

# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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### AGENDA

#### Congestion Management & Environmental Quality (CMEQ) Committee

**Date:** Monday, September 24, 2012 at 3:00 p.m.  
**Place:** San Mateo City Hall  
330 West 20th Avenue, San Mateo, California  
Conference Room C (across from Council Chambers)

PLEASE CALL Sandy Wong (599-1409) IF YOU ARE UNABLE TO ATTEND.

- |     |  |                                     |              |
|-----|--|-------------------------------------|--------------|
| 1.  | Public comment on items not on the agenda  | Presentations are limited to 3 mins |              |
| 2.  | Approval of minutes of August 27, 2012 meeting   | Action (Chair)                      | Pages 1 - 3  |
| 3.  | Update on San Mateo County Energy Watch Program and Discussions with PG&E for the 2013-2014 Contract Transition Period   | Information (Wright)                | Pages 4 - 7  |
| 4.  | Presentation on the Joint Venture Silicon Valley, Joint Solar Purchase Program   | Information (Springer)              | Page 8       |
| 5.  | Review and recommend approval of a Call for Projects for the OneBayArea Grant (OBAG) Federal Congestion Mitigation and Air Quality (CMAQ) funds consisting of the Bicycle/Pedestrian Improvement Program and Transportation for Livable Communities (TLC) Program. | Action (Higaki)                     | Pages 9 - 28 |
| 6.  | Executive Director Report  | Information (Napier)                |              |
| 7.  | Member comments and announcements.   | Information (Chair)                 |              |
| 8.. | Adjournment and establishment of next meeting date:<br><b>October 29, 2012.</b>  | Action (Chair)                      |              |

**NOTE:** All items appearing on the agenda are subject to action by the Committee. Actions recommended by staff are subject to change by the Committee.

**NOTE:** Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact Nancy Blair at 650 599-1406, five working days prior to the meeting date.

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Other enclosures/Correspondence - None

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS COMMITTEE ON CONGESTION  
MANAGEMENT AND ENVIRONMENTAL QUALITY (CMEQ)**

**MINUTES  
MEETING OF August 27, 2012**

The meeting was called to order by Chair Pierce in Conference Room A at City Hall of San Mateo at 3:01 pm. Attendance sheet is attached.

**1. Public comment on items not on the agenda.**

None.

**2. Minutes of May 21, 2012 meeting.**

*Motion: To approve the Minutes of the May 21, 2012 meeting, Lloyd/O'Connell. Motion carried unanimously.*

**3. Receive information on a C/CAG Request for Proposals for consulting services to support a countywide funding initiative for stormwater compliance activities.**

Matt Fabry, C/CAG Stormwater Program manager, provided background information and reported on C/CAG Board's approval of the Request for Proposals (RFP) for consulting services to support a countywide funding initiative for stormwater compliance activities.

This was an action item on the agenda. CMEQ members unanimously approved to receive the information on C/CAG Request for Proposals for consulting services to support a countywide funding initiative for stormwater compliance activities.

**4. Review and recommend approval of a proposal to distribute accumulated \$4 Vehicle License Funds for Stormwater Pollution Prevention Programs.**

Matt Fabry outlined the recommendation on the distribution of the balance of the \$4 Vehicle License Funds for Stormwater Pollution Prevention. Of the \$2.6 million balance, \$1.3 million will be distributed to 21 jurisdictions, with restrictions on eligible projects; \$1.3 million will be directed to countywide efforts.

*Motion: To recommend approval of the proposal to distribute accumulated \$4 Vehicle License Funds for Stormwater Pollution Prevention Program, Richardson/Kersteeen-Tucker. Motion carried unanimously.*

**5. Receive an overview of the OneBayArea Grant (OBAG) cycle 2 adopted by the MTC and ABAG (Information).**

Jean Higaki provided an overview of the OBAG grant available to San Mateo County. There is approximately \$8 million for Streets and Roads, \$13 million for Transportation for Livable Communities (TLC) and Pedestrian/Bicycle improvements; and \$2 million for Transportation Enhancement. All programs and project sponsors must comply with a host of requirements set forth by MTC/ABAG. There will be a Complete Streets Workshop in October in San Mateo County.

CMEQ members had the following comments and concerns:

- OBAG has many requirements, cities should understand what they are subscribing into.

- The MTC/ABAG requirements are too onerous for small city staff to keep up.
- MTC's emphasis is to direct resources to smart growth. Lessons-learned feedback should be reflected back to MTC.

**6. Receive information regarding the funding exchange framework for the OBAG – Cycle 2 Local Streets and Roads Surface Transportation Program (STP) funds with San Mateo County Transportation Authority (SMCTA) State Local Partnership Program (SLPP) funds (Information).**

Jean Higaki provided information of the C/CAG approved framework for exchanging OBAG Streets & Roads program fund with the Transportation Authority's State Local Partnership fund. Since the fund exchange is voluntary, jurisdictions have a choice of accepting State Local Partnership fund or Federal STP fund. Each of the fund types comes with specific requirements and pros/cons.

**7. Review and comment on the definition of “proximate access” to a Priority Development Area (PDA) as it relates to the OneBayArea Grant (OBAG) Program.**

Jean Higaki presented the staff recommendation on a set of definitions of “proximate access” to a Priority Development Area (PDA) to be used in the upcoming OBAG funding decisions. This set of definitions was also presented to the Congestion Management Technical Advisory Committee, as well as the Bicycle and Pedestrian Advisory Committee (BPAC). All comments made by each of the committees will be reported to the C/CAG Board at the September C/CAG Board meeting.

CMEQ members recommended modifying the reference of distance to ½ miles under bullets 2 and 4 because the purpose is to encourage walking.

*Motion: To recommend approval of the definition of “proximate access” to a Priority Development Area (PDA) as it relates to the OneBayArea Grant, as modified, Garbarino/Lloyd. Motion carried unanimously.*

**8. Receive information regarding the submission of grant applications to the San Mateo County Transportation Authority (SMCTA) for Highway Program funding for studies of highway improvement projects (Information).**

Jean Higaki provided a brief update on the applications submitted to the SMCTA Highway Program Call for Projects. She also mentioned the C/CAG Board has approved a resolution to accept the funds if awarded by SMCTA.

**9. Executive Director Report.**

Sandy Wong reported that Rich Napier, Executive Director of C/CAG has made an announcement at the August C/CAG Board meeting regarding his upcoming retirement.

**10. Member comments and announcements.**

None.

**11. Adjournment and establishment of next meeting date.**

The next regular meeting was scheduled for September 24, 2012. Meeting was adjourned at 4:40 pm.

