlands

Dear Mr. Heminger:

I am writing on behalf of The Solano Transportation Authority (STA) to request the Metropolitan Transportation Commission (MTC) address the provisions of Senate Bill (SB) 375 regarding financial incentives for the preservation of resource areas and farmlands.

The relevant portion of SB 375 is in California Government Code Section 65080 (b) (4) (C), and reads as follows:

“The metropolitan planning organization or county transportation agency, whichever entity is appropriate, shall consider financial incentives for cities and counties that have resource areas or farmland, as defined in Section 65080.01, for the purposes of, for example, transportation investments for the preservation and safety of the city street or county road system and farm to market and interconnectivity transportation needs. The metropolitan planning organization or county transportation agency, whichever entity is appropriate, shall also consider financial assistance for counties to address countywide service responsibilities in counties that contribute towards the greenhouse gas emission reduction targets by implementing policies for growth to occur within their cities.”

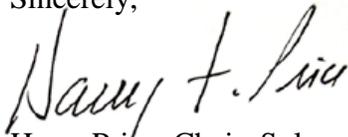
As you may be aware, Solano County’s voters passed an initiative in 1984 (reaffirmed by initiative in 1994, and again reaffirmed and extended in 2008) that requires all urban growth to occur within the seven incorporated cities. As results of this forward thinking, Solano County has both a preponderance of open space and farmlands (62% of the county’s 829 square miles of land area is in farmland, with additional areas in opens pace hillsides) and city-centered development (95% of the county’s residents live in the seven incorporated cities).

Agricultural lands in particular require the provision and maintenance of local roadways in order to plant, maintain and harvest crops, and to transport them to processing centers and markets. Agricultural lands also provide visual, economic and air quality benefits to the entire Bay Area. However, those lands do not typically generate the tax revenues necessary to pay for the maintenance of the roads that serve them.

SB 375, with its focus on promoting city- and transit-centered growth in designated Priority Development Areas, has the potential to partly rectify this situation by implementation of the CGC Section highlighted above. The STA would like to request the MTC, as the primary agency responsible for implementation of SB 375 in the San Francisco Bay Area, in partnership with the Association of Bay Area Governments (ABAG), develop a method and fund amount for the implementation of this portion of SB 375. Because the Regional Transportation Plan (RTP) Call for Projects and associated county fund estimates have already been released, the time for proposing these requested guidelines is now. Identifying funds available to communities that preserve open space and agricultural lands should be identified in order to help CMAs such as the STA make decisions about where to recommend RTP projects and program investments now and in the future.

We, at the STA and in Solano County, look forward to working with MTC to develop and implement the provisions of California Government Code Section 65080 (b) (4) (C), as well as the other provisions of SB 375. If you have any questions regarding this request, please contact Daryl Halls, STA's Executive Director, at (707) 424-6075. Thanks for your consideration of this issue.

Sincerely,



Harry Price, Chair, Solano Transportation Authority
Mayor, City of Fairfield

Cc: STA Board Members
Doug Kimsey, Director of Planning, MTC

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae
Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

June 21, 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 want to compliment you and the MTC staff for the One Bay Area Grant Proposal. This is a much more effective way for MTC to implement important policies. I also appreciate the opportunity to have input to this process. Unfortunately I cannot attend the 6/22/11 meeting, since I will be at the California Transportation Committee Meeting in Long Beach. If possible I would like to call in to the meeting. However, I wanted to share these thoughts and suggestions.

- 1- MTC's focus of "Fix It First" or maintenance of the existing system should be considered as part of the One Bay Area Grant development.
- 2- The program needs to be kept simple and flexible. Give the CMA's flexibility to address their unique situation within broad guidelines. Keep in mind that the MTC Commissioners are also on the CMA Boards.
 - a- Provide flexibility within and between programs with no limitations. No 20% limit between programs as per Cycle 1. Hopefully this is your intent.
- 3- It is important to stay focused on the policy you want implemented and not be distracted or concerned about the specific project implemented with the incentive. The project is the reward to the jurisdictions for implementing the MTC policy and not the MTC objective. The policy implementation is what MTC wants done and the project is what the City/ County wants with the incentive. There should be little to no conditions on the incentive. Too many conditions on the incentive it is no longer an incentive.

There should not be a one to one direct connection between a PDA's growth and a specific project. Rather, the overall investments in a PDA jurisdiction should be commensurate with its overall growth.

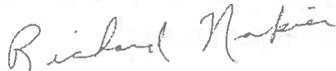
- 4- Do not make assignments to specific PDA's. Let the CMA's make that determination. I believe this has already been addressed in the revised proposal. I would set a PDA target of no more than 50%. Specifying too high a number will limit your ability to achieve the primary target which is the development of housing.
 - a- The funding will be provided to a PDA jurisdiction that provides the

housing, but whether it is used in the PDA is up to the discretion of the jurisdiction. Rationale is in accordance with Comment 2.

- 5- In meeting the requirements it should be evaluated across the total One Bay Area Grant and not at the individual programs.
- 6- As Mayor Green said at the previous meeting no funds should be provided unless a housing unit or specific task has been completed. While the number of housing units should be a key measurement I think MTC should also be open to other actions such as rezoning, specific plans etc. One of the reasons these other factors need to enter in to the equation is that there would likely be an administration problem with timely use of the funds if it was focused solely on housing built. This is due to the time it takes to get housing under construction.
- 7- The detailed CMA implementation could be submitted to and approved by MTC staff within the broad guidelines.

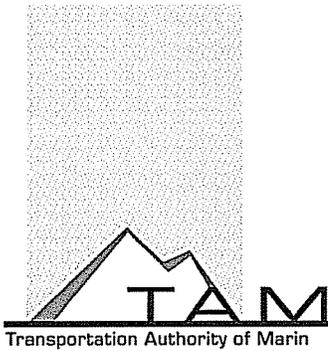
Your consideration of these comments in developing One Bay Area Grant is appreciated. If there are any questions please contact Richard Napier at 650 599-1420.

Sincerely,



Richard Napier
Executive Director
City/ County Association of Governments

cc: Kevin Mullin - MTC Representative
Adrienne Tissier - MTC Representative
Doug Kimsey - MTC Staff



750 Lindero Street
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San Rafael
California 94901

Phone: 415/226-0815
Fax: 415/226-0816

July 5, 2011

Steve Heminger
Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

www.tam.ca.gov

Subject: One Bay Area Grant Proposal

Belvedere
Sandra Donnell

Dear Director Heminger:

Corte Madera
Diane Furst

Thank you for the opportunity to review and comment on the One Bay Area Grant Proposal presented by your staff to the CMA Association on May 29, 2011. The Transportation Authority of Marin (TAM) has reviewed the Grant Proposal and offers the following comments.

Fairfax
Larry Bragman

Larkspur
Joan Lundstrom

TAM appreciates the opportunity to combine several of the federal program elements into a single program. As one of the smaller counties in the Bay Area, TAM has for years supported, through MTC, the merging of the individual federal programs into a single program whereby larger more beneficial projects can be delivered. With all of our jurisdictions in Marin adopting Complete Streets policies, the One Bay Area Grant Proposal allows for a community based project that delivers the variety of transportation options a community needs.

Mill Valley
Stephanie Moulton-Peters

Novato
Carole Dillon-Knutson

Ross
R. Scot Hunter

We especially appreciate the maximum flexibility in the Grant Proposal. The previous Block Grant program, under Cycle One, allowed only 20% flexing between individual programs. We support 100% flexibility. In Marin, which is true in most counties, the trend towards complete streets over the last 10 years has resulted in every project being multi-modal, but only if we have sufficient funds to allow it. We need 100% flexibility to allow for all modes to be addressed – and funded – when we design and build a project. At the end of each RTP cycle, an evaluation across the total One Bay Area Grant Proposal could be done to determine if equity amongst the programs has existed.

San Anselmo
Ford Greene

San Rafael
Al Boro

Sausalito
Mike Kelly

Tiburon
Alice Fredericks

County of Marin
Susan L. Adams
Hal Brown
Kathrin Sears
Steve Kinsey
Judy Arnold

TAM appreciates that the PDA minimum includes planned, potential, and growth opportunity areas. For Marin, dedicating 70% of funding to PDA's is not feasible. Marin has struggled to meet the requirement for a PDA to be a minimum 100 acres along with being served by a sustainable 15-minute transit headway. We have historically met the requirements of densified housing served by transit, as evidenced by our meeting the MTC Housing Incentive Program requirements, with a resultant waiting list of projects qualifying under the HIP program even after funds ran out. But Marin just doesn't have enough

developable space under the newer PDA program with its more stringent requirements. Marin County, like all other counties, has a tremendous backlog of streets and roads in need of maintenance. The majority of these streets and roads are not in the PDA's, as presently defined. Restricting 70% of funding to PDA's will increase our local street and road shortfall. We request a range of funding be allowed that is more respectful of meeting our transportation needs.

Assigning funds only within PDA's and GOA's does not meet our most urgent needs. We need to adequately address Marin's role in providing recreational space for the Bay Area, with over 84% of Marin's land dedicated to open space, including numerous federal, state, and local park facilities. There is a need for funding for roads, transit, and bike/pedestrian facilities to support these Bay Area-wide recreational attractions. Funding is critical to maintain and grow our recreational economy. Note that in our recently completed Express Lane Traffic and Revenue Study covering Highway 101, we have confirmed that weekend traffic far exceeds weekday commute traffic, necessitating we not ignore those recreational needs.

As one of the Bay Area's top agricultural counties, Marin's economic vitality is dependent on sustaining its farm-to-market economy through the provision of goods movement corridors and appropriate land use development that protects its agricultural lands. Land use/transportation planning in Marin must include recognition of and provisions for protecting our agricultural contributions to the region. Both our recreational system and our farm-to-market transportation needs cannot be addressed by the limitations in the One Bay Area Grant Proposal. We request funding be eligible for transportation needs that support the preservation of farmlands and open space, without an additional formula factor or a funding set aside.

We request flexibility that if funds must be dedicated to household growth areas, that transportation projects that serve the area be allowed, not limited to transportation projects only within the area. Most street and road projects do not begin and end in PDA's, but rather serve other more logical termini, such as business destinations, major crossroads, school or recreational facilities. From a public policy viewpoint, it is difficult to prioritize funds, including the local matching funds that accompany the regional federal funding, to a street and road project that solely resides within a PDA. Flexibility is needed for funding projects that serve the needs of a PDA or a transit node.

The needs of our population in providing transportation alternatives go beyond the boundaries of the development zones. This is especially true regarding both climate initiative funds and regional bike funds. Climate Initiatives funds are intended to reduce GHG emissions. These funds should ideally target activities or areas that have the greatest potential of reducing high levels of GHG emissions, which are not just within PDA's. Regional Bicycle Program funds should ideally support bicycle projects and pathways that provide connections within the county and to other counties to encourage bicycle transportation. Restricting 70% of the RBP funds to PDA's would result in a lost opportunity to expand the bicycle network for a county.

We ask that consideration be given particularly to the need for ongoing transportation needs for areas that have already done the work of densification of housing. Areas in Marin that qualified and delivered households under the Housing Incentive Program should be supported in their street and roads, bicycle/ pedestrian, and transit access needs. The current Grant Proposal limitations do not allow the sustainability of previous housing densification efforts.

To continue planning activities that reduce greenhouse gas emissions and to support the land use changes that can occur in Marin, we request no limitations on planning funds we utilize to support these activities as well as support for the Priority Conservation Areas within our county. We also encourage a fully funded PTAP program, or equivalent, as this program is critical in maintaining the Pavement Management Program.

We support the efforts of the region to support and incentivize household growth near transit but for Marin County, more flexibility is needed.

Thank you for consideration of our request.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Steinhauser". The signature is fluid and cursive, with a large initial "D" and a long, sweeping underline.

Dianne Steinhauser
Executive Director

cc: Steve Kinsey, TAM Chair



August 5, 2011

Mr. Doug Kimsey
Planning Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

RE: Comments from the NCTPA Technical Advisory Committee (TAC) on the
OneBayArea Grant Proposal

Dear Mr. Kimsey,

Thank you for the opportunity to comment on the OneBayArea Grant Program. We appreciate MTC's efforts to make a grant program that better meets the needs of the Sustainable Communities Strategy, and although we agree that jurisdictions with PDA's and higher RHNA numbers should receive a larger portion of OneBayArea funds we would like to make a few comments on how MTC is proposing to prioritize such funds. The proposal does not respect the commitments which were made by CMA's in programming Cycle 1 funds, based on their understanding of distribution formulas which would follow in Cycle 2. The proposed formula does not respect the commitment which was made to "fix it first" by prior actions of the MTC. The primary example is the current funding formula, which is based on population, lane mileage, shortfall and preventative maintenance performance.

The OneBayArea proposal is based on the RTP/SCS process which is not complete at this time. The proposal is not an equitable distribution of these funds. There is concern amongst the jurisdictions that the 70% allocation to PDAs does not address an equitable share of funds to low-income areas. Prioritizing funds by reserving 70% to Priority Development Areas (PDA's), where new housing will be concentrated, does not address the needs of areas of existing housing, which is a much-greater portion of the overall regional population. The population increase forecast in the Initial Vision Scenario for the RTP/SCS represents only 22% of the total population of the region. Further, only 67 jurisdictions have even proposed PDA's; thus approximately 1/3 of local agencies will be ineligible for this significant portion of the funding altogether. In some counties, this effect is exaggerated. For example, in Napa County only one jurisdiction has a proposed PDA (out of six total agencies) – thus one agency which represents 14% of the countywide population would have exclusive access to 70% of the Cycle 2 funds. The other jurisdictions in Napa County are not likely to propose PDA's, as these would be inconsistent with their general plans which support conservation of resource areas and farmland, and encourage directing growth into the more-metropolitan segments of the region. Even for those jurisdictions which have proposed PDA's, these represent a tiny fraction of their overall local street and

road system. In Napa County, the one proposed PDA in the City of American Canyon is centered on a State Highway route, Highway 29.

The plan to support Priority Conservation Areas (PCA's) by establishing a grant program for planning studies misses the requirements of SB 375 legislation altogether. Bay Area jurisdictions which are supporting appropriate growth patterns by directing growth into urban centers already have the plans in place to accomplish these objectives. Funding for planning studies is not needed. Section 65080 (b) (4) (C) of the Government Code specifically requires that such agencies shall receive financial incentives to encourage them to continue to preserve resource areas and farmland (definitions of these terms are provided in Section 65080.01). The incentives are to be available for the preservation and safety of the city street or county road system, especially those routes which serve farm-to-market or community-interconnectivity functions.

The concept of making jurisdictions accountable for proper use of federal funds is a good one. However, the requirements which are currently proposed are not feasible to achieve, and may result in few or no agencies being eligible to use any of the Cycle 2 funding. The result would be the region substantially under-delivering Obligation Authority over the course of Cycle 2. As currently stated in the *Supportive Local Transportation and Land-use Policies* section, local agencies would be required to have at least two of the four listed policies adopted. There are several points of confusion regarding this. Some of the listed policies appear to actually be more than one item, connected with "and". Is it really the intent that a city or county have both parts of these items to count as meeting one of the two required policies? If it is not the intent, these items should be separated. The timing requirement for these policies is not clear. Would these policies need to be adopted prior to making application for federal funds? Some of the items are not feasible to achieve within the Cycle 2 timeframe. For example, updating a general plan takes several years, whether to incorporate a bicycle/pedestrian plan and complete streets policy or to do a comprehensive re-write.

In the *Approved Housing Element* requirement of the proposal it implies if an agency were going to adopt a housing element that meets the requirements of the new RHNA, after its approval in early 2012, they will be given until September 2014 to have it adopted. Will that agency be able to apply for any Cycle 2 funds in the meantime? If not, will there be any Cycle 2 funds left to allocate after September 2014? Additionally, there is potentially a significant lag time between an agency's adoption of a housing element and HCD's approval ("certification") of a housing element. Since HCD certification is outside an agency's control, would agency adoption meet this requirement as proposed?

We would like to offer some potential strategies to address these concerns:

1. Combining all the funding sources into one pot, removing the "silos," is a good idea. If this is retained, keep the current funding formula for allocating STP/CMAQ among jurisdictions, based on population, lane mileage, shortfall and

preventative maintenance performance. This will honor the commitments which were made in Cycle 1, including the overarching policy goal of "Fix it First".

2. If the funding priority for PDA's is to be retained, do not apply it to all funding sources. It is especially inappropriate to distribute the Local Streets & Roads Rehabilitation funding in this manner, as it does not align with where the need is for this funding.
3. One possible "hybrid" funding formula might be to use the RHNA allocation numbers in place of the population numbers in the funding formula. This would give additional priority to PDA's, but still retain incentive for preventative maintenance activities and recognize the needs of the existing street and road system.
4. Convert the PCA funding to a real transportation improvement incentive program, in alignment with the requirements of SB 375, Government Code Section 65080 (b) (4) (C). Make the funding available for preservation and safety on the rural road system, with priority for farm-to-market and community-interconnectivity routes.
5. Allow the performance-based funding formula to continue to be the mechanism used to ensure accountability for appropriate use of federal funds.

We look forward to discussing these potential strategies with you in more depth at your earliest convenience.

Sincerely,



Rick Marshall
Chair, NCTPA TAC

cc: NCTPA TAC Members & Alternates
Paul Price, NCTPA

C/CAG
CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park •
Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

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 regarding the One Bay Area Grant Proposal.

While I appreciate the deletion of hard limits between programs as per Cycle 1, I still have major concerns about the 70% requirement of funds spent in a PDA. I would reiterate that it is important to stay focused on the policy you want implemented and not be distracted by too many specific project details.

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

1. I would 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.

- The 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 ~~striketrough~~):

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 segment 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 ~~striketrough~~):

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 ~~striketrough~~):

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:...*

- I 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 Richard Napier at 650 599-1420.

Sincerely,



Richard Napier
Executive Director
City/ County Association of Governments



DAVE CORTESE
PRESIDENT, BOARD OF SUPERVISORS
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August 25, 2011

Adrienne J. Tissier
 Chair
 Metropolitan Transportation Commission
 101 Eighth Street
 Oakland, CA 94607

Mark Green
 President
 Association of Bay Area Governments
 P.O. Box 2050
 Oakland, CA 94604-2050

Dear Chair Tissier and President Green:

On July 8, 2011, the MTC Planning Committee and ABAG Administrative Committee approved the release of the OneBayArea Grant Proposal for public review. I have enjoyed working with both MTC and ABAG on this proposal. I am now writing in my role as President of the Board of Supervisors. The County of Santa Clara Board of Supervisors reviewed the OneBayArea Grant Proposal and unanimously approved submitting the following comments to MTC and ABAG at their meeting on August 23, 2011:

1. The County of Santa Clara supports the proposal for Cycle 2 to shift more funding to the Congestion Mitigation Agencies (CMAs) for allocation and to increase local flexibility by providing the funding in a single block grant.
2. The County of Santa Clara also supports the proposed distribution formula for the OneBayArea Grant CMA block grants.
3. The County of Santa Clara does not support the proposed requirement that 70% of the transportation block grant funds be spent only within Priority Development Areas (PDAs). While the County understands the concept and importance of the PDA focus, it is critical for the social and economic health of the County that the transportation needs of the population and employment areas outside PDAs are not neglected. This PDA funding minimum should be adjusted as follows:
 - a. Broaden the eligibility for the PDA-directed funding to include PDA supporting transportation facilities. Investment in PDAs to support increased densities and provide transportation alternatives will be important to the success of the Sustainable Communities Strategy (SCS) and participating cities, but it should not eliminate funding to meet needs outside the limited geographic areas designated as PDAs to date. Most people will not live and work within a single PDA, and they will have vocational, commercial, medical, recreational, entertainment, educational, and other needs outside the PDA. People living within PDAs will drive, take transit, and/or bicycle using roads that connect their PDAs to their destinations; therefore, these roads outside PDAs should be eligible for PDA-directed funding so they can properly serve the growing populations within the PDAs.

- b. The minimum percentage of funding to be directed to PDAs should be comparable with their share of total road miles eligible for federal aid and the total population within the PDAs. The 70% number is based on the concept that PDAs will absorb 70% of the new population through 2040; however, PDAs will actually have far less than 70% of the total population (existing plus new) in 2040.
4. The allowable use of the Priority Conservation Area (PCA) funding should be broadened to include preservation and safety of the rural road system. In addition, the \$5 million set aside for PCAs should be available to all counties with resource areas, not restricted to counties with populations under 500,000. This action would be consistent with the rural sustainability element of SB 375, which includes consideration of financial incentives for preservation and safety of the county road system and farm-to-market and interconnectivity transportation needs.
5. The Performance and Accountability requirements set forth in the OneBayArea Grant proposal are intended to ensure enhanced coordination of land use and transportation funding. However, these criteria are too limited in their present form. County of Santa Clara recommends that ABAG and MTC staff confer with county and city planning directors to establish realistic and practical performance and accountability requirements related to linking specific land use policies/plans to eligibility to receive transportation funding. As currently proposed, the requirements do not account for the differences between many cities and counties, and they do not provide enough relevant options for non-urban cities and counties. Therefore, the requirements could lead to a significant number of local jurisdictions being denied transportation funding.

Should you have any questions about these comments, please contact either of the following:

Michael Murdter
Director, Roads and Airport Department
Santa Clara County
408-573-2438
michael.murdter@rda.sccgov.org

Jody Hall Esser
Director, Planning Department
Santa Clara County
408-299-6741
jody.hallessen@pln.sccgov.org

As usual, if you have any questions, comments, or concerns that you would like to discuss with me regarding this matter, or any other matter, please feel free e-mail me at dave.cortese@bos.sccgov.org or contact Lara McCabe at my office 408-299-5033 who will assist in arranging time for us to meet.

Sincerely,



Dave Cortese
President, Board of Supervisors

cc: Steve Heminger, Executive Director, MTC
Ezra Rapport, Executive Director, ABAG
John Ristow, Chief CMA Officer, VTA
Jeff Smith, County Executive, Santa Clara County
Michael Murdter, Director, Santa Clara County Roads and Airports Department
Jody Hall Esser, Director, Santa Clara County Department of Planning and Development



TOWN OF LOS GATOS

7

OFFICE OF THE TOWN MANAGER
(408) 354-6832
FAX: (408) 399-5786

CIVIC CENTER
110 E. MAIN STREET
P.O. Box 949
LOS GATOS, CA 95031

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METROPOLITAN TRANSPORTATION
COMMISSION

August 31, 2011

Mr. Mark Green, President
Association of Bay Area Governments
P.O. Box 2050
Oakland, CA 94604-2050

Mr. Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

**RE: Town of Los Gatos Comments on the Proposed OneBay-Area Transportation Grant
Program Methodology**

Dear Messrs. Green and Heminger:

The Town of Los Gatos appreciates the opportunity to provide comments on the proposed distribution formula for the STP/CMAQ Cycle 2 Transportation Funding. Town staff has been participating in the review of the proposed grant funding allocation as well as the entire OneBay-Area Sustainable Communities Strategy program through various Valley Transportation Authority (VTA) working groups and the Santa Clara County Association of Planning Officials.

The Town recognizes the formidable undertaking that the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) are engaged in with developing a program for the entire Bay Area that meets the needs of all communities. Los Gatos generally supports the initial regional efforts to meet the requirements of SB375. The Town also supports a number of the recommendations regarding the new framework for distribution of STP and CMAQ Cycle 2 funds in the Bay Area. Specifically, the Town is supportive of a framework that integrates transportation funding with land use and housing policies, and maintaining the local CMA, Valley Transportation Agency, as the agency responsible for managing the selection of projects and distribution of local funding. Los Gatos agrees with the MTC and ABAG staff that the proposed distribution formula to the counties be based on the three components of 50 percent population, 15 percent regional housing needs, and 25 percent actual housing production.

However, Los Gatos has significant concern with two elements of the proposed distribution, including the funding split of 70 percent restricted to PDAs and only 30 percent to anywhere else, and the performance and accountability requirements. While the Town recognizes that transportation funds for new or capacity-enhancing infrastructure should be allocated to those areas anticipating new residential growth, the funding distribution should also consider existing infrastructure maintenance needs. Los Gatos is primarily a built-out community that is landlocked by topographical and political boundaries.

Consequently, the anticipated RHNA and housing production will be far below that of other more populated or growth areas within the county. However, the Town has existing road maintenance and improvement needs that have been augmented through the use of existing programs such as: HSIP, STIP, SR2S, TLC, and TDA. These funds are needed to not only maintain and improve the existing infrastructure, but also support the maintenance requirements from regional traffic that regularly uses the local roads as bypasses to the two regional transportation routes, Highway 85 and Highway 17, which bisect the Town. During congestion times, such as the morning and evening commutes, or when accidents occur on the freeways, significant regional traffic is funneled through the Town on local roads. The proposed funding allocation does not account for these maintenance needs and would limit the Town's ability to mitigate regional traffic by competing for a very small pool of unrestricted funds. The Town advocates apportioning some funding specifically for maintenance projects and utilizing the existing formula that is based on per capita and lane miles.

In regards to the performance and accountability requirements, the Town is very concerned with the proposed criteria, which include the requirement for an approved Housing Element and meeting two of the four criteria listed under "Supportive Local Transportation and Land-Use Policies." The Town presently has an HCD-approved 2007-2014 Housing Element, and, consequently, meets this requirement. However, the Town, and, based on recent discussions at the VTA working group meetings, most of the Santa Clara County jurisdictions cannot meet two of the four Supportive Local Transportation and Land-Use Policies. The Town is beginning the process of developing a complete streets program and updating its bicycle and pedestrian plan, but will not be updating the General Plan Circulation Element pursuant to AB 1358 for at least seven years. As a small, suburban community, it is unlikely that the Town would need or consider adopting parking/pricing policies at this time. Moreover, the Community Risk Reduction Program is a new concept that the Town has not considered developing as a local program in the near future. Finally, the Town would meet the requirement for policies that prevent the displacement of low income housing from new development through its recently adopted Housing Element goals. As an alternative, the Town recommends that in addition to requiring an HCD-approved or court-validated Housing Element, requiring only one of the Supportive Local Transportation and Land-Use Policies be met for eligibility purposes.

In summary, the Town of Los Gatos is generally supportive of MTC and ABAG's recommendations on the SCS and allocation of transportation funds. However, the Town suggests and recommends additional consideration of maintenance-related funding programs and less rigorous eligibility criteria for transportation funds.

Thank you for your consideration of these comments and suggestions. If you have any questions, please feel free to contact Community Development Director Wendie Rooney at (408) 399-5768, Parks and Public Works Director Todd Capurso at (408) 399-5770, or me at (408) 354-6832.

Sincerely,



Greg Larson
Town Manager

cc: Wendie Rooney, Director of Community Development
Todd Capurso, Director of Parks and Public Works



CITY OF HALF MOON BAY

City Hall • 501 Main Street • Half Moon Bay • CA • 94019

8

August 31, 2011

Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

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METROPOLITAN TRANSPORTATION
COMMISSION

Subject: OneBayArea Grant Proposal

Dear Mr. Heminger:

The City of Half Moon Bay appreciates the opportunity to provide input to Metropolitan Transportation Commission's (MTC's) initial release of the "OneBayArea" Grant proposal dated July 8, 2011. The City welcomes the proposed consolidation of various grant-eligible programs, including the Local Streets and Roads Rehabilitation, Transportation for Livable Communities, Safe Routes to Schools and Regional Bicycle Programs, into one block grant fund program and project selection by each County Congestion Management Agency (CMA). We also welcome allocation of more funds for this flexible block grant program.

Half Moon Bay's elected City officials and staff do not support either regional prioritization of funding to specific areas within a county or the addition of more eligibility restrictions that are unrelated to the funding source or programming category. We have major concerns for requiring a minimum 70% fund allocation in Priority Development Areas (PDAs) or Growth Opportunity areas (GOAs). Particularly, Half Moon Bay will be disadvantaged with such a restriction because the City lacks a designated PDA/GOA, yet City streets are heavily used by visitors from the entire region. Also we are concerned that the City may not be able to develop community support in a short period to adopt policies/standards for parking/pricing, Community Risk Reduction plans to reduce air pollution and complete street standards.

OneBayArea program should define policy issues and general criteria for use of available funds rather than specifying too many specific project details. With this in mind, the City proposes certain changes to the proposed OneBayArea program as following:

1. Local Streets and Roads Rehabilitation (LS&RR) funding must be exempt from the 70% minimum expenditure in a PDA.
 - MTC should honor the "Fix It First" principle. Applying the 70% PDA rule to the LS&RR fund would undo the "Fix It First" principle as relatively few federal aid eligible roads are located in a PDA. Most roads in the PDAs are either not developed yet or are already well maintained or under state jurisdiction. Forcing percentage of fund allocation in the PDAs will only lead to expenditure 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.
 - The 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 American Recovery and Reinvestment Act (ARRA) funds. Most of the road projects funded under Cycle 1 were in jurisdictions with PDA's. However, Cycle 2 commitments were made to jurisdictions (8 out of 14) without PDAs. This C/CAG Board decision was reported to MTC on April 1, 2010. MTC and 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~~):

Priority Development Area (PDA) Minimum: ~~Require that at least 70%~~ *50%* of funding should 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 objective is to encourage the use of alternative modes of transportation it would be more productive to allow funding for projects, including alternate modes of transportation, supporting PDAs as well as employment/visitor serving areas. Improvements such as pedestrian and bike improvements are not useful or utilized if limit to a PDA without extensions to work or key destinations.

3. The "Supportive Local Transportation and Land-Use Policies", under "Performance and Accountability," should be revised as follows:

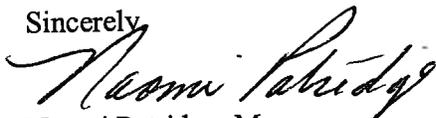
Supportive Local Transportation and Land-Use Policies: Staff recommends that local agencies be required to adopt at least two of the following four policies within five years of receiving OneBayArea grant funds.

4. The "Approved Housing Element", under "Performance and Accountability," should be revised as follows:

Approved Housing Element: ~~Any Also, a HCD approved housing element consistent with RHNA/SB375 law is a proposed condition for any jurisdiction receiving OneBayArea grant funds~~ *must submit a report regarding the status of the adoption of one of the following:...*

Your consideration of these comments in developing OneBayArea Grant is appreciated. If there are questions please contact me through my e-mail: naomip@hmbcity.com or our City Engineer, Mo Sharma through his e-mail: mosharma@hmbcity.com

Sincerely



Naomi Patridge, Mayor

Cc: sheminger@mtc.ca.gov
rnapier@co.sanmateo.ca.us
slwong@co.sanmateo.ca.us



City of Millbrae

621 Magnolia Avenue, Millbrae, CA 94030

DANIEL F. QUIGG	9
Mayor	
MARGE COLAPIETRO	
Vice Mayor	
GINA PAPAN	
Councilwoman	
NADIA V. HOLOBER	
Councilwoman	
PAUL SETO	
Councilman	

August 31, 2011

Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

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METROPOLITAN TRANSPORTATION
COMMISSION

Attention: Steve Heminger, Executive Director

Subject: One Bay Area Grant Proposal

Dear Mr. Heminger;

The City of Millbrae is grateful to have the opportunity to review and provide comments to the initial release of the One Bay Area Grant proposal dated July 8, 2011. We have the following comments for your consideration.

We have great concerns about the requirement to spend 70% of the funds in a Project Development Area (PDA). This will greatly impact our ability to use the funds in repairing our local streets and roads. The City of Millbrae relies heavily on these external funds to maintain our local streets and roads network and this will handicap our ability maintain our deteriorating local residential streets and roads. The majority of federal and State transportation grants available to us and which have been used historically can only be used to repair streets and roads with a Federal functional classification of collector or higher. The majority of the types of streets and roads are within our Redevelopment Agency boundaries. This means that the Pavement Condition Index (PCI) for the streets within our Redevelopment Area is already average a PCI of 70 or better. However, there already are little resources remaining for repairing our local residential streets where the average PCI is below 50. If MTC mandates this new potential requirement to spend a minimum of 70% of funding to within a PDA, the PCI of the City of Millbrae's local residential streets will only result in accelerating the decline in the City's overall average PCI. We strongly encourage the MTC to exempt this requirement from local streets and roads.

Your consideration of our comments in developing One Bay Area Grant is greatly appreciated. If there are any questions, please contact City Manager, Marcia Raines, or Director of Public Works, Ronald Popp, at (650) 259-2339.

Sincerely,

Daniel F. Quigg
Mayor

City Council/City Manager/City Clerk
(650) 259-2334

Building Division/Permits
(650) 259-2330

Community Development
(650) 259-2341

Finance
(650) 259-2350

Fire
(650) 259-2400

Police
(650) 259-2300

Public Works/Engineering
(650) 259-2339

Recreation
(650) 259-2360

Steve Heminger, Executive Director
Metropolitan Transportation Commission
Page 2

Cc:

Council Members

Marcia Raines, City Manager

Ronald Popp, Director of Public Works

Richard Napier, Executive Director of the City and County Association of Governments (CCAG)



The City of Burlingame
501 PRIMROSE ROAD, BURLINGAME, CA 94010-3997
www.burlingame.org



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METROPOLITAN TRANSPORTATION
COMMISSION

TEL: (650) 558-7200
FAX: (650) 342-8386
EMAIL: council@burlingame.org

TERRY NAGEL, MAYOR
JERRY DEAL, VICE MAYOR
CATHY BAYLOCK, COUNCILMEMBER
MICHAEL BROWNRIGG, COUNCILMEMBER
ANN KEIGHRAN, COUNCILMEMBER

September 1, 2011

Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Attention: Steve Heminger, Executive Director

Subject: One Bay Area Grant Proposal

Dear Mr. Heminger;

The City of Burlingame appreciates the opportunity to review and provide input to your initial release of the One Bay Area Grant proposal dated July 8, 2011.

