

Plan BayArea

TO: MTC Planning Committee, ABAG Administrative Committee DATE: July 5, 2013

FR: Executive Director, MTC
Executive Director, ABAG

W.I.: 1121

RE: Plan Bay Area – Final Adoption (MTC Resolution No. 4111, ABAG Resolution No. 06-13)

Overview

At the joint meeting of the MTC Planning and ABAG Administrative Committees on June 14, 2013 the Committees took action related to a number of key issues and plan implementation priorities that were identified during the Public Comment period on the Draft Plan Bay Area (Draft Plan) and presented as staff recommendations.

This memo transmits staff's recommended revisions for the final approval of Plan Bay Area based on direction from the ABAG Administrative Committee and MTC Planning Committee at your Joint Meeting, and additional action taken by the ABAG Executive Board on June 20th. There are also technical edits and corrections recommended by staff.¹

The proposed changes to the Draft Plan, including text, tables, and charts, are included in Attachment A to this memorandum. They are presented in order by chapter and page number, and numbered sequentially for reference during your deliberations at the July 12, 2013 meeting. Attachment B includes proposed changes to the maps that are proposed to be included in the final Plan Bay Area document (Final Plan). The Draft Plan is provided at http://www.mtc.ca.gov/planning/plan_bay_area/. The Final Plan to be considered by the Commission and Executive Board on July 18, 2013 will consist of the Draft Plan and the revisions to the Draft Plan that the Committees approve on July 12th. With the revisions outlined in Attachment A, staff recommends that the MTC Planning Committee and ABAG Administrative Committee refer the Final Plan (comprised of the Draft Plan together with the revisions outlined in Attachment A) to the Commission and the Executive Board for approval at their special joint meeting on July 18, 2013.

¹ The PDAs used in the EIR analysis are not changed. The PDAs for the Final Plan Bay Area are updated here to reflect technical edits and corrections. The changes to the PDAs are minor revisions that do not affect the housing and job distributions to the PDAs or to the cities. Since PDAs have been removed and not added, if anything, the EIR analysis is conservative because it included the VTA sub-area as PDAs in all PDA-oriented analysis. The alterations to the proposed Final Plan would have no effect on the conclusions or findings in the Draft EIR.

Key Changes to the Draft Plan

On June 20th, 2013 the ABAG Executive Board discussed and approved modifications to the policy recommendations that were previously approved by the Planning and Administrative Committees on June 14th, 2013 and requested the addition of one policy related issue to the Draft Plan. The Executive Board's recommendations relative to the Committee's actions on Key Issues identified in the comment period for the Draft Plan are outlined below.

1. Regional Forecast – no changes
2. Housing redistribution to suburban locations – no changes
3. Affordable Housing – no changes
4. Transportation Investments - revised the Committee's recommendation to include goods movement investments as an eligible use of Cap and Trade funding, in addition to transit, transit-oriented affordable housing, and local streets and roads (See Attachment A, page 16, item #44)
5. Reducing the Potential Risk of Displacement – revised the recommendation to state that ABAG and MTC will provide a menu of affordable housing and displacement policies for local jurisdictions to consider related to upcoming funding opportunities generally, rather than limiting the consideration to future rounds of One Bay Area Grant (OBAG) funding (See Attachment A, page 20, item 60)
6. Regional Express Lanes Network – no changes

The Planning and Administrative Committees discussed a number of items on June 14th identified by staff in relation to the Draft Plan comment period as key implementation issues that had not been appropriately identified or prioritized in the Draft Plan under the category of "Additional Incentives and Priorities for Plan Implementation". The ABAG Executive Board approved specific recommendations for three of the items in this category as described below.

1. Goods Movement and Industrial Lands (See page 23, item # 64)
2. Inter-regional Coordination (See page 24, item # 65)
3. Priority Conservation Area (PCA) Program Expansion and Refinement (See page 24, item # 66)

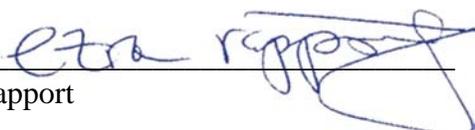
Finally, the ABAG Executive Board requested the addition of employment and wages under the "Vibrant Economy" section of Chapter 6 (See page 22, item # 61).

Recommendation

Staff recommends that the ABAG Administrative Committee and MTC's Planning Committee refer ABAG Resolution No.06-13 and MTC Resolution No. 4111 to the Executive Board and Commission for adoption of the final Plan Bay Area, with the clarifications and revisions noted above and included in the attachments.



Steve Heminger



Ezra Rapport

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ATTACHMENT A: List of Changes for Plan Bay Area

For consideration and adoption by the MTC Planning Committee and ABAG Administrative Committee, the following are changes to the text and tables in the draft Plan Bay Area document to create the final Plan Bay Area. Deletions are indicated by strikethrough and additions are indicated by underline. Highlighted text indicates changes adopted by the ABAG Executive Board at its June 20th meeting to items discussed by the ABAG Administrative Committee and MTC Planning Committee on June 14th.

Overall: Modify all references of “draft Plan Bay Area” to “Plan Bay Area,” as appropriate.

Introducing Plan Bay Area

- 1) **Page 3.** Add the following text: Plan Bay Area is one element of a broader California effort to reduce greenhouse gas emissions. While Plan Bay Area focuses on where the region is expected to grow and what transportation investments will support that growth, Assembly Bill 32 creates a comprehensive framework to cut greenhouse gases with new, cleaner fuels, more efficient cars and trucks, lower carbon building codes, cleaner power generation, as well as coordinated regional planning. In addition, Caltrans will lead efforts consistent with Senate Bill 391 to reduce greenhouse gases statewide from the transportation sector, including freight. These strategies are outlined in the California Air Resources Board’s (CARBs) Scoping Plan which demonstrates there is no single way to reduce greenhouse gases. Every sector must contribute if the State is to achieve its goals today and for tomorrow’s generations.
- 2) **Page 3.** Move the feature box “California Senate Bill 375: Linking Regional Plans to State Greenhouse Gas Reduction Bills” to page 4.
- 3) **Page 4.** Add the following text with sub-heading (at the end of the “Building Upon Local Plans and Strategies” section):
Preserving Local Land Use Control
Adoption of Plan Bay Area does not mandate any changes to local zoning, general plans, or project review. The region’s cities, towns, and counties will maintain control of all decisions to adopt plans and permit or deny development projects. This is required by SB375 and reflects the intent of regional and local collaboration that is the foundation of Plan Bay Area.