<b>CMEQ 2012 Attendance Record</b>					
<b>Name</b>	<b>Jan 30</b>	<b>Feb 27</b>	<b>Apr 30</b>	<b>May 21</b>	<b>Aug 27</b>
Arthur Lloyd	Yes	Yes	Yes	Yes	Yes
Barbara Pierce	Yes	Yes	Yes	4:05 PM	Yes
Gina Papan	Yes			Yes	
Irene O'Connell	Yes	Yes	Yes	Yes	Yes
Jim Bigelow	Yes	Yes	Yes	Yes	Yes
Kevin Mullin		Yes	Yes	Yes	Yes
Lennie Roberts	Yes	Yes	Yes	Yes	
Nadia Holober	Yes	Yes	Yes	Yes	
Naomi Patridge	Yes	Yes	Yes	Yes	Yes
Onnolee Trapp	Yes	Yes	Yes	Yes	Yes
Richard Garbarino	Yes	Yes	Yes	Yes	Yes
Sepi Richardson		Yes	Yes	Yes	Yes
Steve Dworetzky		Yes	Yes	Yes	
Zoe Kersteen- Tucker			Yes	Yes	Yes
Mark Olbert	NA	NA		Yes	Yes
Andy Cohen	NA	NA		Yes	
<b>Other attendees at the August 27, 2012 meeting:</b>					
S Wong, TMadalena, JHigaki - C/CAG					

# C/CAG AGENDA REPORT

**Date:** September 24, 2012  
**To:** Congestion Management and Environmental Quality Committee  
**From:** Kim Springer, County Staff to C/CAG  
**Subject:** Update on San Mateo County Energy Watch Program and Discussions with PG&E for the 2013-2014 Contract Transition Period  
  
(For further information contact Kim Springer at 650-599-1412 or Susan Wright at 650-599-1403.)

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## **RECOMMENDATION**

Receive an informational update and give direction on the San Mateo County Energy Watch Program and 2013-2014 contract transition period.

## **FISCAL IMPACT**

All SMCEW program staff costs and expenses are paid for by funding under the C/CAG – PG&E LGP agreement.

## **BACKGROUND/DISCUSSION**

San Mateo County Energy Watch is a local government partnership between the City and County Association of Governments of San Mateo County (C/CAG) and Pacific Gas and Electric Company (PG&E). This program is managed and staffed by RecycleWorks, a program of the County of San Mateo. Other program partners include Ecology Action and El Concilio. The three-year program cycle runs from January 1, 2010 through December 31, 2012.

San Mateo County Energy Watch accomplishes energy savings in the municipal, non-profit and residential program sectors. SMCEW's municipal program has completed energy audits and/or energy-efficiency projects in nearly all the cities and other public agencies in San Mateo County, including Atherton, Belmont, Brisbane, Burlingame, Colma, Daly City, East Palo Alto, Foster City, Half Moon Bay, Hillsborough, Menlo Park, Millbrae, Pacifica, Redwood City, San Bruno, San Carlos, San Mateo, SamTrans, South Bayside Waste Management Authority, South San Francisco, Woodside and the County of San Mateo. Additionally, SMCEW has completed projects for a variety of non-profit organizations, including food closets, home owners associations, and numerous congregations.

## **Energy Savings Results**

Looking at the three-year program cycle as a whole, as of July 2012, preliminary estimates show that the SMCEW program has accomplished 8.5 million kilowatt hours, 1,181 peak kilowatts of energy savings, and approximately 15,190 Therms of energy savings. The program's "pipeline" is approximately 549,042 kilowatt hours, 96 kilowatts of energy savings and approximately 26,376 Therms of energy savings.

The pipeline for the "direct install" portion of the program is nearly full. Direct install projects

will be completed by the end of October in order to meet PG&E's end-of-the-year reporting deadlines. A small amount of funding for the MIDI program (residential middle income direct install) will be available soon; the exact budget has not been determined, but is anticipated to be about \$40,000.

The following charts are attached for your review with this staff report:

A set of charts showing the San Mateo County Energy Watch savings verses goals for the 2010 through 2012 program cycle.

A chart comparing kWh achieved through the direct install vs. other portions of the SMCEW program

SMCEW has changed the way therms are presented to provide a more accurate picture of our progress vs. goals. The new chart will be available at the meeting.

### **City Progress Reports**

SMCEW has finalized the city-by-city progress reports for community-wide building energy use. These will be posted on the SMCEW website by the RMCP meeting or shortly thereafter.

Reports show trends in energy use from 2005 through 2010, as well as indicate reductions in energy use via PG&E, because of energy efficiency and solar installations.

### **Comprehensive Energy Recommendations**

In August, SMCEW presented comprehensive energy recommendations to the City of Menlo Park for four facilities. Collectively, the 14 recommended measures are estimated to save 328,719 kWh and 2,060 therms annually, yielding \$53,828 in annual savings on energy bills. Greenhouse gas emissions from these facilities will be reduced by 8%. The city is planning to move forward with the complete package of recommended measures using PG&E's 0% financing. Based on what was learned from this pilot, SMCEW has offered similar engineering services to the cities of South San Francisco, Burlingame, and Redwood City.

### **Program Planning for 2013-2014 Transition Period**

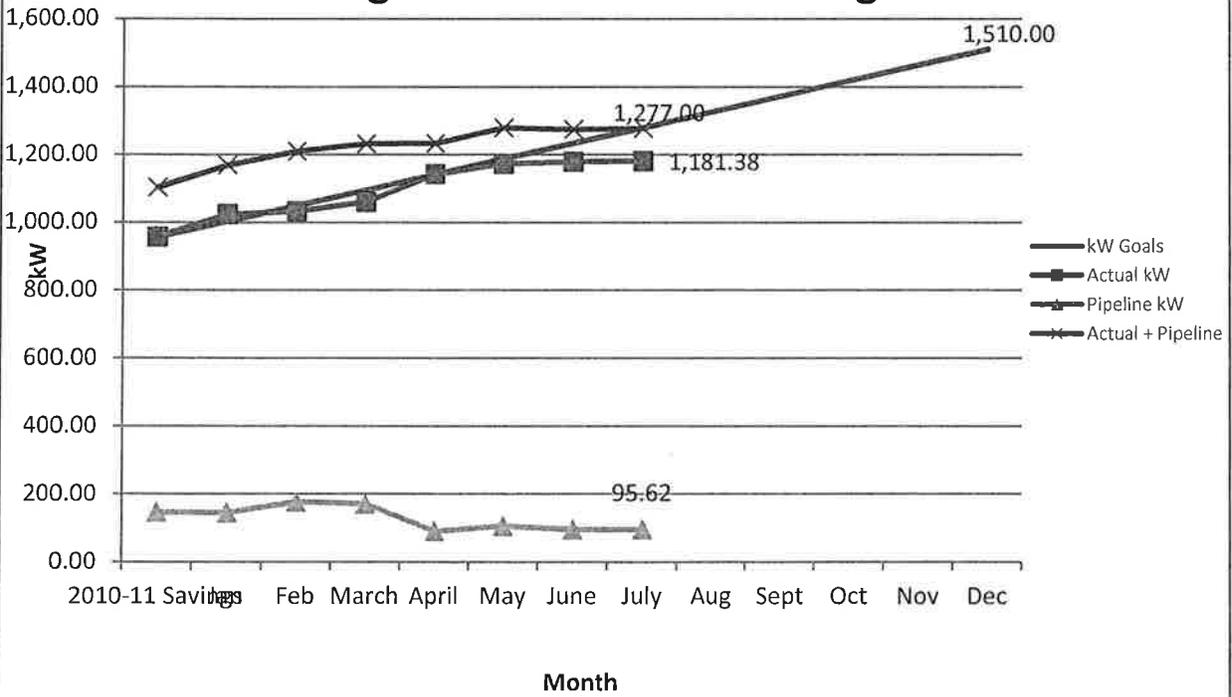
Communication between the CPUC and the investor-owned utilities continued over the summer regarding plans for the 2013-2014 Transition Period. SMCEW's first planning meeting with PG&E is scheduled for September 17. A final report from the CPUC isn't expected until November, so final contracting will have to be fast-tracked in order to begin service for the new program cycle on January 1, 2013.