The City of Burlingame appreciates the MTC's foresight in streamlining the various grant programs and providing flexibility by deleting hard limits between the programs as per Cycle 1. However, we have major concerns and opposition to the newly proposed 70% requirement of funds spent in a Priority Development Area (PDA).

Over the past several years, the City has taken an active leadership role in encouraging several opportunities for both PDAs and Transportation Oriented Developments (TODs). The City agrees that it is a good idea to provide incentives for encouraging development and infrastructure upgrades in PDA. However, the majority of our local roads are located outside of the PDAs, and the requirement to spend 70% of the grant funds in PDA would result in a significant negative impact on the already underfunded local roads and streets.

The City kindly requests that MTC consider the following changes to its draft proposal:

1. 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

❖ Register online with the City of Burlingame to receive regular City updates at www.Burlingame.org ❖

Local Streets and Roads (LS&R) fund would undo the “Fix It First” principle, as relatively few federal aid eligible roads are located within a PDA. Most roads that are located in the PDA are either under state jurisdiction or are already well maintained. Forcing a percentage of work within the PDA will only lead to reworking 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.

- The San Mateo County City/County Government Association (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 the Local Streets and Roads program. Most of the road projects funded under Cycle 1 were in jurisdictions with PDAs. 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.
 - 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 within 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 will they be utilized if they are limited to 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 jurisdiction 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 time frames to develop and deliver, and do not fit well with the typical two-year funding cycle time frames.
2. 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*:...
3. The “Approved Housing Element,” under “Performance and Accountability,” should be revised as follows (additions in *italics*, deletions in ~~strikethrough~~):

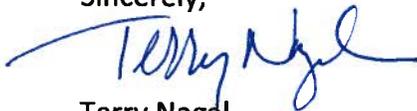
~~Approved Housing Element: Any Also, a HCD approved housing element consistent with RHNA/SB375 law is a proposed condition for any jurisdiction receiving Cycle 2 One Bay Area grants must submit a report regarding the status of the adoption of one of the following:...~~

- 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 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.

In addition, the City of Burlingame supports the recommended changes to the proposal by Richard Napier, Executive Director of C/CAG.

Your consideration of these comments in developing One Bay Area Grant is appreciated. If there are any questions, please contact Syed Murtuza, Director of Public Works at 650-558-7230.

Sincerely,



Terry Nagel
Burlingame Mayor

cc: City Council
Jim Nantell, City Manager
Bill Meeker, Community Development Director
Richard Napier, Executive Director C/CAG

County Administration Building
651 Pine Street, Room 106
Martinez, California 94553

John Gioia, 1st District
Gayle B. Uilkema, 2nd District
Mary N. Piepho, 3rd District
Karen Mitchoff, 4th District
Federal D. Glover, 5th District

Contra Costa County



David Twa
Clerk of the Board
and
County Administrator
(925) 335-1900

September 1, 2011

Mr. Doug Kimsey
Planning Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

RE: OneBayArea Grant – Cycle 2 STP/CMAQ Funding

Dear Mr. Kimsey:

Contra Costa County has had the opportunity to review the draft framework for the “OneBayArea” Grant – Cycle 2 STP/CMAQ Funding (OBAG). The County would like to offer the following comments based on the information provided.

1. Ensure sufficient STP funds are available to honor each county’s LSR funding anticipated under the original framework. The Contra Costa CMA made funding commitments to their member jurisdictions during the programming of Cycle 1 funds based on their understanding of distribution formulas which would follow in Cycle 2. This was implemented for a variety of reasons, such as to accommodate the minimum project size specified by MTC. It is unclear if the current proposal would allow the CMA to follow through on those commitments. Assurance could be provided by applying the proposal to require that 70% of funds be spent on projects in PDAs only to CMAQ funds, or by retaining the existing formula for allocation of STP funding to the CMAs for programming.
2. Revise Performance Accountability Requirements: The parking/pricing requirement in 1(a) should only apply to areas that have viable transportation alternatives. The County has parking policies for transit oriented areas that require less parking than what is required for other unincorporated areas of the County. Such policies recognize that parking needs in our communities vary with the availability of practical alternatives to the automobile. This approach to parking policies should qualify for meeting this requirement.

Replace the language in item 1(b) to make reference to a programmatic approach to air quality/greenhouse gas reduction per CEQA guidelines. Reliance on the Community Risk

Mr. Kimsey
September 1, 2011
Page 2 of 3

Reduction Plans as the only option is not realistic because these plans are still in pilot phase, are not a requirement of CEQA guidelines, not all jurisdictions have communities subject to toxic air contaminants, and such plans bear little relationship to any of the objectives of SB 375. It is reasonable to expect that many local agencies can develop a programmatic approach to greenhouse gas reduction.

Delete the requirement for jurisdictions to adopt policies that ensure that new development projects do not displace low income housing. The only areas in Contra Costa where displacement of low income residents might be an issue is for redevelopment projects. State law already requires such displacement policies for redevelopment projects. Otherwise, the County's recently certified housing element doesn't even mention displacement of low income housing as an issue.

If there is a need for a fourth option, add a category that is supportive of coordinating local transportation and land use, such as adoption of an urban limit line or growth boundary. Such policies limit expansion of urban development into resource areas, farmland and rural areas, and are more likely to reduce vehicle miles traveled in the Bay area than a policy on displacement of low income housing.

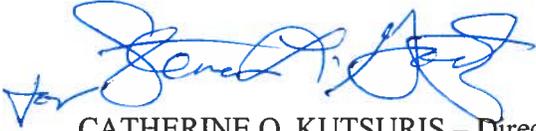
Expand the proposed Priority Conservation Area (PCA) Planning Program to counties with populations 500,000 and over. Contra Costa has PCA designations for its 7,500- acre Agricultural Core and the 30,000-acre preserve system of the East Contra Costa Habitat Conservancy. These areas are as deserving of the opportunity to compete for this planning program as PCAs in smaller counties.

Make the PCA funding under OBAG eligible for projects. SB 375 requires "transportation investments for preservation and safety of the city street or county road system and farm to market and interconnectivity transportation needs," (Government Code section 65080(b)(4)(C)). "Planning" is the only eligible activity listed in the OBAG draft. SB 375 specifically requires that agencies which have resource areas or farmland be provided financial incentives for the preservation and safety of the local roadways serving these lands. SB 375 does not limit the transportation investments to only planning activities.

Again, the County appreciates the efforts by MTC to modify these fund programs to provide more flexibility and efficiency. However we do feel that more work would need to be done with the proposal. The County looks forward to being involved in further discussions regarding the proposed framework for the OneBayArea Grant program.

Mr. Kimsey
September 1, 2011
Page 3 of 3

Sincerely,

A handwritten signature in blue ink, appearing to read "Catherine O. Kutsuris".

CATHERINE O. KUTSURIS – Director
Conservation and Development Department

A handwritten signature in blue ink, appearing to read "Julie Bueren".

JULIE BUEREN – Director
Public Works Department

cc: Steven L. Goetz, DCD
Steven Kowalewski, PWD
Chris Lau, PWD



CITY OF MOUNTAIN VIEW

Public Works Department • 500 Castro Street • Post Office Box 7540 • Mountain View, California 94039-7540
650-903-6311 • FAX 650-962-8503

September 2, 2011

MR STEVE HEMINGER—EXECUTIVE DIRECTOR
METROPOLITAN TRANSPORTATION COMMISSION
101 EIGHTH STREET
OAKLAND CA 94607

MR EZRA RAPPORT—EXECUTIVE DIRECTOR—ABAG
JOSEPH P BORT METROCENTER
101 EIGHTH STREET
OAKLAND CA 94607

ONEBAYAREA GRANT PROGRAM PROPOSAL

The City of Mountain View appreciates the opportunity to provide the following preliminary comments and questions pertaining to the OneBayArea Grant (OBAG) proposal for Cycle 2 Fiscal Year 2013-15 Surface Transportation Program/Congestion Mitigation and Air Quality (STP/CMAQ) funding as outlined in the Metropolitan Transportation Commission's (MTC) memorandum dated July 8, 2011.

General Comments Regarding the OBAG Proposal

1. Mountain View staff supports the proposal to shift more Cycle 2 funding to Congestion Management Agencies (CMAs) for allocation, but is concerned that collapsing the number of funding categories (e.g., combining the Transportation for Livable Communities (TLC), Bicycle, Local Streets and Roads Rehabilitation, and Safe Routes to School (SR2S) categories) may result in less visibility and funding for transportation projects previously supported by specific funding categories.
2. Staff supports the OBAG funding process being timed to coincide with the Regional Housing Needs Allocation (RHNA) process. Staff further recommends all housing-related allocation/formula recommendations be reviewed by the Santa Clara County Association of Planning Officials (SCCAPO) and elected officials in each local jurisdiction in Santa Clara County.
3. The proposed requirement that 70 percent of OBAG funds be spent in Priority Development Areas (PDAs) is too restrictive and potentially detrimental to the transportation needs of CMAs with only a few PDAs, such as Santa Clara County,

where many of the areas in greatest need of transportation infrastructure (e.g., streets, bicycle facilities and SR2S) are located outside of PDAs in suburban neighborhoods.

Funds should be allowed to be spent in both PDAs and Growth Opportunity Areas (GOAs). The MTC and ABAG should expedite their decision on whether GOAs will be designated as new PDAs before the OBAG proposal proceeds any further. The PDA/GOA decision is critical to support for the OBAG proposal as well as the Sustainable Communities Strategy (SCS) as a whole.

4. Staff does not support the proposed \$15 million set-aside of funds for low-income housing projects. Staff lauds efforts to increase the amount of low-income housing available in the Bay Area, but is opposed to the diversion of transportation funds to do so. Transportation funding should be used on transportation projects.
5. The proposed \$5 million set-aside for Priority Conservation Area (PCA) funding should be available to all counties with resource areas, not just those with populations less than 500,000.

Local Transportation and Land Use Policy Requirements for OneBayArea Grant Fund Eligibility

It is staff's understanding that in order to be eligible for OBAG funds, local agencies must have adopted and put into place at least two (2) of four (4) specified local transportation and use policy documents. City of Mountain View staff requests clarification and confirmation that its current efforts and adopted policies (as described below) are sufficient to meet the proposed eligibility criteria to receive OBAG funding:

1. **Parking/Pricing Policies**—The City of Mountain View is currently updating its General Plan. The General Plan 2030 is scheduled for adoption in spring 2012 and will include a Greenhouse Gas Reduction Plan (GGRP) and other policies that will support overall trip reduction strategies. The City is also studying parking pricing strategies in its downtown. The City will also be updating its existing Transit-Oriented Development (TOD) Ordinance to continue to include employer trip reduction requirements in exchange for higher floor area ratios (FARs). The City's Housing Element includes other parking policies and actions that support shared parking and reduces parking requirements for senior and subsidized housing, and for higher-density projects near transit and services.
2. **Adopted Community Risk Reduction Plans (CRRPs) per CEQA Guidelines**—The City of Mountain View does not have an adopted CRRP, nor is the development of

one currently funded or scheduled. Only a limited number of local governments are currently developing a CRRP and staff is concerned this narrow eligibility criterion may exclude many mid-sized to smaller agencies that do not have the resources to undertake a CRRP from obtaining funding in the next funding cycle.

As an alternative, staff suggests allowing local agencies to meet this eligibility requirement through the development of Climate Action Plans and/or Greenhouse Gas Reduction Plans.

3. Affordable Housing Policies—The City's Housing Element includes several provisions to address the City's affordable housing needs, including:
 - A goal and action items aimed at preserving subsidized and other affordable units at risk of conversion to market-rate housing.
 - Tenant Relocation Assistance Program Ordinance that requires developers to provide relocation assistance to very low-income tenants who are displaced by redevelopment or condominium conversion projects.
 - Home Repair Assistance Program to provide funding for home repair services for lower-income households.
4. Bicycle/Pedestrian Plan and Complete Streets Policy—The City's 2030 General Plan will include Complete Streets policies and other bicycle and pedestrian policies. A Pedestrian Master Plan will also be completed concurrently with the General Plan update. A Bike Master Plan is already in place.

Staff requests confirmation that the various efforts the City of Mountain View has and is undertaking pertaining to local transportation and land use policies, as described above, fulfill the requirements for local governments to receive OBAG funding.

Additional Questions/Requests for Clarification

1. Please explain how the OBAG program proposal is related to, and being coordinated with, the SCS and RHNA processes. Please identify which committees, boards and/or commissions at the MTC/ABAG regional level will be reviewing and making decisions regarding the OBAG program.
2. Please provide a schedule and deadlines for local jurisdictions and the public to follow so that they will be able to provide timely input regarding the OBAG proposal.

3. What is the schedule for the MTC/ABAG to take action on Mountain View's requested Growth Opportunity Areas (GOAs) so the areas can be considered as PDAs for the purposes of OBAG transportation grant funding? Describe the public comment process that will be used and advise if there will be an opportunity for local jurisdictions to appeal decisions for areas not approved in fall 2011.
4. Have ABAG and the MTC reconciled their assumptions and allocations for household growth in PDAs (Planned, Potential and Growth Opportunity Areas) with the information the City has provided regarding its General Plan update? If the answer is no, please explain how the differences will be accommodated.
5. Please clarify if the affordable housing criteria requirements apply to existing subsidized affordable housing projects or market-rate housing that is at "affordable" levels.
6. Explain the rationale for requiring a CRRP. The City of Mountain View suggests that requiring the adoption of a Climate Action Plan or Greenhouse Gas Reduction Plan may be a more appropriate eligibility criterion for local jurisdictions.
7. If the OBAG program is approved, when will Cycle 2 funds be available?

The Mountain View City Council and other organizations representing the interests of Santa Clara County jurisdictions, such as the SCCAPO, may be providing additional comments regarding the OBAG proposal to MTC and ABAG boards, commissions and committees as they review and take action on the OBAG proposal.

Comments previously provided to ABAG regarding the SCS Initial Vision Scenario are enclosed as background information. These comments were submitted to ABAG by Randal Tsuda, Mountain View Community Development Director, on behalf of the City Council on May 27, 2011.

Mr. Steve Heminger
Mr. Ezra Rapport
September 2, 2011
Page 5

Please contact Linda Forsberg, Transportation and Business Manager, at (650) 903-6311 if you require additional information regarding the City of Mountain View's comments regarding the OBAG proposal.

Sincerely,



Michael A. Fuller
Public Works Director



Randal Tsuda
Community Development Director

MAF-RT/LF/6/PWK
901-08-30-11L-E^

Enclosure: May 27, 2011 City of Mountain View Letter to ABAG

cc: Mr. Michael Burns, General Manager—VTA

Mr. John Ristow, Chief CMA Officer—VTA

CC, CM, APWD—Solomon, TBM, PP—Alkire, PM—Kim



Community Development Department

500 Castro Street • Post Office Box 7540 • Mountain View, CA 94039-7540 • 650-903-6306 • FAX 650-962-8502

May 27, 2011

MR KEN KIRKEY
ABAG
101 EIGHTH STREET
OAKLAND CA 94607

INITIAL VISION SCENARIO COMMENTS

Dear Ken:

The City of Mountain View is pleased to submit the following comments regarding the Sustainable Communities Strategy's Initial Vision Scenario:

1. AN IMPORTANT FIRST STEP

The City supports this initial regional effort to integrate land use, housing and transportation planning to achieve a more sustainable future for the Bay Area. Focusing growth along transit and major corridors and near services is a key strategy to achieve more sustainable growth throughout the region.

2. GROWTH ASSUMPTIONS

While the City acknowledges the importance of this effort, the initial growth numbers should be reduced to reflect a more realistic level of future growth for Mountain View.

To help inform these numbers, ABAG staff can utilize information from the City's current General Plan update. The City has prepared a detailed model that forecasts future housing and job growth in the City. This model was developed with assistance from economic consultants and considers past growth trends, assumes constraints and looks to the future with new land use and policy directions to create a rigorous and realistic set of future growth projections. The results of our model compared to the Initial Vision Scenario information for both PDA/GOAs and non-PDA/GOAs are included below.

Enclosed is a description of our model in addition to our General Plan Strategy Map.

3. PDA/GOA GROWTH

The table below shows that, in general, the IVS growth totals for PDA/GOA areas substantially align with the City's General Plan "change area" projection totals. Most of the PDA/GOA areas are within a consistent range between the IVS and our General Plan, given that ABAG's and the City's modeling assumptions are different, and accurate forecasts for long-term planning horizons are challenging.

**PDA/GOA COMPARISON: MOUNTAIN VIEW GENERAL PLAN
 AND INITIAL VISION SCENARIO GROWTH**

	Existing Households (2010)	Households (2035)
<i>Downtown</i>		
IVS Growth	1,359	2,544
General Plan Projections	1,279	2,194
<i>San Antonio</i>		
IVS Growth	1,470	2,732
General Plan Projections	1,462	4,295
<i>El Camino Real</i>		
IVS Growth	2,561	4,121
General Plan Projections	2,292	4,347
<i>North Bayshore</i>		
IVS Growth	278	2,653
General Plan Projections	351	1,677
<i>Whisman Station</i>		
IVS Growth	0	1,220
General Plan Projections	642	1,597
<i>East Whisman</i>		
IVS Growth	104	203
General Plan Projections	1	227

However, the City has the following specific concerns relating to PDA/GOAs:

- The City is unclear of the assumptions for downtown growth, particularly since the General Plan is not proposing any increase in densities in this area.
- General Plan projections show more household growth in the San Antonio area than the IVS. Staff is not clear on the IVS assumptions for this area, given its characteristics that could potentially accommodate additional growth, including its adjacency to Caltrain and bus transit service, proximity

to services and commercial uses, and surrounding multiple-family residential character.

- The IVS North Bayshore Area accommodates much more households than the City's projection, and staff is unclear of the assumptions that were used for this area.
- IVS information appears inaccurate of Whisman area existing conditions. Staff will be confirming with ABAG/MTC staff regarding their data sources for this area. Finally, staff will be clarifying with ABAG/MTC regarding their assumptions for downtown, including their household growth allocation for the Moffett Boulevard corridor.

4. NON-PDA/GOA GROWTH

Staff also has concerns about growth in non-PDA/GOAs, as shown below.

NON-PDA/GOA COMPARISON: MOUNTAIN VIEW GENERAL PLAN AND INITIAL VISION SCENARIO GROWTH

	Existing Households (2010)	Households (2035)	Change	Percent Change
IVS Growth	26,442	34,795	8,353	32%
General Plan Projections	26,104	28,395	2,291	9%

Staff would like further clarification on where this additional growth could be accommodated in Mountain View's non-PDA/GOAs.

5. NASA AMES GROWTH

The City is concerned with the forecasted growth for the Federally owned NASA Ames area and its potential impacts to Mountain View's infrastructure. A more detailed letter regarding this matter will be sent to ABAG shortly as part of Santa Clara County's SCCAPO Initial Vision Scenario comments.

6. INFRASTRUCTURE IMPACTS

Any future growth allocated for Mountain View should be analyzed for its impact to existing infrastructure, including impacts to local school capacity, utility capacities and transportation infrastructure.

7. PDA/GOA FUNDING

As the detailed scenarios are developed, the City strongly encourages ABAG to revise their criteria for funding improvements in PDAs. The City believes that the boundaries and criteria for these funding opportunities should be expanded to include GOAs. The GOA funding criteria should be updated to address how some areas without viable transportation options can be improved with new transportation resources.

8. RESPONSES TO ABAG QUESTIONS

Below are City responses to specific ABAG questions regarding the Initial Visions Scenario:

- Is the proposed place type appropriate for your Priority Development and Growth Opportunity Areas? Given the availability of resources, is the proposed urban scale, mix of uses and expected household growth appropriate?

In general, the City supports the place types in the PDAs/GOAs for Mountain View as they generally align with the City's General Plan Strategy for these areas. The City would like further clarification from ABAG staff regarding the assumptions and allocations for household growth in the North Bayshore, San Antonio, Whisman, and downtown areas. The City requests that the allocations for these areas be modified to reflect the City's General Plan direction.

- What transportation improvements would help support those Priority Development and Growth Opportunity Areas?

PDA/GOA areas in Mountain View would benefit from transportation improvements to VTA Bus Rapid Transit (BRT), bus and light rail service, and Caltrain. Bike, pedestrian and "complete street" improvements would also support these PDA/GOA areas.

North Bayshore, in particular, would benefit from transportation improvements that relieve traffic congestion and reduce vehicle miles traveled. Additional improvements for the area could include enhanced shuttle or other transportation options, in addition to bike, pedestrian and "complete street" improvements for North Shoreline Boulevard.

- What additional funding would be needed to support housing growth?

General infrastructure funding (i.e. water, sewer, schools, etc.), including affordable housing funding. Additional funding to implement local/regional sea-level rise adaptation measures in the North Bayshore Area would also support new growth in the area.

- If the IVS growth estimate is too high, should some of the growth be shifted to another part of your jurisdiction, elsewhere in the County or elsewhere in the region?

The City has outlined where the IVS growth estimates for Mountain View's PDA/GOAs are too high and will be providing this information to ABAG staff. The City also has concerns over the growth allocated to non-PDA/GOA areas in the City and would like these numbers reduced to reflect the reality of available land and allowed densities under the City's General Plan Strategy.

- What are the challenges for your local jurisdiction to attract and retain jobs that match your local work force?

One significant challenge is making the North Bayshore Area more economically competitive to support high-tech job growth. The City's General Plan Strategy to accomplish this is to update development standards to reflect the needs of area businesses; study an increased diversity of land uses, including residential; and improve connectivity between this area and the rest of the City.

9. PAST SUSTAINABLE SUCCESSES

Mountain View has long been successful in implementing sustainable planning. The City created a transit-oriented development ordinance in the late 1990s; increased residential densities in its downtown adjacent to its multimodal transit station; and created design guidelines for higher-density rowhouse and stacked flat housing types to encourage greater residential densities. The City also has large areas zoned for multi-family housing which provides greater densities and a variety of housing options for all income groups. The City is concerned that the Initial Vision Scenario does not adequately address other Bay Area cities with lower existing densities that should be considered for additional growth.

Mr. Ken Kirkey
May 27, 2011
Page 6

Thanks again to ABAG staff for this important first step in the SCS process. Our staff is available to discuss future job growth assumptions and allocations for Mountain View prior to development of detailed scenarios.

If you have additional questions, please contact Martin Alkire at (650) 903-6306.

Sincerely,

Randal Tsuda
Community Development Director

RT/MA/6/CDD
891-05-27-11L-E^

Enclosures: 1. City of Mountain View General Plan Strategy
2. City of Mountain View General Plan Modeling Assumptions

cc: CDD, PP

Memorandum

To: ABAG

From: Eric Anderson, Assistant Planner, City of Mountain View

Date: May 25, 2011

RE: City projection methodology

Summary

In updating the City of Mountain View's General Plan, our economic consultants, fiscal consultant and staff collaborated to develop a methodology to project land use distributions to 2030 under several different land use map scenarios.

Inputs

The land use projections had the following inputs:

- Detailed parcel-based existing land use data
- Maximum land use intensities for each parcel under different General Plan alternatives
- Staff assumptions of likely large projects to occur within the 2030 time-span
- Range of likely household growth rates to 2030
- Range of likely job growth rates to 2030 for driving industries (office and R&D), retail and the public sector

Methodology

The projection was fundamentally based on an underutilized-site analysis, in which any parcel below a certain percentage of allowed intensity was selected for redevelopment within the life of the General Plan. Under the highest intensities studied, the likelihood of redevelopment was moderated by the upper limit of likely household growth and job growth.

The likely household and job growth were determined from an analysis of growth over the last 20 years, or two full economic cycles. Over that time, office and R&D jobs increased, replacing manufacturing and service jobs, according to data from the US Census, Zip Code Business Patterns. This driving industry growth was extended to 2030, and insofar as new development removed manufacturing and service commercial spaces, continued the trends.

Households grew much more steadily over that time. However, several periods stood out as high growth. The maximum growth rate during these periods was compared to ABAG's 2009 projection of households, and it was found that ABAG's 2030 households for Mountain View were still higher. Staff decided that, to be conservative, ABAG's projection should be the upper limit.

Conclusions

The purpose of the projection was to estimate a distribution of development across the city under different land use map scenarios. In this sense, it has similar objectives to the SCS program (the SCS program attempts to estimate the distribution of development across GOA's), though on a smaller scale. However, the City's projection

constrained growth to realistic levels, both in terms of the land capacity and in terms of the economic capacity for growth, rather than assigning unconstrained growth among places in the city.

Other differences include our existing jobs estimate, which is higher than ABAG's, and therefore our projected jobs estimate is also higher than ABAG's; and, based on analysis of census-tract-based population and job estimates, ABAG does not have a current land use dataset, or a current General Plan map of the City.



CITY OF BRISBANE

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Brisbane, California 94005-1310
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Fax (415) 467-4989

13

September 9, 2011

Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Attention: Steve Heminger, Executive Director

Subject: OneBayArea Grant-Cycle 2 STP/CMAQ Funding

Dear Mr. Heminger;

This letter provides the City of Brisbane's comments on the proposal described in a July 18, 2011 release, "BayArea Plan", addressed to the Partnership Technical Advisory Committee.

In general, the city applauds the proposal to shift more funding to the local level, and the elimination of required program categories, thus providing the requisite flexibility at the Congestion Management Agency (CMA) and local agency level for determination of the best use of Surface Transportation Program and Congestion Mitigation and Air Quality Funds.

The one major area where we specifically disagree with the proposal is the suggested distribution formula (see page 3 of the referenced memo) that requires 70% of funding be spent on projects in Priority Development Areas (PDAs). This formula is in direct conflict with previously adopted MTC policy, is contrary to the flexibility touted for the BayArea Plan ("Plan"), and neglects the very real declining condition of the region's local streets and roads infrastructure.

By proposing to require 70% of funding be spent in PDAs, the current draft of the Plan is in direct conflict with MTC's long-standing "Fix-It First" policy, which has been retained through Regional Transportation Plan 2035 (T2035). In fact, as demonstrated by the responses to the extensive public outreach completed during the development of T2035, the public at large and the overwhelming majority of stakeholders support fixing our existing infrastructure (including existing local streets and roads) before investing funds in new ventures or projects (i.e., newly created PDAs). The overwhelming majority of local streets & roads requiring immediate maintenance are not within PDAs; directing money away from maintenance of these roads only guarantees their further rapid deterioration.

September 9, 2011
Steve Heminger
Comments on BayArea Plan-Cycle 2 Funding
Page 1 of 2
08-02-05

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SEP 14 2011

METROPOLITAN TRANSPORTATION
COMMISSION



The flexibility of fund use proposed for the CMAs and local agencies in the Plan draft is a welcome change to previous distribution formulas/categories for federal transportation dollars. Notwithstanding the lofty goals of SB 375 (Steinberg), and its requirements to develop Sustainable Communities Strategies (SCS), specifying a percentage of federal funds be used in PDAs takes away much of the touted flexibility of the Plan, and also fails to recognize the well-known differing conditions across the agencies within the planning area.

The 3-year moving average Pavement Condition Index (PCI) for Bay Area Jurisdictions was last reported as 66 (see MTC's Pothole Report of 2011); the talking points published by MTC staff for local agency media inquiries on this report indicated that, "The mediocre condition of local streets and roads is a serious risk to the Bay Area's transportation infrastructure." These talking points suggested one response on how we could have better roads, "**Fix it first**. Encourage the prioritization of discretionary regional funding for maintenance and rehabilitation of the existing transportation system in the 2013 Regional Transportation Plan. Fixing good roads now is much cheaper than fixing failed roads later." The same talking points also opined, "Local agencies are being efficient with the limited pavement maintenance money."

Based on the reasons outlined above, **the City of Brisbane respectfully requests that MTC revise the draft BayArea Plan and eliminate the 70% PDA minimum requirement expenditure.** Allowing local agencies the flexibility to determine the best manner in which funds should be distributed between maintenance of existing roads and maintenance/construction of roads within PDAs is a preferred distribution that will provide the greatest opportunity for local agencies to succeed with increasing their local streets & roads PCI and with meeting SCS compliance goals.

Thank you for the opportunity to provide a response on the draft plan. Please feel free to call me at (415) 508-2131 if there are any questions regarding the city's comments.

Very truly yours,



Randy L. Breault, P.E.
Director of Public Works/City Engineer

Cc: City Manager, Community Development Director
Rich Napier, C/CAG



CITY OF MILPITAS
OFFICE OF MAYOR JOSE ESTEVES

14

455 EAST CALAVERAS BOULEVARD, MILPITAS, CALIFORNIA 95035-5479
PHONE: 408-586-3029, FAX: 408-586-3056, www.ci.milpitas.ca.us

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SEP 14 2011

METROPOLITAN TRANSPORTATION
COMMISSION

September 9, 2011

Ann Flemer
Deputy Executive Director, Policy
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

RE: OneBayArea Grant Proposal

Dear Ms. Flemer:

On behalf of the Milpitas City Council I would like to thank you and your staff for the continued outreach to cities when drafting new policies for consideration by the Metropolitan Transportation Commission. One of the clear benefits from the passage of SB 375 has been the increased coordination of land use and transportation issues between regional and local governments.

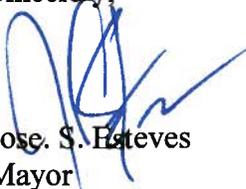
Bay Area cities are tackling the most severe financial crisis we have ever faced, and our need for dedicated transportation funds supporting pavement rehabilitation and preventive maintenance is more critical than ever. Your staff's proposal to redistribute future transportation funding from the Local Streets and Roads Shortfall (LSRS) Program into the proposed OneBayArea Grant is poorly timed and will have significant fiscal impacts on local governments. Cities have historically received federal Surface Transportation Program funds through MTC's LSRS Program by an approved allocation formula based primarily on population and local road lane miles.

Under the OneBayArea Grant proposal, local governments would be required to compete with other cities for pavement rehabilitation and preventative maintenance funds, be required to find funds for a local match to the new grant, and have limitations on where the funds could be used (70% within Priority Development Areas). The local Congestion Management Agencies would be directed to not award OneBayArea Grant funds to cities that do not have a certified general plan housing element.

The City of Milpitas has been very supportive of the investment in transit systems serving Santa Clara County and the Bay Area through its adoption of a Priority Development Area (PDA) and the Transit Area Specific Plan. The City took these actions to transform an older industrial area into attractive and livable transit-orientated neighborhoods that can accommodate over 7,000 new households surrounding two light rail stations and the future BART station. The local roads within the PDA will be rehabilitated and/or created as new development occurs in the Transit Area. However many of the existing local roads outside the PDA will be heavily used by residents to access local schools, regional shopping centers, and job centers not located along transit corridors. Milpitas' largest need for preventative pavement maintenance is outside of our PDA. Local agencies know their streets and need the flexibility to make the best overall use of limited pavement restoration funds to maintain high pavement condition indices throughout their entire jurisdictions. This is in complete conformance with MTC's pavement management policy that encourages cities to make informed and timely decisions to prevent pavement problems through judicious maintenance in a cost-effective manner.

On behalf of the City of Milpitas, I respectfully request that your proposal for the OneBayArea Grant exclude LSRS funds and that the allocation of those funds to remains unchanged. If you have any questions please contact James Lindsay, Planning & Neighborhood Services Director, (408) 586-3273 or Greg Armendariz, City Engineer / Public Works Director, (408) 586-3317.

Sincerely,



Jose S. Esteves
Mayor
City of Milpitas

SEP 21 2011

September 14, 2011

Steve Heminger, Executive Director
 Metropolitan Transportation Commission
 101 Eighth Street
 Oakland, CA 94607

Ezra Rapport, Executive Officer
 Association of Bay Area Governments
 101 Eighth Street
 Oakland, CA 94607

MTC

Subject: Comments on Proposed One Bay Area Grant Program
 Partnership Local Streets & Roads Working Group

Dear Mr. Heminger and Mr. Rapport:

Thank you for the opportunity to review the proposed "One Bay Area Grant (OBAG) Program," draft dated July 8, 2011. The Local Streets & Roads Working Group (LSRWG) understands the future transportation capacity benefits of focusing growth in Priority Development Areas (PDAs) and feels it is critical to support this goal in a way that also allows use of limited funds in the most beneficial way to address the needs of our existing aging infrastructure today. With this perspective we have carefully reviewed the program draft and offer the following comments and recommendations.

The LSRWG, representing public works agencies charged with the operation and maintenance of the backbone of the region's transportation system, strongly supports the "Fix it First" policy established in the current Regional Transportation Plan (RTP), which recommends that 81% of all expenditures be dedicated to maintenance and operations, as a priority over expansion and enhancement of the transportation system.

*"This plan not only reaffirms the region's long-standing "fix it first" maintenance policy but also expands our commitment to maintaining and operating our existing local roadway and transit systems."
 -Transportation 2035 (page 14)*

A healthy infrastructure is critical to the economic vitality, mobility and quality of life in the Bay Area. Recent information provided by MTC staff indicates that the region will need \$32 billion for preservation of the local street and road system over the next 28 years (the period covered by the new RTP being developed now) just to maintain the current Pavement Condition Index (PCI) in each jurisdiction. To move toward the RTP target of an average PCI of 75 in each jurisdiction, this figure rises to \$44 billion. It is essential that limited financial resources be allocated in the most-effective manner to protect our communities' investment in their existing transportation infrastructure and not contrary to the goal of the "Fix it First" policy.