The Plan assists jurisdictions seeking to implement the Plan at the local level by providing funding for PDA planning and transportation projects. The Plan also provides jurisdictions with the option of increasing the efficiency of the development process for projects consistent with the Plan and other criteria included in SB375.

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- 4) **Page 4.** Add the following text (within the “Setting our Sights/Reaching Out” section): In addition, there were multiple rounds of engagement with the Bay Area’s Native American Tribes which are detailed in the Tribal Consultation report.
- 5) **Page 7.** Modify the following text (subject heading): ~~Increased Racial and Ethnic Diversity Expected to Increase~~ Will Increase Demand for Multifamily Housing.
- 6) **Page 8.** Remove the following text: ~~Both population groups have demonstrated an historic preference for multifamily housing, and they form multigenerational households at a higher rate than the general population. This is expected to drive higher demand for multifamily housing, in contrast to the historic development pattern of building primarily single-family homes. Likewise, many Latinos and Asians rely more on public transit than non-Hispanic whites. This, too, is expected to increase demand for a robust transit system that makes it easier for people who don’t own cars to commute, shop and access essential services.~~
- 7) **Page 8.** Modify the following text (in the “Demand for Multi-Unit Housing in Urban Areas Close to Transit Expected to Increase” section): ~~The growing numbers of Latino and Asian households will create a similar shift in the housing market. Finally~~ population Population growth of those aged 34 and younger is expected to have a similar effect, as this demographic group also demonstrates a greater preference for multifamily housing.

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8) **Page 10.** Replace Table 1 SF Bay Area Total Job Growth: 2010-2040, Top 15 Cities with the following table:

Rank	Jurisdiction	Jobs	Jobs	2010-2040 Job Growth	Percent Growth*
		2010	2040	Total Growth	
1	San Francisco	569,000	760,000	191,000	34%
2	San Jose	377,000	525,000	147,000	39%
3	Oakland	190,000	276,000	85,000	45%
4	Santa Clara	113,000	146,000	33,000	29%
5	Fremont	90,000	120,000	30,000	33%
6	Palo Alto	90,000	119,000	30,000	33%
7	Santa Rosa	75,000	104,000	28,000	38%
8	Berkeley	77,000	99,000	22,000	29%
9	Concord	48,000	69,000	22,000	46%
10	Sunnyvale	75,000	96,000	21,000	28%
11	San Mateo	53,000	73,000	20,000	39%
12	Hayward	68,000	88,000	20,000	29%
13	Redwood City	58,000	77,000	19,000	33%
14	Walnut Creek	42,000	57,000	16,000	38%
15	Mountain View	48,000	64,000	16,000	33%

**Percentage growth figures may not match due to rounding.*

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- 9) **Page 11.** Replace Table 2 SF Bay Area Total Housing Unit Growth 2010-2040, Top 15 Cities with the following table:

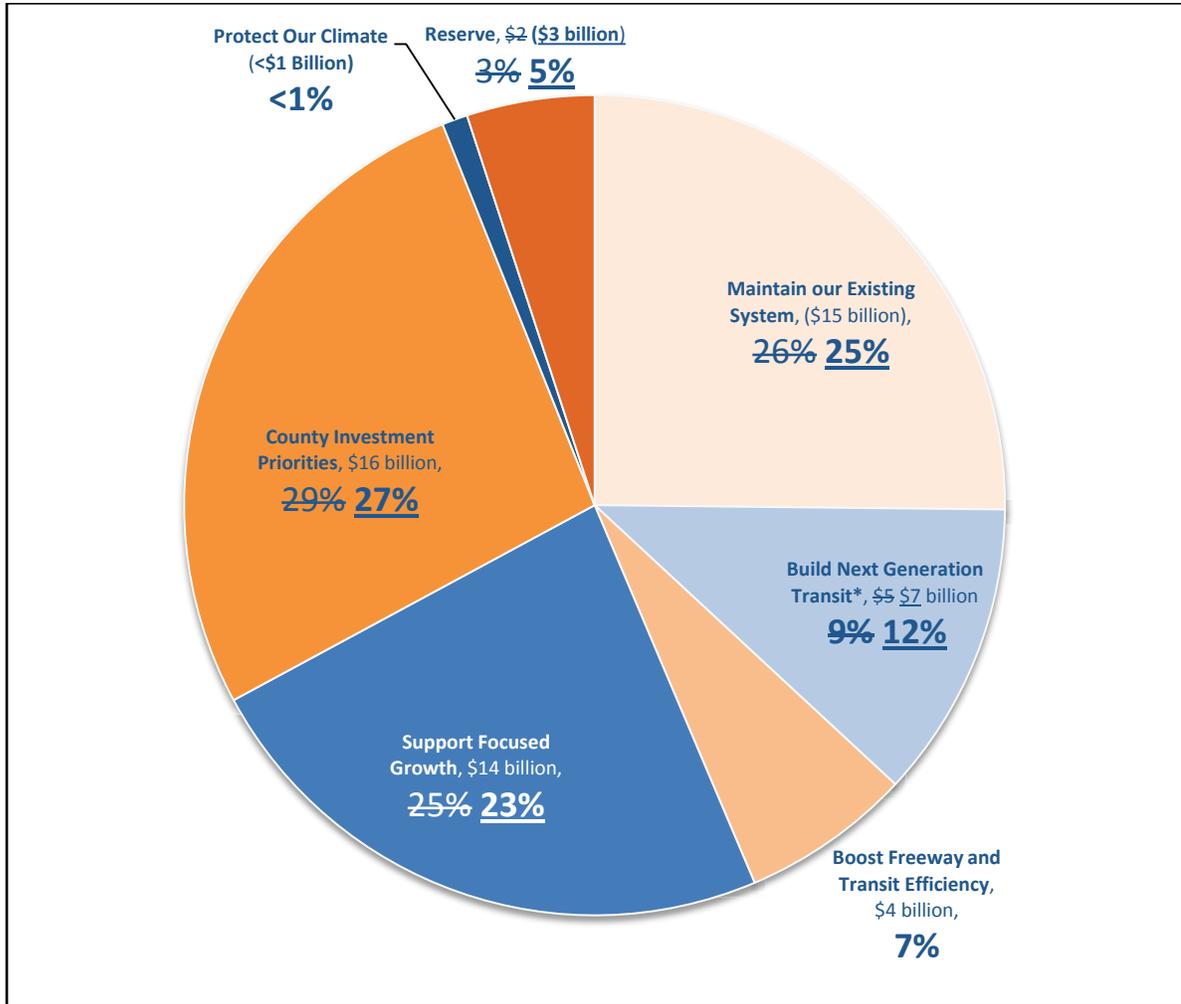
Rank	Jurisdiction	Housing Units	Housing Units	2010-2040 Housing Unit Growth	
		2010	2040	Total Growth	Percent Growth*
1	San Jose	314,000	443,000	129,000	41%
2	San Francisco	377,000	469,000	92,000	25%
3	Oakland	170,000	221,000	51,000	30%
4	Sunnyvale	56,000	75,000	19,000	34%
5	Concord	47,000	65,000	18,000	38%
6	Fremont	74,000	92,000	18,000	24%
7	Santa Rosa	67,000	83,000	16,000	24%
8	Santa Clara	45,000	59,000	14,000	31%
9	Milpitas	20,000	32,000	13,000	64%
10	Hayward	48,000	61,000	12,000	26%
11	Fairfield	37,000	48,000	11,000	30%
12	San Mateo	40,000	50,000	10,000	25%
13	Livermore	30,000	40,000	10,000	32%
14	Richmond	39,000	49,000	10,000	25%
15	Mountain View	34,000	43,000	9,000	28%

