

Date: July 18, 2013
W.I.: 1121
Referred by: Planning

ABSTRACT

Resolution No. 4111

This resolution adopts Plan Bay Area, the 2040 Regional Transportation Plan (RTP), including the 2013 Sustainable Communities Strategy (SCS) for the San Francisco Bay Area.

Further discussion of this subject is contained in the Executive Director's memorandum to the Planning Committee dated July 5, 2013.

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Re: Adoption of Plan Bay Area, the 2040 Regional Transportation Plan (RTP), including the 2013 Sustainable Communities Strategy (SCS) for the San Francisco Bay Area

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4111

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to California Government Code Section 66500 *et seq.*; and

WHEREAS, MTC is the federally designated Metropolitan Planning Organization (MPO), pursuant to Section 134(d) of Title 23 of the United States Code (USC) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, Part 450 of Title 23 of the Code of Federal Regulations (CFR), require MTC as the MPO to prepare and update a long-range Regional Transportation Plan (RTP) every four years; and

WHEREAS, California Government Code § 65080 *et seq.* requires MTC to prepare and update a long-range RTP, including a Sustainable Communities Strategy (SCS) prepared in conjunction with the Association of Bay Area Governments (ABAG), every four years; and

WHEREAS, the RTP is subject to review and revision, pursuant to California Government Code §§ 66513 and 65080; and

WHEREAS, on April 22, 2009, MTC adopted its 2035 RTP and 2009 Federal Transportation Improvement Program (TIP) Amendment and found them to be in conformance with the State Implementation Plan (SIP) as required by the Federal Clean Air Act (42 U.S.C. § 7401 *et seq.*); and the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) *Metropolitan Planning Rule*, 23 CFR 450; and the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757), which establish the Air Quality Conformity Procedures for MTC's TIP and RTP; and

WHEREAS, beginning in January, 2011 MTC commenced a comprehensive and coordinated transportation planning process to develop its 2013 RTP with a 2040 horizon year known as Plan Bay Area (Plan), in conformance with all applicable federal and state requirements including Senate Bill 375;

WHEREAS, as required by Senate Bill 375, the Plan incorporates the SCS prepared jointly by MTC and ABAG for the San Francisco Bay Area; and

WHEREAS, the Plan, including its SCS, which is attached hereto as Attachment A as revised pursuant to Attachment B, and incorporated herein as though set forth in length, contains an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system in the San Francisco Bay Area through the year 2040 and calls for development of an integrated intermodal transportation system that facilitates the efficient, economic movement of people and goods; and

WHEREAS, the Plan considers, analyzes, and reflects, as appropriate, the metropolitan transportation planning process as identified in the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users of 2005 as well as the National Highway System Designation Act of 1995, and is based on reasonably available funding provisions; and

WHEREAS, the Plan serves as a Congestion Management Process identifying the most serious congestion problems and evaluating and incorporating, as appropriate, all reasonably available actions to reduce congestion, such as travel demand management and operational management strategies for all corridors with any proposed capacity increase; and

WHEREAS, on October 27, 2010 the T2035 Plan and the 2011 Transportation Improvement Program were found to be in conformance with the State Implementation Plan (MTC Resolution No. 3976); and

WHEREAS, MTC conducted an air quality analysis of the Plan utilizing the latest planning assumptions, emissions model, and consultation provisions, including a quantitative

regional emissions analysis that meets emissions budget requirements of the U. S. Environmental Protection Agency transportation conformity rule, and the Plan contributes to all required emissions reductions; and

WHEREAS, adoption of, and the conformity determination for, the proposed 2013 TIP has been determined simultaneously with the Plan for consistency purposes (MTC Resolution No. 4076); and

WHEREAS, ABAG developed the Regional Growth Forecast for Jobs, Population and Housing planning purposes through 2040 (Forecast) by working with local jurisdictions, and the Forecast projects growth based on existing land use plans and policies, and demographic and economic trends; and

WHEREAS, pursuant to California Government Code § 65080(b)(2)(G), in preparing the Plan's SCS MTC and ABAG considered spheres of influence adopted by the Local Agency Formation Commissions within the San Francisco Bay Area; and

WHEREAS, pursuant to California Government Code § 65080(b)(2)(E), federal public participation requirements, and MTC's Public Participation Plan (MTC Resolution No. 3821), the Plan, including its SCS, was developed through a strategic, proactive, comprehensive public outreach and involvement program, which included: an adopted public participation plan; routine distribution of information to local/regional media; advertising in local and regional newspapers; distribution of public information materials, such as brochures and newsletters; a robust speakers bureau effort; a dedicated website; meetings with representatives from the each county board of supervisors and all city councils; noticed public hearings to receive testimony on the Plan, its SCS, and the Programmatic Environmental Impact Report (EIR); subregional workshops to facilitate public comment on the Plan; and interagency coordination and involvement; and