Because only approximately 21% of federally-eligible local streets and roads are located within Priority Development Areas (PDAs) or Growth Opportunity Areas (GOAs) – ranging from a high of 91% in San Francisco to a low of 1% in Napa county – it is extremely important that the restrictions proposed in the July 8 version of OBAG be modified to address the critical needs noted above. **With this in mind, the two most-important recommendations we offer are (1) to apply the**

requirement that 70% of funds be spent in PDAs only to Congestion Management/Air Quality (CMAQ) funds; and (2) allow these funds to be spent not only inside PDAs but also for projects which support their development.

The LSRWG has carefully reviewed the OBAG proposal for allocation of funds from Cycle 2 of the still-pending federal transportation act, and offers the following specific, concrete recommendations for improving the proposal in order to help meet the region's longstanding goals:

RECOMMENDATIONS

Distribution Formula

1. Retain the existing formula for allocation of STP funding to the CMAs for programming, which is based on population, lane mileage, need and preventative maintenance performance (25% each). This maintains the commitment to "Fix it First" and serves as a performance and accountability measure by prioritizing the use of funds for preventative maintenance. In fact, MTC has been commended for this approach by the Federal Highways Administration, who is encouraging other agencies throughout the nation to adopt a similar outcome based approach to incentivizing preventative maintenance.

Priority Development Area (PDA) Minimum

2. Apply the proposal to require that 70% of all funds be spent on projects in PDAs (and potentially GOAs, as we understand it) only to Congestion Management/Air Quality (CMAQ) funds. This will address the objective of providing incentives to encourage housing development in these areas. Enable Surface Transportation Program (STP) funds to be spent on the entire surface transportation network, as this is the funding source most applicable to meeting the needs of the "Fix it First" policy noted above.

3. Allow the portion of funds reserved for PDAs/GOAs to be spent not only inside them, but also for projects in their vicinity which support the development of these areas. This will include transit systems, regional bike networks and connections between PDAs/GOAs as well as regional employment centers, schools, recreation sites and shopping areas.

Performance and Accountability

4. Modify the proposed Performance and Accountability requirements, under #1, **Supportive Local Transportation and Land-Use Policies**, to separate distinct topics into individual items in the list. (Specifically, items (a) and (d) each contain two distinct topics.) Retain the requirement to meet at least two of the longer list of choices to be eligible for grant funds. Clarify the deadline required to submit policies to be eligible for grant funds.

5. Replace the language in item 1(b) in order to make reference to a programmatic approach to air quality/greenhouse gas reduction per CEQA guidelines.

6. Modify the language in item 1(d) to apply to adopted bicycle or bicycle/pedestrian plans. Separate to a distinct topic adopted complete streets policies. Delete the reference to "general plans pursuant to Complete Streets Act of 2008."

7. Add additional categories of supportive local transportation and land-use policies which will be more applicable in rural counties and smaller cities. Examples include: adopted local sustainable community strategy, greenbelt policy, urban growth boundaries, policies to conserve resource areas and farmland, and policies for rural areas directing growth into the more-metropolitan segments of the region. Also include a choice for "other" in which a local agency could indicate their supportive policies which don't fit the categories already listed. Choosing "other" and filling in the associated blank would require consultation with CMA and/or MTC staff to verify that the local policy in question does address the desired linkage between transportation and land use.

8. Require local agencies to locally adopt a housing element consistent with RHNA requirements and submit it for HCD approval, rather than requiring achievement of HCD approval to qualify for funds.

9. Define how multi-agency transit districts would be able to qualify for funding if these requirements were in effect.

Priority Conservation Areas (PCA)

10. Make the PCA funding eligible for "transportation investments for the preservation and safety of the city street or county road system and farm to market and interconnectivity transportation needs," as is required by SB 375, in Government Code section 65080 (b) (4) (C), rather than only for "planning" as is currently listed in the OBAG draft.

Additional considerations supporting our recommendations are attached in Exhibit A.

In conclusion, the LSRWG again thanks you for the opportunity to review and comment on the proposed OBAG program. We look forward to continuing to be in conversation with you and your staff as the proposal moves forward. Please contact me at nhughes@fremont.gov or call (510) 494-4748 if you have questions or need additional information.

Respectfully,



NORM HUGHES

Chair, Local Streets & Roads Working Group

Assistant Public Works Director / City Engineer, City of Fremont

C: Alix Bockelman, Programming and Allocations Director, MTC

Exhibit A

ADDITIONAL CONSIDERATIONS

The LSRWG is pleased to be a full partner in the process of reviewing the proposal for allocation of Cycle 2 funding, and thus has chosen to emphasize the positive aspects of the proposal. In addition, the LSRWG felt it was important to share with you the detailed rationale which led to these recommendations. The following considerations are provided as background:

Priority Development Area (PDA) Minimum

1. System preservation and maintenance needs are far greater outside the proposed PDAs and GOAs. Approximately 21% of the federally-eligible local street and road system in the region is located in these areas, as estimated by MTC staff. Although San Francisco has 91% of its federal mileage in PDAs/GOAs, for jurisdictions throughout the rest of the region the figure is much lower. Santa Clara, Alameda and San Mateo counties are in the 23 to 27% range; Contra Costa County is at 14%, and the North Bay counties range from 8% in Sonoma to a low of only 1% in Napa County.
2. Freeing up funding to be spent outside proposed PDAs enables investment in corridors which connect those (primarily residential) areas to employment centers, schools, recreation sites and shopping areas, most of which are located outside PDAs.
3. Maintenance performed on any regionally significant route (typically those in the Federal Aid system) is supportive of PDAs.
4. Enabling STP funds to be spent throughout the Federal-Aid system allows these funds to be spent in the most cost-effective manner, per the recommendations of the local agencies' pavement management systems.
5. Most local agencies rely on federal funding for the preservation and maintenance of their regionally significant roadways, and do not have sufficient local funding to add to the mix. In this way, agencies' road maintenance is similar to the way transit agencies typically use only federal funds for vehicle purchases, and reserve their farebox and other revenues for operations.
6. As PDAs are developed, they are being sited in close proximity to major transit lines, and built with densities which support non-motorized travel alternatives. Thus, they are essentially "self-mitigating" in terms of potential air quality impacts. By contrast, areas outside proposed PDAs have a much greater need to encourage non-motorized travel, and investments in these areas can have potentially greater air quality benefits.
7. Few of the facilities which have been able to benefit from the Regional Bicycle, Transportation for Livable Communities and Safe Routes to School programs are located within

PDA. Allowing use of PDA-restricted funds to be invested in routes which support PDAs will be more productive in terms of meeting the objectives of OBAG.

8. Freeing up funding to be spent outside proposed PDAs will provide greater opportunity to address social equity concerns through investment in economically disadvantaged areas, which are not typically the site of PDAs.

9. Prioritizing funds by reserving 70% of all funds to PDAs does not address the needs of areas of existing housing, which is a much-greater proportion of the overall regional population. The population increase forecast in the Initial Vision Scenario for the RTP/SCS represents only 22% of the total population of the region.

10. Only 67 jurisdictions have even proposed PDAs; as a result approximately 1/3 of local agencies will be ineligible for any funding which is reserved for PDAs. In some counties, this effect is exaggerated; for example, in Napa County only one jurisdiction has a proposed PDA (out of six total agencies) – thus one agency which represents 14% of the countywide population would have exclusive access to this funding. Jurisdictions without PDAs are not likely to propose them, as these would be inconsistent with their general plans which support conservation of resource areas and farmland, and encourage directing growth into the more-metropolitan segments of the region.

11. There are specific constraints which limit the ability of local agencies to invest in infrastructure to support PDAs where they are proposed.

a. Land development projects take longer to go through the approval process than is compatible with the timing of Cycle 2 funding. It is necessary to complete the land development approval process in advance of seeking project related infrastructure funding, in order to be able to design the utility, drainage, driveway and other detailed requirements of the transportation facility improvement. The Cycle 2 delivery deadlines will not be compatible with most land development project schedules.

b. Many of the land development projects that are approved by local agencies are conditioned to provide the required infrastructure improvements in a manner and time frame that works well for the development. Funding infrastructure improvements with federal STP or CMAQ funds would significantly complicate and potentially slow down private development and infrastructure construction.

c. Caltrans review regarding utilities further complicates the use of funds within this time frame.

Performance and Accountability

12. The concept of making jurisdictions accountable for proper use of federal funds is a good one. However, the requirements which are currently proposed do not appear to be achievable, and may result in limiting local agency eligibility for use of any of the Cycle 2 funding. Consequently, the region would substantially under-deliver Obligation Authority over the course of Cycle 2.

13. The "Community Risk Reduction Plans (CRRP) per CEQA guidelines" proposal presents mixed signals. CRRPs are not a function of the CEQA guidelines. A "programmatic approach" to air quality/greenhouse gas reduction, as noted in Recommendation #4 above, would be sufficiently consistent with CEQA guidelines so as to allow local agencies can achieve their respective targets.

14. The Complete Streets Act of 2008 is in full effect, and the result is that all local agencies will be required to incorporate bicycle/pedestrian plans and complete streets policies into their general plans, **when they next update their general plans**. It is not likely that most agencies are planning general plan updates during the time frame of Cycle 2, and even for those few that are, it is uncommon to complete an update in that amount of time. What is reasonable, however, is to have adopted a bicycle or bicycle/pedestrian plan and/or complete streets policies as stand-alone documents, which would still provide the necessary direction to local agencies.

15. LSRWG members have consulted with planning staff in their agencies, who widely report that achieving HCD approval of a local housing element is an arduous and lengthy process, the timing of which is not in the control of the local agency.

16. The LSRWG has identified that, although they are not part of our constituent group, transit agencies would have a difficult (if not impossible) time demonstrating compliance with the proposed requirements, as such agencies do not have general plans, housing policies, etc. nor the authority to address other topics such as employer trip reduction programs.

Priority Conservation Areas (PCA)

17. Local agencies in the region which are supporting appropriate growth patterns by directing growth into urban centers already have plans in place to accomplish these objectives; thus funding for "PCA planning studies" is not needed. Additionally, it is not clear how these planning studies relate to transportation, and therefore how they would be eligible for use of STP/CMAQ funds.

18. Section 65080 (b) (4) (C) of the Government Code (from SB 375) specifically requires that agencies which have resource areas or farmland (as defined in Section 65080.01), be provided financial incentives for the preservation and safety of the local roadway system, especially those routes which serve farm-to-market or community-interconnectivity functions.

Other concerns

19. Several of the CMAs made funding commitments to their member jurisdictions during the programming of Cycle 1 funds, based on their understanding of distribution formulas which would follow in Cycle 2. This was implemented for a variety of reasons, such as to accommodate the minimum project size specified by MTC. The proposal to focus 70% of all funding in PDAs would make it difficult to follow through on those commitments. The binding nature of these commitments and their impact on Cycle 2 funding needs to be determined.

September 15, 2011

Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Subject: Comments on Proposed One Bay Area Grant Program

Dear Mr. Heminger 

Thank you for the opportunity to review the proposed "One Bay Area Block Grant (OBAG) Program," draft dated July 8, 2011.

The SCTA recognizes the difficulty in creating a grant program that upholds the intent of the Sustainable Communities Strategy goals while addressing the transportation needs of a diverse region.

We support the flexibility which was enabled through the creation of the Block Grant approach that was used for allocation of Cycle 1 funding. This has allowed the SCTA to identify the mix of transit, bicycle/pedestrian, and roadway projects that are most appropriate for our communities and ready to deliver. We also appreciate the flexibility demonstrated in the OBAG proposal as well as the recognition of the needs of rural areas and the Priority Conservation Area (PCA) designated lands.

The SCTA strongly supports the "Fix it First" policy established in the current Regional Transportation Plan, which recommends that 81% of all expenditures be dedicated to maintenance and operations, as a priority over expansion and enhancement of the transportation system.

The OBAG proposal is an answer to the issues identified in the SCS process and makes important connections between transportation and land use. We believe that the following changes would tremendously improve the effectiveness of the program and our ability to deliver much needed projects in Sonoma County.

RECOMMENDATIONS

Distribution Formula

1. The existing distribution formula developed in cycle 1 for allocation of Surface Transportation Program (STP) /Congestion Mitigation Air Quality (CMAQ) program funding, which is based on population, lane mileage, shortfall and preventative maintenance performance (25% each) should be retained and applied to Surface Transportation Program funding. This maintains the commitment to "Fix it First" and serves as a performance and accountability measure by prioritizing the use of funds for preventative maintenance.
2. Apply the newly proposed distribution formula of 50% Population, 25% Regional Housing Needs Allocation (RHNA), and 25% actual housing production to Congestion Mitigation Air Quality (CMAQ) program funding only.



Priority Development Area (PDA) Minimum

3. Apply the proposal to require that 70% of all funds be spent on projects in PDAs only to CMAQ funds. This will address the objective of providing incentive to encourage focusing housing development in these areas. Enable STP funds to be spent on the entire surface transportation network, as this is the funding source which is most applicable to meeting the needs of the "Fix it First" policy.
4. Allow the portion of funds reserved for PDAs to be spent not only inside them, but also for projects in their vicinity which *support* the development of these areas. This will include transit systems, regional bike networks and connections between PDAs and regional employment centers, schools, recreation sites and shopping areas.
5. Allow funds for Safe Routes to School to be spent at any schools in the county, whether or not they are in PDAs, by separating SRTS funding or making it exempt from the 70% PDA restriction.

Performance and Accountability

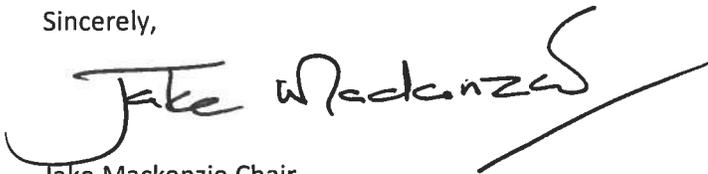
6. Modify the proposed Performance and Accountability requirements, on page 4, #1 Supportive Local Transportation and Land-Use Policies, to separate distinct topics into individual items in the list. (Specifically, items (a) and (d) each contain two distinct topics.)
7. Replace the language in item 1(b) to make reference to a programmatic approach to air quality/greenhouse gas reduction per CEQA guidelines.
8. Modify the language in item 1(d) to apply to adopted bicycle/pedestrian plans and to adopted complete streets policies (separated as indicated in #4 above) but delete the reference to "general plans pursuant to Complete Streets Act of 2008."
9. Add additional categories of supportive local transportation and land-use policies which will be more applicable in counties and smaller cities and sensitive to differing localities. Examples include: adopted local sustainable community strategy, greenbelt policy and urban growth boundaries. Also include a choice for "other" in which a local agency could indicate their supportive policies which don't fit the categories already listed. Choosing "other" and filling in the associated blank would entail consultation with CMA and/or MTC staff to verify that the local policy in question does address the desired linkage between transportation and land use.
10. Require local agencies to demonstrate their efforts to locally adopt a housing element consistent with RHNA requirements and submit it for HCD approval, rather than requiring achievement of HCD approval to qualify for funds.
11. Please define how multi-agency transit districts would be able to qualify for funding if the proposed requirements were in effect.

Attachments

12. Attachment D does not show the City of Cloverdale, which does include a PDA. Please revise Attachment D to include all of Sonoma County.

We thank you for opportunity to comment on this proposal.

Sincerely,

A handwritten signature in black ink that reads "Jake Mackenzie". The signature is written in a cursive, slightly slanted style. A long horizontal line is drawn below the signature, extending to the right.

Jake Mackenzie Chair,
SCTA/RCPA



September 15, 2011

City Council

Gina Belforte
Mayor

Jake Mackenzie
Vice Mayor

Amy O. Ahanotu
Joseph T. Callinan
Pam Stafford
Council Members

Gabriel A. Gonzalez
City Manager

Michelle Marchetta Kenyon
City Attorney

Alexandra M. Barnhill
Assistant City Attorney

Terri A. Griffin
City Clerk

Darrin W. Jenkins
Director of Development Services /
City Engineer

Sandra M. Lipitz
Director of Administrative Services

Brian Masterson
Director of Public Safety

John McArthur
Director of Public Works &
Community Services

Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

RE: Comments on Draft One Bay Area Grant Proposal

Dear Mr. Heminger:

City of Rohnert Park staff appreciates the opportunity to provide comments on the subject of the draft One Bay Area Grant (OBAG) proposal. While we recognize that the OBAG proposal is forward-looking in addressing transportation and land use issues identified in the Sustainable Communities Strategy (SCS) process underway, it is also our understanding that the OBAG proposal is supposed to be consistent with the RTP, including the "Fix it First" policy.

Cycle 2 / OBAG should be a transitional program

The City of Rohnert Park is one among many which feel that it is imperative to not weaken the implementation of "Fix it First." We believe a phased shifting of resources toward PDAs is only fair. It would be appropriate for the Cycle 2 / OBAG proposal to represent an initial transitional phase, particularly while the SCS is still in draft and there is no new transportation bill.

The OBAG proposal includes restricting spending 70% of federal funding inside Priority Development Areas and 30% outside Priority Development Areas. We suggest that the ratio be reversed transitionally to 30% investment in PDAs and 70% investment outside PDAs. This revised ratio would retain maintenance and operations as a priority in "Fix it First" but start the transition to emphasize support to PDAs.

Considerations if 70% priority funding is retained

If the 70% funding priority toward PDAs must be retained, we suggest to not apply it to all funding sources. We would like the following to be considered:

Surface Transportation Program (STP) Funds. We strongly feel that local streets and roads rehabilitation funding should not be restricted to PDAs, as the greater need for this funding is geographically well beyond PDA-designated areas. Many jurisdictions have a few to no Federal-aid eligible roadways within PDAs or GOAs. If the OBAG proposal is approved without modification, it could significantly decrease the amount of funding for the Federal-aid eligible network of roads and other projects. We would like the OBAG proposal to be modified to:

- Remove STP funds from the PDA restriction and allow use of STP outside of PDAs in qualifying "Fix it First" projects.

- Retain the existing formula for allocation of STP funding, based on population, lane mileage, shortfall and preventative maintenance performance (25/25/25/25% ratio). This will honor the commitments made in Cycle 1, in which the newly developed ratio was used to distribute funds to each county and implement “Fix it First.” This existing performance-based funding formula serves to ensure accountability for appropriate use of federal funds and provides incentive for preventative maintenance.

Congestion Management for Air Quality (CMAQ) Funds. CMAQ money is typically used for capital projects such as bicycle paths and pedestrian areas, TLC and Climate Initiatives projects. While CMAQ provides naturally complementary projects for PDA development, we are concerned that limiting such funding to within the geographic boundaries of PDAs does not encourage connectivity among all parts of the existing community. We suggest that the OBAG proposal:

- Consider CMAQ funds as among the only funds subject to the 70% funding restriction for PDAs.
- Allow CMAQ to be spent not only inside PDAs, but also for projects in their vicinity which support the development of these areas. This will include transit systems, regional bike networks and connections between PDAs and regional employment centers, schools, recreation sites and shopping areas.

Safe Routes to School (SRTS) Funds. As it stands, the OBAG proposal includes Safe Routes to School funding in the 70% of funds to be spent in PDAs. This may severely limit SRTS projects, as schools are located where there is population need, not necessarily where PDAs are. We suggest that the OBAG:

- Separating SRTS funding from the 70% PDA restriction, allowing SRTS funds to be spent on projects that support travel to and from schools anywhere, whether or not they are in PDAs.

Considerations on Supportive Local Transportation and Land Use Policies

We recognize that maintaining the link to land use policies is an overarching goal of the OBAG guidelines, however, some of the draft language is either unclear or unsupportable. Here are some opportunities for clarification:

- Modify the proposed Performance and Accountability requirements, on page 4, #1 Supportive Local Transportation and Land-Use Policies, to separate distinct topics into individual items in the list. (Specifically, items (a) and (d) each contain two distinct topics.)
- Replace the language in item 1(b) to make reference to a programmatic approach to air quality/greenhouse gas reduction per CEQA guidelines.
- Modify the language in item 1(d) to apply to adopted bicycle/pedestrian plans and to adopted complete streets policies (separated as indicated in #4 above) but delete the reference to “general plans pursuant to Complete Streets Act of 2008.”

- Add additional categories of supportive local transportation and land-use policies which will be more applicable in counties and smaller cities. Examples include: adopted local sustainable community strategy, greenbelt policy and urban growth boundaries. Also include a choice for “other” in which a local agency could indicate their supportive policies which don’t fit the categories already listed. Choosing “other” and filling in the associated blank would entail consultation with CMA and/or MTC staff to verify that the local policy in question does address the desired linkage between transportation and land use.
- Require local agencies to demonstrate their efforts to locally adopt a housing element consistent with RHNA requirements and submit it for HCD approval, rather than requiring achievement of HCD approval to qualify for funds.
- Please define how multi-agency transit districts would be able to qualify for funding if the proposed requirements were in effect.

Other Recommendations

It may be beneficial to consider that if like-kind investments in PDAs are made, it should be allowable to spend transportation funding outside PDAs in the same amount. Such a provision would provide project sponsors the flexibility to plan the types of improvements made in PDAs and the timing in which those improvements occur.

Thank you for considering our input. We look forward to seeing a revised draft of the OBAG proposal that incorporates stakeholder agencies’ ideas to make it a practicable and effective funding distribution vehicle in the near future.

Sincerely,



Darrin Jenkins, PE

Director of Development Services / City Engineer

cc: Gabe Gonzalez, City Manager, City of Rohnert Park

Rohnert Park City Council

Suzanne Smith, Executive Director, Sonoma County Transportation Authority/Regional Climate Protection Authority

CITY OF SUNNYVALE

*The Heart of Silicon Valley*sm

456 WEST OLIVE AVENUE SUNNYVALE, CALIFORNIA 94086 (408) 730-7473

September 22, 2011

Melinda Hamilton
Mayor

Jim Griffith
Vice Mayor

Otto Lee
Councilmember

Christopher R. Moylan
Councilmember

Anthony (Tony) Spitaleri
Councilmember

David Whittum
Councilmember

Ms. Ann Flemer
Deputy Executive Director, Policy
Metropolitan Transportation Commission
Joseph P. Bort Metrocenter
101 Eighth Street
Oakland, CA 94607-4700

SUBJECT: OneBayArea Grant

Dear Ms. Flemer:

The City of Sunnyvale has reviewed the proposal to establish a OneBayArea Grant program. Thank you for the opportunity for stakeholder and public review of this important proposition. Sunnyvale legislative policy supports direct, permanent, predictable Federal funding levels to local agencies for locally determined needs. While the OneBayArea proposal seeks to eliminate some categorization of funds, the program still would contain significant conditions and geographic limitation, and would introduce new eligibility criteria that obviate local decision making. Sunnyvale is concerned that the OneBayArea grant program would be excessively prescriptive and limiting.

The City has the following specific comments:

1. It is misleading to state that the program increases local funding. Bicycle, Transportation for Livable Communities, and Safe Routes to School funding already provide funds for local projects that are locally managed.
2. What is being targeted is virtually all of the discretionary funding for local improvements in the Regional Transportation Plan (RTP), and it is being largely prescribed (70%) for use in Priority Development Areas (PDA's). This is extremely limiting on Sunnyvale's choices of how we can use the small amount of transportation money we see through the RTP. Sunnyvale has long supported the PDA concept, and has completed several Federally funded projects in PDA areas. Frankly, the City is running out of planned improvement needs in these areas. Should the OneBayArea grant program be implemented, Sunnyvale will

potentially lose the opportunity to realize outside funding for major transportation capital improvements by virtue of having been proactive in supporting PDA infrastructure development and building out its PDA plans. Sunnyvale believes the geographic restriction is untenable. Improvements to the overall transportation system outside of PDAs can have synergistic benefits to PDAs, such as bikeway and transit access improvements.

3. It is disingenuous to state that the funding is flexible and only limited by project eligibility limitation of the Congestion Management and Air Quality program. The OneBayArea proposal introduces new conditions that dictate how and when discretionary money can be spent and where, such as requirements for adoption of policies and expenditure of 70% of funds in PDAs. Sunnyvale's legislative policy opposes programmatic earmarking of Federal funds for local uses. Sunnyvale would support flexibility to expend funds on locally determined needs and in locally determined areas, consistent with Federal eligibility requirements.

4. Sunnyvale legislative policy supports development of new regional funding sources for critical transportation needs. The City understands the importance of Sustainable Communities Strategies, and the critical goals and deadlines set by SB 375. The transportation and land use strategies being considered by MTC, the Association of Bay Area Governments, and other important regional agencies constitute new, critical needs to the Bay Area. Sunnyvale believes it is appropriate to develop new funding sources to support PDAs and associated infrastructure.

Once again, thank you very much for the opportunity to review and comment on this proposal. Please contact myself or Jack Witthaus, the City's Transportation and Traffic Manager at (408) 730-7330 with any questions or comments.

Sincerely,



Melinda Hamilton
Mayor

cc: City Council
Gary Luebbers, City Manager
Kent Steffens, Director of Public Works
Chris Augenstein, Santa Clara Valley Transportation Authority



CONTRA COSTA
**transportation
 authority**

COMMISSIONERS

September 29, 2011

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Randell H. Iwasaki,
 Executive Director

Mr. Steve Heminger
 Executive Director
 Metropolitan Transportation Commission
 101 Eighth Street
 Oakland, CA 94607

Subject: *Comments on July 8, 2011 Draft Proposal for OneBayArea Grant Program*

Dear Mr. Heminger:

Thank you for the opportunity to comment on the proposed OneBayArea grant program for Cycle 2 STP and CMAQ funds. The Contra Costa Transportation Authority (Authority) finds several aspects of the proposed approach to be quite positive. Combining the Transportation for Livable Communities, Regional Bicycle, Local Streets and Roads Shortfall, and Safe Routes to School programs would allow each CMA to tailor how it allocates the available funds to meet the regional transportation system needs locally identified within each county, thus making the program more truly a block grant. The increase in funding for each county would allow CMAs to better direct those funds to meet the maintenance needs of our communities and to support and encourage more walking, bicycling and transit use.

Some parts of the proposal, however, raise significant concerns. The following recommendations are made in the hope that the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) can revise the approach to create a more workable grant program, one that serves to both maintain the existing system and support future growth, and one that better reflects the wide range of communities in the Bay Area.

1. **The grant program should recognize and allow prior CMA commitments of Cycle 2 funding.** In Contra Costa's case, recognizing prior CMA commitments would include the \$9.53 million in maintenance funds to which the Authority committed based on MTC's own formula for funding maintenance needs in the region. Allowing such good faith commitments to be met is sound policy and helps to achieve the broad goals supported by the STP and CMAQ programs.

2. **Funds for maintenance projects should be treated separately from funds for other programs.** That is, the allocation of funds should reflect the previously agreed-upon regional formula and Authority commitments, and neither the proposed 70/30 split nor the proposed eligibility requirements for jurisdictions should apply.
3. **Use actual forecasts to determine the split.** Since it is not known what improvements are needed in the PDAs and how much they will cost, and since the 70/30 split may not reflect the actual allocation of forecast growth, we suggest:
 - a. Changing the PDA/non-PDA split to reflect actual forecasts OR
 - b. Using locations within or supporting a PDA as only *one* of the criteria for selecting projects for funding.

While recognizing that funding should support PDAs, we believe that an exclusive focus on locations *within* PDAs is too narrow and is inconsistent with the overall goals of these programs. Funding projects that would *support* the development of PDAs, even though they would not be *in* a PDA, helps meet the broad goals of MTC, the Authority and the entire SCS program; and therefore using locations that support PDAs should be counted as part of the PDA share.

4. **Safe Routes to School funds should not be subject to the 70/30 PDA requirement.** Very few schools in Contra Costa are located within designated PDAs. Limiting SRS funds by applying the 70/30 PDA requirement would therefore seem to be a restriction that lifts form over substance. We believe that SRS funding should be used to improve safety on all routes to our schools, regardless of whether those schools are in a PDA.
5. **Projects funded through the Regional Bicycle Program should not be subject to the 70/30 split.** While location within and support of PDAs could be used as a criterion for selecting projects, a strict 70/30 split does not capture the greenhouse gas benefits of projects located outside of PDAs. Indeed, given the nature of most PDAs, we believe that focusing exclusively on locations *within* PDAs is too limiting, and that bicycle routes that lead to, from or otherwise support PDAs should be equally eligible for funding.

6. **The eligibility requirements should be modified**, either to serve as true “performance and accountability” standards or to reflect more realistic standards for supportive policies. Performance and accountability standards would reflect an applicant agency’s track record in delivering projects. If retained, the eligibility standards should be modified to:
- c. Eliminate parking pricing as a standard since, while many have considered them, few agencies have actually implemented them
 - d. Eliminate the Community Risk Reduction Plan requirement since these plans are still a work in progress and few have been prepared and adopted
 - e. Eliminate the complete streets policy requirement since, again, relatively few agencies have completed them and, in any case, they are not required under State law until an agency substantially updates its Circulation Element. If retained, the complete streets requirement should not be tied to compliance with the Complete Streets Act of 2008; the language in Contra Costa’s Measure O (2010) could serve as a template for a more flexible requirement.¹
7. **Standards on supportive policies should not be used to determine eligibility.** MTC proposes to link an applicant’s eligibility to local adoption of supportive policies. We understand that certain “efficiencies” can be achieved with “bright line” rules. We believe, however, that the eligibility criteria should be more flexible to allow fair consideration of more projects and programs that support the goals of MTC, the Authority and the SCS program. Standards on supportive policies can then, instead, be used in ranking project applications.
8. **Monies set aside for Priority Conservation Areas (PCAs) should be available for actual maintenance and improvement of roads.** The current proposal would only fund pilot planning efforts for PCAs. That

¹ Suggested Language from Measure O: *A local jurisdiction’s eligibility for Local Road Improvement and Repair funds is contingent upon its incorporating into its road improvement and repair projects facilities and amenities that are practicable and recognized as contributing to that jurisdiction’s policies pertaining to the improvement of access and safety for bicycles, pedestrians and transit. For purposes of this requirement, ‘practicable’ means that the jurisdiction will, in good faith, take steps to implement its adopted bicycle and pedestrian plans and policies.*

seems to us to be unduly restrictive. We believe that using these funds to maintain or improve roads in PCAs is consistent with our common goals.

9. **The proposal needs to clarify how TFCA and other funds would be incorporated into the OneBayArea grant.** We are unsure how outside funds (such as TFCA) and the eligibility for such funds will guide the use of OneBayArea grant funds or how that guidance is intended to affect how CMAs allocate funding. We therefore request that this be clarified.

Again, we thank you for the opportunity to comment on the draft proposal for the Cycle 2 OneBayArea grant. We hope that you find our comments useful in creating a program that feasibly achieves the region's goals.

Sincerely,



David E. Durant
Chair

cc: CMA Chairs and Directors
Ezra Rapport, ABAG

File: 20.21.06



City Council

Carl Anduri, Mayor
Carol Federighi, Vice Mayor
Mike Anderson, Council Member
Brandt Andersson, Council Member
Don Tatzin, Council Member

October 12, 2011

Ms. Adrienne Tissier, Chair
Metropolitan Transportation Commission
Supervisor, San Mateo County
400 County Center, 1st Floor
Redwood City, CA 94063

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: City of Lafayette Comments on Proposed OneBayArea Grant Program

Dear Ms. Tissier and Mr. Heminger:

At a recent public meeting the Lafayette City Council held a community discussion regarding the newly proposed framework for distributing transportation grant funds in the Bay Area. We thank you for this opportunity to provide feedback, especially from local jurisdictions like Lafayette, which depend on grant programs to improve transportation systems and the quality of life of their users within our community.

Lafayette strongly supports the comments contained in a September 2011 letter to the MTC from Mr. David Durant, Chair of the Contra Costa Transportation Authority Board. Specifically, we underscore three issues critical in continuing to effectively address transportation needs in our city and region:

1. The OneBayArea Grant should acknowledge and continue prior commitments to local streets and roads rehabilitation and maintenance. Over the past decade, MTC has made great effort to quantify and publicize the infrastructure needs in the Bay Area, especially related to road maintenance. This need underpins the current protocols established by MTC to distribute STP funds dedicated to local streets and roads. The OneBayArea Grant appears to completely abolish the real and logical relationship between needs and funding, and in its place establish an arbitrary link to PDAs and housing creation. This is a giant step backward that would undermine the progress made to date in the Bay Area's infrastructure renewal.

2. The OneBayArea Grant should fund projects with demonstrated merits where the needs exist, and not insist on an artificial expenditure quota tied to PDAs. While certain types of improvements should be encouraged to occur within PDAs, many demonstrated needs have no clear connection with PDAs, nor should they necessarily. Many projects to improve safe routes to schools, for example cannot practically occur within a PDA since very few schools are located within PDAs. Furthermore, you will agree that students attending schools located outside PDAs should not be denied safe and convenient access to their schools.
3. The OneBayArea Grant should not make eligibility to address infrastructure and safety needs contingent on housing and planning policies. Given the improvement objectives that various current grant programs aim to achieve, the proposed requirements based mainly on planning policies seem arbitrary and wholly unrelated to the mission at hand. On another practical front, some of the required policies related to parking pricing and Community Risk Reduction do not reflect due consideration of the diversity in size, land use, character, and constraints of the many local jurisdictions in the Bay Area.

While we recognize the OneBayArea Grant's attempt to support MTC's long-term visions with grant funding, the current proposed framework appears to overreach in that regard. Lafayette appreciates your willingness to keep an open mind, and hopes that you will duly consider our suggestions in crafting a program that would be feasible and effective for all of the Bay Area.

