

San Mateo County Priority Development Area (PDA) Investment & Growth Strategy

May 2014



This page intentionally left blank.

**San Mateo County Priority Development Area (PDA)
Investment & Growth Strategy**

I. Introduction	1
Annual Update of the PDA Investment & Growth Strategy	1
Report Organization	2
II. Background	3
Plan Bay Area.....	3
Plan Bay Area Investment Strategy.....	4
Implementation of the PDA Investment & Growth Strategy	5
III. San Mateo County Priority Development Areas.....	7
Projected Growth.....	9
Development Context.....	9
Regional Housing Need Allocation Process.....	10
Housing Production and Policies.....	13
Affordable Housing Policies	14
Development Feasibility and Readiness	17
Assessment of the San Mateo County PDAs.....	17
IV. Ongoing Countywide Efforts towards PDA Growth	19
Vision for PDA Growth	19
Strategies and Efforts to Encourage PDA Growth.....	19
Funding.....	20
Planning.....	20
Partnerships	22
Policy.....	23
V. Transportation Investments.....	25
OneBayArea Grant (OBAG) Program	25
San Mateo County OBAG Programs and Projects	26
Local PDA Planning Program.....	29
Identifying Ongoing and Future Transportation Projects within PDAs.....	29
Appendix A: Profiles of San Mateo County PDAs	31
Appendix B: ABAG Growth Projections for San Mateo County, 2010-2040	37

Appendix C: Housing Production of Jurisdictions in San Mateo County, 2007-2013	39
Appendix D: Recent PDA Planning Efforts	43
Appendix E: C/CAG OneBayArea Grant (OBAG) Call for Projects Guidelines	45
Appendix F: San Mateo County OneBayArea Grant (OBAG) Projects	49

I. Introduction

The San Mateo County Priority Development Area (PDA) Investment & Growth Strategy was prepared by the City/County Association of Governments of San Mateo County (C/CAG) in accordance with the requirements of Metropolitan Transportation Commission (MTC) Resolution 4035, Appendix A-6. Resolution 4035 requires that each County Congestion Management Agency (CMA) in the nine-county San Francisco Bay Area develop a PDA Investment & Growth Strategy to guide transportation investments in support of growth in the region's PDAs. PDAs are locally-identified areas near existing or planned transit service that are planned to accommodate the majority of the region's projected growth in housing and jobs over the next three decades. These areas play a key role in the region's Sustainable Communities Strategy, which seeks to coordinate future land uses with transportation investments to reduce greenhouse gas emissions.

The primary objectives of the San Mateo County PDA Investment & Growth Strategy are to:

- Provide background on the 17 PDAs in San Mateo County;
- Track the progress of local jurisdictions in meeting the housing objectives established through their adopted Housing Elements and the Regional Housing Need Allocation (RHNA) process;
- Document ongoing transportation and land use planning efforts throughout the county to further growth and development in the PDAs; and
- Establish a framework to inform local PDA funding programs and the evaluation of OneBayArea Grant (OBAG) projects that support multi-modal transportation priorities based on connections to housing, jobs, and commercial activity.

Annual Update of the PDA Investment & Growth Strategy

The C/CAG Board of Directors approved the initial San Mateo County PDA Investment & Growth Strategy in May 2013. MTC Resolution 4035 requires that CMAs update their growth strategies on an annual basis to assess changes in local jurisdiction housing production and, where appropriate, to assist local jurisdictions in implementing policy changes to facilitate achieving housing targets set through the RHNA process. This update of the San Mateo County PDA Investment & Growth Strategy provides new information on the housing production and policies of local jurisdictions in the county. Additionally, the document has been updated and reorganized based on feedback from staff of the Association of Bay Area Governments (ABAG).

In updating the growth strategy, C/CAG staff consulted with planners from the 21 jurisdictions in the county and compiled information from a number of local and countywide planning efforts. Activities include:

- Reviewing local jurisdictions' Housing Elements and Annual Element Progress Reports;

- Reviewing local and countywide plans and studies, such as specific plans, community-based transportation plans, and reports produced by the Grand Boulevard Initiative;
- Conducting PDA site visits in Fall 2013 with MTC and ABAG; and
- Consulting local planners across the county about housing production and policies.

The updated San Mateo County PDA Investment & Growth Strategy will be reviewed by several advisory bodies. Staff will present the San Mateo County PDA Investment & Growth Strategy to the 21 Elements Technical Advisory Committee on April 10, the C/CAG Congestion Management Program Technical Advisory Committee on April 17, and the C/CAG Congestion Management and Environmental Quality Committee on April 28 for review and feedback.

Report Organization

The San Mateo County PDA Investment & Growth Strategy is organized into four sections.

- The **Background** section provides background on the region's Sustainable Communities Strategy and implementation of the PDA Investment & Growth Strategy;
- The **San Mateo County Priority Development Areas** section describes the 17 PDAs in San Mateo County and provides an update on local jurisdiction housing production and policies;
- The **Ongoing Countywide Efforts towards PDA Growth** section provides an overview of ongoing efforts to support growth in the San Mateo County PDAs; and
- The **Transportation Investments** section provides an overview of transportation investments administered by C/CAG, highlighting the OBAG program and other local funding programs designed to support growth and development in the PDAs.

II. Background

According to projections from the Association of Bay Area Governments (ABAG), the San Francisco Bay Area is expected to experience significant population, employment, and housing growth over the next three decades. By 2040, the population of the Bay Area is projected to top nine million. This represents a 30 percent increase from the seven million Bay Area residents in 2010. San Mateo County is projected to absorb a portion of the region’s growth, with an estimated 186,000 people, 100,000 jobs, and 55,000 housing units arriving in the county by 2040. Table 1 provides an overview of ABAG’s growth projections for San Mateo County.

Table 1: San Mateo County Population, Employment, and Housing Projections, 2010-2040

	2010	2040	Growth 2010-2040	% Change 2010-2040
Population	718,450	904,430	185,980	26%
Employment	345,200	445,080	99,880	29%
Households	257,840	315,090	57,250	22%
Housing Units	271,030	326,070	55,040	20%

Source: Plan Bay Area Final Forecast of Jobs, Population, and Housing (2013)

Plan Bay Area

Priority Development Areas (PDAs) are projected to accommodate approximately two-thirds of the expected growth across the region and play a key role in the implementation of Plan Bay Area, which is the regional Sustainable Communities Strategy that was jointly developed by ABAG and the Metropolitan Transportation Commission (MTC). The effort to produce Plan Bay Area grew out of Senate Bill 375 (SB 375), the California Sustainable Communities and Climate Protection Act of 2008, which required each of the state’s 18 metropolitan areas to prepare a Sustainable Communities Strategy to reduce greenhouse gas emissions and promote compact, mixed-use commercial and residential development. ABAG and MTC began developing the plan in 2010, and the final Plan Bay Area, which includes the 2040 Regional Transportation Plan, was approved by the ABAG Executive Board and MTC in July 2013.

To meet the goals of SB 375, Plan Bay Area encourages focused growth in the region’s PDAs, which are transit-served neighborhoods that are identified by local jurisdictions throughout the region as appropriate places to concentrate future growth and development. These neighborhoods provide opportunities for the development of pedestrian-friendly “complete communities” where transit, jobs, schools, services, and recreation are conveniently located near people’s homes. Focusing growth in the PDAs also enables regional housing needs to be addressed in a way that supports transit ridership.

The PDAs across the region represent many types of places, from regional centers to neighborhood commercial nodes. The concept for these areas originated in the regional FOCUS program that ABAG initiated in 2006 to promote a more compact land use pattern for the Bay

Area. During the development of the regional Sustainable Communities Strategy, the PDA framework was adopted as the foundation for identifying areas of future growth in the plan’s preferred land use scenario.

Plan Bay Area also identifies Priority Conservation Areas (PCAs) throughout the region as a key part of its implementation framework. These are regionally significant open spaces for which there exists broad consensus for long-term protection, but which also face near-term pressure for development. The PCAs and PDAs complement one another; promoting compact development within PDAs reduces pressure to develop the region’s open space and agricultural lands.

The two key performance targets of Plan Bay Area are to reduce the region’s per capita greenhouse gas emissions from cars and light-duty trucks by 15 percent by 2040 and to house 100 percent of the region’s projected population growth by income level. Also adopted in the plan are several other voluntary performance targets in the areas of healthy and safe communities, open space and agricultural preservation, equitable access, economic vitality, and transportation system effectiveness.

Plan Bay Area Investment Strategy

Plan Bay Area forecasts \$292 billion in revenues from federal, state, regional, and local sources to support improvements to the regional transportation system over the 28-year life of the plan. Of this total, \$232 billion was considered “committed” to existing purposes (i.e. designated by law for a specific purpose or reserved by action of a governing board, a voter-approved expenditure plan, etc.), and \$60 billion was considered “discretionary” and available to support the plan’s land use and transportation investment strategy. Table 2 provides an overview of the investment strategy for the \$292 billion in expected revenues over the life of the plan.

Table 2: Plan Bay Area Investments by Function (in billions of year of expenditure dollars)

Function	Committed	Discretionary	Total
Transit: Maintain Existing System	\$139	\$20	\$159
Road and Bridge: Maintain Existing System	\$69	\$25	\$94
Transit: Expansion	\$13	\$8	\$21
Road and Bridge: Expansion	\$11	\$4	\$15
Cap and Trade Reserve	\$0	\$3	\$3
Total	\$232	\$60	\$292

Source: Plan Bay Area (2013)

Of the \$60 billion in discretionary funds forecasted over the life of the plan, \$14 billion is designated to support focused growth in the region’s PDAs. MTC allocated \$320 million of these funds over the first four years of the plan to the nine County Congestion Management Agencies (CMAs) in the region to administer the OneBayArea Grant (OBAG) program. The OBAG program is designed to reward jurisdictions that focus housing growth in PDAs and provides funding for a range of transportation improvement projects, including Transportation for Livable

Communities, bicycle and pedestrian improvements, local streets and road preservation, and planning activities.

OBAG funds are allocated to the CMAs based on population, past housing production, and future housing commitments, with additional weighting to acknowledge local jurisdiction efforts to produce low-income housing. For FY 12/13 through FY 15/16, the OBAG funding that the City/County Association of Governments of San Mateo County (C/CAG) administers on behalf of MTC and distributes to local jurisdictions is approximately \$23 million. This funding is limited in how it can be spent by federal guidelines and the regional restrictions that MTC places on the funding through MTC Resolution 4035.

Table 3 provides further detail on Plan Bay Area’s investment strategy for the \$60 billion in projected discretionary funds over the 28-year life of the plan.

Table 3: Plan Bay Area Investment Strategy Summary - Discretionary Revenues (in billions of year of expenditure dollars)

Strategy	Investment	% of Total
1. Maintain the Existing System	\$15	25%
2. Build Next Generation Transit	\$7	12%
3. Boost Freeway and Transit Efficiency	\$4	7%
4. Support Focused Growth – OBAG	\$14	23%
5. County Investment Priorities	\$16	27%
6. Protect our Climate	< \$1	1%
7. Reserve	\$3	5%
Total	\$60	100%

Source: Plan Bay Area (2013)

Implementation of the PDA Investment & Growth Strategy

As the designated CMA for San Mateo County, C/CAG functions as the county’s transportation planning and funding agency, distributing state and federal funds for transportation at the local level based upon the rules and regulations established by the source of the funds. Through countywide planning efforts such as the Congestion Management Program, the San Mateo County Bicycle and Pedestrian Plan, and the PDA Investment & Growth Strategy, C/CAG also establishes standards and policies to guide transportation improvements across the county.

Successful implementation of the PDA Investment & Growth Strategy will require the assistance of several partners.

- **San Mateo County Planning Directors/Staff.** C/CAG will utilize Planning Directors and staff from all 21 jurisdictions in the county on an as needed basis to distribute information, consult, and solicit feedback on the PDA Investment & Growth Strategy.
- **C/CAG Standing Committees.** C/CAG utilizes a Congestion Management Program Technical Advisory Committee (TAC) and Congestion Management and Environmental

Quality (CMEQ) Committee to review and vet program policies and criteria. Staff will draw on these committees as forums to review future updates to the San Mateo County PDA Investment & Growth Strategy and to engage our member agencies on the development and progress of the PDA Investment & Growth Strategy over time.

- **San Mateo County Department of Housing.** C/CAG will collaborate with the San Mateo County Department of Housing throughout the life of the PDA Investment & Growth Strategy on housing strategies, policies, and implementation countywide.
- **Local Transportation Agencies.** C/CAG will continue to coordinate with transportation agencies in the county and across the region, including, but not limited to, the San Mateo County Transit District (SamTrans), Caltrain, the San Mateo County Transportation Authority, the Peninsula Traffic Congestion Relief Alliance, and MTC. The strategy of focusing transportation investments in the PDAs is expected to grow the demand for transit service in the county, and these transportation agencies and providers will be key partners in preparing to accommodate growth.

Given that the funding sources administered by C/CAG require a nexus to transportation, the agency has limited influence on the actual development and build out of the PDAs in the county. State and federal transportation funds cannot be used to address all of a local jurisdiction's needs in regards to PDA growth and development. Meeting the projected growth in the county will depend on a combination of supportive land use policies at the local level, favorable market conditions, available public resources, and local support for development.

The authority to establish land use and housing policies that directly impact growth and development in the PDAs rests with the 21 local jurisdictions in the county. C/CAG recognizes and respects this local control. Considering that San Mateo County is home to the largest number of local jurisdictions in the region, different policies for development may be necessary and appropriate in different parts of the county.

The development and investment community must also be ready, willing, and able. Given that market conditions vary across the county, development in the PDAs may be uneven and incremental. The San Mateo County PDA Investment & Growth Strategy provides a framework to guide the distribution of state and federal transportation funds in support of growth in the PDAs in the county. However, it may take a number of years for these investments to show returns, as there may be a multi-year difference in the adoption of supportive policies by local jurisdictions, the allocation of transportation funds to projects, the construction of projects, and the impacts of these projects to development decisions.

III. San Mateo County Priority Development Areas

There are 17 Priority Development Areas (PDAs) in 14 of the 21 local jurisdictions in San Mateo County. Most are located on or near the El Camino Real corridor, which is a 43-mile state highway that extends the length of the San Francisco Peninsula from Daly City in the north to San Jose in the south. The 17 PDAs were identified by local jurisdictions in the county, who submitted applications to the Association of Bay Area Governments (ABAG) for the PDA designation, and characterized into several different place types based on their existing conditions and future expectations. These place types range from high intensity City Centers to moderate intensity Transit Neighborhoods and Town Centers. Table 4 provides definitions of the types of PDAs in San Mateo County.