The expected budget will be \$1.9 million for the next two years. This includes an additional \$500,000 for programs that go beyond the scope of the 2010-2012 SMCEW program.

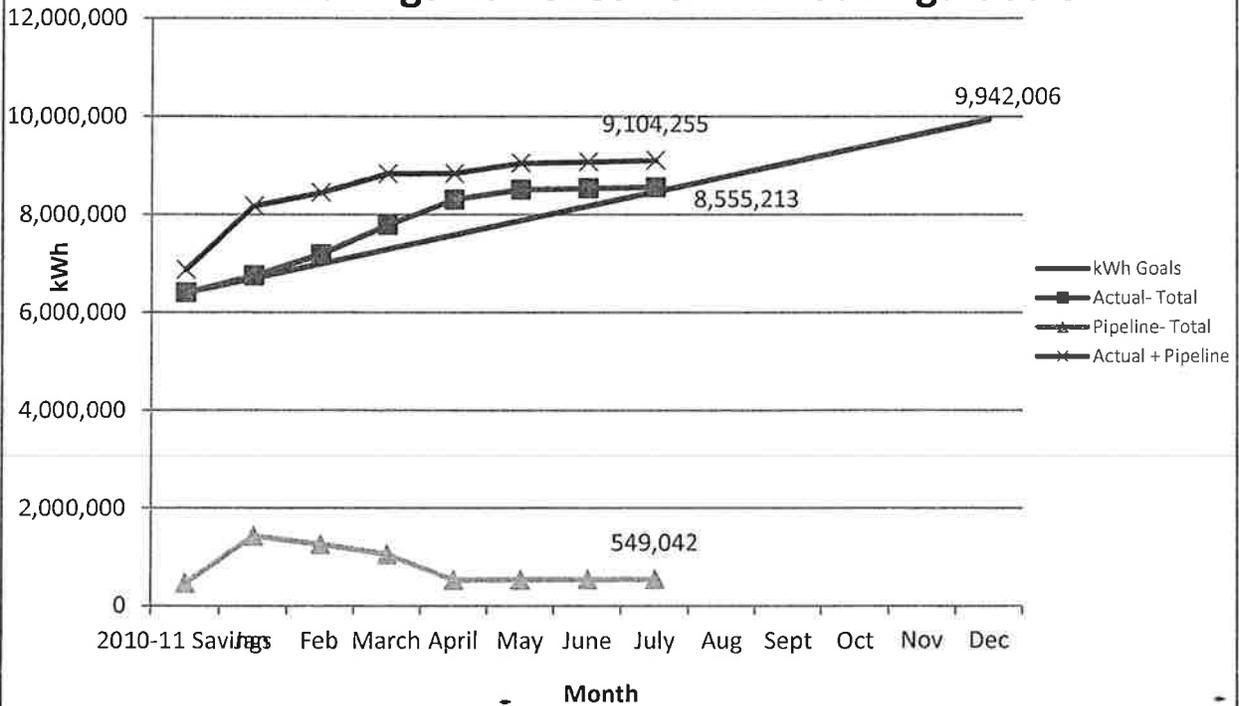
## **ATTACHMENT**

Updated: SMCEW Energy Savings Charts

## San Mateo County Energy Watch 2012 kW Savings Achieved vs. kW Savings Goals

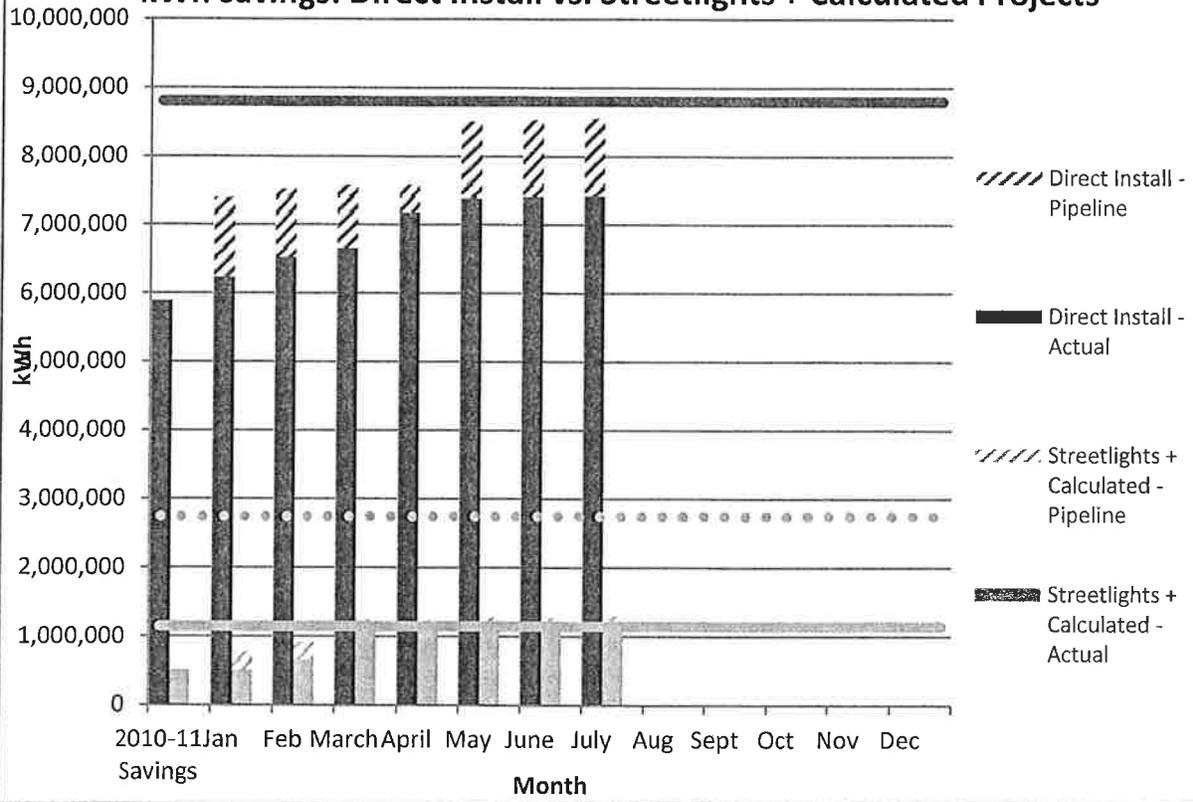


## San Mateo County Energy Watch 2012 kWh Savings Achieved vs. kWh Savings Goals



### San Mateo County Energy Watch 2012

#### kWh savings: Direct Install vs. Streetlights + Calculated Projects



# C/CAG AGENDA REPORT

**Date:** September 24, 2012  
**To:** Congestion Management and Environmental Quality Committee  
**From:** Kim Springer, County Staff to C/CAG  
**Subject:** Presentation on the Joint Venture Silicon Valley, Joint Solar Purchase Program  
(For further information contact Kim Springer at 650-599-1412)

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## RECOMMENDATION

Receive an presentation on the Joint Venture Silicon Valley, Joint Solar Purchase Program.