Sincerely,



Carl Anduri
Mayor



Steven Falk
City Manager

cc: Ms. Amy Worth, Vice Chair, MTC
Councilmember, City of Orinda
22 Orinda Way
Orinda, CA 94563

**DEVELOPMENT SERVICES CENTER**

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October 26, 2011

Ms. Adrienne J. Tissier, Chairperson
Metropolitan Transportation Commission
101 Eight Street
Oakland, CA 94607

Subject: One Bay Area Grant program

Dear Chairperson Tissier & Members of the Metropolitan Transportation Commission;

The Morgan Hill City Council appreciates the extensive work the Metropolitan Transportation Commission has undertaken to develop the One Bay Area Grant program. The Morgan Hill City Council discussed the proposed One Bay Area Grant program at its meetings of October 5 and 26, 2011, and strongly supports the formula for distributing the funding based on population, RHNA allocation and 1999-2006 housing production. The Morgan Hill City Council generally supports the remainder of the program with a few modifications to ensure successful implementation and greater levels of funding at the local level:

- 1) Expand the definition of eligibility to include "PDA serving" transportation projects
- 2) Define the terms for qualifying policy requirements and eliminate the policy requirements for projects outside of PDAs
- 3) Expand funding for Priority Conservation Areas to Counties with greater than 500,000 population
- 4) Eliminate the MTC retained \$15 million TOD fund and roll the money into the formula distribution to local agencies
- 5) Retain the State certified housing element as a standalone requirement for funding eligibility and the 70/30 priority for PDA areas.

The Morgan Hill City Council supports the sustainable community strategies and believes that Morgan Hill meets the policy criteria relating to affordable housing policies, bicycle/pedestrian planning, complete streets policies, strong 1999-2006 housing production and an approved and State certified housing element. The above five changes will ensure some added flexibility and successful implementation of the program at the local level.

Thank you for considering our input.

Sincerely,

Mayor Steve Tate
City of Morgan Hill

cc: Chairperson Abe-Koga & Members of the Santa Clara Valley Transportation Agency Board

COUNTY OF SONOMA
BOARD OF SUPERVISORS

575 ADMINISTRATION DRIVE, RM. 100A
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EFREN CARRILLO
SUPERVISOR FIFTH DISTRICT

ecarrillo@sonoma-county.org

October 26, 2011

Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Ezra Rapport, Executive Director
Association of Bay Area Governments
101 Eighth Street
Oakland, CA 94607

Re: Comments on Proposed One Bay Area Grant Program

Dear Mr. Heminger:

Thank you for the opportunity to review the proposed "One Bay Area Block Grant (OBAG) Program" draft dated July 8, 2011.

The Sonoma County Board of Supervisors recognizes the difficulty in creating a grant program that upholds the intent of the Sustainable Communities Strategy (SCS) goals while addressing the transportation needs of a diverse region.

Our Board strongly supports the "Fix it First" policy established in the current Regional Transportation Plan, which recommends that 81% of all expenditures be dedicated to maintenance and operations, as a priority over expansion and enhancement of the transportation system.

While the OBAG proposal is an option for addressing issues identified in the SCS process making important connections between transportation and land use, we believe that the following changes would provide significant value to Sonoma County, the Outer Bay area and the Region as a whole.

RECOMMENDATIONS

Distribution Formula

- 1 The existing distribution formula developed in cycle 1 for allocation of Surface Transportation Program (STP)/Congestion Mitigation Air Quality (CMAQ) program funding, which is based on population, lane mileage, shortfall and preventive maintenance performance (25% each) should be retained and applied to Surface Transportation Program funding. This maintains the commitment to "Fix it First" and serves as a performance and accountability measure by prioritizing the use of funds for preventive maintenance.
- 2 Apply the newly proposed distribution formula of 50% Population, 25% Regional Housing Needs

Allocation (RHNA), and 25% actual housing production to Congestion Mitigation Air Quality (CMAQ) program funding only.

- 3 If the separation of STP/CMAQ funds is not a viable option pursuant to recommendations #1 and #2 above, then modify the proposal requiring that 70% of all funds be spent on projects in PDAs to 50% for the Outer Bay Counties which includes Sonoma County. There are several small urbanized communities and many rural agricultural production areas in Sonoma County that require maintained transportation connections for our economic sustainability. Reducing the requirement to 50% expenditure within the PDAs would address the unique infrastructure issues that exist within the Outer Bay areas while still supporting and encouraging focused housing development within the PDAs.
- 4 Allow the portion of funds reserved for PDAs to be spent not only inside them, but also for projects in their vicinity which support the development of these areas. This will include transit systems, regional bike networks and connections between PDAs and regional employment centers, schools, recreation sites and shopping areas.
- 5 Allow funds for Safe Routes to School to be spent at any schools in the county, whether or not they are in PDAs, by separating SRTS funding or making it exempt from the 70% PDA restriction
- 6 Modify the proposed Performance and Accountability requirements on page 4, #1 Supportive Local Transportation and Land-Use Policies, to separate distinct topics into individual items in the list. (Specifically, items (a) and (d) each contain two distinct topics)
- 7 Replace the language in item a(b) to make reference to a programmatic approach to air quality/greenhouse gas reduction per CEQA guidelines.
- 8 Modify the language in item 1(d) to apply to adopted bicycle/pedestrian plans and to adopted complete street policies (separated as indicated in #4 above) but delete the reference to "general plans pursuant to Complete Streets Act of 2008."
- 9 Add additional categories of supportive local transportation and land-use policies which will be more applicable in counties and smaller cities and sensitive to differing localities. Examples include: adopted local sustainable community strategy, greenbelt policy and urban growth boundaries. Also include a choice for "other" in which a local agency could indicate their supportive policies which don't fit the categories already listed. Choosing "other" and filling in the associated blank would entail consultation with CMA and/or MTC staff to verify that the local policy in question does address the desired linkage between transportation and land use.
- 10 Require local agencies to demonstrate their efforts to locally adopt a housing element consistent with RHNA requirements and submit it for HCD approval, rather than requiring achievement of HCD approval to qualify for funds.
- 11 Please define how multi-agency transit districts would be able to qualify for funding if the proposed requirements were in effect.

We thank you for the opportunity to comment on this proposal.

Sincerely,



EFREN CARRILLO
Chairman, Sonoma County Board of Supervisors

RECEIVED
NOV 07 2011
METROPOLITAN TRANSPORTATION
COMMISSION

October 28, 2011

Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Dear Mr. Chairman and Fellow Commissioners:

Thank you for your dedicated work on Plan Bay Area and particularly the proposed One Bay Area Grant Program.

The Bay Area Business Coalition is pleased to see that the next stage in this process is determining the necessary funding for the many steps we've accomplished in the Sustainable Communities Strategies and Regional Transportation Plan thus far.

In addition, we are pleased with several of the main components of the grant proposal, specifically that it provides counties with additional, more flexible resources. We like that the proposal includes a variety of funding pots including local streets and roads funding, as this will allow counties to prioritize their needs and allocate resources appropriately.

The Bay Area Business Coalition has rigorously looked at the One Bay Area Grant proposal, written on July 8, 2011, and we have a few comments and suggestions on the program.

First, in order to fully understand the changes proposed for Cycle 2, we would like to see the data for how much funding the CMAAs receive under the status quo funding cycle. This will give stakeholders a more complete picture of the changes the One Bay Area grant will present for the counties affected.

The objective of Plan Bay Area and specifically the One Bay Area Grant Program is to align transportation investments with sustainable land use choices. The critical principle to ensure this alignment occurs is proper planning. We think the success of this program will be based on including measures that guarantee the funds distributed to the CMAAs through the One Bay Area grant are used for planning implementation measures as well as necessary infrastructure and related investments.

Based on our examination of the One Bay Area Grant proposal, our coalition of business associations and regional economic development organizations offer the following comments and recommendations which, we believe, will strengthen the One Bay Area grant requirements to better address the goal of strategic growth planning throughout the Bay Area.

- The grant should make it easier for regions to grow in their PDAs, in accordance with the SCS. The One Bay Area grant should advance the concept and effective use of CEQA streamlining, including use of the streamlining provisions for Specific Plans and Community Plans.
- We support a reasonable phasing in approach for the 70/30 spending breakdown, in order to allow for a higher conversion rate of non-PDA areas to a



Bay Planning Coalition



BUILDING INDUSTRY ASSOCIATION



Jobs and Housing Coalition
"Improving Oakland Together"

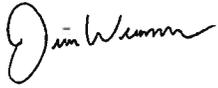


PDA designation. We also support the development of more transportation and infill projects in designated PDAs.

- It is clear that successful development of the PDAs will be essential to implementing the SCS. The One Bay Area Grant program is a key component in the effort to ensure the PDAs are feasible to develop as envisioned. It is important that the grant funding be sufficiently flexible to support PDAs and not so rigid as to be impractical. The Business Coalition therefore believes that grant funds should not be limited to projects wholly within PDAs. Rather, projects should be eligible if there is a sufficient nexus to a PDA's successful implementation, for example projects that will create necessary connectivity between the PDA and another PDA or an appropriate service or amenity. The precise contours of what kind of connection should be required to the PDA for projects should be discussed further, but we want to convey our support for that more expansive approach.
- We suggest that the "Performance and Accountability" section of the proposal be refined to better reflect the goals of the SCS Process. To that end, we have the following comments and suggestions regarding criteria for access to funding:
 - We support making a commitment to undertake CEQA streamlining measures such as those described above a condition of funding, with funding going toward those efforts.
 - We support making demonstrated removal of regulatory government constraints to housing a condition of funding. As part of the housing element review process, local governments identify government constraints to the production of housing types and for all income levels. Although HCD reviews this information, we believe the grant funding process presents an excellent opportunity to make the constraints identification and removal process much more relevant and effective. We therefore propose that a significant factor in determining initial eligibility and the amount of funding that will be directed to individual cities and counties is a thorough review by an MTC/ABAG committee of the jurisdictions' effort to identify and remove or mitigate policies within its control that constrain housing development.
 - With respect to the draft proposal's parking policy criteria, the market and project developers know what parking policies will be necessary to provide for a successful project in a PDA. We do not support making such policies a qualification for eligibility, or a measure that could exclude counties that have not adopted such policies. Instead, we think this would be a good example of policies that should be created with the grant funds, and local authorities should be given the opportunity and flexibility to shape these policies.
 - The coalition would like the proposal to clarify that, in order for a CMA to be eligible for funding, its housing element must be HCD certified.
 - With respect to the draft proposal's affordable housing criteria, the proposed requirement to have a certified housing element adequately covers affordable housing concerns as it requires a jurisdiction to have zoned adequate sites at sufficient densities to accommodate its affordable housing needs. As an alternative approach, we suggest considering whether the PDA in question has been identified in the jurisdiction's housing element as an opportunity site as a possible criteria/condition.
 - We are pleased to see that the proposal includes past Regional Housing Needs Allocation (RHNA) performance as a criterion. We should be rewarding jurisdictions that have done their fair share of housing production in the past, and we think this criterion should be even more heavily weighted in the future.
 - Finally, the Coalition thinks there should be a performance measure on how funding is being spent by the CMAs that receive Cycle 2 funding.

Thank you for the opportunity to comment on the draft proposal for the One Bay Area Grant program. We hope that our comments are helpful in the creation of a program that advances the goals of our region.

Sincerely,



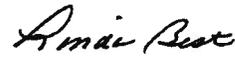
Jim Wunderman
Bay Area Council



John Coleman
Bay Planning Coalition



Paul Campos
BIA Bay Area



Linda Best
Contra Costa Council



Karen Engel
East Bay EDA



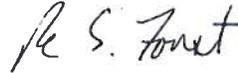
Gregory McConnell
Jobs & Housing Coalition



Cynthia Murray
North Bay Leadership Council



Carl Guardino
Silicon Valley Leadership Group



Rosanne Foust
SAMCEDA



Sandy Person
Solano EDC

Cc:
Steve Heminger
MTC
101 Eighth Street
Oakland, CA 94607

Ezra Rapport
Association of Bay Area Governments
101 Eighth Street
Oakland, CA 94607



November 3, 2011

Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

Re: OneBayArea grant program

Dear Metropolitan Transportation Commissioners:

Thank you for the opportunity to comment on the proposed OneBayArea grant program. **We support the concept of the OneBayArea grant program** to provide funding to jurisdictions that are planning for more homes and jobs near transit in Priority Development Areas and to rural areas that are taking steps to preserve natural and working lands.

The Bay Area is expected to grow significantly over the next two decades. The biggest question is how that growth will impact the region’s ability to create and sustain good jobs. Employers consistently report that the two biggest barriers to creating more jobs in the Bay Area are traffic and a lack of affordable housing, two problems that could become much worse if each county is not deliberate about how it grows.

Because every county will be affected, we have a responsibility to work together to ensure that the region remains a great place to live and work. While every community has a role to play in preserving and growing our region’s economic advantages, in some places the stakes are much higher. **The region is depending on the Priority Development Areas to accommodate more than two-thirds of all growth in the next two decades. If those places can grow smartly, they will provide a bulwark against more traffic and strengthen their county’s overall job market. And if they fail, everyone will suffer.**

The best way to grow good jobs without creating gridlock is to make smart investments in places that have the biggest role to play in managing the negative impacts of future growth. The good news is that many cities want to do the right thing—like investing in affordable housing and targeting development to places that reduce the number of cars on the road. But they can’t do it alone, and because their decisions will impact entire counties, they shouldn’t have to. **By directing additional resources to key places and helping them to grow responsibly, every county will benefit from easier commutes and a stronger job market.**

The OneBayArea grant program is an important step to help make good plans a reality. We are particularly glad to see that the OneBayArea grant program:

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 SOUTH BAY OFFICE • 1922 The Alameda, Suite 213, San Jose, CA 95126 • (408) 983-0856 • Fax (408) 983-1001
 EAST BAY OFFICE • 1601 North Main Street, Suite 105, Walnut Creek, CA 94596 • (925) 932-7776 • Fax (925) 932-1970
 SONOMA OFFICE • 555 5th Street, Suite 300B, Santa Rosa, CA 95401 • (707) 575-3661 • Fax (707) 575-4275
 MARIN OFFICE • 30 North San Pedro Road, Suite 285, San Rafael, CA 94903 • (415) 491-4993 • Fax (415) 491-4734



- 1) Prioritizes efficient use of limited transportation funding by strongly linking transportation funds to high growth places in the region.
- 2) Directs 70% of the funding to the places that will receive 70% of the housing growth. It is vital that we adequately support the places that are proactively planning for growth.
- 3) Takes a performance-based approach, distributing funding partly based on actual housing production.
- 4) Includes a land conservation grant component to incentivize rural areas to protect natural areas and agricultural lands.

For the OneBayArea grant program to succeed, it is essential that it remain:

- ✓ *consistent*, treating all portions of the block grant – including the local streets and roads rehabilitation funds -- with the same strategic focus and performance-based accountability. **We strongly oppose a change** that would remove Local Streets and Roads funds from the program, as it is an important policy lever to encourage jurisdictions to put into place the land use policies necessary to achieve the SCS goals.
- ✓ *focused* to support the areas that local governments have designated for focused growth – with more funds going to those places that have a track record of producing infill housing, particularly affordable homes
- ✓ *sustainable and equitable*, rewarding cities that are planning for walkable, bikeable, economically-thriving places while protecting existing residents from displacement, and
- ✓ *transparent and public*, with projects vetted by an inclusive neighborhood planning process that analyzes critical issues including equity, health, and transit accessibility

In addition, while the OneBayArea program is an important step to more closely link transportation funding with land use, it's important to note that the grant funds are only a tiny percentage of the overall discretionary funds for this SCS/RTP. The Commission **should prioritize linking transportation spending to land-use performance throughout the RTP** to make the most effective use of our limited transportation dollars.

We also have more detailed thoughts on how the grant program can be made both more effective and easier to implement through funding distribution and eligibility requirements.

Funding distribution formula

1. The county-based approach to distributing funds is problematic for several reasons. First, there is no guarantee that funding will go to the PDAs that are growing the most. In addition, when performance (e.g. housing production) is aggregated by county, there is less of an incentive for any individual city to perform well. **Grant funds should be directed to the particular PDAs that are taking on the most growth, and should reward those jurisdictions that have the strongest record of providing housing, particularly affordable housing.** At a minimum, the eligibility criteria for cities should be amended to include metrics at the individual jurisdiction level.



2. The distribution formula should **include a component for production of affordable (Low Income and Very Low Income) housing.**
3. **Performance – jurisdictions’ actual track records of building homes - should be a much more significant factor.** At a minimum, the Commission should establish policy now stating that performance will be weighted at 50% and population at 25% for future iterations of the OneBayArea grant.

PDA requirement

1. Helping the PDAs become a reality is an important goal. Region-wide, the places that are getting the lion’s share of the growth should get the lion’s share of the funding. In some counties, PDAs will take on more than 70% of the growth; in other counties, it’s less. The best solution is a city-by-city approach, as described above.

However, should the county-based approach remain and the percentage PDA requirement change to vary for different counties, it should be done using a policy-based approach – e.g. based on the relative availability of existing and planned transit – rather than using size or geographic location as a proxy.

Finally, should the percentage PDA requirement be changed, the program should maintain a share of funds as an incentive pot for those places that are able to meet the 70% PDA requirement.

2. Part of making the PDAs work is providing effective transportation *to and between* PDAs. Greenbelt Alliance would support expanding the 70% to include “PDA-supportive” projects – such as building bike lanes between two or more PDAs - if such projects are narrowly defined to meet the spirit and intent of the grant program.

Supportive local land-use policies requirements

1. We strongly support using the grant program as an opportunity to incentivize sustainable and equitable local land-use policies. The requirement for a certified Housing Element is particularly important, and will simply emphasize existing state policy which is used for many other funding programs. We support clarifying the details of precisely what is meant by the other policy requirements. This should be relatively simple to do in the coming months.

For example, MTC Parking Toolbox/Handbook can be used to clarify what is meant by parking/pricing policies, using the chart on page 8 to show what is appropriate for different types of places. For the affordable housing policies requirement, a simple checklist could be used (e.g. Inclusionary Housing policy OR nexus-based affordable housing fee OR commercial linkage fee OR document recording fee).

While Bay Area cities differ in size, location, and character, every city has a role to play in providing affordable homes, preventing unwanted displacement, providing safe streets for all users, creating bicycle facilities, and implementing sensible parking policies.



2. Add a measurement of the individual jurisdiction's performance in building housing at all income levels to the jurisdictional eligibility section.
3. Some requirements are easier for jurisdictions to implement in a timely fashion than others. Many cities also do not have significant staff resources to update their policies at this time. Therefore it may make sense to require a smaller number of policies in this first round of grants, while also establishing *now* clear expectations for additional policies that will be required for future rounds of grants. CMAs should be encouraged to provide jurisdictions with grants from this round to update their policies for the next round.

In addition, to reward those jurisdictions that have been pro-active at establishing key policies that support the SCS vision, the Commission should consider including an 'incentive pot' for those places that can already achieve the full list of policies.

Land Conservation Grants

We strongly support the inclusion of a \$5 million land conservation grant pilot program. Using transportation funding to support land conservation makes sense. Far-flung development -- usually on open space and farmland -- means more spending on transportation infrastructure and more greenhouse gas emissions from driving. Development will continue to occur in these areas unless effective land conservation measures are in place. Therefore it's essential that the region invest in land conservation programs in order to meet our transportation cost and GHG goals.

To maximize effectiveness, the land conservation grant program should:

1. Establish a clear goal for the program. For example, "To preserve and restore a network of lands and waters for people and nature; to sustain the natural diversity, increase healthy recreational opportunities and enhance the agricultural productivity and economic vitality of the Bay Area" or "To preserve resource areas and farmland, ameliorate outward development expansion, and maintain rural character."
2. Provide a regional competitive grant application and review process for projects. Applicants should show how their project supports the goal of the grant program.
3. Clearly establish types of eligible projects, such as conservation planning, land acquisition, policy implementation, and improving agricultural vitality.
4. Encourage collaboration across counties and across sectors.

There may be opportunities for MTC to work with other conservation-oriented organizations to leverage additional funding for key projects using the OneBayArea land conservation grant program. In this era of scarce resources, the Commission should ensure that the OneBayArea land conservation grants are well-designed to attract additional funding.

Sincerely,

A handwritten signature in cursive script that reads "Stephanie Reyes".

Stephanie Reyes, Policy Director

November 4, 2011

Steve Heminger, Executive Director
 Metropolitan Transportation Commission
 101 Eighth Street
 Oakland, CA 94607

Ezra Rapport, Executive Director
 Association of Bay Area Governments
 101 Eighth Street
 Oakland, CA 94607

Subject: One Bay Area Grant Proposal

Dear Mr. Heminger and Mr. Rapport:

Thank you for the opportunity to provide comments on the proposed One Bay Area Grant (OBAG) program. The San Francisco County Transportation Authority (Authority) appreciates the effort the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) have made to create an OBAG proposal which supports the integrated transportation, housing, and land use goals of the Sustainable Communities Strategy (SCS).

The SCS along with the 2013 Regional Transportation Plan (RTP) and the Regional Housing Needs Allocation (RHNA) process have the potential to transform our region by focusing transportation investment and new housing construction in Priority Development Areas (PDAs). Development in PDAs offers the Bay Area its best opportunity to house future population growth within the region and to meet the greenhouse gas emission reduction targets established in Senate Bill 375 (Steinberg).

San Francisco is a strong supporter of the OBAG goal to link transportation funding to local housing and smart growth policies as a way to incentivize regionally-supportive decisions at the local level.

At its October 25 meeting, the Authority Board unanimously endorsed the following specific comments on the proposed OBAG guidelines:

1. San Francisco strongly supports the effort to link land use with transportation investment for the first time.

- Although San Francisco would receive about the same funding as under the prior framework when we account for San Francisco's historic share of the regional programs that would be reduced to fund OBAG, the framework could result in positive regional changes by incentivizing jurisdictions throughout the region to adopt sustainable growth policies such as those San Francisco already has in place, aiding both San Francisco and the region to reduce vehicle miles traveled and greenhouse gas production.
- We strongly oppose a change, proposed by some other stakeholders in the region, that would remove Local Streets and Roads funds from the OBAG program as it is an important policy lever to encourage jurisdictions to put into place the land use policies necessary to achieve SCS goals. Further, it is an essential component of *complete streets* projects, which the block grant is intended to encourage.

2. Opportunities exist to strengthen the impact the proposal would have on



Moving the City

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José Luis Moscovich
EXECUTIVE DIRECTOR

achieving the region's SCS goals. Specifically:

- A portion of the OBAG formula should be tied to historical affordable housing production, rather than all housing production because market rate housing production is primarily a function of market forces, rather than public sector intervention. San Francisco, in particular, has been a leader in providing affordable housing.
- The supportive policy to prevent displacement of residents living in affordable housing should be mandatory rather than an option. In addition, the region needs to define this policy in such a way that it has a strong impact in achieving desired outcomes of preventing displacement.
- Congestion Management Agencies should be required to establish an appropriate public vetting threshold(s) for project sponsors in their county.

3. Opportunities exist to increase flexibility, while preserving OBAG goals. Specifically:

- Expanding the 70% requirement to include projects not just within a PDA, but projects supportive of a PDA. Not only would this give San Francisco more flexibility, but would help other counties with small or limited PDAs deliver projects that accommodate transit-oriented growth (e.g. funding a bike lane connecting to a PDA).
- Converting the Regional Bicycle Program back to the Regional Bicycle and Pedestrian Program to provide more flexibility to fund pedestrian projects, including safety projects.

4. Support for potential slight modifications to OBAG to allay the concerns of other stakeholders. These include:

- Support for goal that jurisdictions must adopt supportive policies, but recognize that this may need to be refined to allow documentation of a good faith effort to comply given timing and resource constraints associated with local policy adoption.
- Should MTC reduce the 70% PDA requirement to a lower threshold, MTC should maintain a share of OBAG funds as an incentive pot (i.e., reducing the amount guaranteed to the CMAs by formula), where counties that meet the 70% threshold would receive additional funding.

Thank you for considering our comments and requests. The Authority looks forward to working with MTC and ABAG over the coming months to finalize the OBAG guidelines and to implement the OBAG program. Please feel free to have your staff contact the Authority's Chief Deputy Director for Policy and Programming, Maria Lombardo at 415.522.4802, or Deputy Director for Planning, Tilly Chang at 415.522.4832, with any questions.

Sincerely,



Ross Mirkarimi
Chair of the Board

cc: Com. Campos, Weiner
A. Bockelman, D. Kimsey, A. Nguyen – MTC
JLM, AL, MEL, TC, BS, BB, LB – Chron, File: OBAG



CITY of NAPA

MAYOR/CITY COUNCIL
955 School Street
Mailing Address:
P.O. Box 660
Napa, California 94559-0660
Voice Mail: (707) 258-7876
FAX # (707) 257-9534

November 15, 2011

Ms. Adrienne J. Tissier, Chair
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Mr. Mark Green, President
Association of Bay Area Governments
101 Eighth Street
Oakland, CA 94607

Re: Comments on Proposed One Bay Area Grant Program

Dear Ms. Tissier and Mr. Green:

Thank you for the opportunity to review and comment on the proposed "One Bay Area Block Grant (OBAG) Program" draft dated July 8, 2011. The City of Napa recognizes the difficulty in creating a grant program that upholds the intent of the Sustainable Communities Strategy (SCS) goals while addressing the transportation needs of a diverse region.

Our City Council strongly supports the "Fix it First" policy established in the current Regional Transportation Plan, which recommends that 81% of all expenditures be dedicated to maintenance and operations, as a priority over expansion and enhancement of the transportation system. In the case of Napa County, we have 249 miles of federally eligible routes within the six local jurisdictions. The proposed distribution formula would require that 70% of all federal transportation dollars be spent on 1 mile of federally eligible roadway in the City of American Canyon; or less than 0.5 % of the roads which the funding is currently being used to provide preventive maintenance and projects which support the reduction of air quality impacts of transportation.

As part of Napa County, we support the goals of protecting agriculture and directing growth into more urban settings in the Bay Area. We understand and support the incentivizing these land use patterns; making important connections between transportation and land use as defined in the SCS process. However, the proposed formula does not recognize the California Government Code mandated farm to market financial incentives for preservation and safety of the local road system that apply to Napa County. We believe that the following changes would provide significant value to the region as a whole while also protecting the Outer Bay area.

RECOMMENDATIONS

Distribution Formula

1. We support the retention of the existing distribution formula which is based on population, lane mileage, shortfall and preventive maintenance performance (25% each) developed in Cycle 1 for allocation of Surface Transportation Program (STP) funding as this would maintain the commitment to "Fix it First" and serves as a performance and accountability measure by prioritizing the use of funds for preventive maintenance

Priority Development Area (PDA) Minimum

2. We would support the newly proposed distribution formula of 50% Population, 25% Regional Housing Needs Allocation (RHNA), and 25% actual housing production to Congestion Mitigation Air Quality (CMAQ) program funding only.
3. If the separation of STP/CMAQ funds is not a viable option pursuant to Recommendations #1 and #2 above, we would then request that the proposal to direct 70% of funds towards Priority Development Areas (PDAs) and Growth Opportunity Areas (GOAs) be dropped to a lower percentage for the Outer Bay Counties and also be allowed to include regional roadways which support the PDAs. Allowing the portion of funds reserved for PDAs to be spent not only inside them, but also for projects in their vicinity which support the development of these areas will recognize the important benefit for urbanized areas that transit systems, regional bike networks and connections between PDAs and regional employment centers, schools, recreation sites and shopping areas provide.

Maintaining streets and roads outside PDAs also supports and maintains transportation connections for the entire Region's economic sustainability. Modifying the requirement would address the unique infrastructure issues that exist within the Outer Bay areas which support agriculture while still sustaining and encouraging focused housing development within the PDAs.

4. Allow funds for Safe Routes to School (SRTS) to be spent at any schools in the county, whether or not they are in PDAs, by separating SRTS funding or making it exempt from the 70% PDA restriction.

Performance and Accountability Measures

5. Modify the proposed Performance and Accountability requirements; Supportive Local Transportation and Land-Use Policies, to 6 separate distinct measures and require that jurisdictions comply with at least 2 of the longer list of measures as we suggest they be modified in our recommendations in this section.
6. Replace the language in item 1(b) to change the reference to a programmatic approach to air quality/greenhouse gas reduction per CEQA guidelines instead of requiring the adoption of Community Risk Reduction Plans.

7. Modify the language in item 1(d) to "Adopted bicycle/pedestrian plans" and to "Adopted complete street policies" (separated as indicated in #5 above) but delete the reference to "general plans pursuant to Complete Streets Act of 2008."
8. Add additional categories of supportive local transportation and land-use policies which will be more applicable in counties and smaller cities and sensitive to differing localities. Examples include: adopted local sustainable community strategy, greenbelt policy and urban growth boundaries. Also include a choice for "other" in which a local agency could indicate their supportive policies which don't fit the categories already listed. Choosing "other" and filling in the associated blank would entail consultation with CMA and/or MTC staff to verify that the local policy in question does address the desired linkage between transportation and land use.
9. Require local agencies to demonstrate their efforts to locally adopt a housing element consistent with RHNA requirements and submit it for HCD approval, rather than requiring achievement of HCD approval to qualify for funds.
10. Please define how multi-agency transit districts would be able to qualify for funding if the proposed requirements were in effect.

City staff is available to answer questions related to the comments provided above. We thank you for the opportunity to comment on this proposal.

Sincerely,



Jill Techel
Mayor

cc: Steve Heminger, Executive Director, MTC
Ezra Rapport, Executive Director, ABAG
Paul Price, Executive Director, NCTPA
Jack LaRochelle, Public Works Director, City of Napa

November 18, 2011

BY ELECTRONIC MAIL

Alix Bockelman, Director of Programming and Allocations
Doug Kimsey, Director of Planning
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

Re: OneBayArea Grant Program

Dear Ms. Bockelman and Mr. Kimsey:

We strongly support the use of regional funds to encourage equitable transit oriented development through the OneBayArea Grant program. The region's vision for sustainable growth – decreasing greenhouse gases while promoting healthy and affordable neighborhoods for people of all incomes and races – will be realized only if local jurisdictions implement it. Channeling money to the local governments that are working hard to plan for and accommodate housing at all income levels is one of the most important ways that MTC and ABAG can help make the Sustainable Communities Strategy a real action plan rather than a document that gathers dust on a shelf.

Staff's proposed framework for the OneBayArea Grant is a strong start to developing an effective program that could be a model for the rest of the state. It requires most of the funding to go to the places which are slated to take on most of the region's housing growth. It establishes policy-based eligibility criteria for local jurisdictions to qualify for Grant funding, which will help ensure that the money supports truly sustainable growth. In particular, it makes a California Department of Housing and Community Development-certified housing element a prerequisite for funding. And it recognizes the importance of rewarding past housing production in addition to supporting new construction.

As stakeholders deeply vested in the Sustainable Communities Strategies, Regional Housing Needs Allocation, and Regional Transportation Planning processes, we urge staff to make a few key revisions to the OneBayArea Grant program to make sure that the money is spent (1) in the right places, (2) with the right safeguards in place, and (3) on the right projects. Without these changes, the Grant program may do little to change the status quo, or might even undermine the principles of sustainability and equity that it is designed to advance. Specifically, we ask that the OneBayArea Grant program be modified to include the following key principles:

1. Funding should be prioritized for the cities have added the most *affordable* housing in the past, rather than total housing, and are expected to take on the most affordable housing in the future.
2. Anti-displacement policies should be a *requirement* for Grant eligibility rather than part of a menu of options.
3. Projects funded by OneBayArea Grants should be vetted by an inclusive neighborhood planning process that analyzes critical issues including equity, health, and transit accessibility.

These modifications are outlined in more detail below. We offer to meet with staff to discuss these recommendations and technical changes to the OneBayArea Grant proposal that will address our

concerns. We hope that by working together now we can craft a strong OneBayArea Grant proposal that we can all support when it comes before the MTC Commission and ABAG Board next year.

1. Direct Funding to Cities that are Building Affordable Housing

To be effective, OneBayArea Grants must not only be spent in the right counties, but also be directed to the appropriate places within each county. Because the current proposal is for Grant funding to flow to the County Congestion Management Agencies before it is allocated to cities, it is essential that MTC and ABAG establish meaningful guidelines for distribution of the money to local jurisdictions. The current proposal is lacking in this area. The guidelines we recommend will help ensure that the Grant program advances the regional vision of sustainable growth, rather than a patchwork of nine county-level agendas.

The requirement that 70% of Grant funding be spent within PDAs is not enough. The policy should be more specific – Grant money should be directed to the particular PDAs that are taking on the most housing growth. Supporting the PDA framework with financial investments appropriately rewards jurisdictions that have embraced their role in achieving sustainable and equitable growth, and encourages cities that have not opted into the PDA framework (or done so insufficiently) to do better in the future. That said, not all PDAs are created equal. They vary widely in their capacity to accommodate growth because of things such as size, density, transit connectivity, and political support. Since Grant funding is limited, it should be prioritized to the PDAs most able to help the region meet its need, and SB 375's mandate, for sufficient housing at all income levels. This is particularly important as ABAG moves toward approving PDAs with little or no planned housing growth.

Past production of affordable housing should also be taken into account when distributing both the PDA and non-PDA Grant funding. The current regional plan will not be built on a blank slate, so credit should be given to jurisdictions that have already been doing their part to plan for and encourage sustainable and equitable growth. When considering this factor, jurisdictions should be evaluated based on two factors. 1) Consider the absolute number of low and very-low income units produced by a jurisdiction over the past two RHNA cycles, recognizing those jurisdictions that have contributed the most to provide the very-low and low income housing that is the most difficult to produce.¹ Considering total lower-income housing production will also align the OneBayArea Grant program with the draft RHNA methodology being developed by ABAG's Housing Methodology Committee. 2) Evaluate jurisdictions on how well the ratio of lower income housing produced to above moderate housing produced matches the proportional need for housing by income level established by the jurisdiction's RHNA distribution.² This will recognize those jurisdictions that work to keep affordable housing production on-pace with market-rate housing growth, a key way to help the region achieve SB 375's goals of meeting the region's full housing needs at all income levels.