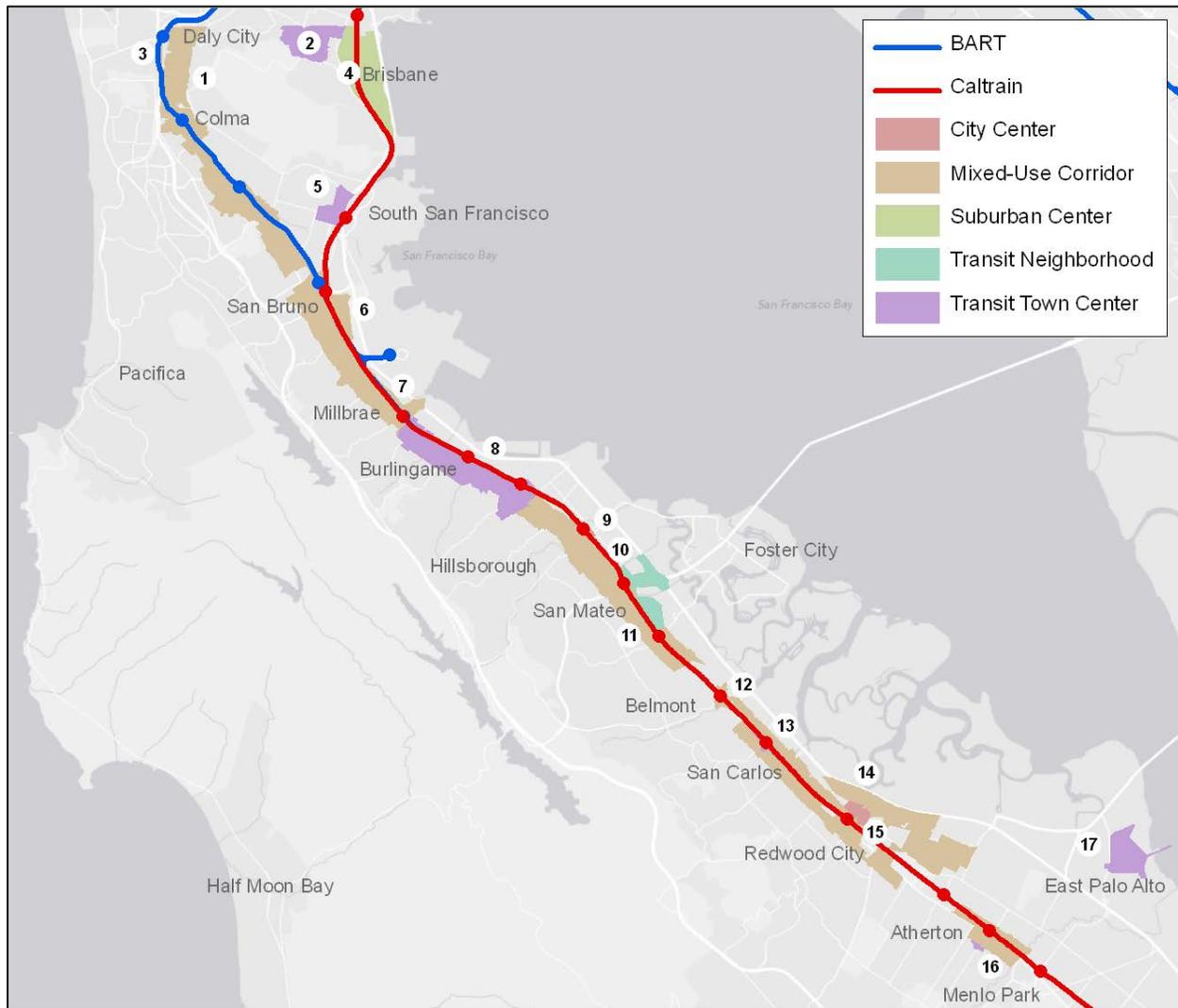
Table 4: Place Types of the Priority Development Areas in San Mateo County

Place Type	Description
High Intensity	
City Center	Sub-regional center of economic and cultural activity with some regional destinations. Served by frequent dedicated regional transit with connections to frequent sub-regional and local service.
Medium Intensity	
Mixed-Use Corridor	Focus of local community and economic activity for areas without a distinct center. Served by sub-regional transit (in some cases dedicated) and local transit.
Suburban Center	Sub-regional center of economic activity with local amenities in traditionally suburban areas, with some sub-regional destinations. Served by dedicated regional transit with strong connections to sub-regional and local service.
Moderate Intensity	
Transit Town Center	Local center of economic and cultural activity with a range of housing options and local amenities. Served by dedicated regional or sub-regional transit with strong connections to local transit.
Transit Neighborhood	Residential neighborhoods with a variety of housing options, local retail, and services. Served by dedicated regional or sub-regional transit, with some connections to local transit.

Source: Plan Bay Area Jobs-Housing Connection Strategy (2012)

Most of the PDAs in the county are classified as Mixed-Use Corridors or Transit Town Centers that are preparing for moderate or medium intensity growth. Figure 1 below shows the location and geographic boundaries of the 17 PDAs in San Mateo County, highlighting their place type designations and location in relation to BART and Caltrain service.

Figure 1: Map of the Priority Development Areas in San Mateo County



- | | |
|---|--|
| 1 Multi-City El Camino Real PDA | 10 San Mateo: Rail Corridor |
| 2 Daly City: Bayshore | 11 San Mateo: El Camino Real |
| 3 Daly City: Mission Street Corridor | 12 Belmont: Villages of Belmont |
| 4 Brisbane: San Francisco/San Mateo Bi-County Area | 13 San Carlos: Railroad Corridor |
| 5 South San Francisco: Downtown | 14 Redwood City: Broadway/Veterans Boulevard Corridor |
| 6 San Bruno: Transit Corridors | 15 Redwood City: Downtown |
| 7 Millbrae: Transit Station Area | 16 Menlo Park: El Camino Real Corridor and Downtown |
| 8 Burlingame: Burlingame El Camino Real | 17 East Palo Alto: Ravenswood |
| 9 San Mateo: Downtown | |

Source: Association of Bay Area Governments Plan Bay Area Priority Development Areas (2013)

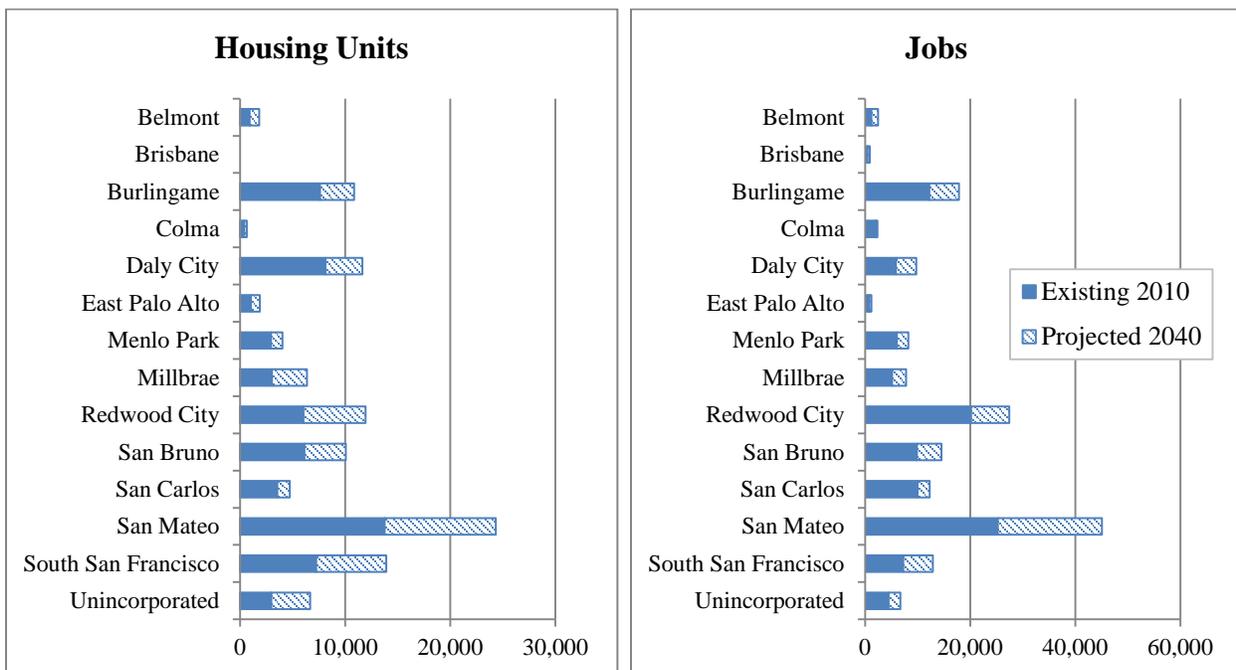
Note: The map does not reflect any PDA boundary revisions that have been submitted to ABAG since the adoption of Plan Bay Area.

Appendix A provides a brief description of each of the 17 PDAs in San Mateo County. These descriptions provide an overview of existing conditions and highlight recent planning efforts.

Projected Growth

Although the PDAs in San Mateo County span a diverse range of neighborhoods and communities, all are planning for growth over the next three decades. Reflecting the region’s focused approach toward development, despite comprising only a small portion of the county’s overall land area, the 17 PDAs are expected to carry nearly 70 percent of the county’s projected housing growth from 2010 to 2040. Figure 2 provides an overview of the projected growth in housing units and jobs in the PDAs by jurisdiction.

Figure 2: Projected Growth in Housing Units and Jobs in the PDAs in San Mateo County by Jurisdiction, 2010-2040



Source: Plan Bay Area Final Forecast of Jobs, Population, and Housing (2013)

Note: Figure includes estimates for the projected growth in housing units and jobs in local PDAs that overlap with the Multi-City El Camino Real PDA.

Redwood City and the City of San Mateo in particular are expected to see significant growth from 2010 to 2040. Home to the county’s two City Center PDAs, both jurisdictions rank among the top cities in the region in terms of their projected growth in housing units and jobs. Redwood City allows the highest densities for new development in the county, while San Mateo has significant acreage in PDAs. Appendix B provides further details on ABAG’s growth projections for the county’s 17 PDAs and 21 jurisdictions.

Development Context

The environment in San Mateo County is generally characterized by planners and the development community alike as one in which development is difficult to realize. The bayside is considered to be relatively built out, and throughout the county, housing needs and job growth are expected to be accommodated primarily through infill development. The El Camino Real

corridor is championed as the clear vision for growth in the Peninsula by the Grand Boulevard Initiative (GBI), which is a voluntary, regional collaboration of cities, counties, and advocates that share a vision of transformation for the corridor. At present, however, the corridor remains largely auto-oriented with long stretches of low-density retail development, numerous surface parking lots, and limited pedestrian and bicycle facilities.

Even in jurisdictions considered to be development-ready, some communities are opposed to infill and increased densities. Along El Camino Real, developers have faced opposition to projects due to congestion associated with higher densities or building heights that are considered to be too high. Additional challenges to development acknowledged in recent planning efforts throughout the county include limited land availability, small and irregularly shaped parcels, fragmented site ownership, aging infrastructure, and community opposition to particular types of development. The dissolution of redevelopment agencies in 2012 also eliminated a tool that local jurisdictions had used to assemble sites for redevelopment. Across the county, these challenges have resulted in relatively small and incremental gains in regards to housing production.

The severe shortage of workforce housing in the county that has resulted from years of slow housing growth and rapid economic development partly explains the county's rank as one of the most expensive counties in the nation in regards to housing costs. Indeed, a 2014 study conducted by the National Low Income Housing Coalition found San Mateo County to be tied first, along with San Francisco and Marin counties, as the least affordable county for renting at fair market value in the country.

The lack of affordable housing for all income levels is a persistent challenge in the county and across the region. According to Plan Bay Area, employers throughout the region cite the historic imbalances in the Bay Area housing market as one of the most difficult aspects of recruiting and retaining high-quality employees. The problem of finding housing within a reasonable commute time from work is particularly acute for low-income workers, who the San Mateo County Department of Housing projects to make up 40 percent of the new jobs in the county over the coming decade. If more housing affordable to all income levels is not made available locally, an increasing number of workers will commute into the county from other parts of the region, which will exacerbate existing congestion and air quality issues throughout the county.

Regional Housing Need Allocation Process

The state requires local jurisdictions to plan for their share of the state's housing need for people of all income levels through the Regional Housing Need Allocation (RHNA) process. This is the process by which each community in the state is assigned its "fair share" of the state's housing need for an eight-year period. Once it receives its RHNA, each local jurisdiction must update the Housing Element of its General Plan to show how it plans to meet the housing needs in its community. The Housing Element identifies housing opportunity sites and specific programs and policies to ensure that existing and future housing needs in the community are met.

The RHNA process typically consists of two steps. First, the California Department of Housing and Community Development (HCD) determines the total housing need for each region in the state. Second, as the Council of Governments for the San Francisco Bay Area, ABAG distributes this need to local jurisdictions in the region and identifies the share of each jurisdiction’s distribution by income level. Income levels range from very low to above moderate and are defined in relation to the area median income (AMI) in each county.¹ The number of housing units in each income level that a jurisdiction is allocated is based on a regional formula that aims to reduce concentrations of poverty and increase the mix of housing types among cities and counties equitably.

For the past two RHNA cycles, San Mateo County has formed a local sub-RHNA and distributed its allocation among the 21 jurisdictions in the county. This practice began in 2005, when C/CAG worked with ABAG and local state representatives to pass legislation that provided delegated authority for jurisdictions within a county to self-administer distribution of quotas for RHNA. The sub-RHNA process enabled the jurisdictions in the county to work together to establish a countywide housing needs allocation methodology that was acceptable to staff and elected officials in each of the 21 local jurisdictions. In the most notable example of this local customization, the Town of Woodside and Redwood City moved their shared municipal boundary to facilitate permitting and construction of permanently affordable housing for staff at Cañada Community College and adjusted their respective housing need allocations accordingly.

Table 5 on the following page provides an overview of the RHNA numbers for San Mateo County for the past two cycles by jurisdiction and income level.

21 Elements – San Mateo County Housing Element Update Kit

In partnership with the San Mateo County Department of Housing, C/CAG sponsors the 21 Elements, also known as the San Mateo County Housing Element Update Kit, to help local jurisdictions prepare updates to their Housing Elements. The 21 Elements is a collaborative project made up of all 21 local jurisdictions in the county, along with partner agencies and stakeholder organizations, to encourage and assist with the production and certification of high quality Housing Elements. The group is staffed by a consultant and provides a unique forum for sharing resources, successful strategies, and best practices in regards to addressing housing needs throughout the county.