**Percentage growth may not match due to rounding.*

- 10) **Page 12.** Modify the following text: Plan Bay Area transportation revenue forecasts total ~~\$289~~ \$292 billion over the 28-year period.
- 11) **Page 12.** Modify the following text: Of the total revenues, ~~\$57~~ \$60 billion are “discretionary,” or available for assignment to projects and programs through Plan Bay Area.

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12) **Page 12.** Figure 2. Plan Bay Area – Discretionary Investment Summary (in year-of-expenditure \$)



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13) **Page 13.** Modify the following table: Table 3 Ten Largest Plan Bay Area Investments

Rank	Project	Investment (YOE* Millions \$)
1	BART to Warm Springs, San Jose, and Santa Clara	\$8,341
2	MTC Regional Express Lane Network	\$6,657 \$6,057
3	Transbay Transit Center/Caltrain Downtown Extension (Phases 1 and 2)	\$4,185
4	Integrated Freeway Performance Initiative (FPI)	\$2,259 \$2,729
5	Presidio Parkway/Doyle Drive US 101 seismic replacement	\$2,053
6	Caltrain Electrification and Service Frequency Improvements	\$1,718
7	SF MUNI Central Subway: King St to Chinatown	\$1,578
8	Valley Transportation Authority (VTA) Express Lane Network	\$1,458
9	San Jose International Airport Connector	\$753
10	Hunters Point and Candlestick Point: New Local Roads	\$722

14) **Page 15.** Remove the following text box: ~~MTC and ABAG welcome your comments on this draft Plan Bay Area. An extensive outreach effort is planning during the spring of 2013 to provide ample opportunity for the region’s residents to make their views known. Please see “what’s Next for Plan Bay Area” at the end of this plan for details, or visit <http://onebayarea.org>~~

Chapter 1: Setting Our Sights

15) **Page 24.** Modify the following text (in feature box “Plan Bay Area Prompts Robust Dialogue on Transportation and Housing”):

Early on in the development of Plan Bay Area, MTC and ABAG set benchmarks for involving a broad cross-section of the public. With, hundreds of meetings completed and thousands of comments logged, the agencies can point to the following indicators that show an active process. Full details are included in supplementary reports, *Plan Bay Area Public Outreach and Participation Program: Phases 1-3 (multiple volumes, listed in Appendix 1) and Government to Government Consultation with Native American Tribes*.

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Following are some of the highlights to date:

- ~~Two~~ Two statistically valid telephone polls conducted in Winter 2010/2011 and Spring 2012 of some 5,200 Bay Area residents from all nine counties. A third poll of some 2,500 residents was completed in Spring 2013.
- ~~Nineteen~~ Twenty-nine well-attended public workshops or hearings (at least three in each Bay Area county) attracted ~~000~~ over 3,000 residents. A vocal contingent of participants at the public meetings expressed strong opposition to regional planning in general and to Plan Bay Area in particular.
- Eight public hearings were held in 2012 and 2013 in conjunction with development and review of the companion Plan Bay Area Draft Environmental Impact Report (DEIR) drew another 400 participants.
- MTC and ABAG developed partnerships with community organizations in low-income communities and communities of color to conduct community surveys (1,600 completed surveys in Spring 2011; 10 focus groups with 150 participants in Winter 2012, and an additional ~~4~~ 12 focus groups conducted in the spring of 2013 with 180 participants).
- Throughout the planning process, ABAG and MTC hosted meetings with local elected officials, local planning directors and officials from congestion management and transit agencies.
- An active web and social media presence, resulted in some ~~270,000~~ 356,000 page views by ~~50,000~~ 66,000 unique visitors to the OneBayArea.org web site since its launch in April 2010, and a January 2012 "virtual public workshop" some 1,300 individuals participated , and another 90 comments were submitted on the Draft Plan via an interactive online comment forum.
- Release of the Draft Plan and DEIR drew 1,250 residents to county-based meetings that included an "Open House" where participants could view displays and ask questions, followed by a public hearing. A total of 385 people spoke and another 140 completed comment forms at the public hearings, .
- A total of 587 letters and emails were submitted on the Draft Plan and DEIR. All correspondence, public hearing transcripts and comment forms can be viewed at OneBayArea.org.

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~~With release of the draft plan, residents can comment multiple ways in April and May 2013 at one of nine public hearings on the plan, three public hearings on the companion Environmental Impact Report and online via a Plan Bay Area Town Hall at OneBayArea.org. See "What's Next for Plan Bay Area" at the end of this plan for complete details.~~

- 16) **Page 26.** Modify the following text: This land use scenario placed 78 percent of residential growth and 62 percent of job growth in Priority Development Areas throughout the region.