We strongly support staff's proposal that jurisdictions must have an HCD-certified Housing Element adopted for the current planning period to be eligible for Grant funding. Housing

¹ This means that a city would score better if it produced 100 units of affordable housing than if it produced 50 units.

² In other words, a city would score better if it met 50% of its lower income housing need and 50% of its market rate housing need than it would if it met 50% of its lower income housing need and 150% of its market rate housing need.

Elements are important tools to plan for and accommodate housing at all income levels, as well as to solicit public engagement about housing needs and barriers to affordable housing. And HCD-certification is the well-established standard for ensuring that Housing Elements meet the basic requirements of state law. Moreover, adoption of an HCD-certified element is already the standard used to determine eligibility for numerous other funding programs.³ Failure to require HCD-certification would completely undermine the purpose of the requirement, which is to ensure that local governments have complied with state laws requiring them to accommodate, zone, and plan for adequate housing at all income levels.

2. Ensure Anti-Displacement Safeguards to Protect Low Income Communities

Recognizing the importance of protecting low income communities at risk of displacement, MTC and ABAG included an anti-displacement goal among the SCS Performance Targets adopted earlier this year. After extensive public input and consideration by Commissioners and Board Members, the agencies committed to develop an SCS that “House[s] 100% of the region’s projected 25-year growth by income level (very-low, low, moderate, above-moderate) *without displacing current low-income residents.*”⁴ Since adopting this target, however, there has been little serious discussion about how to meet it. The OneBayArea Grant program is a critical opportunity to help the region meet its goal of preventing displacement of low income residents, but in order to do this, its anti-displacement provisions must be strengthened.

It has been well established by both local and national studies that transit-related investments are a primary cause of gentrification and displacement.⁵ Time and again, low income communities that have suffered from decades of disinvestment have seen new infrastructure investments lead to “improvements” in their neighborhoods that do not provide established families and local businesses with benefits but, to the contrary, drive them out.

As MTC and ABAG have acknowledged,⁶ the PDA system emphasizes and encourages growth in communities that are predominantly low income and people of color. The OneBayArea Grant program promises to infuse much-needed financial resources into these neighborhoods. If this is not done with the proper safeguards in place, however, the PDA system and supporting Grants will perversely cause massive gentrification and displacement, forcing out existing residents and excluding them from the region’s sustainability plans rather than improving their access to healthy, safe, and opportunity-rich neighborhoods.

³ A list of funding incentives that flow from adoption of a certified housing element is available from HCD at http://www.hcd.ca.gov/hpd/hrc/plan/he/loan_grant_hecompl011708.pdf.

⁴ See “Performance Targets for the Sustainable Communities Strategies/Regional Transportation Plan,” OneBayArea, *available at* <http://www.onebayarea.org/pdf/PerfTargetsSCS-RTP.pdf>.

⁵ See “Development without Displacement, Development with Diversity,” ABAG, *available at* www.bayareavision.org/initiatives/dwd-final.pdf; “Mapping Susceptibility to Gentrification: The Early Warning Toolkit,” Karen Chapple, Center for Community Innovation at UC Berkeley, *available at* www.communityinnovation.berkeley.edu/reports/Gentrification-Report.pdf; “Maintaining Diversity In America’s Transit-Rich Neighborhoods: Tools for Equitable Neighborhood,” Stephanie Pollack, et al., Dukakis Center for Urban and Regional Policy, *available at* www.northeastern.edu/dukakiscenter/publications/transportation/documents/TRN_Equity_final.pdf

⁶ See Equity Analysis presentation to October 14, 2011 MTC Planning Committee, Slide 11 – Relationship of Communities of Concern to PDAs/GOAs, *available at* http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1752/2_Plan_Bay_Area_Equity_Analysis.pdf

In order to blunt the displacement pressures that will increase with the influx of OneBayArea Grant money, all Grant recipients should be required to have strong anti-displacement policies in place. Under the current staff proposal, affordable housing or anti-displacement policies are just one of a menu of options that jurisdictions may choose from in order to qualify for Grant funding. Because gentrification and displacement are a particularly problematic and direct result of investing in low income neighborhoods, we ask that a set of strong anti-displacement policies such as just cause/fair rent laws, condo conversion restrictions, and inclusionary housing programs, be made obligatory rather than optional conditions for funding. While local conditions may vary, it is critical that policies that can help achieve the region's goal of preventing displacement be defined and incentivized at the regional level. We would be happy to meet with staff to discuss the types and details of policies that could render a city eligible under such a requirement, as the details can spell the difference between success and failure.

3. Require Meaningful Engagement of Local Residents and an Analysis of Equity Issues and Alternatives for all Grant Projects

The OneBayArea Grant program will give more money to certain local governments along with more flexibility in spending it. This increased local control must come with local accountability to ensure that investments are being spent wisely on projects that meet the most pressing community needs as well as the regional goals of the SCS. Strong public participation and clear disclosure of project alternatives and impacts are among the best ways to achieve accountability without undermining the goal of local flexibility.

Any projects funded by OneBayArea Grants should be vetted by the local community to ensure that local residents, particularly low income people, communities of color, immigrant communities, seniors, and people with disabilities have the opportunity to help shape investment priorities to meet local needs. To facilitate this process and provide decision makers with full information, projects receiving Grant funding should also undergo an analysis of the relative benefits to and burdens on low-income communities and communities of color as well as an assessment of their impacts on health and the accessibility and affordability of transit.

In many cases, Grant-supported projects may have already undergone sufficient public review and analysis. Projects that are consistent with local plans developed with meaningful public participation and consideration of impacts and alternatives, or that emerged as priorities in Community Based Transportation Plans, for example, might not require any further vetting. Where high quality planning and priority setting have not taken place, however, requiring it of OneBayArea Grant recipients is critical to ensure that regional funds are spent wisely.

This recommendation is in line with MTC's *Station Area Planning Manual*⁷ and ABAG's *Development Without Displacement* report,⁸ both of which emphasize the importance of meaningful community engagement early and often throughout the decision-making. This requires more than just public notice. ABAG's report recommends that public participation in Station Area Planning Grants "be strengthened by incorporating more explicit standards for community participation (for example,

⁷ See "Station Area Planning Manual," November 2007, p. 22, MTC, *available at:*

http://www.mtc.ca.gov/planning/smart_growth/stations/Station_Area_Planning_Manual_Nov07.pdf

⁸ See "Development without Displacement, Development with Diversity," p. 63.

demonstrated involvement of community-based groups in the planning process), and incorporating . . . equity performance measures” such as housing and transportation cost burden, affordable housing development and preservation, community engagement, anti-displacement.⁹ ABAG’s report also recommends that the allocation of planning and capital infrastructure funds be based on the ability of a project or community to make progress on equity goals identified by the community.

Likewise, we recommend that cities undertake an analysis of the equity and health impacts of proposed projects and potential alternatives before selecting one. The analysis should provide a clear picture of potential alternatives’ relative benefits and burdens on low income communities and communities of color, as well as their potential impacts on issues such as affordable transit access, health, safety, air quality, noise, and active transportation. This will not only promote fairness locally, but will also help ensure that key regional priorities are accomplished, including those in the adopted Performance Targets, such as preventing displacement, reducing exposure to particulate emissions, and reducing injuries and fatalities including bike and pedestrian incidents

We appreciate your serious consideration of these comments, and we look forward to meeting with you to discuss in more detail how to integrate them into the OneBayArea Grant program as you revise it in the coming weeks and months. Meaningful incorporation of these suggestions into the OneBayArea Grant proposal will help to secure the active support of affordable housing and equity organizations before the MTC Commission and ABAG Executive Board. By working together, we can create a mechanism to begin realizing the region’s vision for sustainable communities.

Sincerely,

Asian Pacific Environmental Network
Bay Localize
California WALKS
Causa Justa :: Just Cause
Chinatown Community Development Center
Council of Community Housing Organizations (CCHO)
East Bay Housing Organizations (EBHO)
Genesis
Green Youth Alliance
Greenbelt Alliance
The League of Women Voters of the Bay Area
National CAPACD
Public Advocates
TransForm
Unitarian Universalist Legislative Ministry California
Urban Habitat

⁹ *Id.*

November 22, 2011

Mr. Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

Subject: One Bay Area Grant Proposal

Dear Mr. Heminger:

Thank you for the opportunity to provide input into the proposed One Bay Area Grant as requested by both your agency and Association of Bay Area Governments.

VTA staff has discussed this proposal at length with the transportation and land use stakeholders in Santa Clara County, both elected and technical. Many of their comments are incorporated in this letter. The VTA Board of Directors also adopted principles for the 2013 Regional Transportation Plan/Sustainable Communities Strategies (SCS) effort, and this letter reflects these as well.

Program Structure

VTA strongly supports the proposed program structure. The proposed funding formula and block grant structure is a significant improvement over previous programming cycles by increasing both the amount of funding available at the County level and delegating a greater share of the decision making for the use of those funds. VTA also supports the proposed formula distributing funding to counties commensurate with current population levels and projected growth. VTA strongly supports these elements and suggests that MTC include a factor that reflects a county's actual delivery of its' low income housing targets to date. Although we support the increased delegation of fund programming to the County level (\$211 million out of \$550 million total), our request is that the proportion of delegated funding to County levels continues to grow with future cycles.

An area of proposed program structure that VTA does take issue with is MTC's Transit Oriented Development fund that proposes exchanging transportation funds for non-transportation purposes. This is counter to VTA's Board-adopted principles for development of the RTP/SCS. VTA strongly supports policies that result in housing - including affordable housing - supporting transit-oriented communities for all of the Bay Area's future residents. We are, however, in a transportation infrastructure funding crisis, without even the ability to maintain the existing basic transit and roadway infrastructure. Diverting scarce transportation funds to other non-transportation purposes is inherently inconsistent with the public purpose of those funds and runs counter to appropriate stewardship of public transportation funds.

VTA and its member agencies also have concerns with the Resource Area Preservation proposal. It appears inconsistent with the overall block grant structure by carving out a specific program for a limited number of counties. VTA recommends that the program be deleted and funding added into the block grant delegation whereby each county can decide on use of those funds or be open to all counties' rural road areas, not just to counties with populations of less than 500,000. The restriction implies that valuable resource areas, farming and intense development pressures are limited to the less-populated counties. Within the Bay Area, Santa Clara ranks second in terms of rural road mileage and the value of its legal agricultural production. Santa Clara County and our cities have actively fought for decades to protect rural and agricultural areas from unconstrained development. The Region's Resource Area rural road preservation needs are far greater than the amount proposed. Alternatively, if this special fund is to remain in the program, VTA staff recommends increasing the amount to \$20 million by providing the difference from the Regional Program set-aside perhaps from the proposed TOD housing trust fund allocation.

Program Eligibility and Requirements

Consistent with the MTC approach, the VTA Board's principles support directing funding to areas of focused growth. VTA would also like to commend MTC for including parking pricing management policies in the OBAG proposal. Several Santa Clara cities have found this tool to be effective in stimulating high-quality, higher-density development in their downtown cores.

VTA staff is concerned that MTC is focusing primarily on new transit-oriented growth, ignoring both the maintenance needs and retrofit opportunities offered by our existing low-density communities. There appears to be an assumption that change will be incentivized in these areas only if they are denied funding – ignoring the real potential to change these areas for the better. As written, the proposal also ignores the linear nature of transportation projects that tend to span and connect areas and the potential administrative implementation problems that would be introduced by funding only those portions of a project that fall within a PDA/GOA.

While VTA supports the intent of MTC's eligibility requirements, as currently written they are very difficult for many cities and counties to meet in the relatively short timeframe of this programming cycle. These requirements also categorically exclude transit agencies and Caltrans from receiving funds, as they have neither General Plans, affordable housing policies nor Community Risk Reduction plans, with the notable exception of SFMTA.

VTA staff recommends the following changes:

Exempt roadway rehabilitation projects from the PDA requirement: the percentage restrictions would apply only to other project types.

Expand Definition of PDAs: Maintain eligibility of all areas currently identified as Planned and Potential PDAs and Growth Opportunity Areas for One Bay Area Grant funding and expand that to include transportation improvements that support these areas, including portions of the projects which may be outside the geographic areas. All of VTA's comments regarding PDAs in this letter assume this expanded eligibility.

70% PDA Programming Requirement: As mentioned previously, VTA's principles do support directing funding to areas of focused growth; however, close scrutiny and consultation with city and County staff lead VTA to conclude that even if implementable, a 70%/30% split between PDAs and other areas would not be practical.

Within Santa Clara County, PDAs represent a small proportion of the urbanized area and transportation network. In a number of jurisdictions, the PDA includes the only-Federal Aid eligible road in the city, and those roads' maintenance needs were addressed by the 2009 Stimulus Act therefore many cities would have no eligible roadways for pavement repair if limited to PDA areas only.

VTA's Bicycle and Pedestrian Advisory Committee has been extremely active for over a decade in identifying and advocating for the critical missing links in the bicycle and pedestrian networks. Most of these gaps are outside of the PDAs. The PDA areas themselves need to be connected as people and goods travel in, out and between them for a variety of purposes. Bicycle and other linear roadway projects are critically important to an effective transportation system and we believe the 70% requirement is overly restrictive and works against connecting roadway and bicycle improvements.

Finally, the requirement may actually work against responsible city officials. As several city council members from Sunnyvale, Saratoga and San Jose recently explained to VTA staff, the PDAs in their respective cities are the most desirable areas for development. These are the places where they are most successful in exacting transportation improvements from developers and least need grants. The officials describe what they really need is the Federal funds to pave roads, install bike lanes and build sidewalks in their older low-density suburban residential areas where new developments are unlikely to occur.

If MTC wishes to maintain a PDA split, VTA would support a 50%/50% and exempting roadway rehabilitation projects. At any level, the major roadway, rail and bicycle facilities supporting them must be eligible for funding.

Supportive Land Use Policies: VTA supports of the spirit of MTC's goals and strongly recommends the following changes to make them practical and achievable.

- a) *Parking Policies and Employer Trip Reduction Ordinances:* VTA staff recommends replacing the "and" between "Policies" and "Employer" with "or". All cities already address parking in their zoning ordinances or through policies. Many of them have location-specific parking pricing policies or similar measures,

but not city- or county-wide parking requirements. For example, the Moffett Business Association has a TDM requirement and Stanford University agreed to a trip cap in its general use permit.

Adopted Community Risk Reduction Plans: This is a new instrument with unproven results. The One Bay Area Grant should not be the testing ground and this requirement should be eliminated. As we understand the current requirement, only two cities in the Bay Area may be able to meet this requirement in the near term and therefore it should not be included in this list or applied to every city.

- b) *Affordable Housing Policies/Displacement:* This should be re-worded to specify that “new development projects do not displace low-income residents without providing an equivalent amount of replacement housing in or adjacent to the development, within a reasonable amount of time.”

Inclusionary zoning policies and other affordable housing requirements, based on State requirements and within city and county general plans, should satisfy this requirement, and the determination of whether a particular housing policy is sufficient should be a county-level decision.

- c) *Adopted Bicycle/Pedestrian Plans and Complete Streets Policies:* Remove the requirement that these be incorporated into city or county general plans (as they are often resident elsewhere) and specify that a countywide bicycle/pedestrian plan and locally defined complete streets policy will suffice to meet this requirement.

The Complete Streets Act states that “Commencing January 1, 2011, upon any substantive revision of the Circulation Element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads and highways for safe and convenient travel in a manner that is suitable for the rural, suburban and urban context of the general plan”. This statement leaves considerable room for interpretation and action and could be met by a jurisdiction without a specific complete streets policy. In addition, several cities in Santa Clara County have completed full or limited general plan updates over the past year or two, and may not embark on a substantive revision for years; yet the work these cities have conducted may meet – or even exceed the provisions of the Complete Streets Act. VTA staff recommends the determination of whether a jurisdiction’s actions achieve the intent of this requirement be determined by the appropriate CMA.

In addition, whatever land use supportive policies are adopted for the RTP, CMAs should have the discretionary authority to work with their local jurisdictions to determine if an agency meets the intent of the regional policy requirement.

Mr. S. Heminger
November 22, 2011
Page 5

Approved Housing Element

The requirements also state that all agencies must have an approved housing element consistent with RHNA/SB 375. If this is interpreted strictly as written, no agencies can meet this requirement at this time, because there is no adopted SCS per SB 375 requirements or an approved RHNA plan. According to the latest published 2040 RTP schedule, the RHNA process isn't adopted until late 2012 or early 2013. Therefore when the Cycle 2 grant solicitations come out at the end of the year, no local agency can comply. This requirement should not be a baseline requirement for receiving One Bay Area Grant funds; it should be one of the options on the menu of policy requirements that agencies can address.

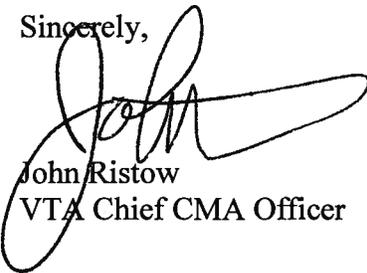
The wording of the requirement should be altered to reflect practical reality as well. Cities and counties are responsible for preparing and submitting housing elements to the state, which approves the entire plan, but does not necessarily separately certify the housing element. The requirement should be approval thereof, not certification.

Finally, in order to address what VTA staff believes was an unintended exclusion of agencies other than cities and counties, VTA recommends specifying that CMAs and Transit Operators are eligible to receive funding outside of the requirements for cities and counties.

Again, I thank you for the opportunity to comment. I look forward to the success of this effort.

Please contact me or Marcella Rensi, VTA Transportation Planning Manager, Programming and Grants at (408) 321-5717 with any questions.

Sincerely,



John Ristow
VTA Chief CMA Officer

cc: Ezra Rapport, Executive Director, Association of Bay Area Governments

November 28, 2011

RECEIVED
NOV 30 2011

METROPOLITAN TRANSPORTATION
COMMISSION

Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: One Bay Area Grant Proposal

Dear Mr. Heminger:

Thank you for the opportunity for the City of Palo Alto to provide input to the proposed One Bay Area Grant program by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG). As you may be aware, the City has a strong record of leadership in providing facilities and programs to encourage alternative transportation options, often in partnership with MTC, the Valley Transportation Authority (VTA), and Joint Powers Board of Caltrain. Some of the City's recent projects, most of which have been partially supported with outside funding, have included:

- **Bicycle and Pedestrian Transportation Plan 2011**: The City is completing its updated plan to accommodate enhanced bicycle and pedestrian facilities and programs, and to elevate the City's Bicycle-Friendly Community status from Gold to Platinum level.
- **Stanford Avenue/El Camino Real Intersection Improvements**: The City has recently completed improvements at this intersection to enhance safety for pedestrians and cyclists, including children who use the intersection as a route to school, and to upgrade the aesthetic qualities of the intersection and of El Camino Real. We expect the project will serve as a template for improving intersections throughout the Grand Boulevard corridor.
- **Safe Routes to School**: The City's Safe Routes to School program has resulted in a phenomenal increase in school children bicycling and walking to school over the past decade. In the 2011 fiscal year, City staff coordinated 140 in-class bike and pedestrian safety education programs in 12 elementary schools, reaching 4,250 students. Recent surveys of how children usually get to elementary school showed an average of 42% choosing to walk, bike or skate to school, compared to a national average of only 13% (figures for middle schools and high schools are even greater). A recent grant will allow the City to prepare Safe Routes maps for every elementary school in the city as well as to expand our education curriculum into middle schools and to adults.

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Palo Alto, CA 94303
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- Traffic Calming on Residential Arterials: The City has an ambitious traffic calming program along “residential arterials” in efforts to support our Safe Routes to School program. In particular, the Charleston Road-Arastradero Road Corridor project has provided substantial safety improvements and selective lane reductions to enhance bicycling and walking while maintaining efficient levels of vehicle throughput similar to those prior to the traffic calming improvements.
- Bike Parking Corrals: The City has recently installed the first green “bicycle parking corral” in the Bay Area, providing for up to 10 bicycle parking spaces in a highly visible, signed on-street area in downtown, replacing one vehicle parking space. Up to a dozen more such installations are planned in the downtown and California Avenue areas.
- California Avenue Streetscape Improvements: A pending grant would support the substantial upgrade of California Avenue to a more pedestrian and bicycle-friendly roadway, incorporating “complete street” principles, and also enhancing access to the California Avenue Caltrain station.
- Local Shuttles: The City, with some support from the Caltrain JPB, offers local shuttle services for commuters, school children, seniors and others between points of interest within the city. These shuttles further reduce the need for single-occupant vehicle trips and reduce traffic congestion and parking needs.

The City appreciates the importance of a cooperative, coordinated and efficient funding effort for transportation improvements to further these goals. The City does, however, have several important concerns and objections to the current proposal for the One Bay Area Grant Program, as outlined below.

1. Limitation to Planned Development Areas: The proposed policy of directing 70% of the funding to Planned Development Areas (PDAs) should be broadened to also include the identified “growth opportunity areas.” For Palo Alto, that includes the El Camino Real corridor and Downtown, at a minimum, in addition to the California Avenue PDA. The program requirements should also be flexible enough to recognize projects involving improvements that may actually be located outside PDA or growth opportunity area boundaries, but still may support walkable, bicycle-friendly and transit-oriented communities. For example, a shuttle program or bike-share program to or through the Stanford Research Park would serve connections to the California Avenue PDA, but the actual transportation improvements or program may be located outside of the PDA and El Camino boundaries.
2. Housing Element Prerequisite: Requiring a certified Housing Element as prerequisite to eligibility is premature and problematic. The Regional Housing Needs Allocation will be based on a Sustainable Communities Strategy (SCS) that has not yet been approved, so it is inappropriate to require compliance with a process that has not been finalized and the implications of which are unknown. The Housing Element eligibility prerequisite is also highly problematic, as certification of a Housing Element involves many complexities and is subject to a highly discretionary approval process by a State agency (the

Department of Housing and Community Development). Such a requirement would vest a tremendous amount of authority with HCD to determine the fate of a city's or county's transportation funds. The City of Palo Alto suggests that the Housing Element certification be only one of multiple criteria to be considered, but not be a prerequisite of funding.

3. **Funding Eligibility Criteria:** The specified funding eligibility criteria are vaguely defined, and it is difficult, if not impossible, to determine whether those criteria are attainable based on the current language. The City recommends adding further details explaining how each is defined:
 - a. **Parking policies and employer trip reductions:** The criteria should clarify whether this includes parking "pricing" policies or parking "reduction" policies, or both. Examples of "employer trip reductions" should also be provided to indicate the scope of that measure. The criteria should allow for parking policies "or" employer trip reductions or, preferably, should identify them as two separate criteria.
 - b. **Adopted community risk reduction plans:** These air quality plans are most applicable in intense urban areas near freeways and so are not likely to be in place in many cities. It is therefore not reasonable to apply this as one of the key criteria for eligibility for transportation funding.
 - c. **Affordable housing policies/displacement:** The criteria should clarify whether this factor anticipates that Housing Element or other policies would preclude the loss of existing restricted affordable units (either by the city or by state or federal subsidies) or if some broader application is expected. The City of Palo Alto suggests that an inclusionary housing ordinance or similar policies protecting long-term affordability (e.g., 30 years) of such units constitute eligibility under this program.
 - d. **Adopted bicycle/pedestrian plans and complete streets policies:** These plans and programs should be identified as "adopted" by the local agency, in whatever form that may take (general plan or separate plan/policies).
4. **Number of Criteria to Meet:** The City of Palo Alto proposes that no single criteria be prerequisite to funding eligibility, but that a specified minimum number of criteria from a list should be established. For instance, satisfying 3 of 5 criteria might be required, where the 5 criteria include: a) a certified housing element, b) policies to reduce parking, c) employer trip reduction measures, d) affordable housing protections, and e) adopted "complete streets" policy and/or pedestrian/bicycle plan.

Thank you for your consideration of these issues and suggestions. The City of Palo Alto hopes to remain at the forefront of continuing efforts to facilitate programs to encourage transit, bicycle, and pedestrian use in the Bay Area, and believes it is essential that the One Bay Area Grant process support those efforts as outlined above.

If you have questions, please feel free to contact Curtis Williams, the City's Director of Planning and Community Environment, at (650) 329-2321 or curtis.williams@cityofpaloalto.org.

Sincerely,



Sidney Espinosa
Mayor
City of Palo Alto

cc: City Council
Planning and Transportation Commission
James Keene, City Manager
Ezra Rapport, ABAG
John Ristow, VTA

November 28, 2011

Mr. Steve Heminger, Executive Director, sheminger@mtc.ca.gov
 Metropolitan Transportation Commission
 101 Eighth Street
 Oakland, CA 94607



Re: Plan Bay Area and One Bay Area Follow-up

Dear Steve:

Leaders from the Bay Area Bicycle Coalition (BABC) and the Safe Routes to School National Partnership (SRTSNP) appreciated the opportunity to meet with you and your staff on October 28 to discuss Plan Bay Area and the One Bay Area grants. At the end of the meeting you asked for clarification on our position regarding the Priority Development Areas (PDA) and our recommendations for PDA-serving bike/ped projects to be eligible. This letter provides this information as well as additional details about the elements of our platform, which we strongly believe will contribute substantially toward achieving the Metropolitan Transportation Commission's (MTC) goals.

Safe Routes to School

We greatly appreciate that you mentioned during our meeting that there is a tremendous amount of MTC Commissioner-support for keeping Safe Routes to School at its currently funded levels in the Climate Protection Program for the One Bay Area grants. Keeping Safe Routes to School with dedicated funding separate from the PDAs is important because:

- Only a small amount of schools (we estimate 5-20% depending on the county) are located within PDAs;
- The traffic resulting from parents driving their children to school in the Bay Area can represent 20-30% of morning traffic, and this traffic is distributed across counties (not confined to PDAs);
- The block grant funding will largely be used by counties for road rehabilitation, especially because they will have less flexible funding to work with countywide because of the PDA requirement;
- Thanks to MTC funding from T2035, Safe Routes to School programs are now operating in all nine Bay Area counties, reducing traffic and emissions around schools while providing opportunities for healthy physical activity;
- Nationally, 1/3 of children's traffic fatalities are kids walking or bicycling; Safe Routes to School serves the important MTC goal of safety and also includes a focus on equity;
- Safe Routes to School is an opportunity for MTC to show important benefits to communities at the neighborhood level;

- Safe Routes to School brings school districts, cities and counties together to help solve traffic issues in innovative ways and reaches Bay Area parents, an important stakeholder for solving transportation problems and changing behaviors to utilize alternatives;
- Safe Routes to School is providing infrastructure and education to the next generation to show why alternatives to the automobile are important – as these children become adults, they will be more likely to take transit, walk and bike; and
- Safe Routes to School is a legacy program of MTC. With upcoming changes in federal funding, MTC-support may be the only way to ensure that this important program continues in a comprehensive way throughout the Bay Area. Even if the state and federal funds continue, the program is extremely oversubscribed, with four times the requests over funding available since the program was created at the state level in 2000. Continuing support for Safe Routes to School at its current funding levels will ensure that MTC will continue to be a model for the nation on Safe Routes to School.

Priority Development Areas: Make PDA-Serving for Bike/Ped Eligible

We understand that MTC is working hard to develop a Sustainable Communities Strategy that will meet the California Air Resources Board SB375 requirements; our organizations support and recognize that the Bay Area must do its part and play a leading role in reducing greenhouse gas emissions. The Priority Development Area (PDA) program will serve this purpose by prioritizing transportation funding for areas that are willing to plan for and build new housing. This housing will then connect with transit, creating opportunities for transit oriented development which will allow for more people to live, work and shop close to home, reducing vehicles miles traveled, congestion and the need for dependence on cars.

We support the PDA concept and believe that this is a good strategy for reducing per capita emissions as our population grows. At the same time, we believe that minor changes to the definition of a PDA to make bike/ped PDA-serving projects eligible will help MTC and the counties to achieve your long term Plan Bay Area and emissions reduction goals, while also building world class communities.

We know that MTC is currently proposing that 70% of county funding be dedicated to PDAs, with 30% of the funding provided as a flexible block grant to the CMA. As we have spoken with county and city engineers, who are largely responsible for programming the funds, we have learned of the tremendous backlog in local streets and roads paving maintenance. This has led us to the realization that most jurisdictions will largely if not entirely spend their flexible 30% block grant funding on road repaving. While a strong MTC policy on Complete Streets will create more bike lanes, wide shoulders, signage and street crossings, it will not result in separated class I pathways. At the same time, most PDAs are not large enough to construct separated pathways of a meaningful length that will build facilities that are part of the Regional Bike Network, Bay Trail and County Bicycle Master Plans.

Even if there are changes to the 70/30 percentage split for the North Bay Counties, we are very concerned with the loss of dedicated funding through the Regional Bike Program and Transportation for

Livable Communities. Studies show that women, children and the elderly prefer to walk and bike on facilities that are separated from cars, and that these facilities are important for creating mode shift.

To make PDAs truly work as planned, where people can comfortably exist without intense dependence on automobiles, cities will need to build bicycle and pedestrian projects not only within the PDAs, but also to connect from outlying areas to PDAs. As such we propose that “PDA-serving” bicycle and pedestrian projects that are within a certain radius of a PDA and connect to a PDA be eligible for the PDA funding. This will help to create maximum mode shift potential from bike/ped throughout the region, and to develop non-motorized connections to transit to solve the “last mile” problem.

It will be important that “PDA-serving” be narrowly defined to be bicycle and pedestrian projects, not road-only projects. We propose the following eligible uses for PDA-serving:

- Class I bicycle and pedestrian pathways of up to two miles which access a PDA;
- Cycle tracks of up to two miles which access a PDA;
- Bicycle lanes and sharrows on streets for up to two miles which access a PDA (it should be ensured that the streets which benefit from such funding are not scheduled to be repaved or reconstructed, as if that is the case, the bike facilities should be built as part of the Complete Streets requirement); and
- Sidewalks of up to one mile which access a PDA.

BABC and SRTSNP would like to work with MTC to further discuss and define how PDA-serving bicycle and pedestrian projects would preserve the integrity of PDAs, while also making it more possible for cities and counties to build transit-oriented development projects which are walkable and bikeable.

In addition, as MTC defines what policies a jurisdiction must have in place to receive block grant funding, we urge that Complete Streets and adopted Bicycle and Pedestrian Master Plans be included in those requirements.

Complete Streets

We appreciate that there is MTC support for creating stronger Complete Streets requirements, building on [MTC's Resolution 3765](#) adopted in 2006. Complete Streets (and PDA-serving eligibility) will be critically important if we lose Regional Bike Funding and Transportation for Livable Communities funding.

All local streets and roads projects funded by MTC should make improvements for bicycle and pedestrian travel and safety. In addition, highway and transit projects should also plan, design and construct features that support safe bicycle and pedestrian travel, such as access to transit stations, bike/ped railroad crossings (including grade separation where possible), and safety features for bicyclists and pedestrians to easily and safely cross highway on- and off-ramps, which are historically extremely dangerous due to the wide roads and fast moving traffic.

We would like to continue the discussion with MTC staff and representatives from local streets and roads so that we can come to agreement on policy requirements and processes which will affect the One Bay Area call for projects. It's critical that updated procedures be established before that next call. We propose the following five outcomes:

1. Use the lever of [AB1358 \(Leno, Complete Streets Act of 2008\)](#) to require all Bay Area cities and counties to have an adopted Complete Streets policy if they want to receive One Bay Area MTC funding. MTC staff could work with the Bicycle and Pedestrian Working Group to develop sample language;
2. Improve MTC's Complete Streets check list and requirements and create policies to bring Complete Streets planning into the earliest possible phase of the Capital Improvement Program process for cities and counties;
3. Provide transparency for which projects counties are funding with MTC dollars, and how those projects will serve bicycle and pedestrian needs, so that detailed discussions can take place at the local level with project sponsors and Bicycle and Pedestrian Advisory Committees, at a time when elements of the project can still be amended;
4. Continue and increase trainings for city and county engineers and planners on bicycle and pedestrian facilities and Complete Streets, and bring these trainings into all MTC streets and roads trainings to codify the practice; and
5. Create a system of checks and balances to evaluate the effectiveness of MTC's Complete Streets requirement and to ensure that all MTC-funded projects include adequate non-motorized improvements which aim to improve mobility and safety.

Data Collection and Modeling

We appreciate that MTC has funded on-street bicycle and pedestrian counts throughout the nine-county Bay Area. This data has shown that bicycle travel has increased on average an impressive 70 percent over the past eight years. As the National Household Travel survey has shown, there is great potential for continued gains in walking and bicycling as a mode of transportation as 50 percent of trips are three miles or less in length, 41 percent are two miles or less in length, and 25 percent are one mile or less. The main obstacle to increasing the mode share is concerns around safety, which are well founded, as in California, 20% of traffic fatalities are bike/ped, which is 50% higher than the national average. To ensure that we maximize on this potential for bike/ped travel and evaluate the results it will be important to increase data collection and modeling.

We urge MTC to fund quarterly on-street data collection of bicycle and pedestrian travel, and to conduct annual user-intercept surveys, to learn more about the types of trips people are making, and the trends for usage. As new technology for bike/ped counts are deployed, we urge MTC to utilize and test the systems, so that the Bay Area remains state-of-the-art.

