

Plan Bay Area

TO: Policy Advisory Council

DATE: April 4, 2012

FR: Alix Bockelman, Director Programming and Allocations

RE: Update on Proposed OneBayArea Grant — Cycle 2 STP/CMAO Funding

Background

Staff presented the initial OneBayArea Grant (OBAG) proposal to the MTC Planning Committee / ABAG Administrative Committee on July 8, 2011. At that meeting, the committee directed that staff release the proposal for public review. On January 13, 2012 staff recommended revisions to the OBAG proposal to the Joint Committee addressing comment letters and other concerns expressed by stakeholders, transportation agencies and local jurisdictions at various meetings (Bay Area Partnership working groups; Policy Advisory Council; ABAG Executive Board; ABAG Planning Committee; Regional Advisory Working Group, Regional Bicycle Working Group; and Plan Bay Area workshops). Committee memoranda and comment letters received to date can be viewed on the MTC website at <http://www.mtc.ca.gov/funding/onebayarea/>.

Additional OBAG Policy Program Revisions

At their January meeting, the Joint Planning / ABAG Administrative Committee members were generally supportive of the staff recommended revisions to the OBAG grant program and requested more clarity and adjustments which are outlined below as additional staff recommended revisions. Staff is also recommending to add one year to the OBAG funding cycle to address regional delivery, as described in item #1 below.

1. Add a Fourth Year of Funding to Cycle 2: Project sponsors and MTC staff are experiencing delivery challenges because of insufficient lead time for projects to go through the federal aid process. Sponsors need a minimum of 36 months, and ideally 48 months from the time of program adoption to proceed through the federal-aid process and deliver the projects especially for less traditional projects such as the Climate Initiatives and Safe Routes to School (SR2S) projects.

Recommended Revision: To ensure the region does not lose federal funds due to extended delivery timelines, staff is recommending adding a fourth year of funding to Cycle 2 / OBAG funding which allows the region to better manage the use of federal funds. This adds approximately \$70 million in funding that would go to CMAs for project selection. Funding to the regional programs also increases proportionately. Attachment 1 lays out the proposed new funding levels.

2. Increase Priority Development Area Flexibility: Staff had recommended that a project outside of a priority development area (PDA) count towards the required PDA minimum expenditure if it directly connects to or provides proximate access to a PDA. Further definition was requested.

Recommended revision: Rather than establishing a regional definition of "proximate access", staff recommends that the CMAs make the determination for projects to count toward the PDA minimum that are not otherwise geographically located within a PDA. CMAs would need to map projects and designate

which projects are considered to support a PDA along with policy justifications. This analysis would be subject to public review when the CMA board acts on OBAG programming decisions. This should allow decision makers, stakeholders, and the public to understand how an investment outside of a PDA is to be considered to support a PDA and to be credited towards the PDA investment minimum threshold requirements. MTC staff will evaluate and report to the Commission on how well this approach achieves the OBAG objectives prior to the next programming cycle. MTC staff has prepared illustrative examples of projects that may count toward the PDA minimum based on direct connection or proximate access (see Attachment 2).

3. North Bay Priority Conservation Areas Pilot Program: There were requests to allow other counties to participate in the pilot outside of the four North Bay counties and an extensive discussion about which priority conservation area components (i.e. farm to market transportation projects versus open space acquisition / access) should be eligible given the limited funds in this program.

Recommended revision: Implement this program as a regionally competitive program with first priority going to the North Bay counties of Marin, Napa, Solano, and Sonoma. Eligible projects would include planning, land/easement acquisition, open space access projects, and farm-to-market capital projects. Priority would be given to projects that can partner with state agencies, regional districts and private foundations to leverage outside funds, particularly for land acquisition and open space access. Funding leveraged by MTC and ABAG beyond the \$5 million program (not including sponsor-provided match) could grow the program budget and open up consideration of projects outside of the North Bay counties. Program guidelines will be developed over the next several months. Prior to the call for projects, a meeting will be held with stakeholders to discuss the program framework and project eligibility. The program guidelines will be approved by the Commission following those discussions. Note that tribal consultation for Plan Bay Area highlighted the need for CMAs in Sonoma and Marin to involve tribes in PCA planning and project delivery.

4. Affordable Housing Production and Preservation: Concerns were expressed that the proposed OBAG fund distribution at the county level does not explicitly recognize an individual jurisdiction's performance in producing affordable housing. Further, MTC was asked to consider specific requirements for local jurisdictions to adopt policies to encourage affordable housing production and preservation.

Recommended revision: MTC will expect CMAs to distribute funds at the county level in a way that balances a variety of objectives, including low-income housing production. The following three measures are intended to support CMA decisions related to low-income housing production and protection of affordable housing.

a) In order to facilitate a discussion among the constituent jurisdictions within a county as part of the project selection process, MTC is publishing data for each county, showing each jurisdiction's contribution to the county's fund distribution based on a formula which includes low-income housing factors (See Attachment 3). For future cycles, staff recommends that housing production data be revised to incorporate the most up-to-date jurisdiction information.

b) CMAs would be required to develop and approve a PDA Growth Strategy that addresses affordable housing strategies (see Attachment 4). The PDA Growth Strategy will be due to MTC and ABAG by October 2012. By that date, CMAs will have completed an inventory of affordable housing policies currently enacted by each local jurisdiction. By October 2013, CMAs would work with their respective jurisdictions to formulate affordable housing strategies and identify which, if any, policies/ordinances are recommended to promote and preserve affordable housing in PDAs. To support the CMAs and local

jurisdictions in these efforts, MTC and ABAG will coordinate with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011. Based on this information and recommendations in the PDA growth strategy, MTC would consider linking the release of future cycle funding (subsequent to FY 2015-16) on local progress to enact locally developed affordable housing policies. MTC expects the share of funding attributable to affordable housing production to increase in future cycles.

c) MTC and ABAG's PDA Planning Grant Program will place an emphasis on affordable housing production, and preservation in funding agreements with grantees.