Chapter 2: The Bay Area in 2040

- 17) **Page 31.** Replace Table 1 Bay Area Population, Employment and Housing Projections, 2010-2040 with the following table:

*****Please note that these changes reflect changes in rounding for consistency with other tables. There are no actual changes to the regional forecast totals.*****

Category	2010	2040	Growth	Percent Change
			2010 - 2040	2010 - 2040
Population	7,151,740	9,299,150	2,147,410	30%
Jobs	3,385,300	4,505,220	1,119,920	33%
Households	2,608,020	3,308,110	700,090	27%
Housing Units	2,785,950	3,445,950*	660,000	24%

**2010 and 2040 values include seasonal units*

- 18) **Page 33.** Remove the following text: ~~The population growth of these ethnic groups is significant for Play Bay Area because of their historic preference for multifamily housing~~
- 19) **Page 38.** Remove the following text:
~~Latino and Asian household growth, along with population growth of those aged 34 and under, also will increase demand for multi-family housing in urban locations.~~

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- 20) **Page 39.** Replace Table 4 Population Growth by County, 2010-2040 with the following table:

County	2010	2040	Percent
Alameda	1,510,271	1,987,950	32%
Contra Costa	1,049,025	1,338,443	28%
Marin	252,409	285,395	13%
Napa	136,484	163,677	20%
San Francisco	805,235	1,085,731	35%
San Mateo	718,451	904,427	26%
Santa Clara	1,781,642	2,423,471	36%
Solano	413,344	511,603	24%
Sonoma	483,878	598,455	24%
Total	7,150,739	9,299,153	30%

Chapter 3: Where We Live, Where We Work

- 21) **Page 51.** Replace Table 1 SF Bay Area Total Job Growth 2010-2040, Top 15 Cities with the following table:

Rank	Jurisdiction	Jobs	Jobs	2010-2040	
		2010	2040	Total Job Growth	Percent Growth*
1	San Francisco	569,000	760,000	191,000	34%
2	San Jose	377,000	525,000	147,000	39%
3	Oakland	190,000	276,000	85,000	45%
4	Santa Clara	113,000	146,000	33,000	29%
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8	Berkeley	77,000	99,000	22,000	29%
9	Concord	48,000	69,000	22,000	46%
10	Sunnyvale	75,000	96,000	21,000	28%
11	San Mateo	53,000	73,000	20,000	39%
12	Hayward	68,000	88,000	20,000	29%
13	Redwood City	58,000	77,000	19,000	33%
14	Walnut Creek	42,000	57,000	16,000	38%
15	Mountain View	48,000	64,000	16,000	33%

**Percentage growth figures may not match regional totals due to rounding.*

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- 22) **Page 54.** Replace Table 2 SF Bay Area Total Housing Unit Growth 2010-2040, Top 15 Cities with the following table:

		Housing Units	Housing Units	2010-2040 Housing Unit Growth	
Rank	Jurisdiction	2010	2040	Total Growth	Percent Growth*
1	San Jose	314,000	443,000	129,000	41%
2	San Francisco	377,000	469,000	92,000	25%
3	Oakland	170,000	221,000	51,000	30%
4	Sunnyvale	56,000	75,000	19,000	34%
5	Concord	47,000	65,000	18,000	38%
6	Fremont	74,000	92,000	18,000	24%
7	Santa Rosa	67,000	83,000	16,000	24%
8	Santa Clara	45,000	59,000	14,000	31%
9	Milpitas	20,000	32,000	13,000	64%
10	Hayward	48,000	61,000	12,000	26%
11	Fairfield	37,000	48,000	11,000	30%
12	San Mateo	40,000	50,000	10,000	25%
13	Livermore	30,000	40,000	10,000	32%
14	Richmond	39,000	49,000	10,000	25%
15	Mountain View	34,000	43,000	9,000	28%

*Percentage growth figures may not match regional totals due to rounding.

- 23) **Page 54.** Modify the following text: Contra Costa County accounts for 11 percent of the region’s new jobs and 12 percent of its new homes. Concord, Richmond, Pittsburg, and Walnut Creek — all with PDAs centered on BART stations — take on the largest shares of the county’s housing growth, with ~~23~~ 22 percent, 12 percent, 9 percent, and 9 percent respectively. PDAs in the county will take on ~~65~~ 64 percent of the housing growth and 57 percent of the job growth.
- 24) **Page 54.** Modify the following text: Major suburban employment centers in Alameda and Contra Costa Counties, including Concord, Walnut Creek, and the Tri-Valley communities of Dublin, Pleasanton, Livermore, and San Ramon, account for over 8 percent of the Bay Area’s new jobs and nearly ~~9~~ 8 percent of its new homes.
- 25) **Page 55.** Modify the following text: In Marin, 22 percent of new jobs and 38 percent of new housing are expected to be located in PDAs, while the share is 18 percent and 41 percent in Napa County, 33 percent and 65 percent in Solano County, and ~~56~~ 47

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percent and 72 percent in Sonoma County.

- 26) **Page 55.** Modify the following text: Overall, well over two-thirds of all regional growth by 2040 is allocated within Priority Development Areas. PDAs are expected to accommodate ~~80~~ 78 percent (or over ~~525,570~~ 509,000 units) of new housing and ~~6662~~ percent (or nearly 690,000) of new jobs.
- 27) **Page 55.** Replace Table 3 SF Bay Area Housing and Job Growth, 2010-2040 with the following table:

County	Employment				Housing Units				Households			
	2010	2040	2010-2040		2010 [†]	2040	2010-2040		2010	2040	2010-2040	
	Total			%*	Total			%*	Total			%*
Alameda	694,450	947,650	253,200	36%	582,550	730,540	147,990	25%	545,000	705,000	160,000	29%
Contra Costa	344,920	467,390	122,470	36%	400,260	481,590	81,330	20%	375,000	464,000	89,000	24%
Marin	110,730	129,140	18,400	17%	111,210	118,740	7,530	7%	103,000	112,000	9,000	9%
Napa	70,650	89,540	18,890	27%	54,760	60,830	6,070	11%	49,000	56,000	7,000	15%
San Francisco	568,720	759,500	190,780	34%	376,940	469,430	92,480	25%	346,000	447,000	102,000	29%
San Mateo	345,200	445,080	99,880	29%	271,030	326,070	55,040	20%	258,000	315,000	57,000	22%
Santa Clara	926,260	1,229,530	303,270	33%	631,920	842,350	210,430	33%	604,000	818,000	214,000	35%
Solano	132,350	179,930	47,580	36%	152,700	175,570	22,870	15%	142,000	169,000	27,000	19%
Sonoma	192,010	257,460	65,450	34%	204,570	236,480	31,910	16%	186,000	221,000	35,000	19%
REGION*	3,385,300	4,505,220	1,119,920	33%	2,785,950	3,444,950[†]	660,000[†]	24%	2,608,000	3,308,000	700,000	27%

*Growth figures may not match regional totals due to rounding and seasonal units.