Prior to the 2014-2022 RHNA cycle, staff of the 21 Elements group successfully negotiated with HCD to enable streamlined processing of certified Housing Elements conforming to certain standards. It is anticipated that the 21 Elements group will significantly streamline the update process and reduce local jurisdiction costs, as 21 Elements staff will carry a substantial portion of the requisite workload at a relatively nominal shared cost.

¹ For 2014, HCD estimated the AMI for San Mateo County to be \$103,000.

Table 5: San Mateo County Final RHNA for 2007-2014 and 2014-2022

	2007-2014 RHNA					2014-2022 RHNA				
	Very Low 0-50% AMI	Low 51-80% AMI	Moderate 81-120% AMI	Above Moderate 120%+ AMI	Total	Very Low 0-50% AMI	Low 51-80% AMI	Moderate 81-120% AMI	Above Moderate 120%+ AMI	Total
Atherton	19	14	16	34	83	35	26	29	3	93
Belmont	91	65	77	166	399	116	63	67	222	468
Brisbane	91	66	77	167	401	25	13	15	30	83
Burlingame	148	107	125	270	650	276	144	155	288	863
Colma	15	11	13	26	65	20	8	9	22	59
Daly City	275	198	233	501	1,207	400	188	221	541	1,350
East Palo Alto	144	103	122	261	630	64	54	83	266	467
Foster City	111	80	94	201	486	148	87	76	119	430
Half Moon Bay	63	45	53	115	276	52	31	36	121	240
Hillsborough	20	14	16	36	86	32	17	21	21	91
Menlo Park	226	163	192	412	993	233	129	143	150	655
Millbrae	103	74	87	188	452	193	101	112	257	663
Pacifica	63	45	53	114	275	121	68	70	154	413
Portola Valley	17	12	14	31	74	21	15	15	13	64
Redwood City	422	304	358	772	1,856	706	429	502	1,152	2,789
San Bruno	222	160	188	403	973	358	161	205	431	1,155
San Carlos	137	98	116	248	599	195	107	111	183	596
San Mateo	695	500	589	1,267	3,051	859	469	530	1,242	3,100
South San Francisco	373	268	315	679	1,635	565	281	313	705	1,864
Unincorporated	343	247	291	625	1,506	153	103	102	555	913
Woodside	10	7	8	16	41	23	13	15	11	62
Total	3,554	2,504	3,142	6,538	15,738	4,595	2,507	2,830	6,486	16,418

Source: ABAG San Francisco Bay Area Housing Needs Plan 2007-2014 (2008); ABAG Regional Housing Need Plan for the San Francisco Bay Area: 2014-2022 (2013)

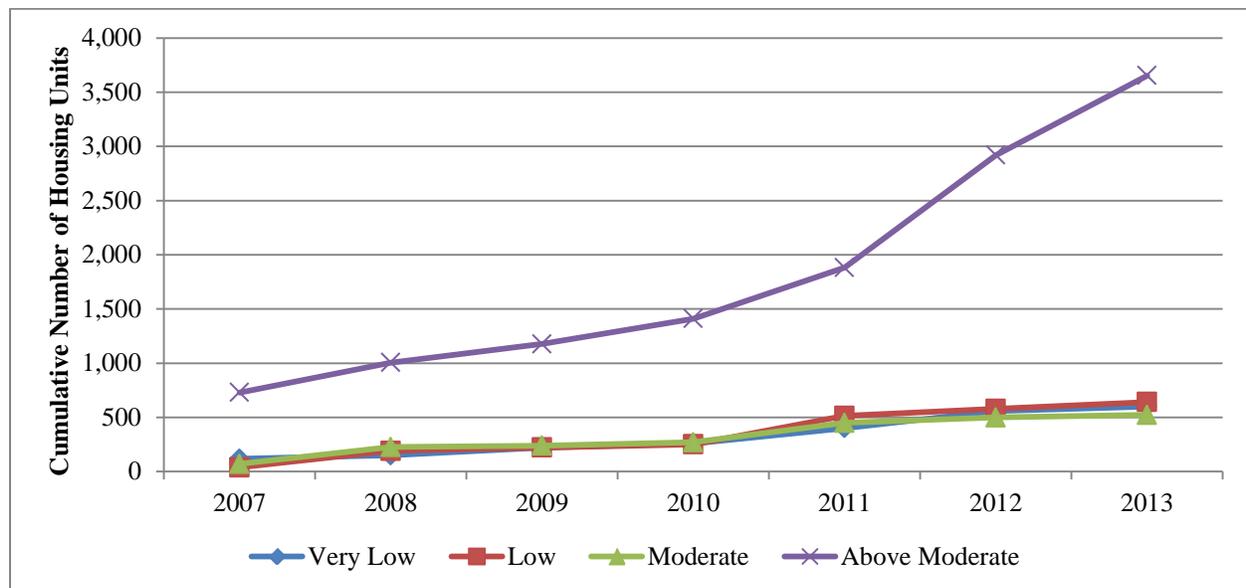
As of June 2013, all 21 jurisdictions in San Mateo County had adopted Housing Elements for the 2007-2014 RHNA cycle and had these plans certified by HCD. Local jurisdictions are currently in the process of preparing updated Housing Elements for the 2014-2022 RHNA cycle. These documents are targeted for adoption in early 2015.

Housing Production and Policies

Metropolitan Transportation Commission (MTC) Resolution 4035, Appendix A-6 requires that PDA growth strategies assess local jurisdiction efforts to approve sufficient housing for all income levels through the RHNA process and, where appropriate, to assist local jurisdictions in implementing local policy changes to facilitate achieving these goals. Staff obtained information on housing production and policies throughout the county from the Annual Progress Reports that local jurisdictions complete and submit to HCD on a yearly basis. These reports provide an update on the progress that local jurisdictions have made towards the goals and objectives of their Housing Elements. Staff followed-up with each local jurisdiction to confirm the data documented in these reports in April 2014.

Figure 3 provides an overview of the number of housing units permitted or constructed in San Mateo County from 2007 to 2013 by income level based on the data gathered by C/CAG staff. Appendix C provides detailed housing production numbers for each jurisdiction in the county.

Figure 3: Housing Production of Jurisdictions in San Mateo County, 2007-2013



Source: Annual Element Progress Reports to HCD (2014)

The available data show that local jurisdictions in the county have made incremental progress in meeting their RHNA targets for the 2007-2014 cycle. This is not surprising; the recent recession and crash in the housing market meant that few housing units were constructed during the first several years of the cycle. Many jurisdictions issued very few permits for housing, or none at all for affordable housing.

Given the existing challenges to development in the county, it may take some time for the housing growth anticipated by ABAG to materialize. In the short-term, the available data on housing production may show few patterns of success or only incremental growth. In some cities, the lack of growth may reflect an absence of developer interest or public resources. In others, where the housing market may be more attractive, the lack of growth may suggest a need for additional zoning or entitlements to permit new development.

Through the Housing Element update process, local jurisdictions plan programs and policies to address their local housing need. The 21 Elements collaborative plays a key role in facilitating this process. Examples of supportive programs and policies documented in local jurisdiction Housing Elements include streamlined permitting processes, flexible design standards, and local density bonus ordinances. Local density bonus ordinances, for example, permit developers to build more than what is currently allowed under existing zoning regulations in exchange for a public benefit, such as affordable housing.

Specific plans are another tool that jurisdictions use to facilitate development. These are comprehensive planning documents that regulate land use and zoning for a particular area within a city. Specific plans provide developers with additional certainty in the permitting process by reducing the potential for public battles over projects in the plan area. Public engagement and debate over the extent of development within the plan area occur during the process to prepare the plan. Particular development projects are then reviewed against the adopted plan, and the environmental review for these projects can be streamlined and tiered off the environmental documents developed for the plan. In recent years, several jurisdictions have undertaken these kinds of planning efforts to help facilitate development. Appendix D provides an overview of recent planning efforts completed within the last 10 years in the PDAs in San Mateo County.

Supportive transportation policies and investments can also play a key role in the success of housing development in the PDAs. Reduced parking requirements can support smaller-scale infill development, and transportation demand management (TDM) policies to mitigate the traffic impacts of new developments can help alleviate community concerns around increased congestion. Additionally, the redesign of the Caltrain stations and station areas in Transit Neighborhoods and Transit Town Centers like San Bruno and South San Francisco is strongly tied to the potential for new transit-oriented development in those areas.

Affordable Housing Policies

While development and increased investment in the PDAs can bring much-needed benefits to local neighborhoods, they can also result in market-driven displacement of lower-income residents due to rising rents and the conversion of rental units to condominiums. In the long-term, increasing the supply of housing will help to address the lack of affordable housing for all income levels in the county. However, tremendous construction activity would be needed to reduce housing prices to levels that would be affordable to low-income families. Given that low-income workers are projected to comprise 40 percent of the new workers in the county in the

next decade, in the short-term, policies and strategies to produce and preserve housing that is accessible to low- and moderate-income households may be beneficial.

Staff reviewed local jurisdictions' Housing Elements, surveyed local planners, and examined other available information from ABAG to understand existing policies designed to support the production and preservation of affordable housing in San Mateo County. This high level assessment revealed that cities vary in their policies and strategies to address affordable housing. These policies can be broadly divided into several categories: anti-displacement policies, affordable housing production, local funding sources, and site and building regulations. Table 6 on the following page provides an overview of the affordable housing policies and strategies in place in the 21 jurisdictions in the county.

The table shows that nearly all cities in the county have policies in place for addressing affordable housing. Most frequently, these policies are density bonuses or processes for streamlining the permitting of second units, both of which are required under state law. Additionally, the table demonstrates that more than two-thirds of the jurisdictions in the county have embraced some form of inclusionary zoning. Inclusionary policies require housing developers to provide a percentage of affordable housing on site, pay an in-lieu fee, or meet other conditions for compliance. Across the county, the inclusionary policies adopted by local jurisdictions vary primarily in regards to the percentage of affordable units and depth of affordability that housing developers are required to provide.

With the elimination of redevelopment agencies in the state and the prohibition of rental inclusionary zoning through the decision of the state court in the recent *Palmer/Fifth St. Properties v. City of Los Angeles* case, cities have looked to new sources of funding to support affordable housing. Housing or commercial linkage impact fees, which require new construction to contribute to a fund to support affordable housing, are potential sources of funds. To enact an impact fee, cities must first conduct a nexus study that demonstrates the relationship between new housing or jobs and the need for affordable housing in the community. Based on recent court cases, cities with inclusionary zoning may also want to conduct a nexus study to help support the requirements of their ordinance against potential legal challenges.

The 21 Elements group is currently coordinating an affordable housing impact fee nexus study for all 21 jurisdictions in the county. This innovative and collaborative approach will save local jurisdictions in the county both time and money, as they will not need to hire their own consultant to conduct the requisite analysis. The nexus study will document the permissible and recommended fee levels for each jurisdiction in the county for both residential and commercial development. These fee levels will be unique for each city, based on local conditions, and set so as to not discourage development. At present, 14 of the 21 jurisdictions in the county have agreed to participate in and pay for the study.

Table 6: Affordable Housing Policies and Strategies

	Anti-Displacement Policies	Condominium Conversion Ordinance	Just Cause Evictions	Rent Stabilization	Rehabilitation Program	Other Preservation Strategies	Affordable Housing Production Strategies	Density Bonuses	Inclusionary/Below Market Rate Housing Policy	Housing Overlay Zone	Local Funding Sources	Housing Impact Fee/ In-Lieu Fees for Inclusionary Policy	Commercial Linkage Fee	Site and Building Regulations	Land Banking/Parcel Assembly	Flexible Design Standards	Reduced Parking Requirements	Streamlined Permitting Process	Second Units		
Atherton																				X	
Belmont		X			X			X							X						X
Brisbane		X						X	X						X	X					X
Burlingame		X						X	X								X				X
Colma								X	X			X					X	X			X
Daly City									X			X			X	X	X	X			X
East Palo Alto		X	X	X				X	X			X			X		X				X
Foster City		X			X	X		X	X	X						X	X	X	X		X
Half Moon Bay								X	X			X				X		X			X
Hillsborough								X								X	X				X
Menlo Park		X				X		X	X	X		X	X			X	X	X	X		X
Millbrae		X						X								X	X	X			X
Pacifica		X		X				X	X			X									X
Portola Valley									X			X									X
Redwood City					X			X								X	X	X			X
San Bruno								X	X			X					X				X
San Carlos								X	X			X			X			X			X
San Mateo		X						X	X			X			X	X					X
South San Francisco		X			X			X	X						X	X	X				X
Unincorporated		X			X			X	X			X			X						X
Woodside																					X

Source: Local jurisdiction Housing Elements 2007-2014 and Annual Element Progress Reports to HCD

Development Feasibility and Readiness

Local planners and city officials in the county have questioned the ability of their jurisdictions to accommodate the significant growth in housing and jobs projected by ABAG. Indeed, during the PDA site visits conducted in fall 2013, several planners acknowledged that even with the build out of their PDAs at the maximum densities allowed by recently adopted plans, the projected growth in housing and jobs would not be achieved. Given the limited amount of transportation dollars available to support focused growth in the PDAs, a framework for assessing the readiness of PDAs to accommodate growth may help in prioritizing potential projects and identifying opportunities for additional support and technical assistance.

MTC recently commissioned a study to assess the readiness and feasibility of the PDAs to accommodate the number of housing units envisioned by Plan Bay Area.² Going beyond PDAs' physical capacity for growth based on allowable densities per existing zoning ordinances, the study examined the "readiness" of a sample of 20 PDAs across the region to accommodate additional development, focusing on five key factors deemed to have a significant impact:

- Housing capacity estimate (based on current conditions and the Plan Bay Area forecast);
- Existing planning and entitlement process;
- Level of community support as demonstrated by elected official approval of PDA supportive land uses as well as history of neighborhood opposition;
- Market attractiveness; and
- Infrastructure capacity, unfunded needs, and financing capability.

The study found the sample of 20 PDAs to be "ready" to accommodate 62 percent of the growth allocated to them under existing conditions and identified several constraints to further development, such as inadequate infrastructure, the loss of redevelopment authorities, and neighborhood opposition to development. Under more favorable conditions that addressed several of these constraints, the study found that the sample PDAs would be ready to accommodate 80 percent of the growth allocated to them. Local policy actions identified in the study to further growth and development include adopting or expanding innovative land use regulations, establishing programmatic environmental impact reports, and developing PDA-specific capital improvement programs, among others.

Assessment of the San Mateo County PDAs

While a comprehensive PDA assessment based on the five key factors described in the previous section has not been conducted for San Mateo County, a number of planning efforts in the county have been completed that shed light on the feasibility and readiness for growth and development in the PDAs. Appendix D provides an overview of recent planning efforts completed within the last 10 years in the PDAs in San Mateo County. Information from these

² Plan Bay Area Priority Development Area Development Feasibility and Readiness Assessment (2013)

efforts can be used to understand how the limited transportation dollars flowing into the county can best be used to support focused growth in the PDAs.