5. Performance and Accountability: Staff had recommended streamlining the performance and accountability requirements in recognition of the considerable lead time required to implement these requirements as a condition for receiving OBAG funds. The two requirements due by July 1, 2013 are the Complete Streets Act of 2008 compliant general plan circulation element and a 2007-14 RHNA compliant general plan housing element approved by the California Department of Housing and Community Development (HCD). Some of the committee members reported that the time and resources involved for a general plan amendment made the Complete Streets Act deadline in many cases impractical; and others believed that HCD approval process in some cases can be very unpredictable.

Recommended revision: The following provides additional flexibility to jurisdictions to meet these requirements:

a) To be eligible for OBAG funds, a jurisdiction will need to address complete streets policies at the local level through the adoption of a complete streets ordinance no later than October 1, 2012. A jurisdiction can also meet this requirement by already having a general plan that complies with the Complete Streets Act of 2008 or by its adoption by the October 1, 2012 deadline. Staff will provide minimum requirements based on best practices for the ordinances.

b) A jurisdiction is required to have its general plan housing element adopted and approved by HCD for 2007-14 RHNA prior to July 1, 2013. If a jurisdiction submits its housing element to HCD on a timely basis but is facing obstacles in the HCD review process, a waiver may be given by the Joint MTC Planning/ABAG Administrative Committee based on a consideration of the circumstances involved.

6. Lessons Learned: MTC staff will report on the outcome of the CMA project selection process in late 2013. This information will include, but not be limited to, the following:

- Mix of project types selected;
- Projects funded within PDAs and outside of PDAs and how proximity and direct connections were used and justified through the county process;
- Complete streets elements that were funded;
- Adherence to the performance and accountability requirements; and
- Amount of funding to various jurisdictions and how this related to the distribution formula that includes population, RHNA housing allocations and housing production, as well as low-income housing factors.
- Public participation process

The CMAs will also be required to present their PDA Growth Strategy to the Joint MTC Planning/ABAG Administrative Committee in November or December 2012.

7. Safe Routes to School Regional Program: The committee discussed whether the funding for the MTC Safe Routes to School Program (SR2S) should be increased from \$10 million to \$17 million. In Cycle 1, \$15 million was made available to the counties by formula for a three-year period and \$2 million was directed to a regionally competitive Creative Grant Program.

Recommended revision: Staff recommends that the Regional Safe Routes to School Program be funded at \$5 million annually for the four-year period consistent with Cycle 1 but that the regionally competitive program be discontinued. In addition CMAs may choose to provide additional funds to the SR2S program through county OBAG investments.

8. Pavement Technical Assistance Program: The Local Streets and Roads Working Group requested additional funding to continue to carry out the Pavement Technical Assistance Program (PTAP).

Recommended revision: Staff recommends increasing the PTAP program funding level by \$4 million to a revised total of \$7 million. This funding level allows for the reinspection of the majority of each jurisdiction's local street and road network every other year which will result in updated asset management data needed to complete regional condition summaries and needs analyses for planning and programming purposes. In response to Tribal Consultation for Plan Bay Area, staff recommends that PTAP also be made available to assist tribes in conducting road condition inventories on tribal lands within the Bay Area.

Next Steps

The staff proposal has relied to date, on the current 2007-14 Regional Housing Needs Allocations (RHNA) for the proposed OBAG fund distribution. We intend to use the new RHNA 2014-2022 that will be available in May. Staff will revise the county level funding distribution, as appropriate, based on the new RHNA figures. In July, ABAG will finish its consideration of new PDA designation applications, and MTC staff will provide final PDA definitions and maps at that time.

After further discussions with stakeholders and working group committees, staff will prepare Final Cycle 2/OBAG Programming Policies for presentation to the Joint MTC Planning Committee/ABAG Administrative Committee in May and referral to the Commission for final approval. If approved, staff will start working on OBAG Program implementation in June.

Attachment 1

OneBayArea Proposal

New Act Cycle 2 Program

April 2012

Cycle 2 Funding Commitments

Program Categories (millions \$ - rounded)		4-Year Total	January 2012 Proposal	Augmentation	4-Year Total
Regional Program					
1	Regional Planning Activities	\$7	\$5	\$2	\$7
2	Regional Operations	\$105	\$74	\$31	\$105
3	Freeway Performance Initiative (FPI)	\$96	\$66	\$30	\$96
4	Pavement Technical Assistance Program (PTAP)	\$7	\$3	\$4	\$7
5	Priority Development Area (PDA) Plans	\$30	\$25	\$5	\$30
6	Climate Initiatives	\$20	\$10	\$10	\$20
7	Safe Routes To School (SR2S)	\$20	\$10	\$10	\$20
8	Transit Capital Rehabilitation	\$150	\$125	\$25	\$150
9	Transit Performance Initiative (TPI)	\$30	\$30		\$30
10	Priority Conservation Area (PCA)	\$5	\$5		\$5
Regional Program Total		\$470	\$558	\$117	\$470
					\$697

* Without Lifeline and transit payback which have been advanced and funded in Cycle 1

County Program		4-Year Total	January 2012 Proposal	Augmentation	4-Year Total
One Bay Area Grant (OBAG)					
1	Alameda	\$61			\$61
2	Contra Costa	\$16			\$16
3	Marin	\$10			\$10
4	Napa	\$7			\$7
5	San Francisco	\$39			\$39
6	San Mateo	\$25			\$25
7	Santa Clara	\$84			\$84
8	Solano	\$20			\$20
9	Sonoma	\$24			\$24
OBAG Total		\$320	\$250	\$70	\$320
					\$400
Cycle 2 Total Total		\$790	\$604	\$186	\$790

** Amounts may not total due to rounding

Attachment 2: Examples of Projects That Provide Proximate Access to a Priority Development Area

For illustration purposes, below are examples of projects outside of PDAs which may count towards OBAG minimum expenditures in PDAs, by providing proximate access to a PDA. The intention of these examples is to provide general guidance to CMAs in their discussions with their board, stakeholders, and the public about how to apply this definition.