WHEREAS, pursuant to California Government Code § 65080(b)(2)(B), the Plan's SCS (i) identifies the general location of uses, residential densities, and building intensities within the

region; (ii) identifies areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the RTP taking into account net migration into the region, population growth, household formation and employment growth; (iii) identifies areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to California Government Code § 65584; (iv) identifies a transportation network to service the transportation needs of the region; (v) gathers and considers the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of California Government Code § 65080.01; (vi) considers the state housing goals specified in California Government Code §§ 65580 and 65581; and (viii) allows the RTP to comply with Section 176 of the Federal Clean Air Act (42 U.S.C. § 7506); and

WHEREAS, pursuant to California Government Code § 65080(b)(2)(B), in preparing the Plan's SCS, ABAG was responsible for identifying the general location of uses, residential densities, and building intensities within the region; identifying areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the RTP taking into account net migration into the region, population growth, household formation and employment growth; identifying areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to California Government Code § 65584; gathering and considering the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of California Government Code § 65080.01; and considering the state housing goals specified in California Government Code §§ 65580 and 65581; and

WHEREAS, pursuant to California Government Code § 65080(b)(2)(B), in preparing the Plan's SCS, MTC was responsible for identifying a transportation network to service the transportation needs of the region; and allowing the RTP to comply with Section 176 of the Federal Clean Air Act (42 U.S.C. Sec. 7506); and

WHEREAS, pursuant to California Government Code § 65080(b)(2)(B), in preparing the Plan's SCS, MTC and ABAG were jointly responsible for setting forth a forecasted development

pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve the greenhouse gas emission reduction targets adopted by the California Air Resources Board (CARB) for the San Francisco Bay Area; and

WHEREAS, CARB set the per capita greenhouse gas emission reduction targets for automobiles and light trucks for the San Francisco Bay Area at 7 percent by 2020 and 15 percent by 2035 from a 2005 base year; and

WHEREAS, as demonstrated in the Program EIR certified for the Plan, the SCS sets forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve the regional greenhouse gas emission targets set by CARB for the region; and

WHEREAS, CARB held a meeting on June 27, 2013, in which CARB staff provided an update on the Plan and its staff preliminarily concluded that the Plan complies with the greenhouse gas emission reduction targets established by CARB for the San Francisco Bay Area; and

WHEREAS, prior to taking action on the Plan, MTC has heard, been presented with, reviewed, and considered all of the information and data in the administrative record, including the Final Program EIR, and all oral and written evidence presented to it during all meetings and hearings; and

WHEREAS, Attachment B of this resolution, attached hereto and incorporated herein as though set forth at length, lists major revisions and corrections made to the draft Plan; and

WHEREAS, nothing in the Plan is intended to be a Transportation Control Measure (TCM); and

WHEREAS, MTC and ABAG intend to assist implementing agencies in determining whether a proposed project qualifies for development incentives associated with the Plan by developing advisory guidelines for evaluating consistency; and

WHEREAS, the Legislature did not direct either MTC or ABAG to make Plan consistency determinations on behalf of implementing agencies; ~~unless assistance is requested by an implementing agency or issues of a regional scale are implicated~~, MTC and ABAG do not intend to actively participate in the process of determining project consistency with the Plan; and

WHEREAS, while the Plan is intended to promote and provide incentives for development of Priority Development Areas (PDAs) identified in the Plan, the Plan is not intended to create direct or indirect obstacles to a local government's decision to approve development projects that are not included in, or consistent with, PDAs identified in the Plan; and

WHEREAS, the ratio of projected jobs and housing in the Plan is not intended to act as a direct or indirect cap on development locations in the region; and

WHEREAS, the Plan is not intended to dictate local land use policy or development approvals; and

WHEREAS, the Plan is intended to increase housing choices by providing incentives for qualifying development projects; and

WHEREAS, adoption of the Plan is accompanied by adoption of the 2013 TIP (MTC Resolution No. 4075) and certification that the Final Environmental Impact Report for the Plan complies with the California Environmental Quality Act (CEQA) (MTC Resolution No. 4110); now, therefore, be it

RESOLVED, that MTC certifies that the foregoing recitals are true and correct and incorporated by this reference; and be it further

RESOLVED, that MTC finds that the Plan, including its SCS, meets the requirements of Senate Bill 375 (Steinberg, 2008) as codified in California Government Code § 65080, subdivision (b); and be it further

RESOLVED, that MTC finds that the Plan, including its SCS, complies with the requirements of all other applicable laws; and be it further

RESOLVED, that MTC does hereby adopt the Plan, including its SCS, and the Final 2040 Regional Growth Forecast for the San Francisco Bay Area, attached hereto as Attachment A, as revised pursuant to Attachment B and subject to additional minor or non-substantive technical corrections and editorial changes (Final Plan); and be it further

RESOLVED, that MTC directs its staff to publish the Final Plan.

METROPOLITAN TRANSPORTATION COMMISSION

Amy Rein Worth, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a special meeting of the Commission held in Oakland, California on July 18, 2013

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Attachment A
Resolution No. 4111
Page 1 of __

Plan Bay Area and Final 2040 Regional Growth Forecast for the San Francisco Bay Area

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Attachment B
Resolution No. 4111
Page 1 of __

Summary of Major Revisions and Corrections to the Draft Plan