C/CAG will continue to update and monitor the success of growth in the 17 PDAs in San Mateo County. Staff will continue to track the number of housing units, affordable housing units, and affordable housing policies that are produced and adopted throughout the county. ABAG is currently working on producing a regional dashboard that provides information on housing development and policies throughout the region. If this tool is ready by the next update of the PDA Investment & Growth Strategy, C/CAG staff will use it as a source of information for a more comprehensive PDA assessment.

IV. Ongoing Countywide Efforts towards PDA Growth

Vision for PDA Growth

Led by the Grand Boulevard Initiative (GBI), the redevelopment of the El Camino Real corridor provides the clear vision for growth and development in San Mateo County. Stretching from Daly City in the north to San Jose in the south, the 43-mile state highway provides significant opportunities to encourage mixed-use development, create pedestrian-oriented environments, and provide vibrant public spaces along the San Francisco Peninsula. In 2006, the GBI Task Force, made up of cities, counties, and advocates along El Camino Real, adopted a shared vision for the corridor and a set of guiding principles to achieve that vision. Since then, numerous studies and plans have been completed to provide cities, counties, and other agencies along the corridor a path to upgrade land uses, public services, and infrastructure.

Significant potential for development also exists off the El Camino Real corridor in the Priority Development Areas (PDAs) in East Palo Alto and South San Francisco. Planning efforts in these cities have recently started or just been completed. While the Brisbane Baylands and Daly City Bayshore neighborhoods in the northeastern corner of the county are not currently planned for high levels of growth, they may play a more significant role in the future depending on the outcomes of future planning processes.

The scale and type of development throughout the county's PDAs will not be uniform. The broad vision of encouraging mixed-use development, creating pedestrian-oriented environments, and providing vibrant public spaces will take on different forms depending on local community preferences, physical context, market conditions, and other factors.

Strategies and Efforts to Encourage PDA Growth

The City/County Association of Governments of San Mateo County (C/CAG) is committed to supporting local jurisdictions in achieving their visions for growth in their local PDAs. As a transportation planning and funding agency, however, C/CAG has limited ability to influence development across the county. Future build out of the PDAs to address the projected growth in housing and jobs will be shaped by local land use regulations, the private market, local support for growth, and the availability of public resources to encourage development. While transportation investments can play a role in encouraging development, they cannot address all of the challenges and constraints that jurisdictions face given the restrictions placed on the investments by their source. Additionally, the loss of redevelopment agencies and the slowdown of transportation funding at the state and federal levels have created further constraints to realizing the vision for growth in the county.

For many years, local public agencies in San Mateo County have participated in a host of activities aligned with the vision of supporting focused growth near transit and creating pedestrian-friendly communities. C/CAG has played, and can continue to play, a role in supporting these efforts in four key areas: funding, planning, partnerships, and policy.

Funding

As the designated Congestion Management Agency (CMA) for San Mateo County, C/CAG administers and distributes state and federal funds for transportation at the local level. This funding, though relatively small, provides one key tool for C/CAG to encourage focused growth in the PDAs.

C/CAG distributes these state and federal transportation funds to local jurisdictions in the county in accordance with the rules and regulations established by their source as well as regional policies and guidelines. At the regional level, the Metropolitan Transportation Commission (MTC) has adopted several funding guidelines to address the objectives of the region's Sustainable Communities Strategy. For example, in order to be eligible for funding from the OneBayArea Grant (OBAG) program, local jurisdictions had to demonstrate their commitment to addressing complete streets policies at the local level and have their Housing Elements for the 2007-2014 cycle certified by the California Department of Housing and Community Development (HCD). Additionally, MTC required that 70 percent of OBAG funding be spent on projects located in, or in proximate access to, a PDA.

Given the limited amount of transportation funding available at the state and federal levels, C/CAG can be strategic in how it distributes the discretionary transportation funds that it administers, rewarding jurisdictions for housing production or targeting projects in high impact PDAs that are ready to accommodate growth. For many years, C/CAG has actively promoted the planning and production of high-quality housing in service-rich areas near transit in San Mateo County through the C/CAG Transit-Oriented Development Housing Incentive Program. This program and other funding programs C/CAG administers are discussed in further detail in Section V.

Planning

With elected officials from each city and the County on its governing board, C/CAG has historically served as a forum for multi-jurisdiction problem-solving in San Mateo County. In addition to serving as the county's designated CMA, C/CAG also functions as the county's Airport Land Use Commission, implements the San Mateo County Energy Watch program, and coordinates the San Mateo Countywide Water Pollution Prevention program. Given its position as a forum for multi-jurisdictional issues, the agency is a natural partner to countywide planning efforts involving transportation, housing, and land use issues. Continuing to sponsor or support these efforts, particularly those aimed at addressing challenges to growth in the county, is another strategy that C/CAG can employ to encourage focused growth in the PDAs.

In recent years, C/CAG has participated in a number of countywide planning efforts, for example, by serving as the lead agency on the study or by providing local matching funds. A brief description of several of these planning efforts is provided below.

- **San Mateo County Housing Needs Study.** To formally document the large and growing gap between housing need and supply, in 2007, C/CAG partnered with the County of San Mateo Department of Housing and the Housing Endowment and Regional Trust (HEART) to produce and distribute the San Mateo County Housing Needs Study. This partnership resulted in a series of five policy primers on housing need, infill development, housing implications of the aging population, and the environmental effects of housing policy. Additionally, a Countywide Housing Production Strategy was published.
- **Community-Based Transportation Plans.** From 2004 to 2012, C/CAG sponsored the development of four Community-Based Transportation Plans (CBTPs) for East Palo Alto, Daly City Bayshore, North Central San Mateo, San Bruno, and South San Francisco. Additionally, in 2009, C/CAG secured a Caltrans Environmental Justice grant to support the development of a CBTP for the low-income population throughout the county. Through local community engagement and outreach processes, these CBTPs identified community transportation needs as well as projects and programs to support those needs.
- **Grand Boulevard Multimodal Transportation Plan.** In 2007, C/CAG partnered with the San Mateo County Transit District (SamTrans) and the Santa Clara Valley Transportation Authority (VTA) on a Caltrans planning grant for El Camino Real. The result was the Grand Boulevard Multimodal Transportation Corridor Plan, which aims to facilitate smart growth development on the El Camino Real corridor along the San Francisco Peninsula. The plan includes a multimodal access strategy, an evaluation of the potential impacts of Bus Rapid Transit along the corridor, and a toolkit of streetscape and traffic design measures that achieve complete streets goals, support transformation, and align with Caltrans practices.
- **GBI Economic & Housing Opportunities Assessment Phase I.** Parallel to the effort to develop the Grand Boulevard Multimodal Transportation Plan, C/CAG partnered with the Silicon Valley Community Foundation and MTC to fund the development of the GBI Economic & Housing Opportunities Assessment. This evaluation examined alternative growth scenarios for the El Camino Real corridor and assessed the potential fiscal benefits of transforming the corridor into a vibrant, multimodal corridor through the intensification of housing and employment.
- **GBI: Removing Barriers to Sustainable Communities project.** In 2010, SamTrans, in partnership with C/CAG and VTA, was awarded a U.S. Department of Transportation TIGER II Planning grant in the amount of \$1.1 million to fund the development of concrete strategies to removing barriers to the implementation of the GBI vision. The grant funded three distinct, but interrelated projects that address key challenges to development along the El Camino Real corridor. These three projects are nearly all complete, and a brief description of each is provided below.
 - ***Designing El Camino Real as a Complete Street.*** This project facilitates the design of four complete streets demonstration projects on El Camino Real that could serve as a model for addressing challenges to transforming auto-dominated state highways into balanced multimodal corridors. Using the street design guidelines from the

- Multimodal Transportation Corridor Plan, preliminary designs (up to 40 percent) for complete streets segments on El Camino Real were developed for four case studies in Daly City, South San Francisco, San Bruno, and San Carlos.
- ***Infrastructure Needs Assessment and Financing Strategy.*** This project evaluates the readiness of infrastructure in the El Camino Real Corridor to accommodate future development that is consistent with anticipated growth projections and local plans and policies. The study provides an estimate for the cost of infrastructure improvements necessary to implement the GBI vision and identifies potential funding and financing sources for communities to make those improvements.
 - ***GBI Economic & Housing Opportunities Assessment (ECHO) Phase II.*** ECHO Phase II addresses the common challenges that communities along the El Camino Real corridor face in attracting new infill development. Four jurisdictions along the corridor are examined as case studies for challenges to implementing the GBI vision, and a toolkit of implementation strategies is provided to help all GBI cities move forward with infill development in the El Camino Real corridor.

Partnerships

As the county with the largest number of local jurisdictions in the region, San Mateo County faces a unique set of challenges and opportunities in regards to multi-jurisdictional collaborations. The framework that C/CAG established and built over the last two decades has provided a proactive process for local agencies in the county to work together on countywide issues and projects that benefit the region as a whole. Supporting and participating in these partnerships and collaborations is another strategy that C/CAG can use to encourage growth in the PDAs.

A brief description of several partnerships focused on countywide transportation, housing, and land use issues to which C/CAG is a key partner is provided below.

- **Grand Boulevard Initiative (GBI).** The Grand Boulevard Initiative is a historic inter-jurisdictional collaborative planning effort to achieve a shared vision for transformation of the El Camino Real corridor. Nineteen cities, two counties, two transit agencies, two CMAs, and a number of other agencies and groups have united to improve the performance, safety, and aesthetics of the El Camino Real corridor between San Francisco and San Jose. C/CAG has supported and been a member of both the GBI Task Force and Working Committee since the inception of the initiative. Additionally, C/CAG has partnered with SamTrans, VTA, and cities on numerous projects and planning efforts that aim to enable the revitalization and growth of the El Camino Real corridor.
- **San Mateo County Sub-Regional Housing Need Allocation (RHNA) process.** Addressing the need for a more open and participatory RHNA process, in 2005, C/CAG worked with the Association of Bay Area Governments (ABAG) and local state representatives to pass legislation that provided delegated authority for jurisdictions within a county to self-

administer distribution of housing need for the RHNA process. Along with the County Department of Housing, C/CAG helped to facilitate this process, which enabled the 21 jurisdictions to work together to establish a housing needs allocation methodology that would be acceptable to each of the jurisdictions in the county.

- **21 Elements.** Through the San Mateo County Department of Housing, C/CAG provides funding support to the 21 Elements, which is a collaborative project made up of all 21 local jurisdictions in the county, along with partner agencies and stakeholder organizations, to encourage and assist with the production and certification of high quality Housing Elements. The group is staffed by a consultant and provides a unique forum for local planners to share resources, successful strategies, and best practices in regards to addressing housing needs throughout the county. The 21 Elements group is currently coordinating an affordable housing impact fee nexus study for all 21 jurisdictions in the county to support the requirements of local inclusionary ordinances against potential legal challenges and facilitate the development of new sources of funding for affordable housing.

Policy

Supportive transportation policies can play a key role in the success of infill development in the PDAs. Reduced parking requirements can support smaller-scale infill development, and transportation demand management (TDM) plans and policies to mitigate the traffic impacts of new developments can help alleviate community concerns around increased congestion. C/CAG can play a role in helping jurisdictions develop local transportation policies that are consistent with the vision for supporting focused growth in the PDAs.

As the CMA for San Mateo County, C/CAG helps to establish countywide transportation policies and standards through its Congestion Management Program and Countywide Transportation Plan. Given that increased congestion associated with higher densities or building heights is a key issue in the public debate over infill development, C/CAG can reexamine its land use impact analysis program and traffic impact analysis (TIA) guidelines to encourage the use of context-sensitive trip generation rates. An MTC study that assessed the development feasibility of a sample of PDAs across the region found that the potential traffic impacts of infill development projects could be overstated by standard Institute of Transportation Engineers (ITE) vehicle trip rates.³ Using these rates to analyze the impacts of projects in areas well-served by transit or other alternative forms of transportation may result in an exaggerated need for traffic mitigation measures, such as new or expanded roads.

While public sector funding, planning, partnerships, and policy may provide a supportive context for growth in the county, development in the PDAs will ultimately depend on the private market and the interests of the development and investment community. Supportive planning documents, collaborative efforts, and transportation policies may not result in additional growth and development in the PDAs if the development and investment community is not ready,

³ Plan Bay Area Priority Development Area Development Feasibility and Readiness Assessment (2013)

willing, and able. For example, reduced parking requirements may not facilitate development if lending institutions continue to evaluate the potential success of projects based on providing parking at standard ratios.

V. Transportation Investments

As the designated Congestion Management Agency (CMA) for San Mateo County, the City/County Association of Governments of San Mateo County (C/CAG) administers a number of federal, state, and local funding sources for transportation. These funds have specific restrictions placed on them by their source that limit the types of projects that can be funded. Additionally, the funds that flow into San Mateo County from the state and federal levels pass through the Metropolitan Transportation Commission (MTC), which places further rules and regulations on the funds consistent with regional plans and policies.

Plan Bay Area, the regional Sustainable Communities Strategy and 2040 Regional Transportation Plan jointly developed by MTC and the Association of Bay Area Governments (ABAG), directs approximately \$14 billion of the \$60 billion in discretionary transportation funds anticipated in the region over the 28-year life of the plan to supporting focused growth in the region's Priority Development Areas (PDAs). These funds provide support for several programs administered by the CMAs in the region, including the OneBayArea Grant (OBAG) program and the Local PDA Planning program.

OneBayArea Grant (OBAG) Program

Plan Bay Area allocates \$320 million to the nine CMAs in the region over the first four years of the plan to administer the OBAG program. This new funding approach is designed to reward jurisdictions that focus housing growth in PDAs through their planning and zoning policies and for their actual production of housing units. Funding for the OBAG program is derived from several sources, including the Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ), the Federal Surface Transportation Program (STP), and the State Transportation Improvement Program (STIP).

OBAG funds are allocated to the CMAs based on population, past housing production, and future housing commitments, with additional weighting to acknowledge local jurisdiction efforts to produce low-income housing. This methodology reflects the approach of Plan Bay Area to link transportation investments to housing growth. Under the policies of previous long-range regional transportation plans, such as Transportation 2035, discretionary transportation funds were allocated to the CMAs primarily based on population. Given that San Mateo County is home to approximately 10 percent of the population in the region, C/CAG previously received approximately 10 percent of the region's discretionary transportation funds. Under the new OBAG funding formula, which includes additional factors for housing commitments and production, C/CAG now receives approximately 8 percent of the region's discretionary funds.