FISCAL IMPACT None

## BACKGROUND/DISCUSSION

Joint Venture Silicon Valley (JV), as part of their Public Sector Climate Task Force work plan, launched a Silicon Valley Collaborative Renewable Energy Procurement (SV-REP) program in 2009. The goals of the program were to:

- reduce the upfront cost of installing solar including technology and installation,
- reduce the staff time required for a city to procure and implement solar projects, and
- increase the understanding of the variables involved in system for procuring renewable energy.

The first cycle of the program was completed in 2011 and the learnings from the process were compiled in a guide called “Purchasing Power: Best Practices Guide for Collaborative Solar Procurement”. The guide is designed to support other local governments and is presented a detailed multi-step process. A link the guide is provided as a an attachment to this staff report. Copies should be available at the meeting.

The first round of this program was successfully completed with the City of San Jose as the lead agency in the process, and the program saved an estimated 10-15% in cost and an 75% reduction in staff time and fees for participating cities. A second round of this program is currently underway.

The second round has Alameda County as a lead agency and includes some 23 sites in San Mateo County, currently under evaluation.

Rachel Massaro, Director of Climate Initiatives for JV will present more information on the past and current rounds of this program.

## Attachments/Links

[http://www.jointventure.org/images/stories/pdf/purchasing\\_power\\_best.practices.guide.to.collaborative.solar.procurement.pdf](http://www.jointventure.org/images/stories/pdf/purchasing_power_best.practices.guide.to.collaborative.solar.procurement.pdf)

# C/CAG AGENDA REPORT

**Date:** September 24, 2012

**To:** Congestion Management & Environment Quality Program Committee (CMEQ)

**From:** Jean Higaki, Transportation System Coordinator

**Subject:** Review and recommend approval of a Call for Projects for the OneBayArea Grant Congestion Mitigation and Air Quality (CMAQ) funds consisting of the Bicycle and Pedestrian Improvement Program and Transportation for Livable Communities (TLC) Program.

(For further information or questions contact Jean Higaki at 650-599-1462)

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## **RECOMMENDATION**

That the CMEQ Committee review and recommend approval of a Call for Projects for the OneBayArea Grant Congestion Mitigation and Air Quality (CMAQ) funds consisting of the Bicycle and Pedestrian Improvement Program and Transportation for Livable Communities (TLC) Program

## **FISCAL IMPACT**

Not applicable.

## **SOURCE OF FUNDS**

Approximately \$11 million of Federal OBAG Congestion Mitigation and Air Quality (CMAQ) funds is available.

- Approximately, \$6.5 million available for the Bicycle and Pedestrian Improvement Program
- Approximately, \$4.5 million available for the Transportation for Livable Communities (TLC) Program

If a program is under subscribed, C/CAG board has the flexibility to make adjustments to the total amount of funds for each of these programs.

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## BACKGROUND/DISCUSSION

On May 17, 2012 the joint Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) adopted Resolution No. 4035 outlining the “OneBayArea Grant.

For San Mateo County, there will be approximately the following amounts of federal funds:

- \$8 million – Surface Transportation Program (STP)
- \$13 million - Congestion Mitigation and Air Quality (CMAQ)
- \$2 million - State Transportation Improvement Program-Transportation Enhancement (STIP-TE)

Note: Federal Safe Routes to School Funds are not part of OBAG.

### Surface Transportation Program (STP) and State Transportation Improvement Program-Transportation Enhancement (STIP-TE)

At the August 9, 2012 the C/CAG board approved of the framework for Surface Transportation Program (STP) funds for Local Streets and Roads. On June 9, 2011, the C/CAG board approved a funding commitment of the State Transportation Improvement Program-Transportation Enhancement (STIP-TE) towards the construction of a “Grand Boulevard” project on the El Camino Real. Consequently, STP and STIP-TE funds will not be open to competition.

### Congestion Mitigation and Air Quality (CMAQ)

Approximately \$13 million of OBAG is federal CMAQ funds. Projects applying for funds must meet both OBAG and CMAQ eligibility requirements. Eligible project types consist of bicycle /pedestrian improvements and transportation for livable communities (TLC). It is proposed that the CMAQ funds be split between two programs, \$6.5 million for bicycle /pedestrian improvements and \$6.5 million for TLC. Approximately \$2 million of the \$6.5 million in TLC funds will be set aside for commitments made under the C/CAG 5<sup>th</sup> Cycle Transit Oriented Development (TOD) program leaving \$4.5 million available for a call for projects.

Below is the proposed call for projects schedule for the Bicycle/ Pedestrian and TLC programs:

	<b>Bicycle/ Pedestrian Program</b>	<b>Transportation for Livable Communities</b>
<b>Action</b>	<b>Date</b>	<b>Date</b>
Public Workshop* at the BPAC meeting	September 27, 2012	September 27, 2012
Public Workshop*	October 11, 2012	October 11, 2012
Call for Projects approved by the Board	October 11, 2012	October 11, 2012
Call for Projects Issued to the Agencies/ Public	October 15, 2012	October 15, 2012
Workshop held for project applicants	Early November 2012	Early November 2012
Application due date	December 14, 2012	December 14, 2012
Applications to TLC Selection Committee		December 22, 2012
Applications to BPAC Committee	December 22, 2012	
TLC selection committee meeting to select TLC projects		January 2013
BPAC project selection process	Jan - March 2013	
Present TLC Project list to the TAC & CMEQ		February/ March 2013
Present Project list to the Board	May 2013	May 2013
Project list to MTC	Mid May 2013	Mid May 2013
Project submissions due in FMS	Mid July 2013	Mid July 2013

\* Public workshops are to inform the public of funding availability, to solicit project interest, and to comply with MTC public outreach requirements.

### Screening Requirements and Scoring Criteria

Because the funding is subject to both federal CMAQ requirements and MTC resolution 4035, the project is subject to all Federal, State, and Regional requirements and deadlines. Projects must also follow all FHWA, Caltrans Local Assistance, and MTC delivery procedures.

MTC requires a minimum of 70% of all OBAG funds be invested in ABAG recognized Priority Development Areas (PDAs). This may result in lower scoring projects, inside of a PDA, being funded over higher scoring projects outside of PDAs.

MTC also requires that half of all OBAG funds 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. Projects that cannot meet this deadline should not apply for OBAG funding.

As part of the OBAG guidelines MTC requires that staff develop evaluation criteria for projects that place an emphasis on supporting projects in PDAs with high housing growth, projects that support multi-modal access, projects located in Communities of Concern (COC), projects in affordable housing PDAs, and mitigation projects in PDAs that overlap with Air District “Community Air Risk Evaluation (CARE)” Communities.