We were pleased to see that bicycle and pedestrian modes were mentioned in the current RFP that MTC has released for modeling, and urge MTC to work directly with BABC and SRTSNP to ensure that we can make the most of this opportunity. We would like the results of the modeling contract to include:

- Methods for estimating projections in the growth of bike/ped use for bike/ped projects including mode-share, latent demand, and the cumulative impact of short trips;
- Synergies for bike/ped connections to transit, and how these modes inter-relate for co-benefits;
- Methods for calculating mode-share, air quality benefits and physical activity benefits from bike/ped projects including projections for when facilities and networks are constructed;
- Opportunities for a cost-benefit analysis as a result of these calculations;
- A user-friendly system which can easily be incorporated into county data modeling systems so that all counties can benefit from the bike/ped modeling methods.

As we move toward a “performance based” environment for transportation funding at regional, state and national levels, it will be critically important to be able to calculate bike/ped cost-benefits. We understand that this was not possible for the Plan Bay Area project evaluation, and would like to work with MTC to remedy this as soon as possible. We hope to work with MTC to lead the country in creating bike/ped data collection and modeling systems, continuing its trend as a national model for MPOs.

* * * * *

We greatly appreciate MTC’s emphasis on multi-modal transportation systems that will reduce greenhouse gas emissions and serve other goals including public safety, mobility and equity. We thank you for your long-standing commitment to bicycle and pedestrian transportation, and look forward to working with MTC further as we enter this new era of transportation planning and funding.

Sincerely,



Deb Hubsmith, Director
Safe Routes to School National Partnership
deb@saferoutespartnership.org



Corinne Winter, Chair
Bay Area Bicycle Coalition
corinne@bikesiliconvalley.org

Cc: Ann Flemer, Deputy Executive Director, Policy, aflemer@mtc.ca.gov
Alix Bockelman, Director, Programming and Allocations, abockelman@mtc.ca.gov
Doug Kimsey, Director, Planning, dkimsey@mtc.ca.gov

December 2, 2011

Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

RE: COMMENTS ON PROPOSED ONEBAYAREA GRANT PROGRAM

Dear Metropolitan Transportation Commissioners:

Thank you for the opportunity to comment on the proposed OneBayArea grant program. The City of Richmond supports the concept of the OneBayArea grant program to provide funding to jurisdictions that are planning for more homes and jobs near transit in Priority Development Areas. Richmond's Multimodal Station is located in one of four Priority Development Areas in the City where we have planned for high density affordable housing. This land use strategy will increase the availability of multimodal transportation and housing to a variety of income levels. The OneBayArea grant program will help provide the resources necessary to improve the areas around our Intermodal Station that are planned for growth. These improvements include widened sidewalks, enhanced crosswalks and intersection bulb-outs, pedestrian oriented lighting, bicycle enhancements, traffic calming street designs, rain gardens with landscaped street edges.

For the OneBayArea grant program to succeed, it is essential that it remain:

- ✓ *consistent*, applying the same strategic focus and performance-based accountability to all portions of the block grant – including the local streets and roads rehabilitation funds;
- ✓ *focused* to support the areas that local governments have designated for growth – with more funds going to those areas that have a track record of producing infill housing, particularly affordable homes; and,
- ✓ *sustainable and equitable*, rewarding cities that are planning for walkable, bikeable, economically-thriving communities while protecting existing residents from displacement.

The proposed OneBayArea grant is an important program that supports focused growth in the region; we look forward to closely following this process as it moves forward.

Sincerely,

A handwritten signature in blue ink, appearing to read "William A. Lindsay", is written over the typed name.

William A. Lindsay
City Manager

cc: Congestion Management Agency Board members
Congestion Management Agency staff
Steve Heminger, Executive Director, MTC
Doug Kimsey, Director of Planning, MTC
Alix Bockelman, Director of Programming and Allocations, MTC

450 Civic Center Plaza, Richmond, CA 94804-1630

Telephone: (510) 620-6512 Fax: (510) 620-6542 www.ci.richmond.ca.us



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December 6, 2011

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Fax: (707) 253-4176

RECEIVED

DEC 19 2011

MTG

Adrienne Tissier, Chair
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Mark Green, President
Association of Bay Area Governments
101 Eighth Street
Oakland, CA 94607

Subject: Comments on Proposed One Bay Area Grant Program

Dear Ms. Tissier and Mr. Green:

Thank you for the opportunity to review the proposed "One Bay Area Grant (OBAG) Program," draft dated July 8, 2011. The County of Napa strongly supports the basic tenet of SB 375 and the evolving Sustainable Communities Strategy, which is that priority for transportation infrastructure investment should be given to those local agencies which are taking on the greater share of the region's housing needs. At the same time, we recognize and support the need to maintain the existing transportation infrastructure throughout the region, as embodied by the "Fix it First" policy established in *Transportation 2035*, the current Regional Transportation Plan (RTP).

"This plan not only reaffirms the region's long-standing "fix it first" maintenance policy but also expands our commitment to maintaining and operating our existing local roadway and transit systems."

-Transportation 2035 (page 14)

Thus, we recognize the challenge of balancing these competing priorities and commend you and your staffs for the efforts so far in developing the proposed OBAG Program. In addition to offering our support for the program as a whole, we would like to offer the suggested improvements which follow.

Support "Fix it First"

1. We suggest retaining the existing formula for allocation of Surface Transportation Program (STP) funding, which is based on population, lane mileage, need and preventative maintenance performance (25% each). We also support use of the proposed new formula (50% population, 25% each for housing allocations and housing production) as well as setting aside funds for Priority Development Area (PDA) for allocation of Congestion Management/Air Quality (CMAQ) funds. This combination would maintain the commitment to "Fix it First" and prioritize investments in

PDA's throughout the region. Enabling Surface Transportation Program (STP) funds to be spent on the entire surface transportation network makes sense because this is the funding source most applicable to maintaining the region's existing infrastructure. Setting aside 70% of the CMAQ funding to support PDA's makes sense because it would encourage housing development in these areas.

2. We suggest reviewing the proposed new formula, as noted above, to ensure that it successfully accomplishes the objective of prioritizing transportation infrastructure investment in those local agencies who are taking on the greater share of the region's housing needs. A review of the information provided in the July 8 OBAG draft reveals the following perspective on the proposed allocation formula:

County	Old Formula (%)	One Bay Area Grant (%)
Alameda	20.8	20.1
Contra Costa	13.6	14.9
Marin	4.1	3.0
Napa	2.4	2.0
San Francisco	9.7	11.7
San Mateo	9.1	8.2
Santa Clara	23.0	26.2
Solano	7.4	6.5
Sonoma	10.1	7.5

As an example, Alameda is taking a significant proportion of housing allocations, but the proposed formula actually represents a decrease in the overall proportion of funding they would receive.

Retain Block Grant programs

3. The County of Napa recognizes the enormity of needs throughout the region, and the wide variation in those needs among the 100+ jurisdictions which comprise MTC. Therefore, we strongly support the flexibility which was provided through the Block Grant approach that was utilized for allocation of Cycle 1 funding. This enabled each countywide Congestion Management Agency (in our case, the Napa County Transportation & Planning Agency), to identify the mix of transit, bicycle/pedestrian, and roadway projects which were most appropriate for their member agencies, while allowing for the range of needs that exist between the most urbanized and the most rural jurisdictions in the Bay Area.

Provide Flexibility for Funding Set Aside for PDA's

4. Allow the portion of the CMAQ funds reserved for PDA's (see #1, above) to be spent not only inside the PDA's, but also for projects in their vicinity which support the development of these areas. This includes transit systems, regional bike networks and connections between PDA's as well as to regional employment centers, schools, recreation sites and shopping areas.

Chair Tissier & President Green

December 6, 2011

Page 3 of 5

Modify Performance/Accountability requirements

5. Napa County staff has a number of concerns and suggestions regarding details of the proposed Performance/Accountability requirements. Most importantly, our recent experience has indicated that achieving Housing Element certification from the State can be influenced by developer lobbying efforts and policy interpretations with no basis in statute. Therefore we would suggest a criterion for funding be Housing Element adoption by the local agency, rather than certification by the state. More concerns and suggestions are provided in attached Exhibit "A."

Support PCA funding with rural transportation investment

6. The proposed Priority Conservation Area (PCA) Planning Program has great potential to support the goals of the Priority Conservation Areas, especially if modified to enable acquisition of conservation sites (instead of planning studies only). In addition, we recommend that funds be identified for "transportation investments for the preservation and safety of the city street or county road system and farm to market and interconnectivity transportation needs," as is required by SB 375, in Government Code section 65080 (b) (4) (C).

Additional comments and suggestions are included in Exhibit A.

In conclusion, the County of Napa again thanks you for the opportunity to review and comment on the proposed OBAG program. We look forward to continuing to be in conversation with you and your staff as the proposal moves forward. Please contact me at Bill.Dodd@countyofnapa.org or call (707) 253-4386 if you have questions or need additional information.

Respectfully,



BILL DODD

Chairman, Board of Supervisors
County of Napa

Attachment: Exhibit A, Concerns

C: Alix Bockelman, Programming and Allocations Director, MTC

Exhibit A

The County of Napa is pleased to participate in the review of the proposed One Bay Area Grant Program, and thus has chosen to emphasize the positive aspects of the proposal. In addition, we felt it was important to share with you the concerns which led to these recommendations. The following information is provided as background:

Priority Development Area (PDA) Minimum

1. In Napa County, only approximately 1% of federally-eligible local streets and roads are located within PDAs. As the most rural county in the region, Napa's contribution to the overall transportation and housing system is through our strong protections for agriculture, open space and resource protection. Therefore, it is extremely important to our residents, businesses and visitors that the restrictions proposed in the July 8 version of OBAG are modified to address the critical needs noted above.

2. Freeing up funding to be spent in locations which support proposed PDAs enables investment in corridors which connect those areas to employment centers, schools, recreation sites and shopping areas, most of which are located outside PDAs.

3. Enabling STP funds to be spent throughout the Federal-Aid system allows these funds to be spent in the most cost-effective manner, per the recommendations of our pavement management system.

4. Napa County relies on federal funding for the preservation and maintenance of our regionally significant roadways. Local funding is reserved for preservation and maintenance of our local streets and roads, which are not eligible for federal funds.

5. Prioritizing funds by reserving 70% of all funds to PDAs does not address the needs of areas of existing housing, which is a much-greater proportion of the overall regional population. The population increase forecast in the Initial Vision Scenario for the RTP/SCS represents only 22% of the total population of the region.

6. In Napa County, only one jurisdiction has a proposed PDA (out of six total agencies) – thus one agency which represents 14% of the countywide population would have exclusive access to this funding. The County and the other local cities and town are not likely to propose PDAs, as these would be inconsistent with our general plans which support conservation of resource areas and farmland, and encourage directing growth into the more-metropolitan segments of the region.

Performance and Accountability

7. Modify the proposed Performance and Accountability requirements, under #1, **Supportive Local Transportation and Land-Use Policies**, to separate distinct topics into individual items in the list. (Specifically, items (a) and (d) each contain two distinct topics.) Retain the

requirement to meet at least two of the longer list of choices to be eligible for grant funds. Clarify the deadline required to submit policies to be eligible for grant funds.

8. Replace the language in item 1(b) in order to make reference to a programmatic approach to air quality/greenhouse gas reduction per CEQA guidelines.

9. Modify the language in item 1(d) to apply to adopted bicycle or bicycle/pedestrian plans. Separate to a distinct topic adopted complete streets policies. Delete the reference to "general plans pursuant to Complete Streets Act of 2008."

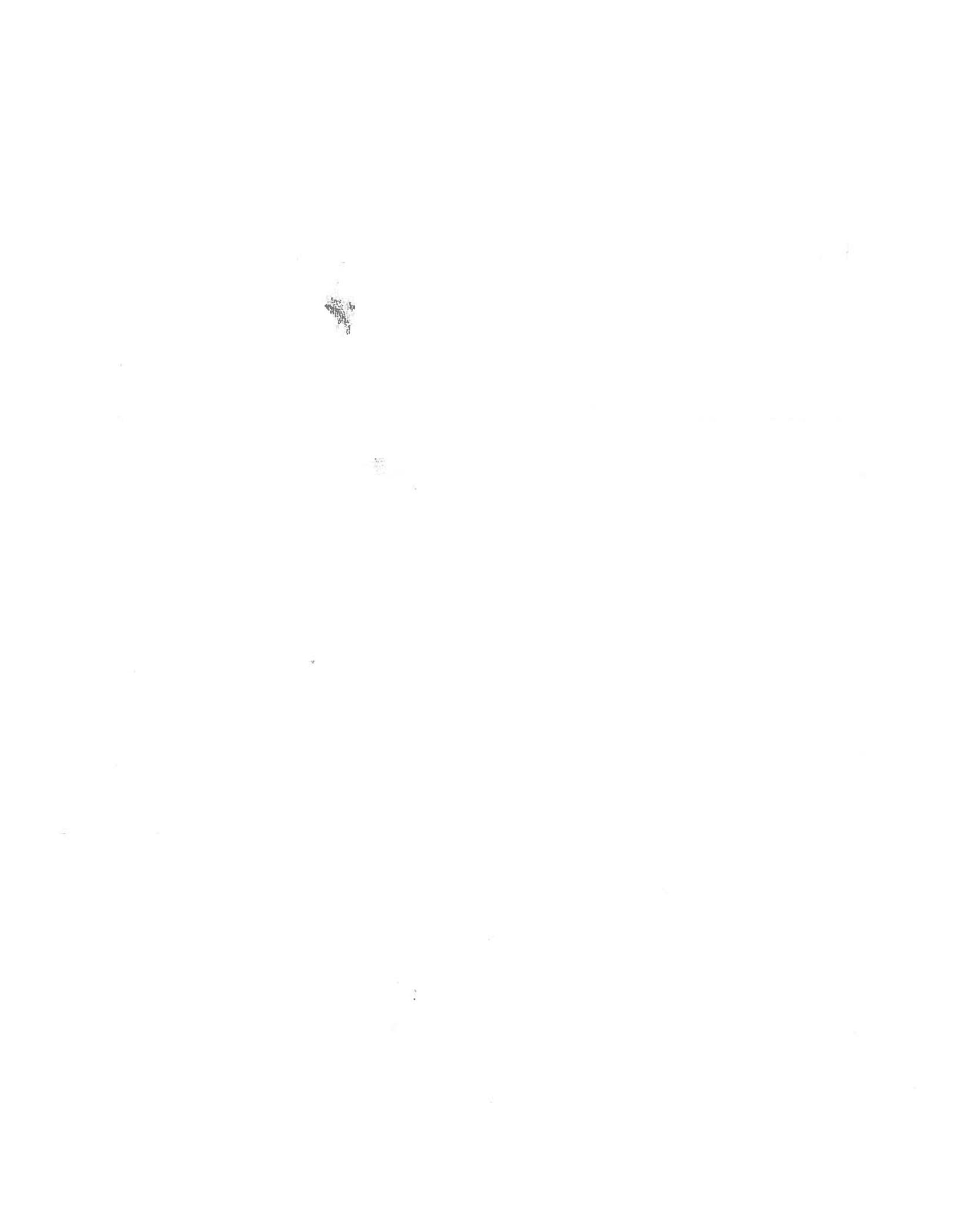
10. Add additional categories of supportive local transportation and land-use policies which will be more applicable in rural counties and smaller cities. Examples include: urban growth boundaries, policies to conserve resource areas and farmland, and policies for rural areas directing growth into the more-metropolitan segments of the region. Also include a choice for "other" in which a local agency could indicate their supportive policies which don't fit the categories already listed. Choosing "other" and filling in the associated blank would require consultation with CMA and/or MTC staff to verify that the local policy in question does address the desired linkage between transportation and land use.

11. Require local agencies to locally adopt a housing element consistent with RHNA requirements and submit it for HCD approval, rather than requiring achievement of HCD approval to qualify for funds.

12. The "Community Risk Reduction Plans (CRRP) per CEQA guidelines" proposal presents mixed signals. CRRPs are not a function of the CEQA guidelines. A "programmatic approach" to air quality/greenhouse gas reduction, as noted in Recommendation #8 above, would be sufficiently consistent with CEQA guidelines so as to allow local agencies can achieve their respective targets.

13. The Complete Streets Act of 2008 is in full effect, and the result is that all local agencies will be required to incorporate bicycle/pedestrian plans and complete streets policies into their general plans, **when they next update their general plans**. Napa County, and its local cities and town, for the most part, are not planning general plan updates during the time frame of Cycle 2. What is reasonable, however, is to have adopted a bicycle or bicycle/pedestrian plan and/or complete streets policies as stand-alone documents, which would still provide the necessary direction to local agencies.

14. Achieving HCD certification of a local housing element is outside the control of the local agency and our experience has shown that HCD can be swayed by developer input and policy interpretations that have no basis in statute. We urge you to use housing element adoption (by the local agency) rather than HCD certification as a performance measure.





RELS

DEC 9 - 2011

MTC

December 7, 2011

Mr. Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

RE: Comments on Proposed One Bay Area Grant Program

Dear Mr. Heminger:

Thank you for the opportunity to review the proposed "One Bay Area Grant Program" (OBAG), draft dated July 8, 2011.

The City's recognizes the challenge in creating a grant program that upholds the intent of the Sustainable Community Strategy (SCS) goals while addressing the transportation needs of a diverse region.

We support the flexibility which was enabled through the creation of the Block Grant approach that was used for the allocation of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds in Cycle 1. This allowed the Sonoma County Transportation Authority (SCTA) to identify a mix of transit, bicycle, pedestrian and road projects there were most appropriate for the City of Santa Rosa and were ready to deliver.

The City of Santa Rosa supports the "Fix if First" policy established in the current Regional Transportation Plan (RTP) which recommends that 81% of all expenditures be dedicated to maintenance and operations, as a priority over expansion and enhancement of the transportation system.

The OBAG proposal is an approach that responds to the issues identified in the SCS process and makes important connections between transportation and land use. We suggest the following changes to improve the effectiveness of the program and our ability to deliver much needed projects in Santa Rosa.

ERNESTO OLIVARES
Mayor

JOHN SAWYER
Vice Mayor

SCOTT BARTLEY
SUSAN GORIN
JAKE OURS
MARSHA VAS DUPRE
GARY WYSOCKY

RECOMMENDATIONS

Distribution formula

1. The existing formula developed in Cycle 1 for allocation of STP/CMAQ funding, which is based on population, lane mileage, shortfall and preventative maintenance performance (25% each) should be retained and applied to the STP funding. This maintains the commitment to "Fix It First" and serves as a performance and accountability measure by prioritizing the use of funds for preventative maintenance.
2. Apply the newly proposed distribution formula of 50% population, 25% Regional Housing Needs Allocation (RHNA) and 25% actual housing production to CMAQ funding only.

Priority Development Area (PDA) Minimum

3. Apply the proposal to require that 70% of all funds be spent on projects in PDAs only to CMAQ funds. This will address the objective of providing incentives to encourage focusing housing development in these areas. Enable STP funds to be spent on the entire surface transportation network, as this is the funding source which is most applicable to meeting the needs of the "Fix It First" policy.
4. Allow the portion of funds reserved for PDAs to be spent not only inside them, but also for projects in their vicinity which support the development of the PDAs. This will include roadways that are transit corridors, transit systems, regional bike networks and connections between PDAs and regional employment centers, schools, recreation sites and shopping areas.
5. Allow funds for Safe Routes to School (SRTS) to be spent on any school in the Santa Rosa, whether or not they are in PDAs, by separating SRTS funding or making it exempt from the PDA minimum.

Performance and Accountability

6. Modify the proposed Performance and Accountability requirements, on page 4, #1 Supportive Local Transportation and Land Use Policies, to separate distinct topics into individual items in the list.
7. Replace the language in item 1(b) to make reference to a programmatic approach to air quality/greenhouse gas reduction per CEQA guidelines.

8. Modify the language in item 1(d) to apply to adopted bicycle/pedestrian plans and to adopted complete streets policies and delete the reference to the "general plan pursuant to Complete Streets Act of 2008."
9. Require local agencies to demonstrate their efforts to locally adopt a housing element consistent with RHNA requirements and submit it for HCD approval, rather than requiring achievement of HCD approval to qualify for funds.
10. Add additional categories of supportive local transportation and land use policies which will be more applicable in counties and smaller cities and sensitive to differing localities. Examples include "greenbelt policy, urban growth boundaries and local sustainable community strategy. Also include a choice for "other" in which local agencies could indicate their supportive policies which don't fit the categories already listed.

Thank you for the opportunity to comment on the OBAG proposal. We appreciate and support MTC's efforts in continuing to provide transportation funding to address the transportation needs of a diverse region.

Sincerely,



Ernesto Oliveras
MAYOR

EO:saa

C: Richard Moshier, Director of Transportation and Public Works
Chuck Regalia, Director of Community Development
Nancy Adams, Transportation Planner
Jason Parrish, Administrative Services Officer

CITY OF AMERICAN CANYON



December 9, 2011

Ms. Adrienne J. Tissier, Chair
Metropolitan Transportation Commission
101 Eight Street
Oakland, CA 94607

Mr. Mark Green, President
Association of Bay Area Governments
101 Eight Street
Oakland, CA 94607

Re: Comments on Proposed One Bay Area Grant Program

Dear Ms. Tissier and Mr. Green:

Thank you for the opportunity to review and comment on the proposed "One Bay Area Grant (OBAG) Program dated July 8, 2011. The City of American Canyon has followed with great interest the deliberations that led up to the public release of the Proposed OBAG Program by the Metropolitan Transportation Commission (MTC) Planning Committee and the Association of Bay Area Governments (ABAG) Administrative Committee. Given the diversity of opinions in the Bay Area, we applaud the MTC and ABAG Committees' for their unanimous consensus to release this important program for public review.

Consistent with the regional agencies' smart growth policies, the City of American Canyon recognized early on that limiting vehicle miles travelled can be accomplished by growing in a more compact urban form and providing alternatives to the single occupant automobile. Our approach to smart growth policies include a voter approved urban limit line, collaborate with the Napa County Transportation and Planning Agency (NCTPA) to redesign bus routes that has significantly increased transit ridership in our City; designation of a Potential Priority Development Area (PDA) along the Highway 29 corridor; acceptance of a significant portion of the County's future share of regional housing needs allocation (RHNA) for the next two Housing Element cycles; partnership with NCTPA on successful approval of a Caltrans Community Based Transportation study of Highway 29; and an update to our Circulation Element.

The update to our Circulation Element, currently underway, will bring about important policy advances regarding Complete Streets, which taken along with the implementation of the other programs will improve the economy of Napa County, the quality of life for our residents, provide needed affordable housing, reduce greenhouse gas emissions, and improve movement of goods to market.



Speaking directly to the OBAG proposal, there is consensus between the Napa County Board of Supervisors and the City of American Canyon that Highway 29 is the lifeline to our economy and chronic congestion is slowly but certainly constricting economic opportunity and harming the quality of life for our residents. In an April 26, 2011 letter to MTC, the Napa County Board of Supervisors urged MTC assistance to help remedy chronic congestion given that most traffic using Highway 29 is not local traffic but regional traffic going to and from surrounding areas. The Napa Solano Regional Traffic Model estimates that at least 60% of the traffic that uses Highway 29 in American Canyon is a regional and not local trip.

Napa County has few alternatives to Highway 29 to meet our transportation needs. In a 2008 study prepared by the City of American Canyon, it is estimated that improvements to Highway 29 to accommodate long-range traffic projections for the 2.5 mile segment within our City would cost upwards of \$84 million, not counting right-of-way acquisition, landscape, lighting and pedestrian amenities. American Canyon's relatively low population makes it difficult for us to access funds to undertake funding improvements of this magnitude on our own.

The City of American Canyon is aware of the recent County of Napa and City of Napa letters that favor repair to local streets and roads, and we appreciate the significant repair cost in those communities as we share a need for road maintenance on our community. When we compare congestion of chronic regional traffic on Highway 29 and the harm it brings to the Napa County economy versus the short-term inconvenience of a low PCI rating on a local roadway, we believe that "Fix it First" should prioritize funding for Highway 29.

From our perspective, the One Bay Area Grant Program provides the fastest opportunity to obtain needed funds to **pay for the regional share** of Highway 29 improvements from Napa Junction Road to Highway 37. American Canyon is supportive of working with our neighboring communities to find alternate solutions to expedite meaningful improvements to Highway 29. We recognize and would support other solutions that result in short term allocation of regional funds for Highway 29. However, until we can reach a mutual agreement on solutions that expedite regional funding for Highway 29 improvements, we urge the MTC to **reward** those Cities that are working to do the right thing and have **secured a PDA designation** to retain the One Bay Area Grant Program as proposed on July 8, 2011.

If you have any questions related to the City's position, I may be contacted at (707) 647-4351 or by e-mail at rramirez@cityofamericancanyon.org.

Sincerely,



Richard J. Ramirez
Acting City Manager

cc: Mayor and City Council
Steve Heminger, Executive Director, MTC
Ezra Rapport, Executive Director, ABAG
Mark Luce, ABAG President-Elect
Bill Dodd, Chair, Napa County Board of Supervisors
Keith Caldwell, Napa County 5th District Supervisor and NCTPA Chair

Letter to MTC Commissioners & ABAG Committee Members
December 9, 2011
Comments on Proposed One Bay Area Grant Program
Page 3

Nancy Watt, Chief Executive Officer, Napa County
Paul Price, Executive Director, NCTPA
Jill Techel, Mayor, City of Napa
Michael Parness, City Manager, City of Napa



Housing Leadership Council of San Mateo County

139 Mitchell Avenue, Suite 108
South San Francisco, CA 94080
(650) 872-4444 / F: (650) 872-4411
www.hlcsmc.org

35

December 12, 2011

Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

Re: OneBayArea grant program

Dear Metropolitan Transportation Commissioners,

Housing Leadership Council of San Mateo County would like to thank you for the opportunity to comment on the proposed OneBayArea grant program. **We support the concept of the OneBayArea grant program** to provide funding to jurisdictions that are planning for more homes and jobs near transit in Priority Development Areas (PDAs). Many cities want to create sustainable communities with transportation options and homes affordable to households at all income levels. We feel that the OneBayArea grant program will help make this a reality.

For the OneBayArea grant program to succeed, it is essential that it remain:

- ✓ *consistent*, treating all portions of the block grant – including the local streets and roads rehabilitation funds – with the same strategic focus and performance-based accountability, while emphasizing PDA infrastructure needs through the 70% PDA allocation proposed,
- ✓ *focused* to support the areas that local governments have designated for focused growth – with more funds going to those counties that have a track record of producing infill housing, particularly affordable homes,
- ✓ *affordable* to all members of the community through policies established which ensure that affordable housing is actively created where new growth and infrastructure enhancements occur, and,
- ✓ *sustainable and equitable*, rewarding cities that are planning for walkable, bikeable, economically-thriving communities while protecting existing residents from displacement.

The proposed OneBayArea grant is an important step in supporting focused growth in the region; we look forward to following this process closely as it moves forward.

Sincerely,

A handwritten signature in blue ink that reads "Mark Moulton".

Mark Moulton

Executive Director



Commission Chair
Mark Green, Mayor - Union City

Commission Vice Chair
Scott Haggerty, Supervisor - District 1

AC Transit
Greg Harper, Director

Alameda County
Supervisors
Nadia Lockyer - District 2
Wilma Chan - District 3
Nate Miley - District 4
Keith Carson - District 5

BART
Thomas Blalock, Director

City of Alameda
Rob Bonta, Vice Mayor

City of Albany
Farid Javandel, Mayor

City of Berkeley
Laurie Capitelli, Councilmember

City of Dublin
Tim Sbranti, Mayor

City of Emeryville
Ruth Atkin, Councilmember

City of Fremont
Suzanne Chan, Vice Mayor

City of Hayward
Olden Henson, Councilmember

City of Livermore
John Marchand, Mayor

City of Newark
Luis Freitas, Vice Mayor

City of Oakland
Councilmembers
Larry Reid
Rebecca Kaplan

City of Piedmont
John Chiang, Vice Mayor

City of Pleasanton
Jennifer Hosterman, Mayor

City of San Leandro
Joyce R. Starosciak, Councilmember

Executive Director
Arthur L. Dao

December 19, 2011

Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

SUBJECT: Alameda CTC Comments on One Bay Area Grant Proposal

Dear Mr. Heminger,

The Alameda County Transportation Commission appreciates the opportunity that the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) have provided for comments on the draft One Bay Area Grant Program (OBAG) guidelines. In July and September 2011, the Alameda County Transportation Commission discussed the OBAG proposal and provided several comments, as noted below. The Alameda CTC also coordinated with the other Bay Area Congestion Management Agencies (CMAs) on the list of comments that were submitted to MTC in November from the CMAs.

Prior to submitting the Commission comments, the Alameda CTC staff created a process to identify whether the jurisdictions within the County would be able to meet the proposed OBAG requirements as written in the draft proposal for the Supportive Local Transportation and Land Use Policies, and to identify any obstacles in meeting them. To that end, the Alameda CTC performed a survey of cities and the county to identify readiness with OBAG proposed requirements and the final results were completed in mid-December; the results are included in Attachment A. In summary, over 50% of the Alameda County jurisdictions currently meet the proposed supportive land use and transportation policies in the proposed OBAG program. However, most noted that both technical and funding assistance would enable them to create more supportive policies and to develop plans such as the Community Risk Reduction Plans.

The following comments on the proposed OBAG program are based upon Commissioner feedback.

The Alameda CTC supports and commends many features included in the OBAG proposal to support and encourage development that links transportation and land uses to help meet the goals of SB 375's Sustainable Communities Strategy mandate.

In general, the Alameda CTC supports the following elements of the grant program:

- Combining multiple programs into a flexible program allows greater opportunities to fund the particular needs of Alameda County.
- The ability to flex up to 5% of the funds allocated to Priority Development Areas to Priority Conservation Areas allows counties to support the resources and transportation needs of PCAs.

Some recommended modifications for consideration to the OBAG guidelines include the following:

- A baseline funding amount for streets and roads is necessary. Allow counties the flexibility to apply certain portions of the funding to Local Streets and Roads Rehabilitation (LSR) funds from the PDA funding amount, and do not require the application of the Supportive Local Transportation and Land Use Policies to any LSR funds that a county has chosen to separate from the PDA funding amount. This provides more flexibility to jurisdictions to support a fix-it-first approach and address on-going LSR maintenance needs. In sum, allow each county to provide 50-70% to be applied to PDAs, with the remainder to local streets and roads, or other programs such as Safe Routes to Schools.
- Establishment of a regionally administered PCA program of \$5 million is important to protect the conservation lands within jurisdictions throughout the region. To that end, establish a baseline amount for smaller counties so they do not have to compete for these funds, but allow a portion to be accessible to larger counties through a competitive process.
- The Supportive Local Transportation and Land Use Policies need to be clarified regarding policy intent and how implementation will be monitored.
- Regarding MTC policy outcomes for housing policies that don't allow displacement of low-income housing, consider adding a requirement for quality affordable housing in PDAs to ensure that the housing stock is of durable, good quality.
- Clarify the timeline for adoption of all policies to be eligible for funding. The Approved Housing Element as part of the Supportive Land Use policy requires adoption of a housing element under the new RHNA to be done by September 2014;

however, it is our understanding, based upon discussions with MTC staff, that policy adoption must occur at the local or countywide level by October 1, 2013. Please confirm that timeline.

- Regarding the policy outcomes for the parking/pricing and employer trip reduction, change this from all inclusive to allow for one or the other, not all.
- The increase in funding to the counties for PDA implementation will help to advance the goals of the SCS; however, if funding allocations were based upon where actual PDAs and PCAs are located, and not based upon keeping a funding floor for each county, the region could move more quickly in implementing PDA development by providing more funds to the areas that have more PDAs.

Please let me know if you have any questions regarding these comments.

Sincerely,



Arthur L. Dao

Executive Director

Attachment A: Alameda CTC Survey of Cities and the County on OBAG criteria

TO: Beth Walukas and Tess Lengyel, Alameda County Transportation Commission

FROM: Judis Santos, Parsons Brinckerhoff

THROUGH: Rebecca Kohlstrand, Parsons Brinckerhoff

SUBJECT: Final Results of ACTAC Survey on OneBayArea Grant Criteria

DATE: December 16, 2011

Introduction

Purpose: The purpose of this task is to gather information that 1) determines how well Alameda County jurisdictions meet proposed criteria for the OneBayArea grant program and 2) identifies assistance needed by the jurisdictions to meet them. The Alameda County Transportation Commission (Alameda CTC) is preparing a response to MTC that will include a discussion of the jurisdictions' needs based on the results of this information-gathering effort.

Background: In July 2011, the Metropolitan Transportation Commission (MTC) released a draft of proposed policies to guide allocation of the Cycle 2 Federal Surface Transportation Program and Congestion Mitigation Air Quality (STP/CMAQ) funds, known as the "OneBayArea" Grant Program, for the next three fiscal years. The Program includes funding objectives, funding distributions, policy outcomes and implementation issues. Policy outcomes described in the program to help support the implementation of the Sustainable Communities Strategy include:

1. **Supportive Local Transportation and Land-Use Policies**
 - 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:**

- a. Adoption of a housing element that meets the current RHNA before the new RHNA is adopted, or
- b. 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 Sustainable Communities Strategy 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 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.