[†]Regional 2040 and growth totals include 4,350 seasonal units that were not distributed throughout the region.

Source: Jobs Housing Connection Strategy, ABAG 2012

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- 28) **Page 57.** Replace the table Regional Housing Need Allocation, 2014-2022 with the following table:

County	Very Low	Low	Moderate	Above	Total
Alameda	9,912	6,604	7,924	19,596	44,036
Contra Costa	5,264	3,086	3,496	8,784	20,630
Marin	618	367	423	890	2,298
Napa	370	199	243	670	1,482
San Francisco	6,234	4,639	5,460	12,536	28,869
San Mateo	4,595	2,507	2,830	6,486	16,418
Santa Clara	16,158	9,542	10,637	22,499	58,836
Solano	1,711	902	1,053	3,311	6,977
Sonoma	1,818	1,094	1,355	4,177	8,444
Region	46,680	28,940	33,420	78,950	187,990

- 29) **Page 58.** Modify the following text: ~~Looking ahead to the adoption of Plan Bay Area, some agencies will have the chance to support project development. To encourage integrated land use and transportation planning, Senate Bill 375 sets up a process whereby certain projects consistent with the adopted Plan Bay Area may qualify for relief from some CEQA requirements. Adoption of Plan Bay Area will not require any changes to local land use policies or environmental review processes. In concert with Senate Bill 375, the Plan provides some jurisdictions with the opportunity to reduce the scope of environmental analysis required under CEQA for certain projects that are consistent with the Plan.~~
- 30) **Page 59.** Modify the map legend as follows:
- ~~Eligible areas for residential or mixed-use CEQA streamlining~~ General areas projected to meet density threshold for residential and mixed-use CEQA streamlining
 - ~~Eligible areas for only residential CEQA streamlining~~ General residential areas projected to meet density threshold for residential CEQA streamlining
 - ~~Ineligible areas for CEQA streamlining~~ General areas projected to be ineligible for CEQA streamlining
- 31) **Page 59.** Remove San Francisco/Oakland Area and San Jose Area insets to show TPP areas in all counties.

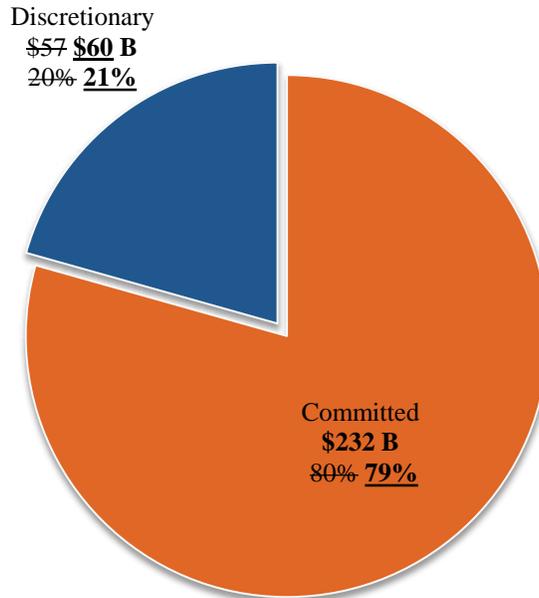
Chapter 4: Investments

- 32) **Page 62.** Modify the following text: Plan Bay Area revenue forecasts total ~~\$289~~ \$292 billion over the 28-year period reckoned in year of expenditure (YOE) dollars.
- 33) **Page 62.** Modify the following table: Plan Bay Area Funding: 28-Year Revenue Forecast

Source	YOE\$ billions	% of Total
Local	\$154	53%
Regional	\$43	15%
State	\$45 <u>\$48</u>	16%
Federal	\$33	11%
Anticipated	\$14	5%
Total	\$289 <u>\$292</u>	100%

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- 34) **Page 64.** Modify the following figure: **Figure 2. Plan Bay Area Revenue** ~~\$289~~ \$292 Billion



- 35) **Page 64.** Add the following text (inserted as a bullet before the last bullet “anticipated as it previously appears: Plan Bay Area assumes \$3.1 billion dollars in Cap and Trade revenue. These funds represent the Bay Area’s share of funds that are expected to be administered by the state’s Metropolitan Planning Organizations.
- 36) **Page 65.** Modify the following text: Based on these conditions, ~~\$57~~ \$60 billion of the ~~\$289~~ \$292 billion in total revenue forecasted for Plan Bay Area is available for discretionary investments.
- 37) **Page 65.** Modify the following text: As summarized in Table 1, the investment strategy totals ~~\$289~~ \$292 billion in committed and discretionary funds.

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38) **Page 65.** Modify the following table: **Table 1** Draft Plan Investments by Function

Function	Committed,	Discretionary,	Total,
	YOES\$ billions	YOES\$ billions	YOES\$ billions
Transit: Expansion	\$13	\$8	\$21
Transit: Maintain Existing System	\$139	\$20	\$159
Road and Bridge: Maintain Existing System	\$69	\$25	\$94
Road and Bridge: Expansion	\$11	\$4	\$15
<u>Cap and Trade Reserve</u>	\$0	<u>\$3</u>	<u>\$3</u>
Total	\$232	\$57 \$60	\$289 \$292