Attached, is a list of minimum screening requirements and scoring criteria for the Bicycle /Pedestrian Improvements Program and the Transportation for Livable Communities (TLC) Program. The minimum screening requirements are directives from either FHWA or MTC. As mentioned above, scoring criteria are generated from an OBAG compliance checklist that Congestion Management Agencies (CMAs) must complete to demonstrate compliance with, the MTC PDA Growth Strategy.

### Project Selection Process

The applications screening requirements, and scoring criteria for each program are identical however project sponsors should not apply to multiple programs for one project. Instead, project sponsors should review the program goals typical project types associated with each program and submit an application for the most suitable program. Applications will be screened for duplication.

The C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) will score projects for the Bicycle /Pedestrian Improvements Program. It is expected that a project selection committee, composed of staff from the San Mateo County Transportation Authority, San Mateo County Transit District, and C/CAG will score projects for the Transportation for Livable Communities (TLC) Program.

### Public Outreach

C/CAG will be expected to inform stakeholders and the public about the opportunities for public comment on project ideas and to “assist” community –based organizations, communities of concern, and any other underserved community interested in having project submitted for funding.

To comply with outreach requirements, C/CAG plans on utilizing committee and board meetings to allow for public input. C/CAG will host a public workshop at the September BPAC meeting and on October 11, 2012 to inform the public about funding opportunities, to solicit project ideas, and to adhere to MTC outreach policy. Staff has also performed additional outreach through informational mailings and emails to approximately 140 community based organizations.

As C/CAG is not a potential project sponsor, staff will direct/ refer any public entities, with project ideas, to partner with a local jurisdiction (Cities/ County).

**ATTACHMENTS**

1. Draft C/CAG OBAG Call For Projects Guidelines
2. Draft C/CAG OBAG Call For Projects Announcement
3. Draft Application for C/CAG OBAG Program
4. MTC OBAG Formula Factors and Distribution Within County

Overall OBAG and CMAQ Eligibility		C/CAG OneBayArea Grant (OBAG) Call for Projects Guidelines Fiscal Years 2013/2014 – 2015/2016	
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 Funds 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"> <li>Encourage active transportation.</li> <li>Build out the bicycle and pedestrian network.</li> <li>Reduce vehicle trips.</li> </ul>	<ul style="list-style-type: none"> <li>Create enjoyable and safe multi modal experiences.</li> <li>Facilitate multi modal mobility.</li> <li>Enhance connections between alternative modes of transportation.</li> <li>Enhancements that create a "sense of place" to downtown areas, commercial cores, high density neighborhoods, and transit corridors.</li> </ul>	
Eligible Types of Projects	<ul style="list-style-type: none"> <li>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.</li> <li>Permanent bicycle racks.</li> <li>Other improvements include bulb outs, sidewalk widening, cross walk enhancements, audible signal modification, mid-block crossings, pedestrian street lighting, pedestrian medians and refuges.</li> <li>Signal modification for bicycle detection.</li> <li>Secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas</li> <li>Outreach and educational programs.</li> </ul> <p>* Note: Fund source is intended to reduce vehicle trips and must not fund exclusively recreational projects.</p>	<ul style="list-style-type: none"> <li>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."</li> <li>Other improvements include bulb outs, sidewalk widening, cross walk enhancements, audible signal modification, mid-block crossings, pedestrian street lighting, pedestrian medians and refuges.</li> <li>Streetscape improvements should strengthen the connections and facilitate the use of alternate modes of transportation.</li> <li>Storm water management as part of a streetscape project (drainage, costs associated with on-site storm water management, permeable pavement).</li> </ul>	
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*. 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. Project accessibility to public transit, especially "high-quality" transit. Project improves access to employment centers.		10
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, is expected to have high use, and is expected to have a high return on investment.		13
Safety	Project is a safety project.		5
Planning	Project is listed in an adopted planning document (e.g. bike plan, pedestrian plan, or area planning document).		5
Connectivity	Project connects housing/ jobs/ transit or project connects a gap in a bicycle or pedestrian network. Project encourages multi modal access with a "complete streets" approach.		10
Support	Project has council approval and community support.		5
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

# C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS  
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## OneBayArea Grant (OBAG) Program Call for Projects

**Fiscal Years 2012/2013 - 2015/2016**

**Issued October 15, 2012**

The City/County Association Governments (C/CAG) of San Mateo County is pleased to announce a call for Transportation for Livable Communities (TLC) and Bicycle and Pedestrian Improvement projects under the Metropolitan Transportation Commission (MTC) OneBayArea Grant (OBAG) Program.

The TLC Program and Bicycle and Pedestrian Improvement Program are components of OBAG. For the Fiscal Year 2012/2013 - 2015/2016 cycle, there is a total of approximately \$11,000,000 of Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds available on a competitive basis under OBAG. The minimum grant amount is set at \$250,000 and the maximum amount that can be allocated per agency is \$1,000,000, for both the TLC Program and the Bicycle and Pedestrian Improvement Program. Project applicants are limited to Local Public Agencies (LPAs) such as cities/towns in San Mateo County, the County of San Mateo, the San Mateo County Transit District (SamTrans), the Peninsula Corridor Joint Powers Board (JPB) or the San Mateo County Transportation Authority (SMCTA). See <http://www.dot.ca.gov/dist4/ola/contact/sm.pdf> for listing of eligible local agencies.

For the OneBayArea Grant call for projects, there are two categories of eligible project types. These two categories types are Transportation for Livable Communities (TLC) Program and the Bicycle and Pedestrian Improvement Program. Project sponsors should not submit the same project to both programs. Project sponsors should review the program goals associated with each program and submit an application to the most suitable program for the particular project. Applications will be screened for duplication.

### **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 is intended to fund 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.

The TLC Program uses federal transportation funds to financially assist local jurisdictions to construct projects that 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. The program helps to construct these amenities in an effort to revitalize public spaces and promote and enhance alternative transportation such that citizens will be more inclined to utilize alternative transportation as a result of the built environment being made safer and more attractive to use. These enhancements should encourage citizens to visit downtowns, retail corridors and transit corridors without the use of the single-occupant automobile.

There is approximately \$4,500,000 available through the TLC Program.

### **Bicycle and Pedestrian Improvement Program**

The Bicycle and Pedestrian Improvement Program support bicycle and pedestrian projects in San Mateo County. This program is designed to build upon and enhance the San Mateo County bicycle network and pedestrian environment to encourage the use of active transportation such as walking or bicycling. The goal of this program is to continue to build out bicycle and pedestrian improvements to better connect San Mateo County to local destinations and the multimodal transportation network. This program aims to improve air quality by reducing vehicle trips and projects must not be exclusively recreational in nature as they should be commute oriented as required for eligibility for federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds.

The Bicycle and Pedestrian Improvement Program may fund a wide variety of bicycle and pedestrian improvements such as 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.

There is approximately \$6,500,000 available through the Bicycle and Pedestrian Improvement Program.

### **Proximate Access to Priority Development Areas (PDA)**

The OBAG Program is a new funding approach that better integrates the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. Subsequently, MTC requires that a minimum of 70% of all OBAG funds be invested in Priority Development Areas (PDAs). A project lying outside the limits of a PDA may count towards the minimum if it directly connects to or provides proximate access to a PDA. Please see the definition of "proximate access to a PDA".