Scope: The objective of this task is to collect baseline information that determines whether jurisdictions have certain policies in place to be compliant with the OneBayArea Grant Program criteria as proposed. Specifically, this task focuses on jurisdictions' readiness to have adopted supportive local transportation and land-use policies and/or to secure an approved housing element. The consultant scope of work includes the following:

- Working with the Alameda CTC, develop a list of questions that assess a jurisdiction's readiness in meeting proposed criteria for the OneBayArea program;
- Determine appropriate methodology based on scope, budget, and schedule deadline (i.e. survey, phone interview, focus group discussion);
- Once methodology determined, contact and work through the Alameda County Technical Advisory Committee (ACTAC) members to obtain the information; and,
- Compile and summarize survey results.

Methodology: Information was gathered through a twenty (20) question survey addressing seven (7) topics (Attachment 1). Attachments 2 and 3 summarize survey responses and additional comments. The survey was initially developed in an "on-line"/web-format for user-friendliness. The format was changed to a PDF document/survey because of the likelihood that various departments/individuals may be involved in completing the survey. A total of fifteen (15) ACTAC members were contacted via phone and provided with the survey via email. All fifteen (15) jurisdictions responded with completed surveys and comments—Alameda County, City of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City. In addition to the survey, ACTAC members were provided with an introductory email, reference documents and a link to Alameda CTC Board materials. The survey collected information on whether the following policies are in place: Parking and pricing policies, community risk reduction plans, affordable housing policies, complete streets/adopted bicycle plans, and

approved housing element. In addition, questions about ineligibility concerns and requested training/support were included to identify additional issues.

General Findings

To be compliant with OneBayArea grant program's proposed criteria, at least two of the four policies need to be met under supportive local transportation and land-use policies. In addition, an approved housing element is a proposed condition for any jurisdiction receiving Cycle 2 OneBayArea grants. Out of the 15 jurisdictions that reported survey results, to date eight (8) jurisdictions (City of Alameda, Emeryville, Fremont, Hayward, Newark, Oakland, San Leandro, Union City) meet the supportive local transportation and land-use policies and approved housing element requirements.

There are efforts in moving towards becoming compliant with an approved housing element and transportation/land-use policies in place. For example, thirteen (13) out of the fifteen (15) jurisdictions reported expected compliance with the approved housing element by September 2014. Under supportive local transportation and land-use policies, the following policy areas are more likely to have compliance by the jurisdictions: affordable housing policies and an updated General Plan to comply with the state Complete Streets Act. Of the 15 jurisdictions responding, twelve (12) jurisdictions have affordable housing policies (Alameda County, Alameda, Albany, Dublin, Emeryville, Fremont, Hayward, Newark, Oakland, Piedmont, San Leandro, Union City). Regarding Complete Streets, although two (2) jurisdictions' (Piedmont and Fremont) General Plans have been updated for compliance, eleven (11) jurisdictions (Alameda, Albany, Berkeley, Dublin, Emeryville, Hayward, Livermore, Newark, Oakland, San Leandro, Union City) plan on revising their General Plans to incorporate the Complete Streets Policy.

Conclusions

- Survey results report that to date, eight (8) out of the fifteen (15) jurisdictions show compliance with the proposed OneBayArea Grant criteria. The eight jurisdictions include the cities of Alameda, Emeryville, Fremont, Hayward, Newark, Oakland, San Leandro and Union City.
- One of the challenges for compliance under the supportive local transportation and land-use policies is the development of "Community Risk Reduction Plans." All of the fifteen jurisdictions reported not having adopted nor are they in the process of developing a CRRP per CEQA guidelines. Eight (8) jurisdictions out of fifteen (15) reported on CRRPs being a useful

alternative, while eleven (11) out of fifteen (15) jurisdictions reported on potentially developing a CRRP if additional funding and/or technical assistance was provided.

- Fourteen (14) out of the fifteen (15) jurisdictions reported that training and additional resources will be needed to create, adopt and/or implement programs to be compliant with OneBayArea grant criteria. Training (i.e. workshops) is helpful mostly in the area of parking/pricing policies. Other additional training/workshop areas of interest include: trip reduction ordinances, CRRPs, affordable housing policies, Complete Streets, and meeting the deadline of September 2014 to have an approved housing element.
- Lastly, the survey identifies what policies are in place at each jurisdiction. There may be a need to conduct a more in-depth study on causes and reasons why certain policies are in development (and why some are not). This includes such policies as the community risk reduction program and parking/pricing policies. This type of assessment is more appropriate utilizing focus groups or informational interviewing techniques.

ACTAC Survey

Questions? Please contact Judis Santos, Parsons Brinckerhoff, at: 415-243-4688 or santosjg@pbworld.com

Does your jurisdiction have any of the following plans/policies adopted and in place?

A. PARKING AND PRICING POLICIES

1. Cash out program? *(State law requires certain employers who provide subsidized parking for their employees to offer a cash allowance in lieu of a parking space. This law is called the parking cash-out program.)*

YES NO

If yes, when was it adopted? Date: _____

If no, do you plan to adopt one? YES NO

If yes, what is the timeline for adoption? 6 months 1 Year 2 or More Years

If no, please describe why _____

2. Peak pricing? *(Surcharging users of a transport network in periods of peak demand to reduce traffic congestion)*

YES NO

If yes, when was it adopted? Date: _____

If no, do you plan to adopt one? YES NO

If yes, what is the timeline for adoption? 6 months 1 Year 2 or More Years

If no, please describe why _____

3. On-street/Off-Street Parking Differentials?

YES NO

If yes, when was it adopted? Date: _____

If no, do you plan to adopt one? YES NO

If yes, what is the timeline for adoption? 6 months 1 Year 2 or More Years

If no, please describe why _____

4. Eliminate parking minimums? *(Parking minimums are set for every land use to satisfy peak parking demand. In other words, cities and towns mandate that planners provide parking spaces for most residents of new buildings or to accommodate patrons on the busiest days of the year.)*

YES NO

If yes, when was it adopted? Date: _____

If no, do you plan to adopt one? YES NO

If yes, what is the timeline for adoption? 6 months 1 Year 2 or More Years

If no, please describe why _____

5. Unbundled parking *(Unbundled parking means that parking is rented or sold separately. Unpriced parking is often "bundled" with building costs, which means that a certain number of spaces are automatically included with building purchases or leases.)*

YES NO

If yes, when was it adopted? Date: _____

If no, do you plan to adopt one? YES NO

If yes, what is the timeline for adoption? 6 months 1 Year 2 or More Years

If no, please describe why _____

ACTAC Survey

6. **Adopted city and/or countywide employer trip reduction ordinances?** *(designed to encourage the use of transportation alternatives)*

YES NO

If yes, when was it adopted? Date: _____

If no, do you plan to adopt one? YES NO

If yes, what is the timeline for adoption? 6 months 1 Year 2 or More Years

If no, please describe why _____

B. COMMUNITY RISK REDUCTION PLANS (CRRP).

1. In May 2011, the Bay Area Air Quality Management District issued updated CEQA Guidelines that provide an option of developing a CRRP as an alternative to performing individual air quality analysis to determine if a project exceeds the thresholds of significance of toxic air contaminants and fine particulate matter.

Are you familiar with the new Guidelines? YES NO

2. **Has your jurisdiction adopted or considered developing a Community Risk Reduction Plan (CRRP) per CEQA Guidelines?**

YES NO

If yes, when was it adopted? Date: _____

If no, do you plan to adopt one? YES NO

If yes, what is the timeline for adoption? 6 months 1 Year 2 or More Years

If no, please describe why _____

3. A CRRP could provide a coordinated approach for assessing relevant air quality risks and identifying mitigation measures, but could require significant resources for its development. The benefits a CRRP could offer would be its usefulness in not having to develop site-specific risk analysis on a project by project basis.

Do you agree that CRRPs could serve as a useful alternative for your jurisdiction? Why or why not?

4. **Would you consider developing a CRRP for your projects if additional funding and/or technical assistance were provided?** YES NO

5. **Would you participate in the development of a multi-jurisdictional CRRP?** YES NO

C. AFFORDABLE HOUSING

1. Does your jurisdiction have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing?

YES NO

If yes, when was it adopted? Date: _____

If no, do you plan to adopt one? YES NO

If yes, what is the timeline for adoption? 6 months 1 Year 2 or More Years

If no, please describe why _____

D. COMPLETE STREET/ADOPTED BICYCLE PEDESTRIAN PLANS

1. Does your jurisdiction have an adopted Complete Streets policy? YES NO

If yes, when was it adopted? Date: _____

What is the timeline for adoption? 6 month 1 Year 2 or More Years

Can you please describe them briefly here? _____

2. Have you updated your General Plan to comply with the state Complete Streets Act (2008, AB 1358) which took effect January 1, 2011?

YES NO

If yes, when was this done? _____

If no, does your General Plan already meet the requirements of AB1358? YES NO

If not, when is your next planned "substantial revision of the circulation element" of your General Plan? Date _____

Do you plan to revise it to incorporate the Complete Streets Act? YES NO

Alameda CTC recently surveyed the jurisdictions for the status of their bike and ped plans. As of August 2011, can you please list your bike and pedestrian plan update years and status? _____

E. APPROVED HOUSING ELEMENT

In the proposed criteria, there are two ways to demonstrate compliance for the "approved housing element" criteria: Adoption of a housing element that meets the current Regional Housing Need Allocation before the new RHNA is adopted OR Adoption of a housing element that meets the new RHNA after its approval in Spring 2012 (jurisdictions have 18 months to do this and must be in compliance by September 2014).

1. Is your jurisdiction able to demonstrate compliance through one of the two options above?

YES NO

If yes, which option applies to you: meets current RHNA or new RHNA (see question 1A)

If no, are you scheduled to adopt one in the next 6 months? YES NO

1A. If future RHNA: You plan to adopt a housing element that meets the new RHNA after its approval in Spring 2012? YES NO

If yes, what is your schedule to incorporate the new RHNA and adopt a new housing element? Dates: _____

3. If jurisdiction is not able to demonstrate compliance with one of the two options: why not and what issues are preventing you from adopting a housing element?

4. Jurisdictions are expected to comply with an approved housing element by September 2014. your jurisdiction be compliant by then? YES NO

F. INELIGIBILITY FOR FUNDING

Any jurisdiction without adopted housing elements addressing the new Regional Housing Need Allocation by September 2014, will be ineligible to receive any funding in Cycle 2 or after until they have adopted a housing element.

In addition, under the proposed ABAG criteria, local agencies are required to meet at least two of the four transportation and land use policies (parking/pricing, CRRP, affordable housing, bicycle/ped plans and complete streets) to be eligible for grant funds in Cycle 2 and after.

1. Alameda CTC is trying to determine how best to assist Alameda County jurisdictions in meeting these criteria as they are currently proposed, what do you think are your jurisdiction's greatest obstacles to overcome in order to fulfill the OneBayArea Grant requirements?

G. TRAINING AND SUPPORT

Alameda CTC would like to know a little more about what training, support or resources you would need to create, adopt or implement any of these programs (please check all that apply):

	Training (i.e. workshops)	Resources other support (i.e. staff)
Parking/Pricing policies	<input type="checkbox"/>	<input type="checkbox"/>
Trip Reduction Ordinances	<input type="checkbox"/>	<input type="checkbox"/>
CRRPs	<input type="checkbox"/>	<input type="checkbox"/>
Affordable housing policies	<input type="checkbox"/>	<input type="checkbox"/>
Complete Streets policies/Develop or Update Bike Pedestrian Plans	<input type="checkbox"/>	<input type="checkbox"/>
Meeting the deadline of September 2014 to have an approved housing element	<input type="checkbox"/>	<input type="checkbox"/>

2. Lastly, Alameda CTC would like to share with you that they will be contacting the jurisdictions to gather information in the future about these types of things. In the very near term, they will be gathering more information on the status of Priority Development Area/Transit Oriented Development implementation.

What are the best methods to gather information from your jurisdiction? (eg., surveys, call specific contact, email) | _____

3. Any other comments you would like to share?

Thank you for your participation.

OneBayAreaGrant Criteria Checklist Summary
(Date: 12/16/2011)

Legend: **X** = Yes
 = Did not respond to question

Alameda County	City of Alameda	Albany	Berkeley	Dublin	Emeryville	Fremont	Hayward	Livermore	Newark	Oakland	Piedmont	Pleasanton	San Leandro	Union City
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Overall Summary of Requirements Met

Supportive Local Transportation and Land-Use Policies	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.		X	X	X	X	X	X	X	X	X	X	X	X
	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		X	X		X	X	X		X	X		X	X
	d) Adopted bicycle/pedestrian plan and complete streets policy in general plans pursuant to Complete Streets Act of 2008					X					X			

Approved Housing Element	a) adoption of a housing element that meets the current RHNA before the new RHNA is adopted	X			X	X	X	X	X	X	X	X	X	X
	b) the adoption of a housing element that meets the new RHNA after is approval early in 2012		X											

Detailed Summary of Requirements Met

Parking and Pricing Policies	Cash Out Program													X
	Peak Pricing													
	On-Street/Off-Street Parking Differentials	X	X	X										
	Eliminate Parking Minimums			X				X						
	Unbundled Parking?				X								X	
Adopted city and/or countywide employer trip reduction ordinances?	X				X				X	X			X	

OneBayAreaGrant Criteria Checklist Summary
(Date: 12/16/2011)

Legend: **X** = Yes
 = Did not respond to question

		Alameda County	City of Alameda	Albany	Berkeley	Dublin	Emeryville	Fremont	Hayward	Livermore	Newark	Oakland	Piedmont	Pleasanton	San Leandro	Union City
CRRP	Familiar with new CEQA Guidelines	X	X	X	/	X	X	X	X	X	X	/	/	/	X	X
	Has your jurisdiction adopted or considered development a Community Risk Reduction Plan per CEQA guidelines?															
	CRRPS could serve as a useful alternative for your jurisdictions?	/	X	X	/	/	X	X	X	X			X	/		X
	Would you consider development a CRRP for your projects if additional funding and/or technical assistance were provided? Would you participate in the development of a multi-jurisdictional CRRP?	X	X	X	/	/	X	X	X	X	X	X	X	X	X	X
Affordable Housing	Does your jurisdiction have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing?															
		X	X	X		X	X	X	X	X	X	/	X	X	X	X
Complete Street/Adopted Bicycle Pedestrian Plan	Does your jurisdiction have an adopted Complete Streets policy? Have you updated you General Plan to comply with the state Complete Streets Act (2008, AB 1358) which took effect January 1, 2011?		X		X		X	X	X	X			X	/		
	If no, does your General Plan already meet the requirements?	/	/				/	/	/	/		X	/	/	/	/
	Do you plan to revise it to incorporate Complete Streets Act?	/	X	X	X	X	X	/	X	X	X	X	/	/	X	X

OneBayAreaGrant Criteria Checklist Summary
(Date: 12/16/2011)

Legend: = Yes
 = Did not respond to question

Approved Housing Element	Is your jurisdiction able to demonstrate compliance through one of the two options above?		If no, are you scheduled to adopt one in the next 6 months? Jurisdictions are expected to comply with an approved housing element by September 2014. Will your jurisdiction be compliant by then?
Alameda County	X		
City of Alameda	X		
Albany		X	
Berkeley			
Dublin	X		
Emeryville	X		
Fremont	X		
Hayward	X		
Livermore	X		
Newark	X		
Oakland	X		
Piedmont	X		
Pleasanton			
San Leandro	X		
Union City	X		

Attachment 3

Summary of OneBay/aregrant Criteria Survey Responses
(Date: 12/16/2011)

Overall Summary of Requirements Met				Comment
YES	NO	No Response		
1. Supportive Local Transportation and Land-Use Policies				
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	City of Alameda Albany Berkeley Emeryville Hayward Newark Oakland San Leandro Union City	Alameda County Dublin Fremont Livermore Piedmont Pleasanton		Of the 15 jurisdictions, 0 of 15 had all of the six (6) parking/pricing policies listed. Berkeley had 3 of 6 policies (on-street/off-street differentials, unbundled parking, and employer trip reduction ordinances); Newark, Union City, and Emeryville followed having 2 of 6 policies (Newark: eliminate parking minimums, employer trip reduction ordinances; Union City: cash out, trip reduction ordinances; Emeryville: unbundled parking, employer trip reduction ordinances). Albany and City of Alameda had on-street/off-street differentials. San Leandro had unbundled parking. Hayward has eliminated parking minimums. Oakland had employer trip reduction ordinances.
b) Adopted Community Risk Reduction Plans (CRRP) per CEQA guidelines	some interest in multi-jurisdictional CRRP	Alameda County City of Alameda Albany Berkeley Dublin Emeryville Fremont Hayward Livermore Newark Piedmont Pleasanton Oakland San Leandro Union City		Of the 15 jurisdictions, 10 (Alameda County, Alameda, Albany, Dublin, Emeryville, Fremont, Hayward, Newark, San Leandro, Union City) were familiar with new CEQA guidelines; None are developing a CRRP. Eight (Alameda, Albany, Emeryville, Fremont, Hayward, Livermore, Piedmont, Union City) agree that CRRPs are a useful alternative. 11 jurisdictions (Alameda, Alameda County, Emeryville, Fremont, Hayward, Newark, Oakland, Piedmont, Pleasanton, San Leandro, Union City) would consider developing a CRRP for projects if funding/assistance was provided, and Livermore would maybe consider developing a CRRP. 12 jurisdictions (Alameda, Alameda County, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, Union City) would participate in a multi-jurisdictional CRRP.
c) Have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing	Alameda County City of Alameda Albany Dublin Emeryville Fremont Hayward Newark Oakland Piedmont San Leandro Union City		Berkeley Livermore Pleasanton	Of the 15 jurisdictions, 12 have affordable housing policies in place.

Summary of OneBay/Area Grant Criteria Survey Responses
(Date: 12/16/2011)

	YES	NO	No Response	Comment
d) Adopted bicycle/pedestrian plan and Complete Streets policy in General Plans pursuant to Complete Streets Act of 2008	Fremont Piedmont	Alameda County City of Alameda Albany Berkeley Dublin Emeryville Hayward Livermore Newark Oakland San Leandro Union City	Pleasanton	Of the 15 Jurisdictions, 2 (Fremont and Piedmont) has an adopted bicycle/pedestrian plan and Complete Streets policy in General Plans pursuant to 2008 Complete Streets Act. Ten (Alameda, Albany, Berkeley, Dublin, Emeryville, Hayward, Livermore, Newark, San Leandro, Union City) are planning to incorporate Complete Streets Act in the next substantial revision of their General Plan.
2. Approved Housing Element				
a) Adoption of a housing element that meets the current RHNA before the new RHNA is adopted	Alameda County Dublin Emeryville Fremont Hayward Livermore Newark Oakland San Leandro Union City	Albany Piedmont	Berkeley Pleasanton	Of the 15 Jurisdictions, 13 (Alameda County, Alameda, Albany, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, San Leandro, Union City) reported being compliant by September 2014.
b) The adoption of a housing element that meets the new RHNA after is approval early in 2012	City of Alameda			

Summary of OneBayAreaGrant Criteria Survey Responses
(Date: 12/16/2011)

Detailed Summary of Requirements Met		YES	NO	No Response	Comment
A. Parking and Pricing Policies					
1. Cash out program?					
	Union City (October 2010)	Alameda County City of Alameda Albany Berkeley Dublin Emeryville Fremont Hayward Livermore Newark Oakland Piedmont Pleasanton San Leandro			City of Alameda: Does not plan to adopt one, due cost of implementation and limited transportation options Albany: The City has not considered a cash out program. Dublin: Does not plan to adopt one because parking is free Fremont: Does not plan to adopt one because parking is free Newark: There are no parking subsidies in the City. Hayward: Plans to adopt one within 2 or more years Oakland: Does not plan to adopt one. Piedmont: Small size and lack of parking facilities. There is little demand. Pleasanton: Does not plan to adopt one, no subsidized parking in Pleasanton San Leandro: Budgetary constraints
2. Peak Pricing?					
		Alameda County City of Alameda Albany Berkeley Dublin Hayward Emeryville Fremont Livermore Newark Piedmont Pleasanton San Leandro Union City			City of Alameda: Does not plan to adopt one, due to cost of implementation and limited transportation options Albany: The City is small and does not have staff capacity to implement congestion pricing Dublin: Does not plan to adopt one, because parking is free Emeryville: Does not plan to adopt one, due to no control over regional roadways Fremont: Does not plan to adopt one, states there is no need. Hayward: Plans to adopt one within 2 or more years. Livermore: Plans to adopt one within 2 or more years. Congestion pricing for future I-580/Isabel BART Station future. Explore paid parking downtown. Newark: No mechanism for peak pricing in Newark. Oakland: Do not plan to adopt one, City doesn't control transport network. Some parking garages have early bird specials. Piedmont: Small size and largely residential parking, there is little demand for commercial parking Pleasanton: Does not plan to adopt one San Leandro: Need to assess further Union City: Extent of congestion in City does not warrant
3. On-street/Off-Street Parking Differentials?					
	City of Alameda (11/6/2007) Albany (2009) Berkeley	Alameda County Dublin Emeryville Fremont Hayward Livermore Newark Oakland Piedmont Pleasanton San Leandro Union City			Dublin: Does not plan to adopt one, on-street parking is not regulated Fremont: Does not plan to adopt one, all on street and off street parking in Fremont is free Hayward: Plans to adopt one within 2 or more years Newark: No need identified Oakland: Hopes to adopt one within 6 months for certain districts Piedmont: Small size and lack of parking facilities. Little demand. Pleasanton: Do not plan to adopt one, no paid on or off street parking in Pleasanton San Leandro: Need to assess further

Summary of OneBayAreaGrant Criteria Survey Responses
(Date: 12/16/2011)

	YES	NO	No Response	Comment
4. Eliminate parking minimums?	<p>Hayward Newark</p>	<p>Alameda County City of Alameda Albany Berkeley Dublin Emeryville Fremont Livermore Oakland Piedmont San Leandro Union City</p>		<p>Alameda County: Do not plan to adopt one. Draft Design Guidelines incorporate maximum parking concepts City of Alameda: Do not plan to adopt one due to limited transit Albany: Amendment would require public vote Berkeley: To retain leverage with developers, but enabling TDM based waivers Dublin: Does not plan to adopt one, but it is under consideration for a few targeted areas Emeryville: Plans to adopt one within 1 year Fremont: Does not plan to adopt one, there is no charged parking in Fremont. Hayward: Adopted September 2011 for South Hayward BART Area Newark: Adopted some in August 2011 as part of a specific plan, but not on a Citywide basis. Oakland: Does not plan to adopt one (interpreting this to be eliminate all parking minimums). Piedmont: Small size and lack of parking facilities. There is little demand. Pleasanton: Do not plan to adopt one. Pleasanton provides reduced parking minimums for TOD San Leandro: Would need to be assessed further depending on location Union City: Do not plan to adopt one, potential off-site parking impacts</p>
5. Unbundled parking?	<p>Berkeley Emeryville (GP 10/2009) San Leandro (2007)</p>	<p>Alameda County City of Alameda Albany Dublin Fremont Hayward Livermore Newark Oakland Piedmont Pleasanton Union City</p>		<p>City of Alameda: Do not plan to adopt one due to lack of development support, limited transit Albany: The City has not considered that policy Berkeley: On a case by case basis. Plan to adopt within 6 months in one area, with the adoption of the Zoning reforms for our Downtown Area. Expected in early 2012 Dublin: Does not plan to adopt one Fremont: Does not plan to adopt one, there is no need Hayward: Plans to adopt one within 2 or more years Newark: No need identified. Oakland: Plans to adopt one within 1 year, requirements for unbundling are being considered for specific plan Piedmont: Small size and lack of parking facilities. There is little demand. Pleasanton: Do not plan to adopt one, no charged parking in Pleasanton Union City: Plans to adopt one within 1 year</p>

Summary of OneBayAreaGrant Criteria Survey Responses
(Date: 12/16/2011)

	YES	NO	No Response	Comment
<p>6. Adopted city and/or countywide employer trip reduction ordinances?</p>	<p>Berkeley (2009) Oakland (Unsure) Newark (1992) Union City (Sept 2010)</p>	<p>Alameda County City of Alameda Albany Dublin Emeryville Fremont Hayward Livermore Piedmont Pleasanton San Leandro</p>		<p>Alameda County: Do not plan to adopt one, Climate Action Plan includes Employer Trip Reduction strategies City of Alameda: Plans to adopt one in 1 year Albany: Plan to adopt one, our recently adopted Climate Action Plan directs the city to adopt those ordinances Dublin: Does not plan to adopt one, recently adopted downtown SP encourages participation but does not require trip reduction Emeryville: Plans to adopt one within 1 year Fremont: Does not plan to adopt one, there is no demand Hayward: Plans to adopt one within 2 or more years Livermore: Does not plan to adopt one, isn't this prohibited by state law? We do implement TR on certain projects through Development Agreements. Oakland: Does not plan to adopt one, the employer based trip reduction ordinance was adopted prior to the State Piedmont: Small size and lack of parking facilities. There is little demand. Pleasanton: Do not plan to adopt one, voluntary program in Pleasanton. Ordinance reference SB 437 (1995) San Leandro: Need to assess further</p>
<p>B. Community Risk Reduction Plans (CRRP)</p>				
<p>1. Familiar with new CEQA guidelines?</p>	<p>Alameda County City of Alameda Albany Dublin Emeryville Fremont Hayward Newark San Leandro Union City</p>	<p>Livermore Oakland Piedmont Pleasanton</p>	<p>Berkeley</p>	
<p>2. Has your jurisdiction adopted or considered development a Community Risk Reduction Plan per CEQA guidelines?</p>		<p>Alameda County City of Alameda Albany Dublin Emeryville Fremont Hayward Livermore Newark Oakland Piedmont Pleasanton San Leandro Union City</p>	<p>Berkeley</p>	<p>City of Alameda: too costly to prepare Albany: The City does not have funds to develop this plan. Interested in coordinating with other small cities Dublin: Does not plan to adopt one, downtown SP has development standards designed to minimize potential impacts Fremont: Does not plan to adopt one, currently prefer analysis on project by project basis when needed Hayward: Plans to adopt one within 2 or more years Livermore: Maybe in two or more years, depends on cost Newark: Prefer to do a project by project analysis. Oakland: Plans to adopt one within 2 or more years Piedmont: Lack of commercial or industrial zones reduces the likelihood of hazardous air quality issues Pleasanton: No knowledge of CRRP. San Leandro: Will be considered when we begin our General Plan Update in 2013 Union City: Lack of funds to prepare</p>

Summary of OneBayAreaGrant Criteria Survey Responses
(Date: 12/16/2011)

	YES	NO	No Response	Comment
3. Do you agree that CRRPs could serve as a useful alternative for your jurisdiction?	City of Alameda Albany Emeryville Fremont Hayward Livermore Piedmont Union City	Newark San Leandro	Alameda County Berkeley Dublin Oakland (possibly) Pleasanton	Alameda County: CRRP incorporated into Community Health & Wellness General Plan Element Albany: This will save time in the long run Emeryville: Yes, it will enable developers to tier off our CEQA document. Fremont: Yes, it could provide efficiency and consistency. Hayward: Yes, it would be very useful in that it would provide greater ability to develop housing near transit. Livermore: Yes. Would support streamlined environmental process and help economic development. Newark: No, cost is high and project analysis provides better legal protection. Oakland: Possibly agree. Air Quality risk is clustered near highways. Piedmont: Lack of commercial or industrial zones reduces the likelihood of hazardous air quality issues San Leandro: Will be considered when we begin our General Plan Update in 2013 Union City: Agree that CRRPs could serve as a useful alternative.
4. Would you consider development of a CRRP for your projects if additional funding and/or technical assistance were provided?	Alameda County City of Alameda Albany Emeryville Fremont Hayward Oakland Newark Oakland Piedmont Pleasanton Union City	San Leandro	Berkeley Dublin	Livermore: maybe
5. Would you participate in the development of a multi-jurisdictional CRRP?	Alameda County City of Alameda Emeryville Fremont Hayward Livermore Newark Oakland Piedmont Pleasanton San Leandro Union City		Albany Berkeley Dublin	Livermore: Yes, with funding.

Summary of OneBayAreaGrant Criteria Survey Responses
(Date: 12/16/2011)

C. Affordable Housing		YES	NO	No Response	Comment
1. Does your jurisdiction have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing?		Alameda County (2011) City of Alameda (1991 & 2003) Albany (2009) Dublin (2002) Emeryville (2009) Fremont (2010) Hayward (2010) Newark (2001) Oakland (2002) Piedmont (2005) San Leandro (2005) Union City (Nov 2010)	Berkeley	Livermore Pleasanton	Alameda County: The following Ordinance sections comprise our Affordable Housing Policies to date. Berkeley: Berkeley's excellent 2-year history of 20% inclusionary zoning was struck down in 2009 by a California Supreme Court decision. Emeryville: Housing Element 2009 and Zoning Ordinance 2006 Density Bonus Chapter 17.65; Housing Element; Mobile Home Rent Stabilization Section Chapter 3.32. Fremont: Adopted 07/14/2009 and Amended 06/15/2010
D. Complete Street/Adopted Bicycle pedestrian Plans					
1. Does your jurisdiction have an adopted Complete Streets policy?		City of Alameda (2009 & 2010) Berkeley Emeryville (2009) Fremont (2005 & 2007)	Alameda County Albany Dublin Hayward Livermore Newark Oakland San Leandro Union City	Pleasanton	Alameda County: Timeline for adoption is 6 months; The Complete Streets policy will be adopted in Bicycle Pedestrian Master Plan February 2012 City of Alameda: Bike Plan and Pedestrian Plan Albany: Currently developing first Pedestrian Master Plan and updating Bicycle Master Plan. Includes features of Complete Streets Berkeley: Timeline for adoption is 1 year Dublin: Possibly within 1 year, looking at as part of GP update currently underway but details are unknown Emeryville: General Plan proposes type of streets accommodating all modes and incorporating CS policy Fremont: Bike Master Plan (09/27/2005) and Pedestrian Master Plan (12/04/2007) Hayward: Plans to adopt one within 2 or more years, will be included as a component of the General Plan update which will begin in the next fiscal year. Livermore: timeline for adoption is 1 year. Newark: Timeline for adoption is 2 or more years Oakland: Timeline for adoption is 1 year. City has many of the elements of a completed street policy. However, City has not specifically adopted a separate complete streets policy. Union City: Timeline for adoption is 6 months

Summary of OneBayAreaGrant Criteria Survey Responses
(Date: 12/16/2011)

	YES	NO	No Response	Comment
2. Have you updated your General Plan to comply with the state Complete Streets Act (2008, AB 1358) which took effect January 1, 2011?	Piedmont (April 2009) Fremont (Dec 2011)	Alameda County City of Alameda Albany Berkeley Dublin Emeryville Hayward Livermore Newark Oakland San Leandro Union City	Pleasanton	
2A. If no, does your General Plan already meet the requirements?	Oakland	City of Alameda Albany Berkeley Dublin Hayward Newark Union City	Alameda County Emeryville Fremont Livermore Piedmont Pleasanton San Leandro	
2B. If not, when is your next planned "substantial revision of the circulation element" of your General Plan?			Fremont Livermore Piedmont Pleasanton	Alameda County: Castro Valley General Plan (January 2012) City of Alameda: waiting for guidelines to be developed by MTC/Alameda CTC Albany (end of 2012) Berkeley (most likely 2021. It was adopted in 2001) Dublin: 2012 Emeryville: May 12, 2009. Bike & Pedestrian adoption Hayward: Estimated to be completed by 2014-2015. Newark (2012-2013) Oakland: Not planned at this time. San Leandro (2013) Union City (March 2012)
2C. Do you plan to revise it to incorporate Complete Streets Act?	City of Alameda Albany Berkeley Dublin Emeryville Hayward Livermore Newark Oakland San Leandro Union City		Alameda County Fremont Piedmont Pleasanton	

Summary of OneBayAreaGrant Criteria Survey Responses
(Date: 12/16/2011)

	YES	NO	No Response	Comment
2D. As of August 2011, please list your bike and pedestrian plan updates, years and status?			Alameda County Piedmont Pleasanton	City of Alameda: Bike Plan 11/2010 and Ped Plan 01/2009 Albany: Bicycle and Pedestrian Master Plan will be finalized in the spring of 2012. Berkeley: Bike Plan, adopted 2001, updated 2005; Ped Plan, adopted 2010. Dublin: Bikeways update starting in July 2012: will incorporate a new pedestrian element Emeryville: Updated 1998. Next update 2012. Unclear what language the City needs to add to comply. Fremont: Bike Plan under way (2011), Pedestrian Plan in 2012 Hayward: Bicycle Plan adopted 2008. Ped Plan will be incorporated into circulation element update. Livermore: Bike Plan updated in 2010. City needs Pedestrian Plan Newark: In draft form, formal adoption planned in 2012. Oakland: Bicycle Master Plan 2007 (will be updated 2012), Pedestrian Master Plan 2002. San Leandro: Last updated in 2011 Union City: Adopted Oct 2006, an update is in process.
E. Approved Housing Element				
1. Is your jurisdiction able to demonstrate compliance through one of the two options above?	Alameda County (current RHNA) City of Alameda (new RHNA) Dublin (current) Emeryville (current RHNA) Fremont (Current RHNA) Hayward (current RHNA) Livermore (current RHNA) Newark (current RHNA) Oakland (current RHNA) San Leandro (current RHNA) Union City (current RHNA)	Albany Piedmont	Berkeley Pleasanton	City of Alameda: Plans to adopt a housing element that meets the new RHNA on 12/31/2012
1A. If no, are you scheduled to adopt one in the next 6 months?	Albany	Piedmont		Newark: Plans to adopt a housing element that meets the new RHNA after its approval in Spring 2012 and incorporate the new RHNA/adopt a new housing element in 2014
3. If your jurisdiction is not able to demonstrate compliance with one of the two options, why not and what issues are preventing you from adopting a housing element?			Alameda County City of Alameda Berkeley Dublin Emeryville Fremont Hayward Livermore Newark Oakland Pleasanton San Leandro Union City	Albany: The Housing Element is currently being prepared Piedmont: We have adopted a new housing element as of 2005, more information about the RHNA criteria and whether or not it met is needed.