Project Type	Eligible Examples
Road Rehabilitation Program	<ul style="list-style-type: none"> • A continuous street rehabilitation project that directly connects to a PDA. A road project in the geographic vicinity of a PDA which leads to a PDA. (Ygnacio Valley Road within Walnut Creek both inside and outside of the PDA)
Bicycle / Pedestrian Program	<ul style="list-style-type: none"> • A bicycle lane / facility that is integral to a planned bicycle network (i.e. gap closures) that leads to a PDA (Alto Tunnel in Mill Valley). • A bicycle / pedestrian project that directly connects to a PDA; or in the geographic vicinity of a PDA that leads to a PDA. (Entire Embarcadero Rd Bicycle Lanes alignment in the City of Palo Alto which crosses over the El Camino Real PDA. Georgia Street Corridor Bicycle Improvements in Vallejo, small portion in PDA)
Safe Routes to Schools	<ul style="list-style-type: none"> • A project outside of a PDA that encourages students that reside in a PDA to walk, bike, or carpool to school. (District wide outreach and safety programs)
County TLC Program	<ul style="list-style-type: none"> • For enhancement / streetscape elements, the following projects may be supportive of PDAs although outside of their limits: <ul style="list-style-type: none"> ○ PDA corridor gap closure (El Camino Real segments between PDAs in Sunnyvale and Santa Clara) ○ PDA connection to a nearby significant transit node (North Berkeley BART station to University Avenue PDA)

Attachment 3: OBAG Formula Factors and Distribution Within County
April 2012

County	Population		2007-2011 RHNA			1999-2006 Housing Production		
	2010 Population	County Share	Very Low Income Units	Mid Income Share	Mid Income Units	Very Low Units	Mid Income Share	Mid Income Units
ALAMEDA COUNTY								
Alameda	73,812	4.9%	819	6.8%	7,046	336	6.7%	952
Albany	18,539	1.2%	107	0.6%	776	45	0.3%	160
Berkeley	112,580	7.5%	652	4.3%	4,131	496	9.3%	1,269
Dublin	46,036	3.0%	1,753	9.3%	1,330	506	10.1%	3,832
Emeryville	10,980	0.7%	360	2.0%	1,437	107	3.7%	777
Fremont	214,089	14.2%	2,435	12.2%	3,301	503	10.0%	2,971
Hayward	144,186	9.5%	1,251	7.1%	3,192	57	1.1%	2,607
Livermore	80,968	5.4%	1,690	9.0%	3,104	161	9.2%	3,746
Newark	42,573	2.8%	117	0.4%	869	0	0.0%	310
Oakland	390,724	25.9%	8,990	24.2%	13,629	1,900	25.8%	7,733
Piedmont	10,667	0.7%	139	0.5%	49	0	0.0%	9
Pleasanton	70,285	4.7%	1,004	6.2%	2,777	530	10.5%	491
San Leandro	84,950	5.6%	596	3.4%	1,630	108	2.1%	470
Union City	69,516	4.6%	852	5.1%	1,974	232	4.6%	1,452
Alameda County Unincorporated	141,266	9.4%	1,876	9.0%	2,437	303	6.0%	1,878
ALAMEDA TOTAL:	1,510,271	100.0%	17,633	100.0%	44,937	5,034	100.0%	31,356

CONTRA COSTA COUNTY								
Antioch	102,372	9.8%	885	7.9%	2,282	838	13.2%	4,459
Brentwood	51,481	4.9%	1,132	10.6%	2,705	614	9.7%	4,075
Clayton	10,897	1.0%	384	3.4%	1,513	84	1.3%	319
Concord	124,067	11.6%	1,065	9.8%	3,043	286	4.5%	2,819
Danville	42,039	4.0%	126	1.0%	583	14	0.2%	231
El Cerrito	23,549	2.2%	132	1.1%	431	3	0.1%	185
Hercules	24,080	2.3%	217	2.0%	1,518	164	2.6%	1,092
Lafayette	23,893	2.3%	190	1.6%	1,611	17	0.3%	194
Martinez	35,824	3.4%	127	1.0%	1,060	0	0.0%	424
Moraga	16,016	1.5%	120	1.1%	330	21	0.3%	86
Oakley	35,432	3.4%	139	1.1%	775	461	7.3%	1,208
Orinda	17,643	1.7%	110	0.9%	318	0	0.0%	157
Pinole	18,390	1.8%	132	1.1%	329	40	0.6%	172
Pittsburg	63,264	6.0%	545	5.0%	1,777	620	9.9%	2,513
Pleasant Hill	33,152	3.2%	295	2.6%	1,338	184	2.6%	714
Richmond	103,701	9.9%	750	6.7%	2,226	1,293	20.4%	2,229
San Pablo	29,139	2.8%	60	0.5%	498	284	4.5%	494
San Ramon	72,148	6.9%	1,889	17.4%	3,463	564	8.9%	4,447
Walnut Creek	64,173	6.1%	1,188	10.8%	1,958	179	2.8%	1,477
Contra Costa County Unincorporated	199,785	15.2%	1,413	12.6%	3,988	342	5.2%	5,326
CONTRA COSTA TOTAL:	1,049,025	100.0%	10,897	100.0%	27,072	6,332	100.0%	32,319

MARIN COUNTY								
Belvedere	2,068	0.8%	9	0.5%	17	0	0.0%	9
Corte Madera	9,253	3.7%	104	1.6%	244	0	0.0%	99
Fairfax	7,441	2.9%	31	1.9%	106	0	0.0%	48
Larkspur	11,926	4.7%	145	3.0%	382	43	1.0%	33
Mill Valley	13,903	5.5%	176	3.6%	491	97	2.6%	170
Novato	51,904	20.6%	446	24.1%	1,241	824	20.4%	2,582
Ross	2,415	1.0%	14	0.8%	27	0	0.0%	21
San Anselmo	12,336	4.9%	141	3.4%	193	0	0.0%	70
San Rafael	57,713	22.9%	469	25.4%	1,409	112	3.8%	1,184
Sausalito	7,061	2.8%	75	3.1%	166	22	1.7%	74
Tiburon	8,962	3.6%	157	3.8%	317	7	0.5%	151
Marin County Unincorporated	67,427	26.7%	320	17.3%	723	204	15.9%	752
MARIN TOTAL:	252,409	100.0%	1,847	100.0%	4,882	1,279	100.0%	4,951