The following definition of "proximate access to a PDA" for OBAG was approved by the C/CAG Board of Directors on September 13, 2012:

1. Project provides direct access to a PDA...example, a road, sidewalk, or bike lane that leads directly into a PDA; or
2. Project is within ½ mile of a PDA boundary. (Modified from C/CAG's existing Transit Oriented Development Program (TOD)); 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. (Modified from LEED.); or
5. Project provides a connection between a Transit Oriented Development (TOD), as defined

by C/CAG, and a PDA. (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.); 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.

### **Jurisdiction and Project Requirements**

Selected projects will be subject to federal, state, and regional delivery requirements as noted in MTC Resolution No. 3606. See [http://www.mtc.ca.gov/funding/delivery/MTC\\_Res\\_3606.pdf](http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf).

- Jurisdiction must be in compliance with the Regional Project Funding Delivery Policy requirements at the time of project application.
- Jurisdiction must comply with all FHWA and Caltrans Local Assistance and MTC project delivery and reporting requirements.
- Every recipient of funds will need to identify a single point of contact for the implementation of all FHWA administered funds within that jurisdiction. 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.
- Jurisdiction must provide a minimum FHWA required local match of 11.47%.
- Jurisdiction must submit a complete package for funding obligation by January 1<sup>st</sup> of the year programmed. Example, a project programmed in FY 2014/15, must submit a complete package for obligation by January 1, 2015. The failure to meet these deadlines may result in the de-programming and redirection of grant funds to other projects.
- Jurisdiction is to submit a "resolution of local support" prior to programming. Template for the resolution is found at:  
[http://www.mtc.ca.gov/funding/STPCMAQ/STP\\_CMAQ\\_LocalSupportReso.doc](http://www.mtc.ca.gov/funding/STPCMAQ/STP_CMAQ_LocalSupportReso.doc)
- Jurisdiction is to input project information into the MTC Fund Management System (FMS) project application, prior to programming.

Please see the attached C/CAG OBAG Call for Projects Guidelines for eligibility and scoring criteria and adhere to the information stated in the scoring criteria in your application. Applications should be no more than 20 pages. For the Bicycle and Pedestrian Improvement Program, please submit 16 hard copies (one reproducible) and 1 electronic copy. For the TLC Program, please submit 6 hard copies (one reproducible) and 1 electronic copy. Applications must be completed using the Microsoft Word project application form posted at [http://www.ccag.ca.gov/Call4prj\\_rfp.html](http://www.ccag.ca.gov/Call4prj_rfp.html).

Applications are due December 14, 2012 by 5:00 p.m., attention Tom Madalena.

Tom Madalena  
C/CAG  
555 County Center, 5<sup>th</sup> Floor  
Redwood City, CA 94063

Additional information regarding regional OBAG requirements and policies can be found at:  
[http://www.mtc.ca.gov/funding/onebayarea/RES-4035\\_approved.pdf](http://www.mtc.ca.gov/funding/onebayarea/RES-4035_approved.pdf).

For any questions regarding the program or application process please contact Jean Higaki at 650-599-1462 or [jhigaki@smcgov.org](mailto:jhigaki@smcgov.org) or Tom Madalena at 650-599-1460 or [tmadalena@smcgov.org](mailto:tmadalena@smcgov.org).

**C/CAG ONEBAYAREA GRANT PROGRAM  
APPLICATION FOR FISCAL YEARS 2012/2013 - 2015/2016**

**Section 1: General Project Information**

**1) General Project Information**

Sponsor Agency:

Implementing Agency:

Funds Requested  
Minimum \$250,000  
Maximum \$1,500,000:

**2) Choose only one of the following programs to apply to.**

- Transportation for Livable Communities (TLC) Program
- Bicycle and Pedestrian Improvement Program

**3) Single point of contact for all Federal Aid projects in your agency.**

Name:

Title:

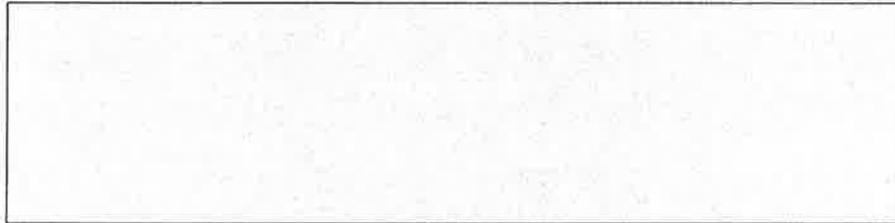
Agency:

Phone Number:

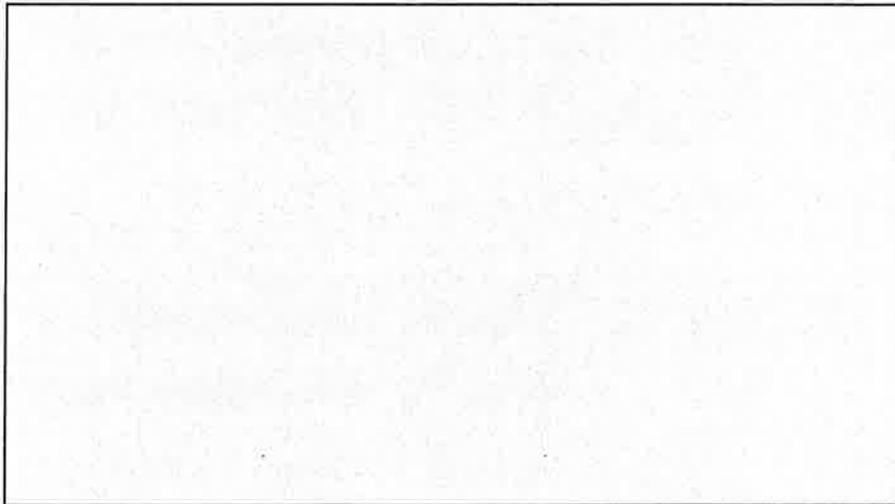
Email Address:

## Section 2: Project Description

Project  
Description:



Project  
Location/Limits:  
*(Include streets,  
cross streets,  
and project  
limits, as  
appropriate)*



## Section 3: Screening Requirements

- 1) Required attachment for all capital projects, map(s) that include the following elements (Please limit size to 11X17):
  - Project location in relation to an ABAG approved Priority Development Area (PDA). Include the PDA name and map the ABAG PDA boundary. Include measurements if supporting a “proximate access” claim.
  - If project meets the definition of “proximate access” to a PDA, show details on map and describe how it meets the definition per Question 4.
  - Proposed project. If multiple types of improvements are proposed throughout the project limits (e.g. a combination of Class 1 and Class 3 bicycle facilities), clearly indicate the limits of each type of improvement on the map.
  - Differentiate existing and new facilities, as applicable (e.g. bikeways, sidewalks, crosswalks, traffic signals, etc.) If this project is closing a gap, clearly illustrate how project achieves this.

- Nearby transit facilities, activity centers and regional connectors (to the extent feasible).

2) **Required for all projects, fill out Complete Streets online project and checklist information at <http://completestreets.mtc.ca.gov/>**

- Create and fill out information for a new project
- Create and fill out information for a new checklist. Associate new checklist to the newly created project.