Summary of OneBayAreaGrant Criteria Survey Responses
(Date: 12/16/2011)

	YES	NO	No Response	Comment
<p>4. Jurisdictions are expected to comply with an approved housing element by September 2014. Will your jurisdiction be compliant by then?</p>	<p>Alameda County City of Alameda Albany Dublin Emeryville Fremont Hayward Livermore Newark Oakland Piedmont San Leandro Union City</p>		<p>Berkeley Pleasanton</p>	
<p>F. Ineligibility for Funding 1. Alameda CTC is trying to determine how best to assist Alameda County jurisdictions in meeting these criteria as they are currently proposed, what do you think are your jurisdiction's greatest obstacles to overcome in order to fulfill the OneBayArea Grant requirements?</p>			<p>Alameda County Berkeley Fremont Livermore Pleasanton San Leandro</p>	<p>City of Alameda: City would like to know what is needed to incorporate the Complete Street Policy Albany: The Challenge for urban cities is that we are already built out and there is not much space available for development or redevelopment. Dublin: We should be able to meet requirements, with ped plan and complete streets expected by 2013 and 2012, respectively. Emeryville: None related to Housing except hard to meet RHNA without redevelopment Hayward: Funding to help develop a CRRP, funding to help develop best practices for a citywide TDM program, provision of a boilerplate Complete Streets Policy. Newark: Cost of environmental process Oakland: Funding completion of CRRP Plans is probably the greatest obstacle. Piedmont: Implementing parking regulations Union City: Lack of funding and impact on staff resources to satisfy mandates</p>
<p>G. Training/Support 2. What are the best methods to gather information from your jurisdiction? (eg, surveys, call, email)</p>			<p>City of Alameda Emeryville Pleasanton</p>	<p>Alameda County: All of the above Albany: Any methods listed works Berkeley: Conduct in person or phone interviews with Planning staff (land use) and Public Works (Transportation) Dublin: email Fremont: surveys, email and call specific contacts. Hayward: Email and phone Livermore: Email Newark: Email Oakland: Email Piedmont: Email San Leandro: Surveys, call specific contacts Union City: Survey email.</p>

Summary of OneBayAreaGrant Criteria Survey Responses
(Date: 12/16/2011)

3. Any other comments?	YES	NO	No Response	Comment
	YES	NO	<p>Alameda County Albany Fremont Livermore Newark Oakland Piedmont Pleasanton San Leandro</p>	<p><i>City of Alameda</i>: City would like to obtain help in reviewing the current Transportation Element. City believes that it has policies that meet the Complete Street Requirements. <i>Berkeley</i>: There are only 14 cities in Alameda County. Surveys like this are not the best way to gather information from such a small pool. You're not looking for bits of statistically significant information. You're looking for full answers. Also the questions don't have sufficient definitions to be useful. There are many scopes possible for Trip Reduction Ordinance, for instance. An off-street/on-street parking differential can mean almost anything (except that they're exactly the same.) <i>Emeryville</i>: Unclear what language we need to add to our general plan to comply with Ab 1358 or if in compliance as approved prior. <i>Hayward</i>: The City is currently working to implement a form based code for several areas. A FBC has been adopted for the South Hayward BART area and will be adopted for the Mission corridor next year. Form based codes accomplish many of the objectives of complete streets policies since they look at areas from a complete community standpoint to analyze of the streets and the buildings and community spaces work together to promote more sustainable communities.</p>

Summary of OneBayArea Criteria Survey Responses
(Date: 12/16/2011)

G. Training/Support				
	<i>Training (i.e. workshops)</i>	<i>Resources other support (i.e. staff)</i>		
Parking/pricing policies	Alameda County City of Alameda Albany Emeryville Fremont Oakland Piedmont San Leandro Union City	Alameda County City of Alameda Albany Berkeley Emeryville Fremont Hayward Newark Oakland Piedmont Union City		
Trip Reduction Ordinances	Alameda County City of Alameda Emeryville Fremont Livermore San Leandro Union City	Alameda County City of Alameda Albany Berkeley Emeryville Fremont Hayward Newark Union City		
CRRPs	Alameda County City of Alameda Albany Fremont Hayward Livermore Oakland Union City	Alameda County City of Alameda Berkeley Emeryville Fremont Newark Oakland San Leandro Union City		
Affordable housing policies	Alameda County City of Alameda Union City	Alameda County City of Alameda Newark Oakland San Leandro Union City		
Complete Streets policies/Develop or Update Bike Pedestrian Plans	Alameda County City of Alameda Emeryville Piedmont Union City	Alameda County City of Alameda Albany Hayward Newark Oakland Piedmont San Leandro Union City		
Meeting the deadline of September 2014 to have an approved housing element	Alameda County Emeryville Fremont Piedmont Union City	Alameda County City of Alameda Albany Emeryville Fremont Hayward Newark Piedmont San Leandro Union City		



CITY OF PETALUMA

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PETALUMA, CA 94953-0061

RECEIVED
DEC 21 2011
MTC

David Glass
Mayor

Chris Albertson
Teresa Barrett
Mike Harris
Mike Healy
Gabe Kearney
Tiffany Renée
Councilmembers

December 19, 2011

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA. 94607

Mr. Ezra Rapport
Executive Director
Association of Bay Area Governments
101 Eighth Street
Oakland, CA 94607

City Manager's Office
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Petaluma, CA 94952

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RE: Proposed One Bay Area Grant Program

Dear Mr. Heminger and Mr. Rapport:

Attached is a Resolution from the City of Petaluma City Council supporting Sonoma County Transportation Authority's (SCTA) comments regarding the proposed One Bay Area Grant Program.

Also attached is a letter from SCTA stating their comments on the proposed One Bay Area Grant Program.

Sincerely,

David Glass
Mayor

Attachments: Resolution No. 2011-158 N.C.S in Support of Grant
Letter from SCTA to MTC dated September 20, 2011



Resolution No. 2011-158 N.C.S.
of the City of Petaluma, California

**SUPPORTING THE RECOMMENDATIONS MADE BY THE
SONOMA COUNTY TRANSPORTATION AUTHORITY TO THE
METROPOLITAN TRANSPORTATION COMMISSION
REGARDING THE PROPOSED "ONE BAY AREA GRANT"**

WHEREAS, City staff has reviewed the One Bay Area Grant (OBAG) proposal; and,

WHEREAS, City staff has the following concerns regarding said proposal:

1. Restrictions on federal Surface Transportation Program (STP) funds.
2. Restricted use of funds in Priority Development Areas (PDAs).
3. Unclear requirements and inequity between rural and urban agencies in Supportive Local Transportation and Land Use Policies.
4. Restrictions on Safe Routes to School funds.

WHEREAS, many other local agencies and the Sonoma County Transportation Authority (SCTA) share the City's concerns; and,

WHEREAS, SCTA prepared and sent a letter dated September 20, 2011, to the Executive Director of the Metropolitan Transportation Committee (MTC) providing comments on the OBAG proposal; and,

WHEREAS, staff fully supports SCTA's comments and recommends that the City document its support in writing to the MTC.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City hereby:

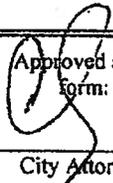
1. Concurs with and supports the SCTA written comments dated September 20, 2011, and submitted to the Executive Director of the Metropolitan Transportation Commission.

2. Directs staff to prepare a letter stating the City's support for the SCTA comments, to be executed by the Mayor and transmitted to the Executive Director of the MTC with copies to SCTA and the Association of Bay Area Governments.

Under the power and authority conferred upon this Council by the Charter of said City.

REFERENCE: I hereby certify the foregoing Resolution was introduced and adopted by the Council of the City of Petaluma at a Regular meeting on the 21st day of November, 2011, by the following vote:

Approved as to
form:



City Attorney

AYES: Albertson, Mayor Glass, Harris, Vice Mayor Healy, Kearney, Renée

NOES: None

ABSENT: Barrett

ABSTAIN: None

ATTEST:



City Clerk



Mayor

September 20, 2011

Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Subject: Comments on Proposed One Bay Area Grant Program

Dear Mr. Heminger

Thank you for the opportunity to review the proposed "One Bay Area Block Grant (OBAG) Program," draft dated July 8, 2011.

The SCTA recognizes the difficulty in creating a grant program that upholds the intent of the Sustainable Communities Strategy goals while addressing the transportation needs of a diverse region.

We support the flexibility which was enabled through the creation of the Block Grant approach that was used for allocation of Cycle 1 funding. This has allowed the SCTA to identify the mix of transit, bicycle/pedestrian, and roadway projects that are most appropriate for our communities and ready to deliver. We also appreciate the flexibility demonstrated in the OBAG proposal as well as the recognition of the needs of rural areas and the Priority Conservation Area (PCA) designated lands and look forward to implementing the PCA Planning pilot program.

The SCTA strongly supports the "Fix it First" policy established in the current Regional Transportation Plan, which recommends that 81% of all expenditures be dedicated to maintenance and operations, as a priority over expansion and enhancement of the transportation system.

The OBAG proposal is an answer to the issues identified in the SCS process and makes important connections between transportation and land use. We believe that the following changes would tremendously improve the effectiveness of the program and our ability to deliver much needed projects in Sonoma County.

RECOMMENDATIONS

Distribution Formula

1. The existing distribution formula developed in cycle 1 for allocation of Surface Transportation Program (STP) /Congestion Mitigation Air Quality (CMAQ) program funding, which is based on population, lane mileage, shortfall and preventative maintenance performance (25% each) should be retained and applied to Surface Transportation Program funding. This maintains the commitment to "Fix it First" and serves as a performance and accountability measure by prioritizing the use of funds for preventative maintenance.
2. Apply the newly proposed distribution formula of 50% Population, 25% Regional Housing Needs Allocation (RHNA), and 25% actual housing production to Congestion Mitigation Air Quality (CMAQ) program funding only.



Priority Development Area (PDA) Minimum

3. Apply the proposal to require that 70% of all funds be spent on projects in PDAs only to CMAQ funds. This will address the objective of providing incentive to encourage focusing housing development in these areas. Enable STP funds to be spent on the entire surface transportation network, as this is the funding source which is most applicable to meeting the needs of the "Fix it First" policy.
4. Allow the portion of funds reserved for PDAs to be spent not only inside them, but also for projects in their vicinity which *support* the development of these areas. This will include transit systems, regional bike networks and connections between PDAs and regional employment centers, schools, recreation sites and shopping areas.
5. Allow funds for Safe Routes to School to be spent at any schools in the county, whether or not they are in PDAs, by separating SRTS funding or making it exempt from the 70% PDA restriction.

Performance and Accountability

6. Modify the proposed Performance and Accountability requirements, on page 4, #1 Supportive Local Transportation and Land-Use Policies, to separate distinct topics into individual items in the list. (Specifically, items (a) and (d) each contain two distinct topics.)
7. Replace the language in item 1(b) to make reference to a programmatic approach to air quality/greenhouse gas reduction per CEQA guidelines.
8. Modify the language in item 1(d) to apply to adopted bicycle/pedestrian plans and to adopted complete streets policies (separated as indicated in #4 above) but delete the reference to "general plans pursuant to Complete Streets Act of 2008."
9. Add additional categories of supportive local transportation and land-use policies which will be more applicable in counties and smaller cities and sensitive to differing localities. Examples include: adopted local sustainable community strategy, greenbelt policy and urban growth boundaries. Also include a choice for "other" in which a local agency could indicate their supportive policies which don't fit the categories already listed. Choosing "other" and filling in the associated blank would entail consultation with CMA and/or MTC staff to verify that the local policy in question does address the desired linkage between transportation and land use.
10. Require local agencies to demonstrate their efforts to locally adopt a housing element consistent with RHNA requirements and submit it for HCD approval, rather than requiring achievement of HCD approval to qualify for funds.
11. Please define how multi-agency transit districts would be able to qualify for funding if the proposed requirements were in effect.

Attachments

12. Attachment D does not show the City of Cloverdale, which does include a PDA. Please revise Attachment D to include all of Sonoma County.

We thank you for opportunity to comment on this proposal.

Sincerely,



Jake Mackenzie Chair,
SCTA/RCPA



San Mateo County Health System

December 21, 2011

Alix Bockelman, Director of Programming and Allocations
 Doug Kimsey, Director of Planning
 Metropolitan Transportation Commission
 101 Eighth Street
 Oakland, California 94607

Re: Comments on the OneBayArea Grant Program

Dear Ms. Bockelman and Mr. Kimsey:

The San Mateo County Health System's mission is to improve the quality and longevity of our residents' lives. The Health System recognizes that we will never be able to treat the unending flood of chronic diseases unless we change the environments in which people live and prevent them from getting sick in the first place – people must live in walkable, bikeable, transit-rich communities. The changes required to meet our SB 375 targets, and turn the tide on epidemic levels of obesity and chronic disease in the process are the same. We applaud MTC on its design of a grant program that recognizes and facilitates progress in meeting these goals.

The Health System enthusiastically supports the OneBayArea Grant (OBAG) as it is currently structured. We know you are currently receiving significant pressure to lighten the performance and accountability standards tied to funding awards as well as the portion of funding allocated to Priority Development Areas (PDAs). We would like to emphasize our support for 1) retaining a strong requirement that communities which receive funds are held accountable through strong standards; and 2) that at least 50% of funds be allocated to PDAs.

The adoption of performance and accountability standards for OBAG eligibility will help all of our communities overcome major planning and policy challenges that have hindered sustainable growth and walkable communities. Leadership from planning and community development departments throughout the region and the Peninsula, have reported on the barriers to implementation of sustainable communities. The OneBayArea Grant eligibility requirements that call for increased performance and accountability are perfectly targeted to overcome those barriers:

1. Parking and pricing policies:
 - a. Would support efforts in at least five San Mateo County cities that cite the need for parking reform among their top policy priorities.
 - b. Facilitate development by separating the costs of constructing parking.
 - c. Contribute to walkable communities, and safe streets.
2. Developing and adopting Community Risk Reduction Plans (CRRP):
 - a. Would help plans and projects overcome CEQA challenges in at least four PDAs where CEQA was a noted policy priority.
 - b. Builds community and political support, and will streamline the development process to facilitate high quality, infill growth that works with each community's character.
 - c. Identifies sensitive receptors and sources of pollution to ensure that compact, infill development occurs in ways that protect the health of current and future residents.

Health Policy and Planning

225 37th Avenue, San Mateo, CA 94403

Phone (650) 573-2033 • Fax (650) 377-1967 • CA Relay 711 • Website www.smhealth.org

Health System Chief • Jean S. Fraser

Board of Supervisors • Dave Pine • Carole Groom • Don Horsley • Rose Jacobs Gibson • Adrienne Tissier

3. Affordable housing policies or policies that protect low-income residents from displacement:
 - a. Density bonuses and below market rate ordinances can allow several San Mateo County cities to maximize their growth potential while providing much needed workforce housing near transit.
 - b. With the linking of land use and transportation under SB 375, providing and protecting housing at all levels of affordability, especially in job centers like the Peninsula, becomes a critical environmental strategy.

4. Bicycle and pedestrian plans and complete streets policy in general plans:
 - a. Are a means for cities to clarify needs and prioritize projects. Such plans will benefit the many PDAs that cited East-West connectivity and a desire for resources to fund infrastructure improvements among their top policy priorities.
 - b. Several San Mateo County cities and the County already meet this requirement, or have efforts underway. For those cities that do not yet, OBAG is an excellent incentive.
 - c. Per the Complete Streets Act of 2008, cities and counties are already required, during the next revision or amendment to their circulation element, to identify how they will accommodate the circulation of all users of the roadway, including pedestrians, bicyclists, children, seniors, individuals with disabilities, and users of public transportation.

5. A California Housing and Community Development-approved housing element:
 - a. Is mandated under California law, and combined with appropriate zoning changes, is a required element of SB 375.
 - b. Allows the many Peninsula cities that welcome infill housing to identify parcels, support land assembly, access subsidies, and streamline approvals to address our dire shortage of housing.
 - c. Will help cities implement strategic parking reforms through residential development.
 - d. Supports a healthy, complete community in which people of all incomes can afford to live in close proximity to work and school.

The Health System recognizes that the priority development area framework may disproportionately disadvantage counties comprised largely of open space, conservation areas, and agricultural resources. Likewise, we understand that some projects physically located outside of PDAs provide critical resources for or access to a PDA. Considering these factors, the Health System supports a broader range of disbursement wherein a minimum of 50% of OBAG funds must be spent in PDAs, the 20% difference must be spent in support of a PDA, and the remaining 30% would be spent in non-PDA areas. To ensure accountability for moving towards sustainability we believe the 20% portion of funds spent in support of PDAs should be subject to certain limitations, including prohibiting the use of those funds for any increases roadway capacity.

Thank you again for the opportunity to comment on the OneBayArea Grant. Should you have further questions, please contact Crispin Delgado at 650-573-2951 or cdelgado@smcgov.org.

Sincerely,



Sara T. L. Mayer
Director, Health Policy and Planning
San Mateo County Health System

Copy to:
Marisa Raya, Regional Planner, Association of Bay Area Governments



SFMTA



December 23, 2011

Doug Kimsey, Planning Director
Metropolitan Transportation Commission
101 Eighth St.
Oakland, CA 94607

Ken Kirkey, Planning Director
Association of Bay Area Governments
101 Eighth St.
Oakland, CA 94607

Subject: Comments on the Alternative Scenarios, One Bay Area Block Grant Proposal, and
Transportation Investment Policy Discussion

Dear Doug and Ken:

Thank you for the opportunity to provide comments on the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) work elements currently under discussion. We appreciate the tremendous amount of work that has gone into RTP/SCS work elements to date, and the many forums that have been made available to provide input. As major stakeholders and contributors to the success of the RTP/SCS, the Big Cities and Large Transit Operators are very interested in providing thoughtful and timely input into this process. The three largest cities account for over 50% of the region's affordable housing and our transit systems, along with BART and Caltrain services operating within and among our three cities, carry the vast majority of the region's transit trips. We offer the following comments on the Alternative Scenarios Land Use elements, the One Bay Area Block Grant (OBAG) proposal, and the upcoming Transportation Investment Policy discussion. We hope this input is helpful as MTC and ABAG develop the Preferred Scenario.

Alternative Scenarios Land Use

- **It is unclear how the Focused Growth scenario responds to the direction of MTC/ABAG policy-makers to include PDA-like areas in addition to PDAs and GOAs in the areas targeted for growth.** While ABAG staff have indicated that the only "PDA-like" area identified as a result of this direction is Novato, we believe there are many other areas along the regional transit corridors that have potential for additional growth. In particular, we note there are many jurisdictions that have identified one small PDA, but may have additional areas appropriate for growth beyond the site identified. We hope a more thorough analysis of PDA-like areas can be done to inform development of the Preferred Scenario. Similarly, we understand there has been some movement to stop using the concept of Growth Opportunity Areas (GOAs) after the process to nominate new PDAs completes this winter. We urge the region to continue to use GOAs as a planning tool, along with rigorous analysis to ensure they represent appropriate areas for transit-oriented growth. We

suspect many GOAs that may not be ready to designate as PDAs may still be good areas to consider prioritizing for regional growth. Maintaining GOAs as a planning tool is particularly important from an equity perspective because they potentially provide the greatest opportunity to increase income diversity in the Bay Area.

- **We encourage placement of jobs along the regional core transit network connecting the Big 3 cities, especially in PDAs.** We note that the regional transit operators have the capacity to carry significantly more travelers to job centers outside of downtown San Francisco (currently the region's most productive transit market) at low marginal costs; this opportunity was not considered in the Alternative Scenarios. We see downtown Oakland and San Jose as being particularly important in this regard. We also support job growth in additional transit-served job centers which are sufficiently central within the Bay Area so that employment growth in them will not stimulate peripheral residential development. Steering job growth to make the most efficient use of our existing and planned transit network synergizes with the goals of MTC's Transit Sustainability Project to maximize the efficiency of our existing transit system. We recognize that the region currently has few tools at its disposal to guide job growth, but there also has been very limited discussion on this topic. We suggest that MTC/ABAG identify best practices and propose policy tools to achieve the job distribution in the Preferred Scenario.
- **The Preferred Scenario should not exacerbate the existing concentration of affordable housing in the Big 3 cities.** As noted above, collectively, the cities of Oakland, San Francisco, and San Jose have 50% of the region's current affordable housing, and we will continue to strive to produce as much affordable housing as possible, regardless of the RHNA allocations we may be assigned. We believe aggressive development and preservation of affordable housing is critical for the success of our Cities, just as it is critical for the success of our region. However, historically, the largest cities have been assigned unfeasibly large low-income housing allocations; as a result, other cities with good transit access that could produce additional affordable housing have received lower allocations, preventing them from providing additional capacity. While the 175% weighting formula that was introduced with the 2007-2014 RHNA was a positive step toward addressing the statutory mandate to adjust allocations to account for existing concentrations of lower income households, it did not go far enough. As we have seen, reducing the Big Cities' very low and low income proportions had unintended consequences when combined with increases in those cities' total allocation. The result was to give those cities an even larger number of affordable units than in previous rounds. We request that the formula be modified in a way that ensures a more equitable distribution of very low and low income units. We believe it is important for all communities, PDAs, and non-PDAs alike, to include housing for a mix of income levels.
- **We are looking forward to a productive process to develop the Preferred Land Use Scenario.** While we appreciate the detailed documentation prepared by ABAG on the Alternative Scenarios, the rationale that guided the growth distributions remains unclear. We encourage more accessible and user-friendly tools and formats to guide the development of the Preferred Scenario. We are excited by the potential for the UrbanSim and UrbanVision model/tool to serve this role.

One Bay Area Block Grant

- **We strongly support this effort to considerably link land use with transportation investment in a deliberate manner.** We are hopeful that the OBAG framework could result in positive regional changes by incentivizing jurisdictions throughout the region to adopt sustainable growth policies. We also recognize that there will be an opportunity to revisit and revise program policies in future cycles to improve on what we might not get 100% right during the first round of funding.
- **Production of affordable housing (very low and low income) should receive greater weight within the 25% of the formula tied to historical housing production.** Market rate housing production is primarily a function of market forces, rather than public sector intervention. Additionally, while we understand the need to administer grant funds at the county-level, we recommend including a mechanism to ensure that grant funding reaches the specific cities that have performed well in meeting their affordable housing share, while recognizing potential constraints due to programming needs like project-readiness.
- **The policy condition related to preventing displacement and promoting affordable housing should be mandatory.** This is particularly important given one of the two statutory goals under Senate Bill 375 is that the region should strive to house 100% of the region's housing need, and given the adopted SCS performance target that calls for accommodating such growth "without displacing current low-income residents." As described in the July 2010 proposal, the definition of this policy condition is not sufficient. The recently released draft Equity performance analysis also points to the need to take decisive action to stem troubling trends in affordability. We have developed a preliminary set of policies that could be used to meet this criterion (see Attachment 1) and would like to work with other jurisdictions, housing advocates, and MTC/ABAG to come up with a good standard, while creating a condition that is realistic and attainable for a sufficiently large number of jurisdictions.
- **We support expanding the requirement that 70% of funding must be spent in PDAs to include projects not just within a PDA, but projects supportive of a PDA.** This provides additional flexibility, while allowing counties with small or limited PDAs to deliver projects that accommodate transit-oriented growth (e.g. funding a bike lane connecting to a PDA).

Transportation Investment Policy

- **Linkages between land use and transportation investment such as those introduced in the OBAG proposal should be carried forward into the rest of the transportation investment policy.** This is particularly important given that OBAG represents only about 3% of the regional discretionary funds. Transportation investment is the only "carrot" controlled by the regional agencies to guide good land use policy and we must use it wisely. That said, we look forward to working on identifying and helping to support new revenue sources, particularly for transit, to help meet the region's SCS/RTP goals.
- **We would like to partner with the regional agencies and key CMAs to develop a Transit Performance Initiative which can identify strategic investments that provide**

operational efficiency savings and passenger travel time and reliability benefits. These range from lower-cost measures to larger spot or segment infrastructure projects and are intended to reduce bottlenecks and conflicts, while increasing operational flexibility (e.g. passing tracks, grade-separations, turn-backs, bus rapid transit projects). We propose to partner with the region (MTC, key CMAs, and transit operators) to explore these ideas, in conjunction with MTC's Transit Sustainability Project initiative, as a means to generate operating cost savings that can be re-invested in the transit system. We note that several TPI-like projects (BART Metro, Caltrain frequency improvements, the SFMTA Transit Effectiveness Project) performed quite well in the project-level performance assessment results. We also look forward to shaping the MTC's Freeway Performance Initiative to support these transit performance goals.

- **We request additional information on the process by which investment policy decisions will be made.** We have seen very little information about this process or policies that may be considered. We are concerned that this discussion—the heart of the RTP—will not receive enough time within the larger process.

Thank you for considering our comments and requests. We look forward to discussing these items at future Regional Advisory Working Group meetings, and other forums.

Sincerely,

Fred Blackwell, Assistant City Administrator
City of Oakland

Jose Campos, Chief of Citywide Planning
City and County of San Francisco

Laurel Prevetti, Assistant Planning Director
City of San Jose

Carter Mau, Executive Manager of Budget and Planning
Bay Area Rapid Transit District

Timothy Papandreou, Deputy Director for Sustainable Streets
San Francisco Municipal Transportation Agency

Tina Spencer, Director of Service Development and Planning
Alameda-Contra Costa Transit District

Tilly Chang, Deputy Director for Planning
San Francisco County Transportation Authority

cc: Big 3 Cities ABAG and MTC Representatives
SCS/RTP Regional Advisory Working Group

Attachment 1: Detailed Suggestions on Anti-Displacement and Preservation Measures for One Bay Area Block Grant

We agree that criteria that link affordable housing opportunities to transit are critical for success of the PDA strategy. This includes 1) policies to ensure that existing residents are not displaced from the community through development pressures and 2) policies that foster new affordable housing opportunities. We suggest that anti-displacement policies and policies that further access to future housing opportunities especially in transit-rich/areas of opportunity are a mandatory requirement for grant receipt.

Every neighborhood is different, so OBAG affordable housing policy requirements should build in flexibility for varied circumstances. For instance, very low-income communities that are unlikely to experience displacement pressures may not need enhanced tenant protections, but may especially benefit from rehabilitation activities to improve the quality and longevity of existing housing.

While maintaining flexibility, the OBAG affordable housing policy requirements must be specific and measurable. Toward this end, we have provided a list of policies we believe are some of the most effective at preventing displacement and encouraging affordable housing development.

Only jurisdictions that adopt multiple policies like those below (perhaps at least 3 of the 8 suggested) should be rewarded with OBAG funds. However, merely adopting a weak policy is not sufficient. Every policy must be based on the industry standard or best practices and the jurisdiction must be able to demonstrate results or a good faith effort to receive any credit for an adopted policy.

Anti-Displacement and Preservation Measures

1. Just Cause Eviction policies that support stability and prevent displacement of very low and low-income households.
2. Condo conversion ordinances that support stability and prevent displacement of very low and low-income households. (policies including “right of first refusal” should receive additional credit)
3. Policies or investments that preserve existing deed-restricted or “naturally” affordable housing through acquisition and rehabilitation activities.

Affordable Housing Development Strategies:

4. Strong Citywide Inclusionary Housing requirements.
5. Substantial local housing funding resources that are not required by state or federal law and are not the result of formula-driven allocations from State or Federal programs. Evidence that these resources have been used for predevelopment or gap financing of affordable housing development or preservation. (In-lieu fees associated with Inclusionary Housing Requirements shall not qualify, as they earn points under the Inclusionary Housing policy option.)
6. 15% minimum affordable housing requirement within all PDAs and GOAs. May be achieved with a number of strategies including inclusionary requirements, setting aside sites, and devoting public funding to affordable.
7. Legislation enabling developer agreements or other value capture mechanisms that create resources for affordable housing.
8. Land banking/acquisition strategies for affordable housing production.



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Association of Bay Area Governments Administrative Committee
101 8th Street
Oakland, CA 94607

January 10, 2012

Re: Use of OneBayArea land conservation grant funds

Dear Chairs Spring and Green, MTC Planning and ABAG Administrative Committee members:

Thank you for your support for the OneBayArea grant program. We are particularly pleased to see the inclusion of a \$5 million pilot program for land conservation. To maximize effectiveness, the land conservation grant program should:

1. **Establish a clear goal for the program.** For example, "To preserve and restore a network of lands and waters for people and nature; to sustain the natural diversity, increase healthy recreational opportunities and enhance the agricultural productivity and economic vitality of the Bay Area" or "To preserve resource areas and farmland, ameliorate outward development expansion, and maintain rural character."
2. **Provide a regional competitive grant application and review process for projects.** Applicants should show how their project supports the goal of the grant program.
3. **Clearly establish types of eligible projects,** such as conservation planning, land acquisition, policy implementation, and improving agricultural vitality.
4. **Encourage collaboration** across counties and across sectors.

These funds **should be used for genuine conservation projects, not for maintenance of rural roads.** With the exception of this tiny \$5 million pilot program, the hundreds of millions of dollars of the OneBayArea grants are available to counties to spend flexibly, including on local street and road maintenance. Counties should plan to use the portion of their OneBayArea grants that can be spent anywhere in the county – including outside Priority Development Areas – to maintain their rural roads.

Using transportation funding to support land conservation makes sense. Far-flung development – usually on open space and farmland – means more spending on transportation infrastructure and more greenhouse gas emissions from driving. But development will continue to occur in these areas unless effective land conservation measures are in place. Therefore it is essential that the region invest in land conservation programs in order to meet our transportation cost and greenhouse gas emission goals.

The Bay Area's natural and agricultural lands provide a myriad of benefits to residents. Our natural lands provide clean drinking water, clean air, and protection from disasters like flooding, landslides, and climate change. Agricultural lands provide fresh, affordable

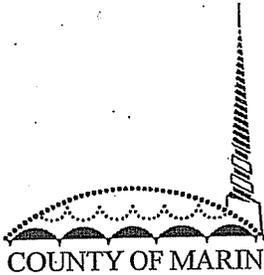
food from local farms and ranches, and Bay Area agriculture is a \$1.4 billion industry. Natural lands also contribute to the region's economic competitiveness. Open spaces rich with native plants and animals, accessible parks and trails to get to them, and a plethora of local food options contribute to a high quality of life. That quality of life attracts a talented workforce, encouraging businesses to locate and stay here.

It is imperative that we as a region invest in nurturing and growing our network of natural and agricultural lands to ensure they can continue to provide benefits to residents as the region grows. Done right, the conservation grant portion of the OneBayArea grant program can be an important step in that direction.

Sincerely,

A handwritten signature in black ink, appearing to read "Seth Adams". The signature is fluid and cursive, with a long horizontal stroke at the end.

Seth Adams
Director of Land Programs


 COUNTY OF MARIN

THE BOARD OF SUPERVISORS OF MARIN

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December 20, 2011

 Adrienne Tissier, Chair
 Metropolitan Transportation Commission
 101 Eighth Street
 Oakland, CA 94607

 Mark Green, President
 Association of Bay Area Governments
 101 Eighth Street
 Oakland, CA 94607

Subject: Comments on Proposed Bay Area Grant Program

Dear Ms. Tissier and Mr. Green:

Thank you for the opportunity to review the proposed One Bay Area Grant (OBAG) Program draft dated July 8, 2011.

Marin County recognizes the difficult challenges, with limited resources, in developing funding programs that provide resources for transportation needs in developing areas while also providing resources for our existing infrastructure. We request your consideration of the following changes to the grant program:

- County Share Formula. The existing formula developed in Cycle 1 which was based on population, lane mileage, shortfall and preventative maintenance supports the Fix it First premise and is preferred for funding. If consensus cannot be reached regarding this formula, we request that each County share In Cycle 2 not be less than the amount received in Cycle 1.
- We support the block grant approach with flexibility on project selection provided to our Congestion Management Agency, the Transportation Authority of Marin.
- 70% PDA minimum. We understand an alternative being considered is a 50% PDA minimum, and would support that for Cycle 2 over the 70% PDA minimum, since only 5% of federally eligible roadways are located in PDAs. We request further review of the 50% PDA minimum before the next Cycle.
- PDA project eligibility. We request that projects that serve or connect to a PDA be eligible.
- Priority Conservation Area Planning Pilot. We request that the program include investments in the preservation and safety of the rural road system, and that the Pilot be limited for purposes of demonstration to the four North Bay Counties for this Regional Transportation Program cycle.

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- Supportive local transportation and land use policies. We request more flexibility in meeting the spirit of these objectives by: modifying the Supportive Local Transportation and Land-Use Policies to separate distinct topics (specifically (a) and (d) contain two topics); provide for a programmatic approach to air quality/greenhouse gas reduction; provide for an adopted Complete Streets policy as an option to an update to the General Plan; and provide additional categories such as: adopted local sustainable community strategy, greenbelt policies, policies to conserve resource areas and farmland, urban growth boundaries, and an "other" category for local agencies to submit additional policies that meet the goal.
- Approved housing element. Allow approval by local jurisdiction rather than HCD.
- Transit Oriented Development funds. Provide for a Complete Streets approach includes eligibility for the resurfacing streets and roads to address the needs of vehicles, buses and bicyclists.

Sincerely,

A handwritten signature in black ink that reads "Susan L. Adams". The signature is written in a cursive, flowing style.

Susan L. Adams
President
Marin County Board of Supervisors