OBAG funding provides support for a range of transportation improvement projects, including Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning and outreach activities, while also providing targeted funding opportunities for Safe Routes to School (SR2S) and Priority Conservation Areas (PCAs). For FY

12/13 through FY 15/16, the amount of OBAG funding that the City/County Association of Governments of San Mateo County (C/CAG) administers on behalf of MTC and distributes to local jurisdictions is approximately \$23 million. MTC Resolution 4035 provides guidance to the CMAs in administering these funds and identifies three key funding requirements:

- CMAs in the larger counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara) in the region must direct at least 70 percent of their OBAG investments to the PDAs;
- Cities must adopt a complete street policy resolution no later than January 31, 2013; and
- Cities must adopt and have their General Plan Housing Element certified by the California Department of Housing and Community Development (HCD) for 2007-2014 Regional Housing Need Allocation (RHNA) cycle prior to January 31, 2013.

These requirements are reflected in the program guidelines and scoring criteria that C/CAG developed and adopted to prioritize and select OBAG projects. The scoring criteria place an emphasis on projects in PDAs, particularly those expecting significant growth or those that have adopted affordable housing policies; projects that support multi-modal access; projects in Communities of Concern (COC); and projects in Air District Community Air Risk Evaluation (CARE) Communities. Appendix E provides an overview of the program guidelines, minimum screening requirements, and scoring criteria that C/CAG adopted for the OBAG program.

The MTC requirement that C/CAG direct at least 70 percent of the discretionary transportation funds allocated to the county to eligible projects in PDAs reflects the growth that is expected in those areas. MTC allowed C/CAG to allocate as much as 30 percent of OBAG funds to projects outside of the PDAs due to the transition period from previous cycles of federal funding where this requirement was not in place and the recognition that growth is also expected outside of the PDAs. Considering that 85 percent of the county's federal-aid eligible roads are located outside of PDAs, the flexibility to allocate funds to projects outside of PDAs is important in helping local jurisdictions meet the region's "Fix It First" goals and maintain local roadways.

San Mateo County OBAG Programs and Projects

The \$23 million in OBAG funds administered by C/CAG for distribution to local jurisdictions were allocated to five categories of projects: the Bicycle and Pedestrian Improvement Program, the Transportation for Livable Communities Program, Local Streets and Roads Preservation, the Transit-Oriented Development Housing Incentive Program, and a Grand Boulevard Complete Streets Project. A brief description of these programs and projects is provided below.

- **Bicycle and Pedestrian Improvement Program (BPIP).** The BPIP program is designed to build upon and enhance the San Mateo County bicycle network and pedestrian environment to encourage the use of active transportation and to better connect San Mateo County to local destinations and the multimodal transportation network. The program funds a wide variety of bicycle and pedestrian improvements, including Class I,

II, and III bicycle facilities; bicycle education; outreach; bicycle sharing and parking; sidewalks; ramps; pathways and pedestrian bridges; user safety and supporting facilities; and traffic signal actuation.

- **Transportation for Livable Communities (TLC) Program.** The TLC Program is a transportation funding program that aims to improve the built environment to promote alternative transportation as well as create inviting public spaces. The program funds capital projects that support community-based transportation projects that bring new vibrancy into downtown areas, commercial cores, high-density neighborhoods, and transit corridors, enhancing their amenities and ambiance while making them places where people want to live, work and visit. Projects include amenities such as wider sidewalks, curb bulb outs, pedestrian scale street furniture, pedestrian scale street lighting, crosswalks, storm water management, and other streetscape enhancements.
- **Local Streets and Roads Preservation (LS&R).** This category of funding supports the preservation of local streets and roads on the federal-aid network. Eligible activities include pavement rehabilitation projects, preventative maintenance projects, and non-pavement activities and projects, such as the rehabilitation or replacement of existing features on the roadway facility (i.e. storm drains, curbs, gutters, culverts, etc.).
- **Local Streets and Roads Preservation – Bicycle and Pedestrian Components (LS&R-BP).** In 2012, C/CAG and the San Mateo County Transportation Authority (SMCTA) adopted a funding exchange framework that provided local jurisdictions in the county the option of exchanging the OBAG LS&R funds committed to them in 2010 for State-Local Partnership Program (SLPP) funds that SMCTA had received. Twelve jurisdictions opted to exchange their OBAG LS&R funds for SLPP funds from SMCTA, totaling approximately \$4.8 million. In exchange, an equal portion of OBAG LS&R funds, under the discretion of the SMCTA, were directed towards bicycle and pedestrian components of the US 101/Broadway interchange project and the San Pedro Creek Bridge Replacement project, sponsored by Caltrans the City of Pacifica respectively.
- **C/CAG Transit-Oriented Development Housing Incentive (TOD Incentive) Program.** The C/CAG TOD Incentive program, which received an award from the U.S. Environmental Protection Agency for Smart Growth Policies and Regulations in 2002, rewards jurisdictions for approving high-density housing (greater than 40 units per acre) with transportation funding. The program provides up to \$2,000 per bedroom, which can be used by local jurisdictions to fund projects that meet the eligibility requirements of the funding source (i.e., CMAQ, STP, etc.). To encourage affordable housing, the program provides an additional incentive of up to \$250 per affordable bedroom for developments with a minimum of 10 percent of the units set aside for low or moderate-income households.
- **Grand Boulevard Complete Streets Project.** As a follow-up to the Grand Boulevard Initiative: Removing Barriers to Sustainable Communities project described in Section IV, C/CAG partnered with the San Mateo County Transit District (SamTrans) to

complete the design and construction of a complete streets project on El Camino Real. SamTrans secured a grant to bring one of the four complete streets demonstration projects in Daly City, South San Francisco, San Bruno, and San Carlos to 100 percent design, and C/CAG contributed \$1,991,000 in OBAG STIP funds to construct the project. Following a competitive process, South San Francisco was awarded the funds.

OBAG funds were distributed on a competitive basis to local jurisdictions based on the program guidelines adopted by the C/CAG Board of Directors. As per MTC requirements, in order to be eligible for OBAG funding, all 21 local jurisdictions in the county adopted a complete streets policy resolution and had their Housing Elements for the 2007-2014 RHNA cycle certified by HCD.⁴ Additionally, C/CAG met and exceeded the requirement that at least 70 percent of OBAG funds be spent within or in “proximate access to” a PDA, defined as follows:

1. Project provides direct access to a PDA (e.g., a road, sidewalk, or bike lane that leads directly into a PDA); or
2. Project is within ½ mile of a PDA boundary; or
3. Project is located on a street that hosts a transit route, which directly leads to a PDA; or
4. Project is located within ½ mile of one or more stops for two or more public or shuttle bus lines, or within ½ mile of a rail station or regional transit station, that is connected to a PDA; or
5. Project provides a connection between a transit-oriented development (TOD), as defined by C/CAG,⁵ and a PDA; or
6. Project is a bicycle/ pedestrian facility that is included in an adopted bicycle/pedestrian plan within San Mateo County and is a part of a network that leads to a PDA.

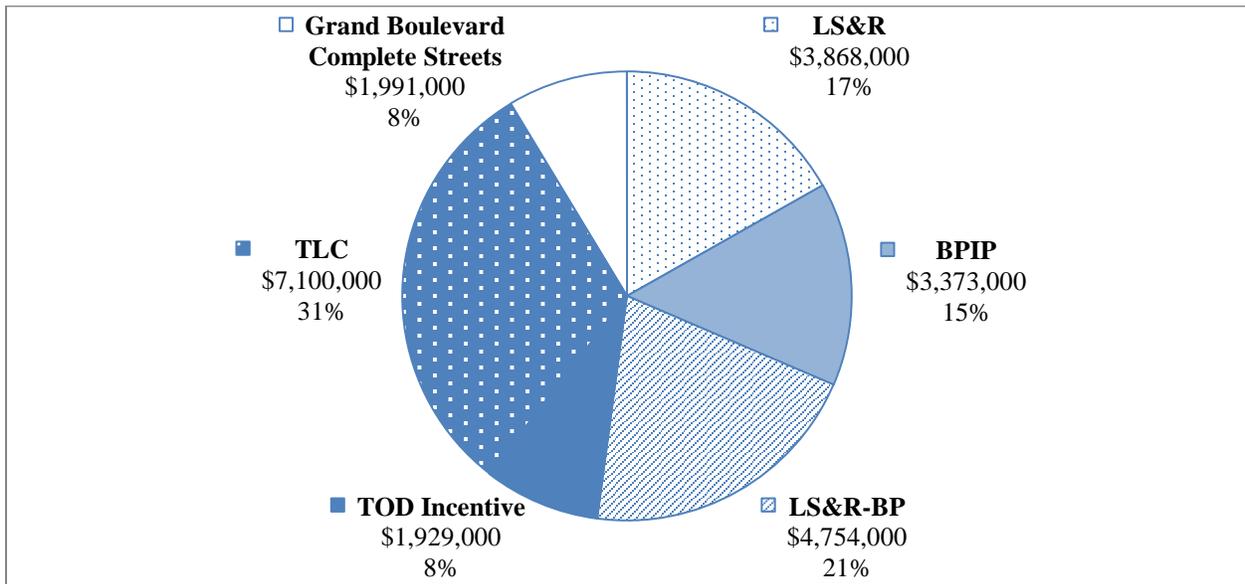
Based on this definition, C/CAG directed 83 percent of OBAG funds to PDAs in the county. This figure includes projects that were awarded funds during Cycle 1 of federal program funding. As previously noted, MTC allowed C/CAG to allocate as much as 30 percent of OBAG funds to eligible projects outside of PDAs due to the transition period from previous cycles of federal funding where this requirement was not in place and the recognition that growth is also expected outside of the PDAs.

Figure 4 on the following page provides an overview of how the \$23 million in OBAG funds for San Mateo County for FY 12/13 to FY 15/16 were distributed by program. Appendix F provides a list of the projects that were awarded funds.

⁴ However, as of April 2014, only three of the 21 jurisdictions had updated their General Plan Circulation Elements to be consistent with complete streets policies: Daly City, Foster City, and the County of San Mateo.

⁵ A C/CAG TOD is defined as a permanent high-density residential housing with a minimum density of 40 units per net acre, located within one-third (1/3) of a mile from a Caltrain or BART station or on a frontage parcel of the El Camino Real/Mission Street in San Mateo County.

Figure 4: Distribution of OBAG Funding FY 12/13 to FY 15/16 by Program



Local PDA Planning Program

In November 2012, MTC approved providing approximately \$20 million in STP funds to the nine CMAAs in the region to implement local PDA Planning programs. The goal of this program is to help local jurisdictions plan for growth in their PDAs. Building on the regional PDA and Station Area Planning programs administered by MTC, the local PDA Planning program is intended to help PDAs become more development ready and streamline the entitlement process by providing support for a range of planning activities, such as the development of specific plans and programmatic environmental impact reports (EIRs).

Funds were allocated to the CMAAs using the OBAG program distribution formula, with no county receiving less than \$750,000. Based on this formula, San Mateo County received approximately \$1.6 million. C/CAG issued a competitive call for projects for the \$1.6 million in available funding in October 2013, and project selection process is currently underway. The goals of the C/CAG PDA Planning Program are to:

- Support intensified land uses and increase the supply of housing, including affordable housing, and jobs in areas around transit stations, downtowns, and transit corridors;
- Assist in streamlining the entitlement process and help PDAs become more development ready; and
- Address challenges to achieving infill development and higher densities.

Identifying Ongoing and Future Transportation Projects within PDAs

C/CAG will continue to support jurisdictions in identifying transportation infrastructure needs and costs as part of their planning processes. C/CAG supported and administered the development of five Community-Based Transportation Plans in San Mateo County, which

identified local transportation needs and projects and programs to address those needs. Additionally, C/CAG partnered with SamTrans on an Infrastructure Needs Assessment and Financing Strategy for the El Camino Real corridor, which evaluated the readiness of infrastructure in the corridor to accommodate future development consistent with the growth anticipated by ABAG and by local plans and policies.

C/CAG will continue to support local jurisdictions in identifying capital improvements necessary to help PDAs grow. Infrastructure improvement programs and related financing and phasing plans will improve the shovel readiness of major improvements and put local agencies in the county in a better position to obtain federal, state, and regional funding.

Appendix A: Profiles of San Mateo County PDAs

PDA	Description
Belmont Villages of Belmont <i>Mixed-Use Corridor</i>	<p>The Villages of Belmont PDA encompasses the downtown area surrounding the Caltrain station at the intersection of El Camino Real and Ralston Avenue in the City of Belmont. Bordered by low-density residential districts, the area is largely auto-oriented and dominated by surface parking lots. Amenities in and around the PDA include SamTrans bus routes; the Belmont Caltrain station; the Belmont Civic Center; Twin Pines Park; Village Center shopping; Notre Dame de Namur University; US 101 and 280; and a pedestrian/bicycle bridge that connects downtown Belmont to the San Francisco Bay Trail, Belmont Sports Complex, and major employers. Through the recently developed Belmont Village General Plan Element, the city is planning for high-quality mixed-use development and affordable housing in the PDA while preserving Belmont’s small-town character and pristine open space.</p>
Brisbane San Francisco/ San Mateo Bi-County Area <i>Suburban Center</i>	<p>The San Francisco/San Mateo Bi-County PDA includes several adjacent neighborhoods on both sides of the San Francisco-San Mateo county line. The Brisbane Baylands is located on the San Mateo County side and is the largest undeveloped parcel on the San Francisco Peninsula, encompassing one-third of the city’s total land area. The former municipal landfill and railyard site is adjacent to US 101 and near several transit connections, including the Bayshore Caltrain station, the Balboa Park BART station, and the T-Third Street Light Rail line. Additionally, Muni and SamTrans operate several public transit routes in the area. The City of Brisbane is processing a specific plan for the Baylands area with the goal of redeveloping this urban brownfield site as a model of sustainability for the region.</p>
Burlingame Burlingame El Camino Real <i>Transit Town Center</i>	<p>The Burlingame El Camino Real PDA encompasses a half mile buffer centered on El Camino Real that runs the length of the city, from Burlingame’s northern border with Millbrae to its southern border with San Mateo. The southern end of the PDA includes the Burlingame Caltrain station and Downtown Burlingame, which is recognized as the commercial and retail heart of the city. The northern end of the PDA, which is walking distance from the intermodal Millbrae BART/Caltrain station, primarily consists of mid-century office buildings. As in neighboring Millbrae, interest at the northern end is mostly in residential development. In 2010, the Burlingame City Council adopted the Burlingame Downtown Specific Plan, which set forth strategies for change and regulatory policies for future development in the downtown area.</p>