What is the inputted Project Name?

What is the inputted Checklist Name?

3) **Is this project located within the boundary of an ABAG approved PDA?**

- Yes – Indicate project location relative to PDA on required map.
- No

4) **Is this project in proximate access to PDA?**

- Yes – Please see attached definition of “proximate access to a PDA” and include documentation that supports this claim on attached map.

Description of connection or proximity to a PDA:

- No

Note: MTC mandates that 70% of all funds are to be located in a PDA or in proximate access to a PDA.

**5) Project Cost by Phase**

Please fill in the funding table below.

	Requested OBAG Funds	Local Match (minimum 11.47%)	Other Project Funds	Total Project Funds
Preliminary Engineering				
Construction Capital				
Construction Support				
<b>Total</b>				

Is this still a viable project if partially funded? Please explain below.

- Yes
- No

Describe the source of "Other Project Funds":

**6) General Plan Housing Element**

Is the jurisdiction's Housing Element of the General Plan been adopted and certified by the State Department of Housing and Community Development (HCD) for 2007-14 RHNA?

- Yes - Please attach supporting documentation of HCD approval. Skip next question.
- No

If no, will the Housing Element be adopted and certified by January 31, 2013?

- Yes
- No – Please attach extension approval documentation from the Joint MTC Planning/ ABAG Administrative Committee

Note: a jurisdiction without either a HCD approved housing element or an approved extension from the Joint MTC Planning/ ABAG Administrative Committee is ineligible to apply for funding.

## 7) Complete Streets Requirements

Is your jurisdiction's General Plan compliant with the California Complete Streets Act of 2008?

- Yes - Please attach a letter certifying that the general plan complies with the Complete Streets Act of 2008. Skip next question.
- No

If no, is an MTC compliant Complete Streets Resolution adopted by your jurisdiction?

- Yes - Please attach a copy of the adopted Complete Streets resolution.
- No - A Complete Streets Resolution will be adopted by Jan 31, 2013 and submitted to C/CAG.

Note: a jurisdiction without either a General Plan compliant with the Complete Streets Act of 2008 or a Complete Streets Resolution adopted by 1/31/13 is ineligible to receive funding.

## Section 4: Scoring Criteria

1) Is this project located near an affordable housing PDA?

- Yes

List the PDA and describe how the agency preserves affordable housing in this PDA

- No

2) Is this project located near transit, especially "high-quality" transit?

- Yes

Describe the transit system and how the project improves access.

- No

3) Does this project improve access to employment centers?

Yes

Describe how the project improves access to employment centers.

No

4) Is this project located in a Bay Area Air Quality Management District (BAAQMD) Community Air Risk Evaluation (CARE) Impacted Community? See <http://www.baaqmd.gov/Divisions/Planning-and-Research/CARE-Program.aspx>

Yes

No

If yes, are mitigation measures in place to reduce exposure to particulate matter?

Yes

Describe the mitigation measures.

No

5) Is this project identified in a Community Based Transportation Plan developed in San Mateo County or the Countywide Transportation Plan for Low Income Communities? See <http://www.mtc.ca.gov/planning/cbtp/> or [http://www.ccaq.ca.gov/plans\\_reports.html](http://www.ccaq.ca.gov/plans_reports.html)

Yes

If yes, please site the planning document and strategy number

No

Is this project located in or does this project serve a Community of Concern (COC) as defined by MTC or locally identified as part of a Community Based Transportation Plan? See [http://www.mtc.ca.gov/planning/snapshot/0\\_COC\\_Reference\\_Map\\_11\\_17.pdf](http://www.mtc.ca.gov/planning/snapshot/0_COC_Reference_Map_11_17.pdf)

Yes

Please describe how this projects serves a COC

No

6) Describe the user benefit of the proposed project.

Describe the project need, the expected use, and expected return on investment.

7) Is this project a safety project?

Yes

If yes, please describe the safety features of this project

No

8) Is this project identified in an adopted planning document (e.g. bike plan, pedestrian plan, or specific area plan)?

Yes

If yes, please provide the plan names, adopted date, and page number.

No

9) Does this project provide connections to housing/ jobs/ transit or does the project connect gaps in the bicycle or pedestrian network?

Yes

If yes, please describe the connections.

No

10) Does this project have "Complete Streets" multi modal components?

Yes

Describe the multiple components of this projects multi modal design.

No

11) Does this project have local community involvement in the planning process leading to the project and local support and/ or council approval?

Yes – Attach any supporting documentation (e.g. letters of support).

If yes, please describe the community involvement and/ or evidence of local support.

No

**Readiness**

12) Is this project's schedule dependent on the progress of another project?

Yes

If yes, please describe.

No

13) Is this project located entirely within the sponsor's right of way?

Yes

No

If no, please list if any permits and/ or easements been identified and/or acquired?

14) Is this project expected to involve utility relocation above that of utility cover adjustments?

Yes

If yes, please list if any identified utility relocations?

No

15) Is this project near the coast, bay front, refuge, or other environmentally sensitive areas?

Yes

If yes, list expected studies/ permits or environmental issues?

No

16) Does this project require agreements with other jurisdictions or regulatory agencies?

Yes

If yes, list expected agreements?

No

17) Is this project partially designed?

Yes

If yes, indicated status (e.g. 35%, 65%, 90%) and indicated if the design has been reviewed by Caltrans.

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No

18) Please input the project schedule

	Date
<b>FHWA OBAG Program Approval</b>	9/15/2013
<b>Planning Complete</b>	
<b>Field Review/ Begin Environmental Studies</b>	
<b>NEPA and CEQA Approval</b>	
<b>R/W Certification</b>	
<b>Complete PS&amp;E</b>	
<b>Obtain E-76 from Caltrans</b>	
<b>Ready to Advertise</b>	
<b>Contract Award</b>	

Note: 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 no later than January 1, 2015. All remaining OBAG funds must be submitted for construction obligation by January 1, 2016.