NAPA COUNTY								
American Canyon	19,454	14.3%	285	10.6%	728	174	21.3%	1,323
Callstoga	5,155	3.8%	26	1.9%	94	18	2.9%	78
Napa	76,915	56.4%	761	62.1%	2,071	528	64.6%	2,397
St. Helena	5,814	4.3%	61	3.3%	121	20	2.4%	134
Yountville	2,933	2.1%	31	2.1%	87	2	0.3%	67
Napa County Unincorporated	26,243	19.2%	297	20.4%	631	75	9.2%	244
NAPA TOTAL:	136,484	100.0%	1,453	100.0%	3,205	817	100.0%	4,233

SAN FRANCISCO COUNTY								
SAN FRANCISCO TOTAL:	805,235	100.0%	12,124	100.0%	31,193	5,304	100.0%	17,439

Attachment 3: OBAG Formula Factors and Distribution Within County
 April 2012

County	Population		2007-2011 RHNA				1999-2006 Housing Production			
	2007 Population	Intra-County %	Very Low Income Units	Low Income Units	Mid Income Units	High Income Units	Very Low Income Units	Low Income Units	Mid Income Units	High Income Units
SAN MATEO COUNTY										
Atherton	6,914	1.0%	0	0.0%	0	0.0%	0	0.0%	5	0.1%
Belmont	26,835	3.6%	158	0.6%	309	1.2%	1	0.0%	317	3.4%
Brisbane	4,282	0.6%	0	0.0%	101	0.4%	0	0.0%	108	1.2%
Burlingame	28,806	4.0%	275	1.0%	0	0.0%	0	0.0%	104	1.1%
Colma	1,792	0.2%	0	0.0%	65	0.2%	73	0.8%	74	0.8%
Daly City	181,123	24.1%	1,577	6.0%	1,207	4.7%	33	0.1%	416	4.5%
East Palo Alto	28,155	3.9%	21	0.1%	630	2.3%	313	3.4%	719	7.7%
Foster City	30,867	4.3%	69	0.3%	486	1.8%	88	0.9%	533	5.7%
Half Moon Bay	11,324	1.6%	100	0.9%	276	1.0%	100	1.1%	356	3.8%
Hillsborough	10,825	1.5%	34	0.3%	66	0.2%	33	0.4%	64	0.7%
Menlo Park	32,626	4.5%	389	1.2%	993	3.7%	0	0.0%	219	2.3%
Millbrae	21,539	3.0%	17	0.1%	412	1.5%	0	0.0%	262	2.8%
Pacifica	37,234	5.2%	100	0.3%	225	0.8%	10	0.1%	779	8.3%
Portola Valley	4,353	0.6%	0	0.0%	74	0.3%	15	0.2%	61	0.7%
Redwood City	76,815	10.7%	770	2.8%	1,856	6.9%	106	1.2%	463	5.0%
San Bruno	41,114	5.7%	387	0.9%	974	3.6%	275	3.0%	378	4.1%
San Carlos	28,406	4.0%	231	0.8%	640	2.3%	0	0.0%	308	3.3%
San Mateo	97,207	13.5%	1,195	4.4%	3,061	11.4%	210	2.3%	1,774	19.1%
South San Francisco	63,632	8.9%	644	2.4%	1,631	6.0%	192	2.1%	1,310	14.1%
Woodside	15,287	2.1%	17	0.1%	41	0.1%	0	0.0%	41	0.4%
San Mateo County Unincorporated	61,222	8.5%	590	2.1%	1,506	5.5%	81	0.9%	1,680	18.1%
SAN MATEO TOTAL:	718,451	100.0%	5,169	100.0%	15,738	100.0%	1,468	100.0%	9,286	100.0%
SANTA CLARA COUNTY										
Campbell	89,349	2.2%	321	0.4%	697	0.8%	37	0.3%	617	1.3%
Cupertino	58,302	3.3%	570	1.0%	1,170	2.0%	48	0.4%	1,339	2.3%
Gilroy	48,824	2.7%	531	1.1%	1,013	2.1%	166	1.2%	2,577	5.3%
Los Altos	28,976	1.6%	163	0.6%	317	1.1%	40	0.3%	261	0.9%
Los Altos Hills	7,922	0.4%	31	0.4%	61	0.8%	31	0.3%	83	1.0%
Los Gatos	29,413	1.7%	264	1.1%	562	1.9%	86	0.7%	402	1.4%
Milpitas	66,790	3.7%	110	0.2%	2,417	4.1%	701	5.7%	3,318	6.8%
Monte Sereno	3,341	0.2%	22	0.7%	41	1.2%	19	0.6%	76	2.3%
Morgan Hill	37,882	2.1%	666	1.8%	1,312	3.5%	556	4.6%	2,335	4.8%
Mountain View	74,066	4.2%	959	1.3%	2,999	4.1%	123	1.0%	1,484	3.0%
Palo Alto	64,403	3.6%	1,233	1.9%	2,860	4.4%	344	2.8%	1,397	2.9%
San Jose	945,942	53.1%	13,074	55.0%	34,771	137.8%	8,301	67.9%	26,114	53.4%
Santa Clara	116,468	6.5%	2,307	3.9%	5,823	9.7%	758	6.2%	3,763	9.7%
Saratoga	29,926	1.7%	158	0.5%	292	1.0%	81	0.5%	539	1.1%
Sunnyvale	140,081	7.9%	1,781	2.6%	4,426	7.3%	112	0.9%	1,167	4.4%
Santa Clara County Unincorporated	89,960	5.0%	445	0.7%	1,090	1.8%	493	4.0%	1,421	2.9%
SANTA CLARA TOTAL:	1,781,642	100.0%	28,445	100.0%	76,938	100.0%	12,217	100.0%	48,893	100.0%
SOLANO COUNTY										
Benicia	26,997	6.5%	246	0.9%	332	1.2%	182	0.9%	413	2.7%
Dixon	18,351	4.4%	285	1.6%	728	4.0%	70	0.4%	1,017	6.6%
Fairfield	105,321	25.5%	1,465	2.0%	3,786	2.9%	249	1.2%	3,012	24.7%
Rio Vista	7,360	1.8%	69	0.9%	219	3.0%	39	2.0%	181	2.4%
Suisun City	28,111	6.8%	292	1.0%	610	2.2%	80	0.4%	1,004	6.5%
Vacaville	92,428	22.4%	1,220	1.6%	2,901	3.8%	778	3.9%	4,106	28.5%
Vallejo	115,942	28.0%	1,123	1.5%	3,100	2.3%	553	2.8%	2,965	19.2%
Solano County Unincorporated	18,834	4.6%	172	0.6%	499	3.0%	71	0.3%	427	2.8%
SOLANO TOTAL:	413,344	100.0%	5,034	100.0%	12,985	100.0%	1,962	100.0%	15,335	100.0%
SONOMA COUNTY										
Cloverdale	8,618	1.8%	132	1.5%	17	0.2%	163	3.2%	423	2.3%
Cotati	7,265	1.5%	103	1.4%	287	3.9%	114	2.2%	520	7.1%
Healdsburg	11,254	2.3%	19	0.2%	81	0.9%	188	3.7%	516	3.8%
Petaluma	57,941	12.0%	874	1.5%	945	1.6%	451	8.8%	1,144	6.3%
Rohnert Park	40,971	8.5%	60	0.1%	854	1.5%	260	4.9%	2,124	11.7%
Santa Rosa	167,815	34.7%	1,916	1.6%	6,534	7.9%	1,929	8.7%	6,544	42.0%
Sebastopol	7,379	1.5%	60	0.8%	176	2.4%	5	0.1%	121	0.7%
Sonoma	10,648	2.2%	128	1.2%	359	3.3%	179	3.8%	884	3.8%
Windsor	26,801	5.5%	378	1.4%	1,119	8.6%	332	6.5%	1,881	10.3%
Sonoma County Unincorporated	145,186	30.0%	936	1.9%	7,264	10.0%	989	19.4%	3,142	17.3%
SONOMA TOTAL:	483,878	100.0%	5,398	100.0%	13,659	100.0%	5,110	100.0%	18,209	100.0%
Bay Area Total	7,150,739	100.0%	85,940	100.0%	214,500	100.0%	39,513	100.0%	182,121	100.0%