PDA	Description
Daly City Bayshore <i>Transit Town Center</i>	<p>The Bayshore neighborhood is a large, primarily residential neighborhood located in northeastern Daly City. Centered on the Geneva Avenue commercial corridor, the PDA borders the cities of Brisbane and San Francisco. A historic draw to the area is the Cow Palace, which is an indoor arena that was built in 1941. The Geneva Avenue corridor is envisioned as the heart and soul of the Bayshore community, fulfilling a strong desire by neighborhood residents for a safe, friendly, and attractive destination, with more landscaping, trees, and shop fronts. A number of transit services operate in or near the Bayshore neighborhood, including SamTrans route 24, Muni route 9, and the T-Third Street Light Rail. Although the Bayshore Caltrain station is located nearby, pedestrian and bicycle access to the station from the Bayshore PDA is limited.</p>
Daly City Mission Street Corridor <i>Mixed-Use Corridor</i>	<p>The Mission Street Corridor PDA, which extends from the Daly City BART station at its northern end to the Colma BART station at its southern end, encompasses a total of 146 acres, set in a narrow buffer around San Jose Avenue and Mission Street. The corridor features low-rise stores alongside densely-packed single-family homes. At the northern end, there is a mixed-use neighborhood and the “Top of the Hill,” which is one of the most well-served public transit locations in the Bay Area. The nearby Daly City BART station and convergence of SamTrans and Muni at the Top of the Hill provide the basis for encouraging redevelopment. In 2013, a new transit plaza and several pedestrian and streetscape improvements were completed in the area. The parcels along Mission Street have recently been re-designated to commercial mixed-use, and the City is in the process of developing new zoning designations, including incentives for lot assembly.</p>
East Palo Alto Ravenswood <i>Transit Town Center</i>	<p>The Ravenswood PDA in the City of East Palo Alto encompasses approximately 350 acres in the southeastern portion of the county next to the San Francisco Bay. At present, the PDA exhibits a variety of existing land uses, from single-family homes on University Avenue and small corner stores on Bay Road, to industrial uses and vacant parcels in the Ravenswood Business District. Significant changes are planned to transition the PDA from a heavy industrial area to a community with office, research and design, retail, live-work, and residential uses. Current commuting patterns among residents of the PDA are dominated by automobile travel, in part due to the lack of convenient and affordable transit options in the area. SamTrans and an AC Transit Dumbarton Express Shuttle provide limited service in the PDA, and the nearest Caltrain station in Palo Alto is four miles away.</p>

PDA	Description
Menlo Park El Camino Real Corridor and Downtown <i>Transit Town Center</i>	<p>The El Camino Real Corridor and Downtown PDA is the retail and service commercial center of Menlo Park. It includes the blocks on both sides of El Camino Real from the city's northern border with Atherton to the San Mateo-Santa Clara county line in the south. The heart of Menlo Park's downtown is at the intersection of Santa Cruz Avenue and El Camino Real, near the Menlo Park Caltrain station. Uses lining the adjacent El Camino Real corridor include small retail, restaurant, and personal service establishments; grocery stores; office buildings; hotels/motels; and automotive service stations. The area is served by Caltrain, SamTrans buses that provide connections to other locations within San Mateo County, VTA buses that serve nearby Santa Clara County, and public and private shuttles connecting to key local destinations and employment centers. In 2012, the City completed a Specific Plan for the area that establishes a framework for private and public improvements for the next several decades.</p>
Millbrae Transit Station Area <i>Mixed-Use Corridor</i>	<p>The Millbrae Transit Station Area PDA encompasses the area within the immediate vicinity of the Millbrae BART/Caltrain station. It is generally bounded by the Burlingame city limits on the south; the Millbrae Avenue/US 101 freeway interchange in the east; El Camino Real and Broadway in the west; and Victoria Avenue, the City's public works storage yard, and the Highline Canal in the north. Just southeast of the area is Millbrae's downtown district, which includes numerous restaurants and specialty shops. Immediately north of the station planning area is the Bayside Manor residential neighborhood, which is made up of single-family homes. The Millbrae BART/Caltrain station provides the city with far-reaching transit service from San Francisco to San Jose. SamTrans buses provide local service along El Camino Real and connections to San Francisco and San Mateo County. An intensification of land uses is planned for the area, and a number of major projects are already in the pipeline to transform the PDA into a vibrant area with multiple land uses.</p>
Redwood City Downtown <i>City Center</i>	<p>Redwood City's Downtown PDA is a vibrant urban center that is envisioned as an entertainment capital, dense residential neighborhood, destination for shopping and dining, cultural center, major transit hub, and dynamic workplace district. Encompassing several city blocks surrounding the Redwood City Caltrain station, the PDA is generally bordered by Veterans Boulevard, Brewster Avenue, Maple Street, and El Camino Real/Adams Street. The city has taken significant steps in recent years to make its vision for the downtown area a reality, including investing in street improvements to make the downtown more pedestrian-friendly. Additionally, the city has developed a Downtown Parking Management Plan and Downtown Precise Plan to ensure that future development enhances the area's pedestrian- and transit-oriented qualities. Attractions and amenities in the area include Courthouse Square, Century Theatres, Sequoia Station, and the Fox Theatre. The Redwood City Caltrain station provides connections to San Francisco, San Jose, and other Peninsula cities, and SamTrans offers several local bus routes in the area.</p>

PDA	Description
Redwood City Broadway/ Veterans Boulevard Corridor <i>Mixed-Use Corridor</i>	<p>The Broadway/Veterans Boulevard Corridor PDA is located directly east of the Downtown PDA in Redwood City, adjacent to US 101. The corridor is home to four of the city’s largest 25 employers and has major facilities for both the local city government and the County of San Mateo. Further job growth is planned for the area, which includes several activity nodes and employment areas. New zoning supports high density mixed-use areas, walkable workplace areas, light industrial incubator areas, and healthcare workplace areas. A number of planning efforts have been completed for particular projects in the PDA within the past decade, including the Kaiser Hospital Precise Plan, the Stanford Precise Plan, and the North Main Precise Plan. SamTrans and local commuter shuttles serve the area, and a streetcar system has been proposed to link the eastern half of the corridor with Downtown and the Redwood City Caltrain station.</p>
San Bruno Transit Corridors <i>Mixed-Use Corridor</i>	<p>The San Bruno Transit Corridors PDA is a 700-acre triangle that includes several developing commercial corridors: San Mateo Avenue, El Camino Real, San Bruno Avenue, and Huntington Avenue. The area includes the San Bruno BART station, Tanforan shopping mall, and The Crossings development site at its northern end. At its southern end is the San Bruno Caltrain station, which will be relocating to the corner of San Bruno and San Mateo Avenues in 2014. This relocation has provided a major impetus for planning and development in the area. In 2013, the City of San Bruno adopted the Transit Corridors Plan, which provides a new vision for the city’s Downtown core centered on San Mateo Avenue and neighboring streets. The plan outlines policies, design guidelines, and development standards to encourage a stronger retail environment, a mix of housing opportunities and commercial uses, and improved pedestrian and multi-modal connections in the area.</p>
San Carlos Railroad Corridor <i>Transit Town Center</i>	<p>Located along El Camino Real, the San Carlos Railroad Corridor PDA encompasses the area around the San Carlos Caltrain station, including the city’s downtown along Laurel and Walnut streets and primarily industrial and low-density manufacturing areas between the Caltrain tracks and US 101. On the west side of the PDA, the City has developed a set of policies to guide redevelopment and targeted revitalization to promote transit-oriented development, increased retail sales, employment growth, and housing availability. A zoning update was completed for the area in 2011. The PDA’s east side, which provides a majority of the city’s employment and sales tax revenues, is made up of older industrial buildings and provides unique spaces for a number of businesses. Surrounding the PDA are existing residential areas that are predominantly made up of single-family homes. The PDA is served by the San Carlos Caltrain station and SamTrans buses that provide service along El Camino Real and connect the PDA to destinations throughout San Mateo County.</p>

PDA	Description
<p>San Mateo Downtown <i>City Center</i></p>	<p>San Mateo’s Downtown PDA generally encompasses the area within one-quarter mile of the Downtown Train Station. Recognized as the center of the city, the area is largely commercial and includes recent developments such as the Downtown Cinema, Downtown Train Station, and New Main Street Garage. Central Park lies just outside of the boundaries of the PDA, and street improvements to enhance walkability and pedestrian access are planned. Recently, the area has received growing interest from software companies and startups seeking flexible workspaces. The area features several off-street garages and parking lots, and in 2013, the city launched an effort to develop a Downtown Parking Management Plan to improve the use of existing parking spaces, enhance parking services for downtown visitors and employees, and identify future parking needs.</p>
<p>San Mateo El Camino Real <i>Mixed-Use Corridor</i></p>	<p>The El Camino Real PDA in the City of San Mateo comprises approximately 160 acres of land along a portion of El Camino Real between State Route 92 and the border with the City of Belmont. Conveniently located within a half mile of both the Hayward Park and Hillsdale Caltrain stations, the PDA is mostly devoted to commercial uses that serve the surrounding areas of San Mateo, including the Hillsdale Shopping Center, financial institutions, goods and services centers, small businesses, and restaurants. El Camino Real serves as a primary route for many SamTrans buses and provides connections to cities along the Peninsula. To date, redevelopment in the corridor consistent with the El Camino Real Master Plan, which the city adopted in 2001, has been slow to occur due to challenges associated with aggregating land and variability in lot size and ownership.</p>
<p>San Mateo Rail Corridor <i>Transit Neighborhood</i></p>	<p>Adjacent to the San Mateo El Camino Real PDA, the Rail Corridor PDA covers an area of land in the City of San Mateo nestled between Hillsdale Boulevard, 16th Avenue, El Camino Real, and US 101. In 2005, the city adopted a Rail Corridor Transit-Oriented Development (TOD) Plan for the area, which envisioned replacing underutilized land within walking distance of the two Caltrain stations in the area with higher-intensity, mixed-use development to increase housing opportunities, reduce dependence on single occupancy vehicles, and promote transit ridership. One result of this six-year planning effort is the Bay Meadows, which is a major development site located next to the Hillsdale Caltrain station. Several developments on this site are currently under construction, and the area will eventually include housing, office, and retail/service development. Full build out of Bay Meadows is predicated on two major Caltrain grade separations in addition to bicycle and pedestrian improvements that enhance access to the Caltrain station.</p>

PDA	Description
<p>South San Francisco Downtown <i>Transit Town Center</i></p>	<p>Situated west of US 101 next to the South San Francisco Caltrain Station, South San Francisco’s Downtown PDA includes the oldest commercial and residential areas of the city, including the Grand Avenue Commercial District and adjoining residential areas. Access to the Caltrain station in all directions is currently limited by the highway, ramps, and overpasses. In 2009, the city adopted the Downtown Strategy, which highlighted development possibilities for the area and identified potential streetscape and public realm improvements. At present, the city is in the process of developing a Station Area Specific Plan to improve accessibility between the Caltrain station, Downtown, and a regional employment center east of US 101, which houses several biotechnology companies and other large employers. In the downtown area, SamTrans buses provide connections to the South San Francisco, Colma, and Daly City BART stations.</p>
<p>Multi-City El Camino Real <i>Mixed-Use Corridor</i></p>	<p>The multi-city El Camino Real PDA is set in a quarter-mile buffer along El Camino Real, extending the length of the corridor through downtowns and central business districts in Daly City, Colma, South San Francisco, San Bruno, Millbrae, Burlingame, San Mateo, Belmont, San Carlos, Redwood City, Menlo Park, and unincorporated neighborhoods in San Mateo County. As a state highway, El Camino Real is under the jurisdiction of the California Department of Transportation (Caltrans). At present, the corridor carries high volumes of vehicle traffic, and the streetscape lining the roadway is largely auto-oriented. Current land use patterns consist of relatively low density development and limited locations of high population and employment density. Although the corridor is almost entirely auto-dominated, it is also well-served by transit. In all eleven cities on the corridor in the county, BART and Caltrain stations are within walking distance of El Camino Real. Additionally, SamTrans provides service along the corridor from San Francisco to Menlo Park.</p> <p>For the past several years, city staff and elected officials from 19 jurisdictions in both San Mateo and Santa Clara counties have been engaged in a joint effort to transform the El Camino Real corridor into a “grand boulevard of meaningful destinations.” Known as the Grand Boulevard Initiative (GBI), the voluntary collaboration of cities, counties, and advocates has adopted a vision statement and guiding principles for the corridor. To date, several cities along El Camino Real have completed planning efforts and re-zoned portions of the corridor to encourage mixed-use development, housing, and higher densities.</p>

Appendix B: ABAG Growth Projections for San Mateo County, 2010-2040

	Jobs				Housing Units				Households			
	2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
Atherton	2,610	3,160	550	21%	2,530	2,750	220	9%	2,330	2,580	250	11%
Belmont	8,180	10,450	2,270	28%	11,030	12,150	1,120	10%	10,580	11,790	1,210	11%
Villages of Belmont	1,250	2,500	1,250		920	1,830	910		890	1,790	900	
Brisbane	6,780	7,670	890	13%	1,930	2,180	250	13%	1,820	2,090	270	15%
San Francisco/San Mateo Bi-County Area	500	960	460		0	0	0		0	0	0	
Burlingame	29,540	37,780	8,240	28%	13,030	16,700	3,670	28%	12,360	16,170	3,800	31%
Burlingame El Camino Real	12,290	17,920	5,630		7,610	10,870	3,260		7,170	10,530	3,360	
Colma	2,780	3,200	420	15%	430	680	240	58%	410	660	250	61%
Daly City	20,760	26,580	5,820	28%	32,590	36,900	4,310	13%	31,090	35,770	4,680	15%
Bayshore	1,100	3,230	2,130		1,590	3,580	1,990		1,550	3,510	1,960	
Mission Street Corridor	3,770	5,200	1,430		2,270	3,310	1,050		2,070	3,210	1,150	
East Palo Alto	2,670	3,680	1,000	38%	7,820	8,670	860	11%	6,940	8,340	1,400	20%
Ravenswood	790	1,210	420		1,030	1,880	860		970	1,830	860	
Foster City	13,780	17,350	3,570	26%	12,460	13,350	900	7%	12,020	12,950	930	8%
Half Moon Bay	5,030	6,020	990	20%	4,400	4,660	270	6%	4,150	4,410	260	6%
Hillsborough	1,850	2,250	410	22%	3,910	4,230	310	8%	3,690	4,010	320	9%
Menlo Park	28,890	34,980	6,090	21%	13,090	15,090	2,000	15%	12,350	14,520	2,170	18%
El Camino Real Corridor and Downtown	5,620	7,650	2,050		1,130	2,050	920		1,010	1,980	970	
Millbrae	6,870	9,300	2,430	35%	8,370	11,400	3,020	36%	7,990	11,050	3,060	38%
Transit Station Area	1,340	3,370	2,040		280	2,710	2,420		270	2,650	2,390	
Pacifica	5,870	7,100	1,230	21%	14,520	15,130	610	4%	13,970	14,650	680	5%
Portola Valley	1,500	1,770	270	18%	1,900	2,020	130	6%	1,750	1,900	160	9%
Redwood City	58,080	77,480	19,400	33%	29,170	37,890	8,720	30%	27,960	36,860	8,900	32%
Downtown	10,430	14,060	3,630		1,060	6,310	5,250		990	6,180	5,190	
Broadway/Veterans Boulevard Corridor	8,480	11,900	3,420		770	2,300	1,530		730	2,250	1,520	
San Bruno	12,710	16,950	4,240	33%	15,360	19,820	4,460	29%	14,700	19,170	4,470	30%
Transit Corridors	6,620	10,520	3,900		4,330	7,660	3,330		4,140	7,450	3,320	
San Carlos	15,870	19,370	3,510	22%	12,020	13,800	1,780	15%	11,520	13,390	1,870	16%
Railroad Corridor	1,940	3,090	1,150		460	1,230	770		440	1,200	760	
San Mateo	52,540	72,950	20,410	39%	40,010	50,200	10,180	25%	38,230	48,620	10,390	27%
Downtown	4,370	6,970	2,600		540	1,610	1,070		500	1,560	1,060	
El Camino Real	2,260	5,660	3,410		880	2,080	1,200		840	2,030	1,200	