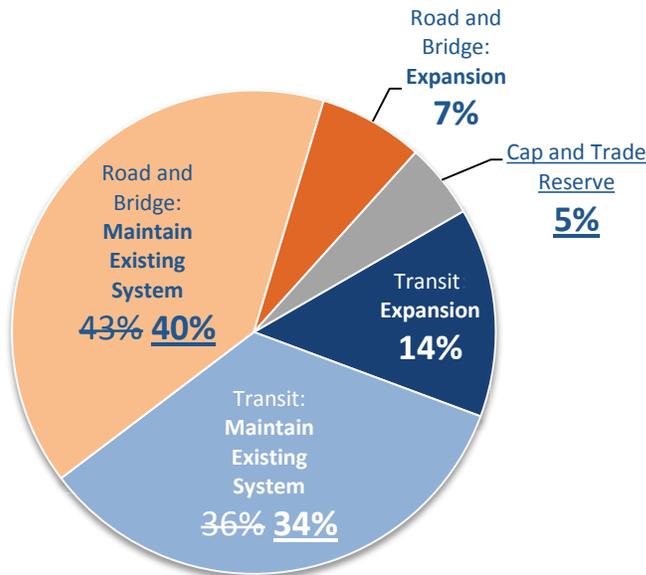
39) **Page 65.** Modify the following text: ~~Eighty~~ Seventy-nine percent (\$232 billion) of all the revenues forecast for Plan Bay Area are deemed “Committed.”

40) **Page 65:** Modify the following text: Examples of committed funds include existing sales tax measures, which have been assigned through a voter approved expenditure plan, and ~~Surface State~~ Surface State Transportation Improvement Program (STIP) funds that have already been designated for specific projects by the California Transportation Commission.

41) **Page 66.** Modify the following text: The ~~20~~ 21 percent of Plan Bay Area revenues that are discretionary (~~\$57~~ \$60 billion) are assigned to projects or programs to support the plan’s land use and transportation investment strategy.

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- 42) **Page 66.** Modify the following figure: **Figure 4. Discretionary Revenue \$57 \$60 Billion**



- 43) **Page 72.** Add the following section after L S & R and before Investment in State Bridges :

Funding Active Transportation

Plan Bay Area makes a significant commitment to increase the convenience and safety of walking and bicycling by delivering complete streets for all users. State Transportation Development Act (TDA) and local sales tax funds committed to bicycle and pedestrian improvements total \$4.6 billion during the Plan period. In addition, the One Bay Area Grant program discussed in the next section includes \$14.6 billion over the life of the Plan.. These funds may be used for complete streets projects, including stand-alone bicycle and pedestrian paths, bicycle lanes, pedestrian bulb-outs, lighting, new sidewalks, and Safe Routes to Transit and Safe Routes to Schools projects that will improve bicycle and pedestrian safety and travel.

- 44) **Page 66.** Include in Discretionary Revenues section w. Cap and Trade Revenues black sub-heading : Add the following text: This investment strategy is complemented by a \$3.1 billion dollar reserve from future Cap and Trade funding included in the Plan. The expected eligible uses include but are not limited to transit operating and capital rehabilitation/replacement, local street and road rehabilitation, goods movement, and transit-oriented affordable housing, consistent with the focused land use strategy outlined in Plan Bay Area. The share of funds reserved for these purposes, the specific project sponsors, and investment requirements will be subject to further deliberation with partner agencies and public input following adoption of Plan Bay Area.

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- 45) **Page 74.** Add the following text to the description of TOAH:
a \$90 million pool by 2014 to help finance workforce housing projects in transit-rich locations. and target neighborhood stabilization investments, including housing acquisition and rehabilitation, small site acquisition and land banking in the region's PDAs.
- 46) **Page 74.** Modify the following text: OBAG also includes \$40 ~~\$30 in~~ million for the PDA Planning program to assist cities and counties planning to promote for employment and housing growth in their city centers and transit-served corridors. In addition, these funds will continue to facilitate the entitlement of affordable housing.
- 47) **Page 78.** Modify the following text: Plan Bay Area supports MTC's Freeway Performance Initiative (FPI), which is designed to maximize the efficiency and improve the ~~management, reliability~~ operations and safety of the existing freeway, highway and arterial ~~infrastructure, while targeting freeway improvements to the most congested locations~~ network.
- 48) **Page 78.** Modify the following text: Owing to investments made through the Transportation 2035 Plan, FPI expanded the number of metered ramps ~~from 330 locations in 2009 to 500 locations by 2012~~ throughout the Bay Area, directly resulting in reduced travel times and improved ~~reliability~~ safety on major freeway corridors ~~with almost no~~ while managing the impact on local ~~street~~ arterial operations. FPI investments also support the Program for Arterial System Synchronization (PASS), through which an average of 500 traffic signals are re-timed each year to improve coordination across jurisdictions, and provide priority signal timing for transit vehicles.
- 49) **Page 78.** Modify the following text: Plan Bay Area calls for an investment of approximately \$2.7 billion in discretionary regional funds over the next 28 years to ~~continue these programs and others under~~ implement the FPI ~~umbrella.~~

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50) **Page 78.** Modify the following Table: **Table 5.** Freeway Performance Initiative

Program Elements	Description & Benefits
Ramp Metering	Activate 300 additional ramp-metering locations in the Bay Area <u>on freeways.</u>
“Intelligent Transportation Systems” Infrastructure	Install and maintain traffic cameras, changeable message signs, speed sensors and other related infrastructure to improve travel-time reliability <u>on freeways.</u>
Arterial Management <u>Operations</u>	Implement traffic signal coordination, transit-priority timing and incident/emergency <u>clearance</u> plans on regionally significant routes.
Incident and Emergency Management	Maintain the Freeway Service Patrol and Call Box programs, and enhance transportation agencies’ and first responders’ capabilities to clear traffic incidents and respond to major emergencies through integrated corridor management.
Traveler Information/511	Collect, consolidate and distribute accurate regional traffic, transit and parking data for trip-planning and real-time traveler information.
<u>Operations & Maintenance</u>	<u>Maintain existing and future arterial and freeway technology improvements.</u>

51) **Page 80.** Modify the following text: In October 2011, the California Transportation Commission (CTC) approved MTC’s plan to add ~~290~~ 270 miles of express lanes on I-80 in Solano and Contra Costa counties, and the approaches to the Bay Bridge, San Mateo-Hayward Bridge, and the Dumbarton Bridge.

52) **Page 81.** Modify the map as shown in Attachment B.

53) **Page 82.** Add the following text at end of section on Regional Express Lane Network: All project-level environmental clearances will comply with applicable requirements for environmental justice, and focused outreach will be conducted with low income communities as part of the Express Lanes network development and implementation. Furthermore, MTC will study the potential benefits and impacts of converting general purpose lanes to express lanes in order to inform implementation of the express lanes network.