## Metropolitan Transportation Commission (MTC) OBAG Formula Factors and Distribution Within County

April 2012

County	Population		Very Low + Low Income	2007-2011 RHNA			1999-2006 Housing Production			
	2010 Population	Intra- County		Intra- County	Total Units	Intra- County	Very Low + Low	Intra- County	Total Units	Intra- County
<b>SAN MATEO COUNTY</b>										
Atherton	6,914	1.0%	33	0.5%	83	0.5%	0	0.0%	5	0.1%
Belmont	25,835	3.6%	156	2.5%	399	2.5%	44	3.0%	317	3.4%
Brisbane	4,282	0.6%	157	2.5%	401	2.5%	8	0.5%	108	1.2%
Burlingame	28,806	4.0%	255	4.1%	650	4.1%	0	0.0%	104	1.1%
Colma	1,792	0.2%	26	0.4%	65	0.4%	73	5.0%	74	0.8%
Daly City	101,123	14.1%	473	7.7%	1,207	7.7%	33	2.2%	416	4.5%
East Palo Alto	28,155	3.9%	247	4.0%	630	4.0%	212	14.4%	719	7.7%
Foster City	30,567	4.3%	191	3.1%	486	3.1%	88	6.0%	533	5.7%
Half Moon Bay	11,324	1.6%	108	1.8%	276	1.8%	106	7.2%	356	3.8%
Hillsborough	10,825	1.5%	34	0.6%	86	0.5%	15	1.0%	84	0.9%
Menlo Park	32,026	4.5%	389	6.3%	993	6.3%	0	0.0%	215	2.3%
Millbrae	21,532	3.0%	177	2.9%	452	2.9%	0	0.0%	262	2.8%
Pacifica	37,234	5.2%	108	1.8%	275	1.7%	10	0.7%	179	1.9%
Portola Valley	4,353	0.6%	29	0.5%	74	0.5%	15	1.0%	61	0.7%
Redwood City	76,815	10.7%	726	11.8%	1,856	11.8%	106	7.2%	465	5.0%
San Bruno	41,114	5.7%	382	6.2%	973	6.2%	325	22.1%	378	4.1%
San Carlos	28,406	4.0%	235	3.8%	599	3.8%	0	0.0%	208	2.2%
San Mateo	97,207	13.5%	1,195	19.4%	3,051	19.4%	210	14.3%	1,771	19.1%
South San Francisco	63,632	8.9%	641	10.4%	1,635	10.4%	192	13.1%	1,310	14.1%
Woodside	5,287	0.7%	17	0.3%	41	0.3%	0	0.0%	41	0.4%
San Mateo County Unincorporated	61,222	8.5%	590	9.6%	1,506	9.6%	31	2.1%	1,680	18.1%
<b>SAN MATEO TOTAL:</b>	<b>718,451</b>	<b>100.0%</b>	<b>6,169</b>	<b>100.0%</b>	<b>15,738</b>	<b>100.0%</b>	<b>1,468</b>	<b>100.0%</b>	<b>9,286</b>	<b>100.0%</b>
<b>SANTA CLARA COUNTY</b>										
Campbell	39,349	2.2%	321	1.4%	892	1.5%	37	0.3%	617	1.3%
Cupertino	58,302	3.3%	570	2.4%	1,170	1.9%	48	0.4%	1,339	2.7%
Gilroy	48,821	2.7%	536	2.3%	1,615	2.7%	516	4.2%	2,577	5.3%
Los Altos	28,976	1.6%	164	0.7%	317	0.5%	40	0.3%	261	0.5%
Los Altos Hills	7,922	0.4%	46	0.2%	81	0.1%	32	0.3%	83	0.2%
Los Gatos	29,413	1.7%	254	1.1%	562	0.9%	86	0.7%	402	0.8%
Milpitas	66,790	3.7%	1,110	4.7%	2,487	4.1%	701	5.7%	3,318	6.8%
Monte Sereno	3,341	0.2%	22	0.1%	41	0.1%	19	0.2%	76	0.2%
Morgan Hill	37,882	2.1%	566	2.4%	1,312	2.2%	556	4.6%	2,335	4.8%
Mountain View	74,066	4.2%	959	4.1%	2,599	4.3%	123	1.0%	1,484	3.0%
Palo Alto	64,403	3.6%	1,233	5.3%	2,860	4.7%	344	2.8%	1,397	2.9%
San Jose	945,942	53.1%	13,073	55.8%	34,721	57.5%	8,301	67.9%	26,114	53.4%
Santa Clara	116,468	6.5%	2,207	9.4%	5,873	9.7%	758	6.2%	4,763	9.7%
Saratoga	29,926	1.7%	158	0.7%	292	0.5%	61	0.5%	539	1.1%
Sunnyvale	140,081	7.9%	1,781	7.6%	4,426	7.3%	112	0.9%	2,167	4.4%
Santa Clara County Unincorporated	89,960	5.0%	445	1.9%	1,090	1.8%	483	4.0%	1,421	2.9%
<b>SANTA CLARA TOTAL:</b>	<b>1,781,642</b>	<b>100.0%</b>	<b>23,445</b>	<b>100.0%</b>	<b>60,338</b>	<b>100.0%</b>	<b>12,217</b>	<b>100.0%</b>	<b>48,893</b>	<b>100.0%</b>
<b>SOLANO COUNTY</b>										
Benicia	26,997	6.5%	246	4.9%	532	4.1%	182	9.3%	413	2.7%
Dixon	18,351	4.4%	295	5.9%	728	5.6%	0	0.0%	1,017	6.6%
Fairfield	105,321	25.5%	1,435	28.5%	3,796	29.2%	249	12.8%	3,812	24.7%
Rio Vista	7,360	1.8%	389	7.7%	1,219	9.4%	39	2.0%	1,391	9.0%
Suisun City	28,111	6.8%	282	5.6%	610	4.7%	80	4.1%	1,004	6.5%
Vacaville	92,428	22.4%	1,222	24.3%	2,901	22.3%	778	39.9%	4,406	28.5%
Vallejo	115,942	28.0%	1,123	22.3%	3,100	23.9%	553	28.3%	2,965	19.2%
Solano County Unincorporated	18,834	4.6%	42	0.8%	99	0.8%	71	3.6%	427	2.8%
<b>SOLANO TOTAL:</b>	<b>413,344</b>	<b>100.0%</b>	<b>5,034</b>	<b>100.0%</b>	<b>12,985</b>	<b>100.0%</b>	<b>1,952</b>	<b>100.0%</b>	<b>15,435</b>	<b>100.0%</b>
<b>SONOMA COUNTY</b>										
Cloverdale	8,618	1.8%	132	2.4%	417	3.1%	163	3.2%	423	2.3%
Cotati	7,265	1.5%	103	1.9%	257	1.9%	114	2.2%	520	2.9%
Healdsburg	11,254	2.3%	119	2.2%	331	2.4%	188	3.7%	516	2.8%
Petaluma	57,941	12.0%	874	16.2%	1,945	14.2%	451	8.8%	1,144	6.3%
Rohnert Park	40,971	8.5%	602	11.2%	1,554	11.4%	760	14.9%	2,124	11.7%
Santa Rosa	167,815	34.7%	2,516	46.6%	6,534	47.9%	1,929	37.7%	7,654	42.0%
Sebastopol	7,379	1.5%	60	1.1%	176	1.3%	5	0.1%	121	0.7%
Sonoma	10,648	2.2%	128	2.4%	353	2.6%	179	3.5%	684	3.8%
Windsor	26,801	5.5%	328	6.1%	719	5.3%	332	6.5%	1,881	10.3%
Sonoma County Unincorporated	145,186	30.0%	536	9.9%	1,364	10.0%	989	19.4%	3,142	17.3%
<b>SONOMA TOTAL:</b>	<b>483,875</b>	<b>100.0%</b>	<b>5,398</b>	<b>100.0%</b>	<b>13,650</b>	<b>100.0%</b>	<b>5,110</b>	<b>100.0%</b>	<b>18,209</b>	<b>100.0%</b>
<b>Bay Area Total</b>	<b>7,150,739</b>	<b>100.0%</b>	<b>83,940</b>	<b>100.0%</b>	<b>214,500</b>	<b>100.0%</b>	<b>39,513</b>	<b>100.0%</b>	<b>182,121</b>	<b>100.0%</b>