Attachment 4

PDA Growth Strategy

The purpose of a PDA Growth Strategy is to ensure that each CMA's transportation investments will support and encourage development in the region's PDAs. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. CMAs should incorporate necessary planning, infrastructure and funding for PDAs, as described below:

(1) Engagement with Local Jurisdictions – CMAs are to develop a process to regularly engage local planners, public works staff and encourage community participation throughout the planning process and in determining implementation priorities.

(2) Planning - Review existing plans and participate in new planning work¹

- Review adopted land use plans - Specific, precise, or community plans for PDAs (or general plans with adopted transit-supportive zoning), particularly those with programmatic EIRs, contain details about circulation and access, pedestrian guidelines, parking and other development-related standards that can help to determine appropriate investments. These plans have undergone significant community involvement and have been adopted by Planning Commissions & City Councils.
- Take an inventory of transportation, infrastructure and implementation sections in land use plans for jurisdiction priorities and cost estimates for transportation infrastructure projects that serve or provide proximate access to PDAs. These may include streetscapes, bike-pedestrian, transit and road improvements, transit station improvements, connectivity projects and transportation demand management projects, including parking structures. For any TOD parking structure project, it is strongly recommended that a cost/benefit analysis be conducted using pricing, unbundling/cash-out, shared parking, shuttles and other locally appropriate TDM strategies to ensure it is built at an appropriate scale and well-managed.
- Inventory jurisdiction affordable housing policies, strategies, zoning and ordinances designed to encourage affordable housing production and/or preserve existing affordable housing. The three broad objectives for the housing policies are to promote housing production overall, ensure that housing units (planned and built) are balanced across income levels, and to avoid displacement of existing residents of the PDAs.

The policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently does not provide for a mix of income-levels, the policies should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, the policies should be aimed at community stabilization.

Starting in October 2013 and for subsequent updates, PDA Growth Strategies will assess existing and future affordable housing needs and make appropriate recommendations to fill gaps in local policies to achieve these goals. This analysis will be coordinated with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

- Review ABAG/MTC PDA Assessment results for details about PDA infrastructure needs and priorities²
- Consider non-transportation infrastructure projects, such as sewer and utility upgrades or site assembly/land banking, as they are often a necessary prerequisite for TOD development projects in PDAs. Facilitate funding exchanges (federal for local dollars) when possible to address these funding gaps.

¹ MTC & ABAG staff are available to assist with the review and inventory of adopted land use plans

² In 2009, MTC/ABAG staff conducted an assessment of planned PDAs and their future development needs. Jurisdictions were asked to estimate infrastructure needs and associated costs.

- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Assist MTC and ABAG staff with oversight to ensure that regional policies are addressed in PDA plans.
- Help develop protocols with MTC, ABAG and Air District staff to assess emissions, as well as related mitigation strategies, as part of regional PDA Planning Program.
- Potential PDAs that do not have adopted plans, call on regional agency staff to assist in the identification of planning and future transportation infrastructure needs.

(3) Funding - Develop guidelines for evaluating OBAG projects that improve multi-modal transportation connections to housing, jobs and commercial activity, considering the following criteria:

- **Projects in High Impact Areas** - Assessment of the project area in which a project is located should be a key component for investment consideration. Key factors defining high impact project areas include:
 - a. Housing – PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA income allocations,
 - b. Jobs in proximity to housing and transit (both current levels and those included in the SCS),
 - c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
 - d. Consistency with regional TLC design guidelines or design that encourages multi-modal access: http://www.mtc.ca.gov/planning/smart_growth/tlc/2009_TLC_Design_Guidelines.pdf
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC see: <http://geocommons.com/maps/110983>
- **PDAs with affordable housing preservation and creation strategies** – favorably consider projects in jurisdictions with affordable housing preservation and creation strategies or policies
- **PDAs that overlap with Air District CARE Communities and/or are in proximity to freight transport infrastructure** - Consider projects located in PDAs with highest exposure to PM and Toxic Air Contaminants. Employ best management practices to mitigate exposure and determine where non-motorized investments would best support additional housing production.