54) **Page 84.** Modify the following table: **Table 7:** Summary of Climate ~~Program~~ Initiatives Program

ATTACHMENT A

Policy Initiative (Ordered from most to least cost-effective)	Cost (In Year of Expenditure Millions of \$)	Per Capita CO ₂ Emissions Reductions in 2035
Commuter Benefit Ordinance	\$0	-0.3%
Car Sharing	\$13	-2.6% -2.8%
Vanpool Incentives	\$6	-0.4%
Clean Vehicles Feebate Program	\$25	-0.7%
Smart Driving Strategy	\$160	-1.5% -1.6%
Vehicle Buy-Back & Plug-in or Electric Vehicle Purchase Incentive	\$120	-0.5%
Regional Electric Vehicle Charger Network	\$80	-0.3%
Climate Initiatives Innovative Grants	\$226	TBD
Total	\$630	<u>-6.3%</u> -6.6%

- 55) **Page 87.** Modify the following text: The investment strategies for the ~~\$57~~ \$60 billion in discretionary revenue support key priorities that will help our region to surpass our per-capita greenhouse gas target, deliver the long-term land use strategy, maintain the infrastructure investments made by past generations, and provide for future economic growth.

ATTACHMENT A

- 56) **Page 87.** Modify the following table: **Table 8.** Plan Bay Area Investment Strategy Summary in billions of year-of-expenditure dollars

Strategy	YOES Billions	% of Total
1 Maintain our Existing System	\$15	26% <u>25%</u>
2 Build Next Generation Transit*	\$5 <u>\$7</u>	9% <u>12%</u>
3 Boost Freeway and Transit Efficiency	\$4	7%
4 Support Focused Growth	\$14	25% <u>23%</u>
5 County Investment Priorities	\$16	29% <u>27%</u>
6 Protect Our Climate	< \$1	1%
7 Reserve	\$2 <u>\$3</u>	3% <u>5%</u>
Total	\$57 <u>\$60</u>	100%
<i>*includes \$2 Billion in funds retained for future New/Small Starts and High Speed Rail projects.</i>		

- 57) **Page 14 (after the 1st paragraph under “A Plan to Build On”** add the following text): Plan Bay Area also sets a path for the region to participate in and inform the California Transportation Plan (CTP 2040). This plan, scheduled for completion by the end of 2015, will integrate regional planning efforts from around the state into a comprehensive plan. CTP 2040 will address the state's mobility, reduce greenhouse gas emissions from the transportation sector and define performance-based goals, policies, and strategies to plan, enhance and sustain California’s statewide integrated, multimodal transportation system.

Chapter 5: Performance

- 58) **Page 104.** Modify the following text: Maintain the Transportation System in a State of Good Repair: Local Road, Highway, and Transit Maintenance.
- 59) **Pages 114-118.** The text and tables on addressing Draft Environmental Impact Report will be removed from the final Plan.

Chapter 6: A Plan to Build On

- 60) **Page 123.** Add the following section (after “A Vibrant Economy” section and before “Cleaning Our Air”):

Increase Housing Choices and Community Stability

To achieve the goals of Plan Bay Area, to retain and improve the region’s quality of life, accommodate future growth, and strengthen the economy by providing homes for a diverse workforce the region must retain and increase the availability of affordable housing and support the vitality of our existing neighborhoods. Priority Development

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Areas (PDAs) provide a policy framework that can support investments and stability in disadvantaged communities, as well as encourage housing production in communities with access to employment and educational opportunities based on regional and local collaboration.

Affordable Housing

The loss of local redevelopment funding, combined with reduced funding at the state and federal level, has created a structural financing gap that reduces affordable housing production that would otherwise occur. Given housing production costs in the Bay Area and the complexity of building in locations near transit, additional resources are needed to preserve, rehabilitate, and construct new affordable homes.

Plan Bay Area aligns funding from the new One Bay Area Grant (OBAG) with PDAs and the development of housing including affordable housing in PDAs. The OBAG fund requires that 50/70% of funding, depending on the county, be invested in PDAs; that all local jurisdictions have certified housing elements to be eligible for any OBAG funding; and, Congestion Management Agencies are required to develop PDA Investment and Growth Strategies that include a consideration of housing affordability and affordable housing policies. The Plan links funding from an expanded Transit Oriented Affordable Housing (TOAH) loan fund to PDAs, and identifies transit-oriented affordable housing as an eligible use for Cap and Trade revenues. This funding can effectively leverage local government, private, and foundation resources. Production of affordable housing will also require local planning and entitlement processes that support this effort. Provision of incentives for local jurisdictions and coordination with Congestion Management Agencies (CMAs) will be essential. MTC and ABAG will continue to use PDA Planning Grants to facilitate the entitlement of affordable housing in transit corridors. Through the Bay Area Prosperity Plan, the regional agencies are working with a consortium of local jurisdictions and community-based organizations to identify strategies and pilot projects to build different types of housing and identify new alternative housing funds.

Potential Displacement

Given Plan Bay Area's focus on infill development and investments close to transit and urban amenities, there is a potential risk of displacement for low and moderate income households in some neighborhoods. Approximately 30,000 households (about 1 percent of the total Bay Area households) could be at risk of displacement given their location in areas where the Plan forecasts significant growth and where people already pay more than half of their income in rent. The potential risk of displacement does not affect all or even the majority of PDAs. Still, the effectiveness of the Plan relies on the social, cultural and economic vitality of our existing neighborhoods.

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The Plan addresses the potential risk of displacement by increasing resources for the creation and preservation of affordable housing and improving economic opportunities for current residents. The task is to support investments in low-income neighborhoods that can expand the range of services and amenities and provide economic opportunity to local workers.

Local and regional initiatives will need to recognize the unique qualities of individual neighborhoods and the need for locally-defined policy interventions. ABAG and MTC will work with local and county agencies to provide a menu of neighborhood stabilization and affordable housing policies for consideration relative to future funding opportunities. Best practices from the HUD-funded Bay Area Regional Prosperity Plan including capacity building, knowledge sharing, policy development, and funding, will be an important source of input to a will be considered relative to inform future programs.