	Jobs				Housing Units				Households			
	2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
Rail Corridor	8,810	18,590	9,800		520	5,180	4,660		500	5,080	4,580	
South San Francisco	43,550	53,790	10,240	24%	21,810	28,740	6,920	32%	20,940	27,900	6,970	33%
Downtown	2,530	6,800	4,270		1,590	4,700	3,120		1,510	4,600	3,090	
Woodside	1,760	2,060	310	17%	2,160	2,250	90	4%	1,980	2,080	110	5%
San Mateo County	23,570	31,180	7,600	32%	22,510	27,470	4,960	22%	21,070	26,170	5,100	24%
Unincorporated												
Midcoast	1,870	2,640	770		3,900	4,900	1,000		3,670	4,660	990	
Multi-City El Camino	66,960	95,590	28,660	43%	46,710	71,390	24,690	53%	44,100	69,360	25,270	57%
Real PDA												
Daly City *	3,820	5,210	1,380		5,960	7,230	1,270		5,570	7,000	1,430	
Colma	2,120	2,400	280		410	650	240		390	640	250	
South San Francisco	4,740	6,120	1,380		5,670	9,200	3,530		5,450	8,970	3,520	
San Bruno *	7,190	10,290	3,100		4,350	6,930	2,580		4,150	6,730	2,580	
Millbrae *	4,560	6,280	1,730		2,910	5,100	2,190		2,730	4,950	2,230	
San Mateo *	17,100	29,020	11,940		13,180	19,990	6,810		12,490	19,400	6,910	
San Carlos *	10,040	12,350	2,300		3,570	4,730	1,160		3,350	4,600	1,250	
Redwood City *	7,360	9,670	2,310		4,820	7,020	2,210		4,560	6,830	2,280	
Menlo Park *	5,520	7,510	2,000		2,850	3,850	1,000		2,650	3,730	1,080	
Uninc Daly City	300	410	120		400	430	30		320	400	80	
North Fair Oaks	3,600	5,650	2,050		2,540	6,180	3,640		2,400	6,030	3,630	
Unincorporated County	610	680	70		50	80	30		40	80	30	

Source: Plan Bay Area Final Forecast of Jobs, Population, and Housing (2013)

* Indicates sections of the Multi-City El Camino Real PDA that overlap with another PDA. Job and housing totals may duplicate jobs and housing already listed in that city.

Appendix C:

Housing Production of Local Jurisdictions in San Mateo County, 2007-2013

Jurisdiction	2007	2008	2009	2010	2011	2012	2013	Total
Atherton	1	1	-11	-4	3	7	6	3
Very Low	0	1	-7	0	5	7	8	14
Low	0	0	0	0	0	0	0	0
Moderate	0	0	0	0	0	0	0	0
Above Moderate	1	0	-4	-4	-2	0	-2	-11
Belmont	2	6	6	5	3	8	8	38
Very Low	0	0	0	0	0	0	0	0
Low	0	0	0	0	0	0	0	0
Moderate	0	1	2	2	0	1	1	7
Above Moderate	2	5	4	3	3	7	7	31
Brisbane	14	2	4	3	1	3	39	66
Very Low	0	0	0	0	0	0	0	0
Low	0	0	0	0	0	0	0	0
Moderate	3	0	1	0	0	0	0	4
Above Moderate	11	2	3	3	1	3	39	62
Burlingame	7	5	6	10	0	49	0	77
Very Low	0	0	0	0	0	0	0	0
Low	0	0	0	0	0	0	0	0
Moderate	1	1	0	1	0	5	0	8
Above Moderate	6	4	6	9	0	44	0	69
Colma	2	0	0	0	0	0	0	2
Very Low	0	0	0	0	0	0	0	0
Low	0	0	0	0	0	0	0	0
Moderate	0	0	0	0	0	0	0	0
Above Moderate	2	0	0	0	0	0	0	2
Daly City	81	11	11	50	11	3	256	423
Very Low	48	0	0	18	0	0	21	87
Low	0	0	2	18	0	0	52	72
Moderate	0	0	0	10	5	2	0	17
Above Moderate	33	11	9	4	6	1	183	247
East Palo Alto	0	0	0	0	0	0	0	0
Very Low	0	0	0	0	0	0	0	0
Low	0	0	0	0	0	0	0	0
Moderate	0	0	0	0	0	0	0	0
Above Moderate	0	0	0	0	0	0	0	0

Jurisdiction	2007	2008	2009	2010	2011	2012	2013	Total
Foster City	0	0	1	0	307	0	0	308
Very Low	0	0	0	0	15	0	0	15
Low	0	0	0	0	40	0	0	40
Moderate	0	0	0	0	5	0	0	5
Above Moderate	0	0	1	0	247	0	0	248
Half Moon Bay	0	0	0	0	0	83	0	83
Very Low	0	0	0	0	0	51	0	51
Low	0	0	0	0	0	32	0	32
Moderate	0	0	0	0	0	0	0	0
Above Moderate	0	0	0	0	0	0	0	0
Hillsborough	24	12	28	27	24	34	26	175
Very Low	6	8	14	10	9	9	7	63
Low	3	3	8	5	5	5	4	33
Moderate	0	0	0	0	0	0	0	0
Above Moderate	15	1	6	12	10	20	15	79
Menlo Park	90	39	3	22	4	9	51	218
Very Low	2	0	0	1	0	0	3	6
Low	1	1	0	0	0	1	6	9
Moderate	19	3	0	1	1	0	0	24
Above Moderate	68	35	3	20	3	8	42	179
Millbrae	147	4	12	18	7	1	57	246
Very Low	0	0	0	0	0	0	1	1
Low	0	0	0	0	0	0	1	1
Moderate	0	0	0	0	0	0	0	0
Above Moderate	147	4	12	18	7	1	55	244
Pacifica	101	18	20	7	3	7	3	159
Very Low	0	0	0	0	0	0	0	0
Low	0	1	0	0	0	0	0	1
Moderate	6	4	0	0	0	0	0	10
Above Moderate	95	13	20	7	3	7	3	148
Portola Valley*	0	3	4	8	5	6		26
Very Low	0	1	2	4	2	2		11
Low	0	0	0	1	0	0		1
Moderate	0	0	0	1	1	1		3
Above Moderate	0	2	2	2	2	3		11
Redwood City	66	28	23	121	157	785	394	1,574
Very Low	60	0	8	0	0	14	0	82
Low	0	0	1	0	55	26	0	82
Moderate	3	9	5	14	5	36	22	94
Above Moderate	3	19	9	107	97	709	372	1,316

Jurisdiction	2007	2008	2009	2010	2011	2012	2013	Total
San Bruno	50	358	24	-38	323	19	14	750
Very Low	0	3	0	0	0	0	0	3
Low	0	145	0	0	154	0	1	300
Moderate	0	127	0	0	154	0	0	281
Above Moderate	50	83	24	-38	15	19	13	166
San Carlos*	115	11	2	6	5	2		141
Very Low	2	2	1	4	1	1		11
Low	6	0	0	0	1	0		7
Moderate	13	0	0	0	0	0		13
Above Moderate	94	9	1	2	3	1		110
San Mateo*	43	37	93	3	27	251		454
Very Low	0	16	53	0	0	74		143
Low	19	1	14	0	0	0		34
Moderate	11	7	2	0	3	3		26
Above Moderate	13	13	24	3	24	174		251
South San Francisco	111	10	6	8	110	2	2	249
Very Low	0	0	0	0	108	0	0	108
Low	7	0	0	0	0	0	0	7
Moderate	8	0	0	0	0	0	0	8
Above Moderate	96	10	6	8	2	2	2	126
Unincorporated*	90	64	53	73	57	36		373
Very Low	0	0	0	0	0	0		0
Low	2	1	5	4	7	0		19
Moderate	6	3	2	1	4	2		18
Above Moderate	82	60	46	68	46	34		336
Woodside	11	8	4	11	8	6	4	52
Very Low	0	1	1	1	1	0	0	4
Low	0	1	1	1	1	0	0	4
Moderate	0	1	1	1	1	1	0	5
Above Moderate	11	5	1	8	5	5	4	39
Total	955	617	289	330	1,055	1,311	860	5,417
Very Low	118	32	72	38	141	158	40	599
Low	38	153	31	29	263	64	64	642
Moderate	70	156	13	31	179	51	23	523
Above Moderate	729	276	173	232	472	1,038	733	3,653

Source: Annual Element Progress Reports to HCD (2014)

* Data for 2013 not available at the time of this report.

This page intentionally left blank.

Appendix D: Recent PDA Planning Efforts

PDA	Recent Planning Efforts
Belmont Villages of Belmont	<ul style="list-style-type: none"> • Belmont Village Element (2013)
Brisbane San Francisco/San Mateo Bi-County Area	<ul style="list-style-type: none"> • Brisbane Baylands Specific Plan (2011) • Bi-County Transportation Study (2013) • Brisbane Baylands Draft Environmental Impact Report (2013) • Candlestick Interchange Preliminary Study Report (2013)
Burlingame Burlingame El Camino Real	<ul style="list-style-type: none"> • Burlingame Downtown Specific Plan (2011)
Daly City Bayshore	<ul style="list-style-type: none"> • Bayshore Community-Based Transportation Plan (2008) • Visitacion Valley/Schlage Lock Design for Development (2009) • Bayshore Intermodal Station Access Study (2012) • Bi-County Transportation Study (2013)
Daly City Mission Street Corridor	<ul style="list-style-type: none"> • Mission Street – Junipero Serra Boulevard Commercial Business District Redevelopment Area Implementation Plan (2006) • Daly City BART Station Access Improvement Plan (2012) • Daly City BART Station Area Specific Plan Amendments (in progress)
East Palo Alto Ravenswood	<ul style="list-style-type: none"> • East Palo Alto Community-Based Transportation Plan (2004) • Bay Access Master Plan (2007) • Ravenswood/4 Corners TOD Specific Plan (2013)
Menlo Park El Camino Real Corridor and Downtown	<ul style="list-style-type: none"> • El Camino Real & Downtown Vision Plan (2008) • El Camino Real Corridor & Downtown Specific Plan (2012) • El Camino Real Corridor Study (in progress)
Millbrae Transit Station Area	<ul style="list-style-type: none"> • Millbrae Station Area Specific Plan Amendments (in progress)
Redwood City Downtown	<ul style="list-style-type: none"> • Redwood City Downtown Precise Plan (2011)
Redwood City Broadway/Veterans Boulevard Corridor	<ul style="list-style-type: none"> • Redwood City Downtown Precise Plan (2011) • Mixed-Use Corridor Zoning Districts (2011)
San Bruno Transit Corridors	<ul style="list-style-type: none"> • San Bruno/South San Francisco Community-Based Transportation Plan (2012) • Transit Corridors Plan (2012)
San Carlos Railroad Corridor	<ul style="list-style-type: none"> • Priority Development Area Regulations (2011)
San Mateo Downtown	<ul style="list-style-type: none"> • Downtown Area Plan (2009) • North Central San Mateo Community-Based Transportation Plan (2011)

PDA	Recent Planning Efforts
San Mateo El Camino Real	<ul style="list-style-type: none"> • El Camino Real Master Plan (2001) • Hillsdale Station Area Plan (2011)
San Mateo Rail Corridor	<ul style="list-style-type: none"> • Rail Corridor TOD Plan (2005) • Hillsdale Station Area Plan (2011)
South San Francisco Downtown	<ul style="list-style-type: none"> • South El Camino Real Plan (2010) • El Camino Chestnut Avenue Area Plan (2011) • San Bruno/South San Francisco Community-Based Transportation Plan (2012) • South San Francisco Downtown Station Area Plan (in progress)
Multi-City El Camino Real	<ul style="list-style-type: none"> • South San Francisco BART Transit Village Plan (2004) • South San Francisco – South El Camino Real General Plan Amendments (2011) • Grand Boulevard Multimodal Corridor Plan (2010) • Grand Boulevard Economic Housing and Opportunities Assessment (2010) • North Fair Oaks Community Plan (2011) • South San Francisco – El Camino Real & Chestnut Area Plan (2011) • TIGER II Complete Streets Study (2013)

Appendix E: C/CAG OneBayAreaGrant (OBAG) Call for Projects Guidelines

Overall OBAG and CMAQ Eligibility	C/CAG OneBayArea Grant Call for Projects Guidelines Fiscal Years 2013/2014 – 2015/2015	
MTC OBAG Program Goals	MTC's funding approach to better integrate the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. OBAG program goals direct funding to reward local agencies that support regional land-use and housing policies.	
70% of OBAG Fuunds spent in PDAs	MTC requires a minimum of 70% of all OBAG funds be invested in ABAG approved Priority Development Areas (PDAs).	
Timely Use of Funds	Countywide, half of all OBAG funds must be submitted for construction obligation by January 1, 2015. All Preliminary Engineering (PE) funds must be submitted for obligation by January 1, 2015. All remaining OBAG funds must be submitted for construction obligation by January 1, 2016.	
Single Point of Contact	Every recipient of funds will need to identify a single point of contact for the implementation of all FHWA administered funds within that agency. This person must have sufficient knowledge in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out.	
	Bicycle and Pedestrian Improvements	Transportation for Livable Communities
Program Goals	<ul style="list-style-type: none"> • Encourage active transportation. • Build out the bicycle and pedestrian network. • Reduce vehicle trips. 	<ul style="list-style-type: none"> • Create enjoyable and safe multi modal experiences. • Facilitate multi modal mobility. • Enhance connections between alternative modes of transportation. • Enhancements that create a "sense of place" to downtown areas, commercial cores, high density neighborhoods, and transit corridors
Eligible Types of Projects	<ul style="list-style-type: none"> • New construction and major reconstructions of paths, tracks, or areas for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest. • Permanent bicycle racks. • Other improvements include bulb outs, sidewalk widening, cross walk enhancements, audible signal modification, mid-block crossings, pedestrian street lighting, pedestrian medians and refuges. • Signal modification for bicycle detection. • Secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas • Outreach and educational programs. <p>* Note: Fund source is intended to reduce vehicle trips and must not fund exclusively recreational projects.</p>	<ul style="list-style-type: none"> • A combination of streetscape improvements such as improved sidewalks, street furniture and fixtures, pedestrian scaled lighting, way finding signage, landscaping, and bicycle pedestrian treatments that create a "sense of place." • Other improvements include bulb outs, sidewalk widening, cross walk enhancements, audible signal modification, mid-block crossings, pedestrian street lighting, pedestrian medians and refuges. • Streetscape improvements should strengthen the connections and facilitate the use of alternate modes of transportation. • Storm water management as part of a streetscape project (drainage, costs associated with on-site storm water management, permeable pavement).
Minimum Screening Requirements		
CMAQ	Project must be for new or expanded transportation project. Maintenance projects are not allowed.	