II) RHNA Coordination - Given the OBAG connection to RHNA:

- Monitor development of Housing Elements/zoning updates supportive of RHNA.

Process/Timeline

CMAs/MTC amend current funding agreements with PDA Growth Strategy, tasks/language	Spring 2012
OBAG adopted by MTC	May 23, 2012
Updated CMA agreements ready for signature	July 1, 2012
CMAs develop PDA Growth Strategy	May - October 2012
PDA Growth Strategy Presentations by CMAs to Joint MTC Planning and ABAG Administrative Committee	November 2012 – December 2012
CMAs program OBAG funds	May 2012 – April 2013
CMAs amend PDA Growth Strategy to incorporate follow-up to local affordable housing policies	October 2013
CMAs submit annual progress reports related to PDA Growth Strategies, including status of jurisdiction progress on development/adoption of housing elements and complete streets ordinances.	October 2013, Ongoing

RAFT **Bay Area**

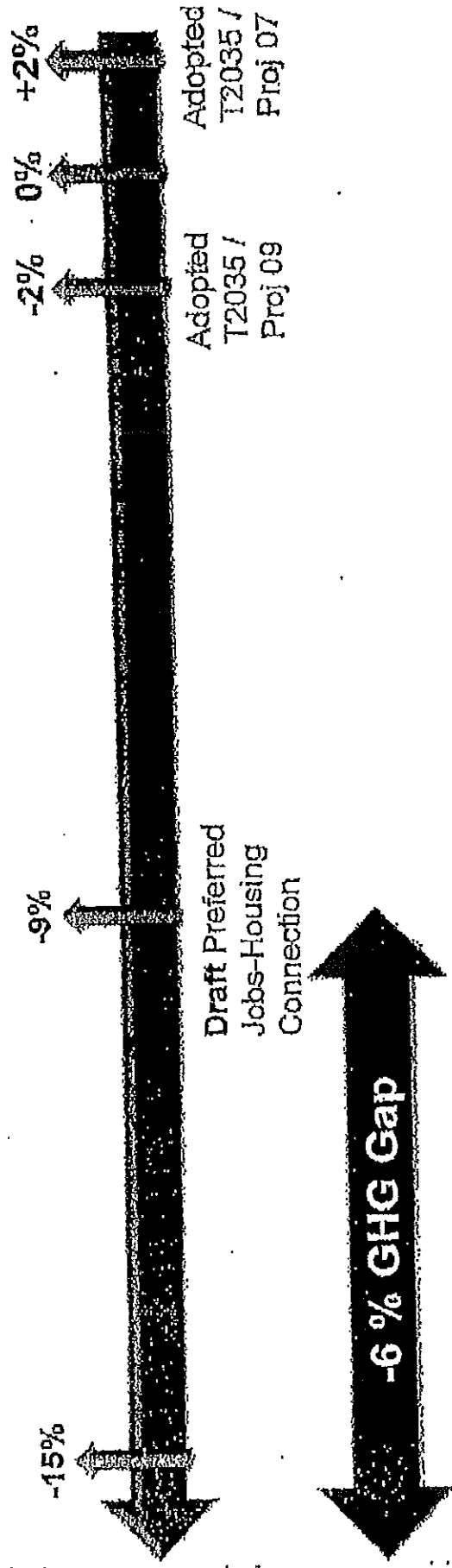
Draft Transportation Investment Strategy

April 13, 2012

Excerpts

April 18, 2012
Authority Meeting
Handout
Agenda Item 4.B.6

GHG Emission Reductions Update - 2035

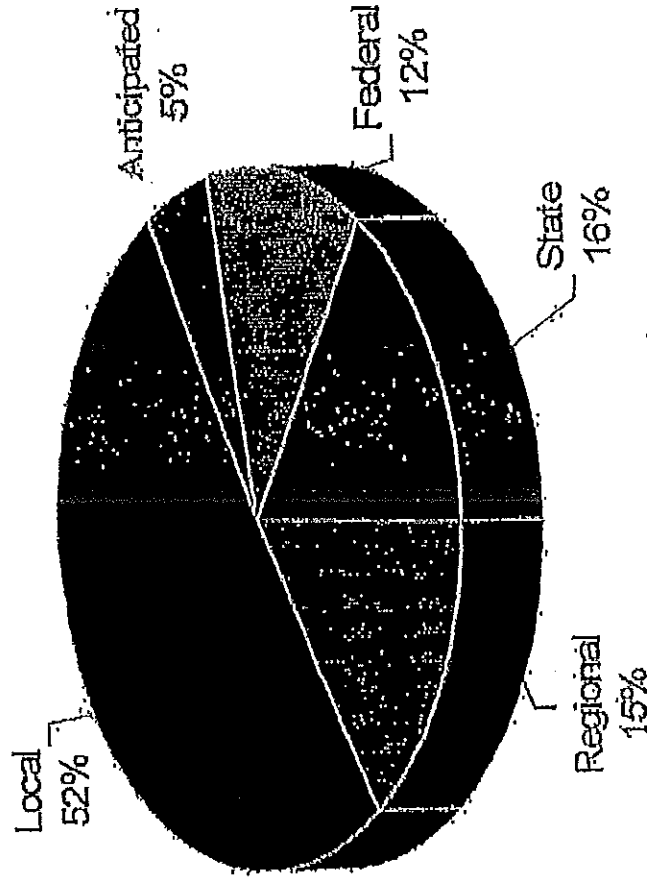


- Bay Area's target for 2020 (-7 %) is achieved
- Planned transportation projects have a marginal effect on GHG emissions
 - Operations & Maintenance
 - Cost: \$242 B (88%)
 - GHG: Underpins GHG reductions from land use strategy
 - Capacity-Increasing Projects
 - Cost: \$35 B (12%)
 - GHG: regional effects vary slightly by mode and by project

Revenue Forecasts Plan Bay Area 28-Year Revenues - \$277 Billion*

- Committed Revenue - \$186 B
- Conditioned Discretionary -
\$35 B
 - \$34 B (97%) to Transit Operating
and Maintenance
 - \$1 B (3%) to Other
- Revenues Available for Trade-
Offs - \$56 B
- Total - \$277 B

Total Revenue by Source

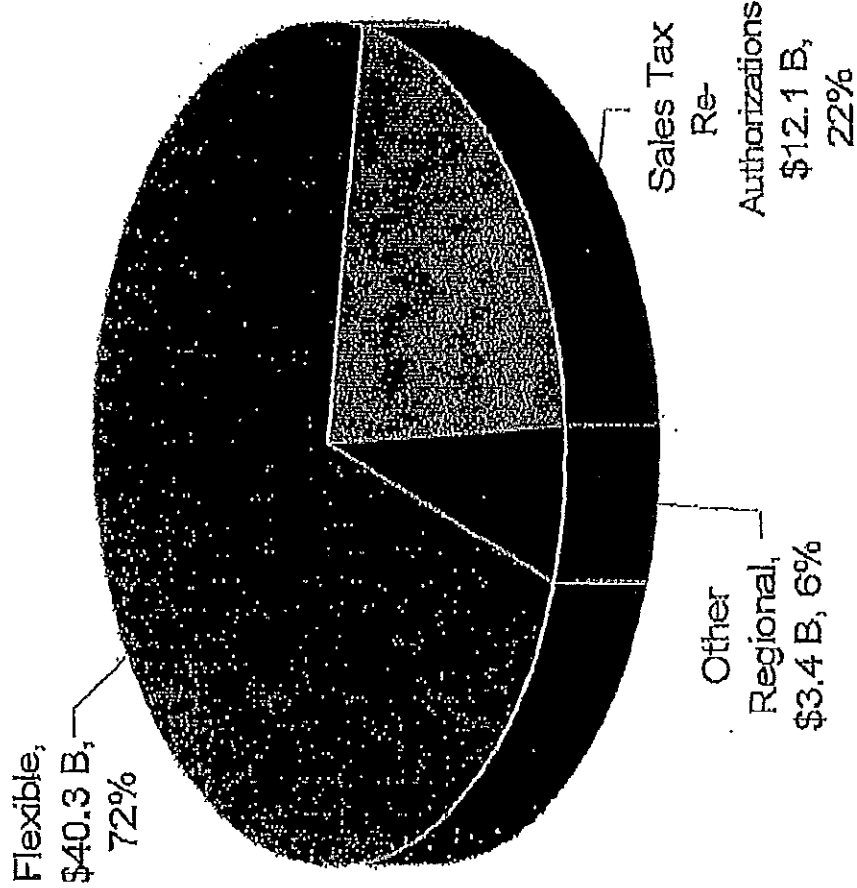


*represents an \$11 billion increase from February (\$9 billion for regional and Santa Clara express lanes and \$2 billion for San Francisco cordon pricing).

BayArea
PLAN

Revenue Forecasts Plan Bay Area Revenue Available for Trade-Offs - \$56 Billion

Trade-Off Revenue by Source



Category	\$ Billions, YOES
Flexible	8.6
STP & CMAQ	7.4
Regional CMAQ	3.1
Anticipated	14.0
New & Small Starts	2.5
New Bridge Tolls	2.7
Survival	4.0
Other Regional	\$3.4
STP & CMAQ	9.8
TFCA & AB 434	0.1
High Speed Rail	2.5
<i>Subtotal</i>	<i>\$3.4</i>
Sales Tax Re-Authorization	\$12.1
Sales Tax	1.2
State	1.1

Investment Strategy #1:

Two Investment Options - Option A



Climate Policy Initiatives: Clean Vehicles/Smart Driving Emphasis

Policy Initiative	Cost (in millions of YOES)	Per-Capita CO ₂ Emissions Reductions (2035)
Electric Vehicle Acceleration	\$240	-1%
• Regional Public Charger Network		
Vehicle Buy-Back & Plug-In or Electric Vehicles Purchase Incentives	\$180	-1%
Car Sharing	\$4	-1%
• For Profit and Non-Profit Car Sharing (includes clean vehicle car sharing)		
• Peer-to-Peer Car Sharing (includes clean vehicle car sharing)	\$6	-1%
Vanpool Incentives		
Clean Vehicles Feebate Program	\$25 for admin costs	-1%
Smart Driving Strategy	\$230	-2%
• Tire Pressure Cap Rebate Program		
• In-vehicle Fuel Economy Meters Rebate Program		
• Education Campaign		
Total	\$685	-7%

Investment Strategy #1:

Two Investment Options – Option B

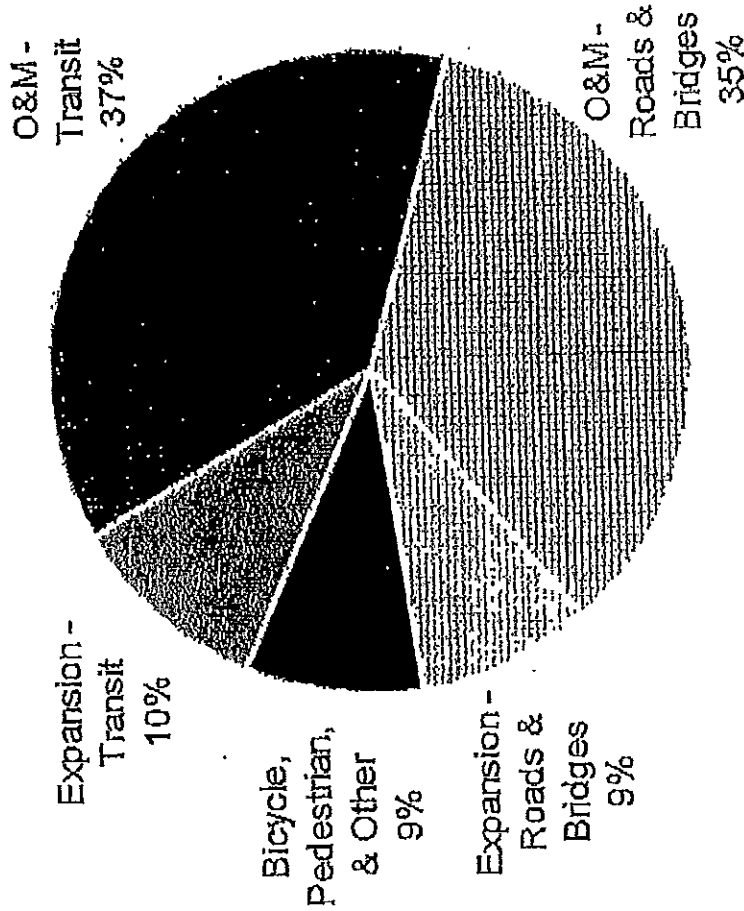
Climate Policy Initiatives: Fuel Efficiency Emphasis