Construction Phase	Project cannot be a design only project. Project funds may cover some design cost but project must include a fully funded construction phase. Non-infrastructure projects (e.g. Educational and Outreach) are federally categorized as a construction phase.	
Map project location in relation to a PDA	All project locations must be mapped. Projects not located directly in a PDA must show where project is located in proximity to a PDA. See attached definition of "proximate access to a PDA". See scoring criteria for further information.	
Online Complete Street Checklist	The Complete Streets online checklist must be completed for each project application.	
Minimum Local Match	Federally required 11.47% of total project cost in local funds (non-federal).	
Local Match Limitations	No "In-kind" match allowed. The minimum cash match is required for each "obligated" phase.	
Eligible Applicants	Federally recognized local agencies in San Mateo County (e.g. Cities, County, San Mateo County Transportation Authority, San Mateo County Transit District)	
Minimum/ Maximum Grant Size	Minimum \$250,000 per project*. Maximum allowable grant funds per jurisdiction is \$1,000,000 (for both programs).	
Housing Element	Applicant agency is required to have its general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2007-14 RHNA prior to January 31, 2013. A city may also provide a time extension approval from the Joint MTC Planning / ABAG Administrative Committee, however funds will not be programmed until the housing element is approved by HCD.	
Complete Streets Resolution or Letter	Applicant agency must address complete streets policies at the local level through the adoption of a complete streets policy resolution no later than January 31, 2013. A jurisdiction can also meet this requirement through a general plan that complies with the Complete Streets Act of 2008. C/CAG will accept a letter of certification from jurisdiction's whose general plan is in compliance with the Complete Streets Act of 2008.	
Scoring Criteria		Maximum Score
Location in relation to a Priority Development Area	Projects are located in a PDA or in Proximity to a PDA (Note: MTC mandates that 70% of all OBAG funds are to be located in a PDA or in proximate access to a PDA) (In a PDA -10pts, In proximate access to a PDA -5pts)	10
	Jurisdiction formula based on MTC OBAG distribution factors, which is based on population, RHNA, and housing production.	1 to 5
	Project is located in or near an affordable housing PDA.	2
Location in a BAAQMD CARE Communities	If project is in a BAAQMD defined CARE community, mitigation measures are in place to reduce resident exposure to particulate matter.	-2 to 2
Community of Concern	Project location in relation to Communities of Concern (COC) as defined by MTC or locally identified as part of Community based Transportation Plans. Project is identified in one of the Community Based Transportation Plans developed in San Mateo County or the Countywide Transportation Plan for Low Income Communities. (Project is in a CBTP -10pts, Project is located in a COC -5pts)	10
User Benefit	Project has a high need Project is a safety project Project is expected to have high use Project is expected to have a high return on investment Project meets the intent and goals of the program (Bike/Ped or TLC).	18
Planning	Project is listed in an adopted planning document (e.g. bike plan, pedestrian plan, or area planning document).	5
Connectivity	Project connects or improves access to housing/ jobs/ "high quality" transit Project connects a gap in a bicycle or pedestrian network. Project encourages multi modal access with a "complete streets" approach.	18
Support	Project has council approval and community support.	10

Match Funds	Project exceeds the minimum match for the project (11.47-20% -2pts, 21-30% -5pts, 30%-40 -7 pts, 40%+- 10pts)	10
Readiness	Project is free of Right of Way complications (project has secured encroachment permits, or is entirely on city property)	5
	Project has secured all regulatory agency permits (e.g. BCDC, RWQCB, CCC, USFWS)	5
	Project is designed (1-5)	5

* In a unique situation the C/CAG Board has the discretion to fund a project between \$100,000-\$250,000

This page intentionally left blank.

Appendix F: San Mateo County OneBayArea Grant (OBAG) Projects

Jurisdiction	Project Name	Award
Bicycle and Pedestrian Improvement Program		\$3,373,000
Belmont	Old County Road Bicycle and Pedestrian Improvements	\$270,000
Burlingame	Carolan Avenue Complete Streets and Road Diet	\$986,000
County of San Mateo	Semicircular Road Bicycle and Pedestrian Access Improvements	\$320,000
Menlo Park/Atherton	Menlo Park /Atherton Various Bicycle and Pedestrian Improvements	\$797,000
Redwood City	Middlefield Road Bicycle and Pedestrian Improvements	\$1,000,000
Local Streets and Roads Preservation		\$3,868,000
Atherton	Atherton Various Streets and Roads Preservation	\$285,000
Belmont	Belmont Various Streets and Roads Preservation	\$534,000
Daly City	Daly City Various Streets and Roads Preservation	\$562,000
Menlo Park	Menlo Park Various Streets and Roads Preservation	\$427,000
Millbrae	Millbrae Various Streets and Roads Preservation	\$445,000
Pacifica	Pacifica Linda Mar Boulevard Preservation	\$431,000
Portola Valley	Portola Valley Various Streets and Roads Preservation	\$224,000
Redwood City	Redwood City Various Streets and Roads Preservation	\$548,000
San Carlos	Crestview Drive Pavement Rehabilitation	\$412,000
Local Streets and Roads Preservation – Bicycle and Pedestrian Component		\$4,754,000
Caltrans	US 101/Broadway Interchange Bicycle/Pedestrian Improvements	\$3,613,000
Pacifica	San Pedro Creek Bridge Replacement and Bicycle/Pedestrian Improvements	\$1,141,000
Transportation for Livable Communities Program		\$7,100,000
Belmont	Ralston Avenue Pedestrian Route Improvements	\$250,000
Daly City	John Daly Boulevard Bicycle and Pedestrian Improvements	\$1,000,000
East Palo Alto	Bay Road Bicycle and Pedestrian Improvements, Phase II & III	\$1,000,000
Pacifica	Palmetto Avenue Streetscape	\$1,000,000
San Bruno	San Bruno Avenue Pedestrian Improvements	\$265,000
San Bruno	San Bruno Avenue Street Median Improvements	\$735,000
San Carlos	San Carlos Streetscape and Pedestrian Improvements	\$850,000
San Mateo	North Central Pedestrian Improvements	\$1,000,000
South San Francisco	South San Francisco Grand Boulevard Pedestrian Improvements	\$1,000,000
Transit-Oriented Development Incentive Program		\$1,929,000
Redwood City	Middlefield Road Bicycle and Pedestrian Improvements	\$752,000
San Carlos	El Camino Real Pedestrian Upgrades (Grand Boulevard Initiative)	\$182,000
San Mateo	Mount Diablo Avenue Rehabilitation	\$270,000
San Mateo	San Mateo Citywide Crosswalk Improvements	\$368,000
South San Francisco	South San Francisco Citywide Sidewalk Gap Closures	\$357,000
Grand Boulevard Complete Streets Project		\$1,991,000
South San Francisco	South San Francisco Grand Boulevard Initiative Streetscape Project	\$1,991,000

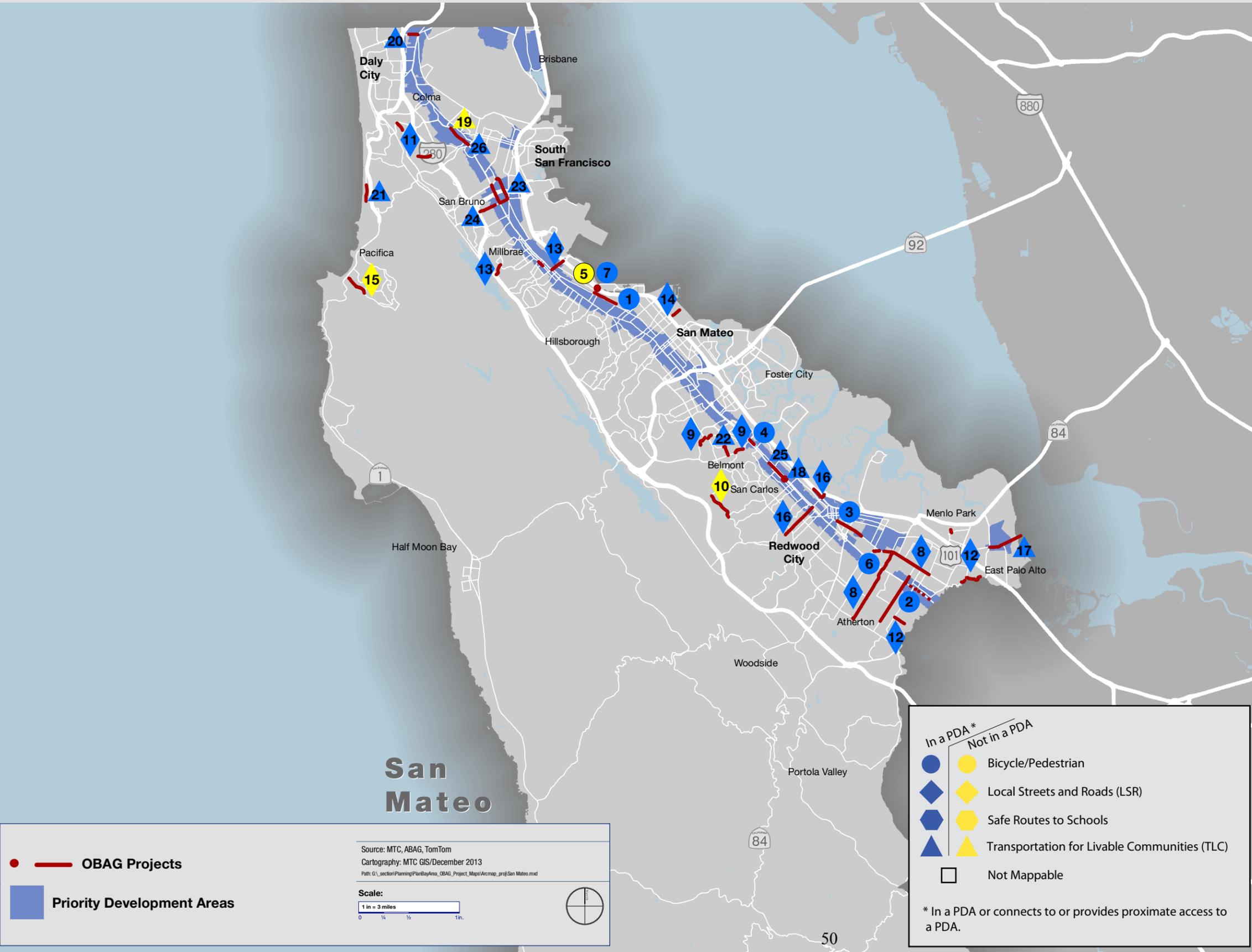
One Bay Area Grant Projects San Mateo County



Metropolitan Transportation Commission
Planning, Financing and Coordinating
Transportation for the nine-county
San Francisco Bay Area

Analytical Services

Geographic Information Systems



San Mateo County OBAG Projects

Bicycle/Pedestrian

- 1 Carolan Avenue Complete Streets and Road Diet
- 2 Menlo Park Various Streets Bicycle and Pedestrian Imps
- 3 Middlefield Road Bicycle and Pedestrian Imps
- 4 Old County Road Bike and Pedestrian Imps
- 5 San Pedro Creek Bridge Replacement Bike/Ped Imps
- 6 Semicircular Road Bicycle and Pedestrian Access Imps
- 7 US 101 / Broadway Interchange Bike/Ped Imps

Local Streets and Roads

- 8 Atherton Various Streets and Roads Preservation
- 9 Belmont Various Streets and Roads Preservation
- 10 Crestview Drive Pavement Rehabilitation
- 11 Daly City Various Streets and Roads Preservation
- 12 Menlo Park Various Streets and Roads Preservation
- 13 Millbrae Various Streets and Roads Prerservation
- 14 Mount Diablo Ave. Rehabilitation
- 15 Pacifica Linda Mar Blvd Preservation
- 16 Redwood City Various Streets and Roads Preservation

Transportation for Livable Communities

- 17 Bay Road Bike and Ped Imps. Phase II and III
- 18 El Camino Real Ped Upgrades (Grand Boulevard Initiative)
- 19 Grand Blvd. Initiative Streetscape Project
- 20 John Daly Boulevard Bicycle and Pedestrian Improvements
- 21 Palmetto Avenue Streetscape
- 22 Ralston Avenue Pedestrian Route Improvements
- 23 San Bruno Avenue Pedestrian Improvements
- 24 San Bruno Avenue Street Median Improvements
- 25 San Carlos Streetscape and Pedestrian Imps
- 26 South San Francisco Grand Blvd Pedestrian Imps

Not Mappable

- 27 South San Francisco Citywide Sidewalk Gap Closures
- 28 Portola Valley Various Streets and Roads Preservation
- 29 PDA Planning Augmentation - San Mateo
- 30 San Mateo Citywide Crosswalk Improvements
- 31 North Central Pedestrian Improvements
- 32 CMA Base Planning Activities

● **OBAG Projects**
 Priority Development Areas

Source: MTC, ABAG, TomTom
 Cartography: MTC GIS/December 2013
 Path: G:_section\Planning\PlanBayArea_OBAG_Project_Maps\Accmap_proj\San Mateo.mxd

Scale:
 1 in = 3 miles
 0 1/4 1/2 1 in.

● In a PDA *
● Not in a PDA

- ◆ Bicycle/Pedestrian
- ◇ Local Streets and Roads (LSR)
- ⬠ Safe Routes to Schools
- ▲ Transportation for Livable Communities (TLC)
- Not Mappable

* In a PDA or connects to or provides proximate access to a PDA.