Policy Initiative	Cost (in millions of YOES)	Per-Capita CO ₂ Emissions Reductions (2035)
55 mph Speed Limit on Bay Area Freeways	\$250	-6%
Smart Driving Strategy		
• Tire Pressure Cap Rebate Program	\$230	-2%
• In-vehicle Fuel Economy Meters Rebate Program		
• Education Campaign		
Total	\$480	-8%

Trade-Off Summary

Proposed Trade-Off Expenditure by Function

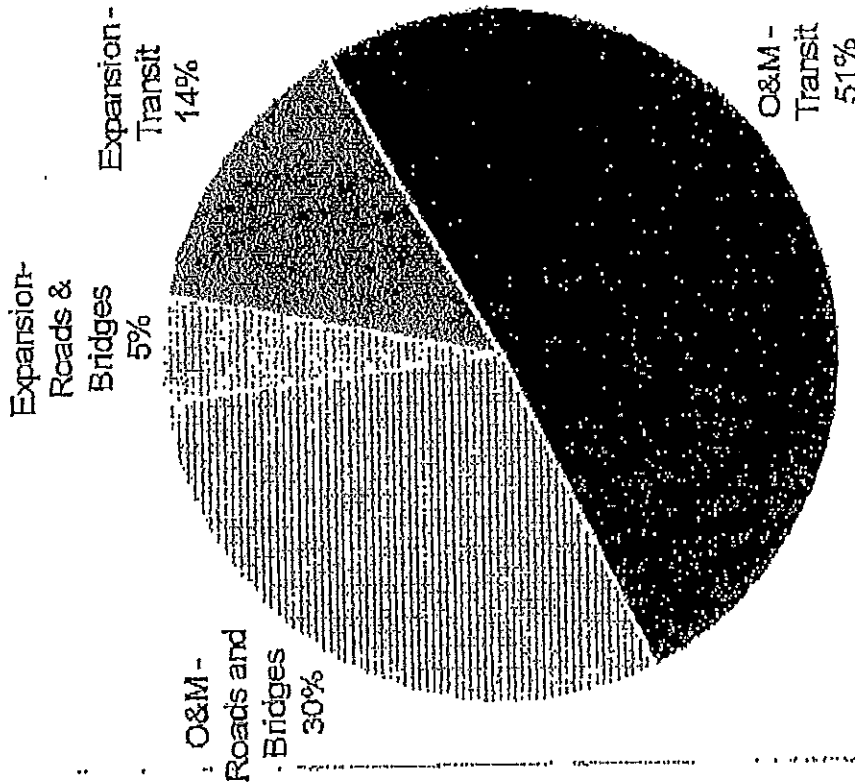


- Proposed Trade-Off Expenditures: \$56 B
- 72% directed to Maintenance & Operations
- 47% directed to Public Transit

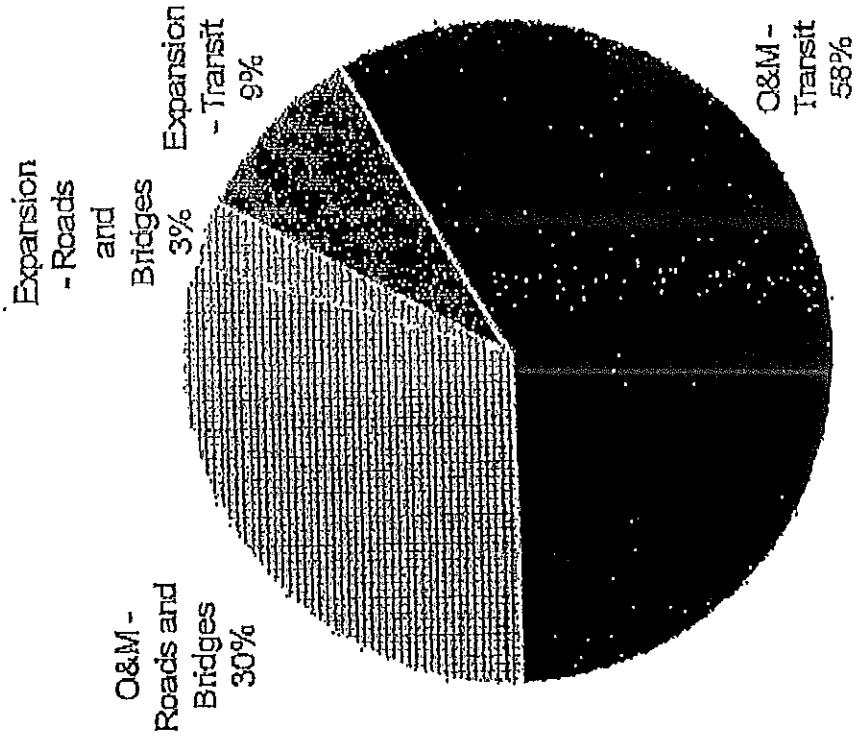
BayArea
Plan

Plan Bay Area Summary

T2035 by Function - \$218 B



Plan Bay Area by Function - \$277 B



See detail in Appendices 1-3

Next Steps

- Seek ABAG / MTC approval on preferred land use / transportation strategy on May 17
- Present alternatives to be evaluated in Plan Bay Area EIR on June 8
- Release draft Plan Bay Area and EIR in December 2012
- Adopt final Plan Bay Area and certify final EIR in April 2013