- 61) **Page 122.** Modify the following text (in the “Implement the Bay Area Prosperity Plan” section):

The three-pronged planning effort includes the Economic Opportunity Strategy, a Housing the Workforce Initiative and an Equity Collaborative that together will implement this program. Recommended strategies from this effort will be considered by MTC and ABAG in implementing Plan Bay Area and as input to the update of the Plan.

In addition to the Prosperity Plan, Bay Area economic development organizations are preparing strategies to strengthen the regional economy. MTC and ABAG will look to these two efforts to identify job creation and career pathway strategies, including local best practices on apprenticeship programs, local hire and standard wage guidelines, that can be shared with local jurisdictions in the Bay Area and as input to the next update of Plan Bay Area

- 62) **Page 122.** Modify the following text (in the “Improve Permitting Process” section):
ABAG and MTC will continue to support these efforts through PDA planning grants and technical assistance, including supporting community engagement throughout the planning process.

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- 63) **Page 123.** Add the following text (to the “Link Housing, Transportation and Economic Development” section):

Regional agencies will also develop land use guidelines for growing industries, as well as place-based strategies to support the growth of different types of PDAs and job centers, including small towns, mixed-use corridors, and existing office parks.

- 64) **Page 123.** Add the following section to A Vibrant Economy :

Goods Movement, and Industrial Lands

The movement of freight, and the protection of production and distribution businesses, has important environmental, economic and equity implications for the region. The region is home to the fifth busiest maritime port in the nation, the Port of Oakland, which serves not only Bay Area residents and industries but also provides a critical link to national and international markets for North Bay and Central Valley agriculture.

MTC’s Regional Goods Movement Study, last updated in 2009, found that manufacturing, freight transportation and wholesale trade account for nearly 40% of regional output and that Bay Area businesses spend over \$6.6 billion on transportation services, and goods movement businesses create over 10 percent of regional employment, including many high paying blue and green collar jobs accessible to those without higher levels of education. However, continued land development pressure is placing many industrial and manufacturing land uses at risk of displacement, as documented in MTC’s 2008 Goods Movement/Land Use Study. MTC and ABAG will work with the business community and local jurisdictions and stakeholders to explore economic development best practices for goods movement and industrial businesses and identify funding to assess the role of goods movement businesses and industrial land in the regional economy.

Air quality considerations related to goods movement activities in the region also must be addressed in coordination with the larger goods movement and industrial lands discussions and how goods movement and the retention of industrial lands relates to other transportation sectors and air quality impacts on other uses including residential uses along goods movement corridors. The Air District manages a number of programs to support cleaner trucks within the region, and specifically at the Port of Oakland.

MTC is currently working with Caltrans District 4 and County CMAAs to update the information from the 2004 and 2009 studies and identify key goods movement issues for the region to address in the coming years, and will recommend key corridors for sub-regional and multi-modal studies including consideration for truck traffic as well as passenger and freight rail. This work will help inform the Region’s input to the California Freight Mobility Plan, and implementation of the newest Federal transportation bill, MAP-21, which addresses the performance of the national freight network and supports investment in freight-related surface transportation projects.

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- 65) **Page 123:** Add the following section to a Vibrant Economy:

Strengthen Inter-Regional Coordination

The nine-county Bay Area is closely connected with its adjacent counties and metropolitan areas. Alameda, Solano, Contra Costa, and Santa Clara counties are especially affected by decisions in neighboring counties outside of the 9 county Bay Area related to inter-regional commuting and land use patterns, housing needs and job access.. ABAG and MTC recognize the need to encourage more coordinated planning and, in some cases, more coordinated state and local investment strategies to ensure that the Bay Area’s inter-regional challenges are adequately addressed. ABAG and MTC will work with local jurisdictions and the county congestion management agencies to advance coordinated planning and modeling efforts with neighboring Metropolitan Planning Organizations such as SJCOG (San Joaquin), SACOG (Sacramento), and AMBAG (Monterey/Santa Cruz).

- 66) **Page 126.** Add the following section under Planning for Resilience:

Regional Open Space and Agricultural Land Preservation

Plan Bay Area sets the stage for the integration of land use, open space, and transportation planning by focusing growth and investment in Priority Development Areas and by seeking to protect habitat, recreation, and agricultural land in Priority Conservation Areas (PCAs). Regional efforts include a \$10 million pilot program to support transportation and conservation projects aimed at protecting PCAs (part of the One Bay Area Grant). Open space preservation and agricultural vitality remain long-term challenges that will require a continued commitment to regional coordination. Following adoption of Plan Bay Area, ABAG will update the PCA guidelines to further define the role of different kinds of PCAs to support habitat, agriculture, recreation, and other ecological functions. Updates to individual PCAs will be made in consultation with local jurisdictions. ABAG and MTC will draw upon best practices and lessons learned from the OBAG PCA Pilot Program as well as the resources of open space agencies, local jurisdictions, state and county farm bureaus, non-profit organizations, foundations and state and federal agencies.

The California Coastal Trail (CCT) is a network of public trails for walkers, bikers, equestrians, wheelchair users and others along the 1200-mile California coastline. Many of the CCT segments in the Bay Area overlap with the region’s Priority Conservation Areas (PCAs) and will be considered in ABAG’s update of the PCA guidelines.

- 67) **Page 125.** Modify the following text (in the “Ride-sharing Networks” section):

Lyft, WeGo Rideshare, and Sidecar, alongside other services such as Uber that utilize excess capacity from livery car companies, have effectively increased the city’s region’s ridesharing capacity through crowd sourcing. All ~~three~~ four companies use smart phone technology to connect vehicles to riders, and in the case of Lyft, WeGo

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Rideshare, and Sidecar, anyone with a private vehicle and a clean driving record can sign up to be a driver.

68) **What's Next for Plan Bay Area?** This section to be removed from the final document

Appendix 1: Supplementary Report and Additional Resources

1) These reports will be finalized by July 10, 2013. They will be posted online and available in the ABAG and MTC library at 101 Eight Street, Oakland CA 94618.

<http://www.onebayarea.org/regional-initiatives/plan-bay-area/draft-plan-bay-area/supplementary-reports.html>

Appendix 2: Maps

1) Attachment B includes information on final maps to be included in Plan Bay Area

ATTACHMENT B: Updated Maps for Plan Bay Area

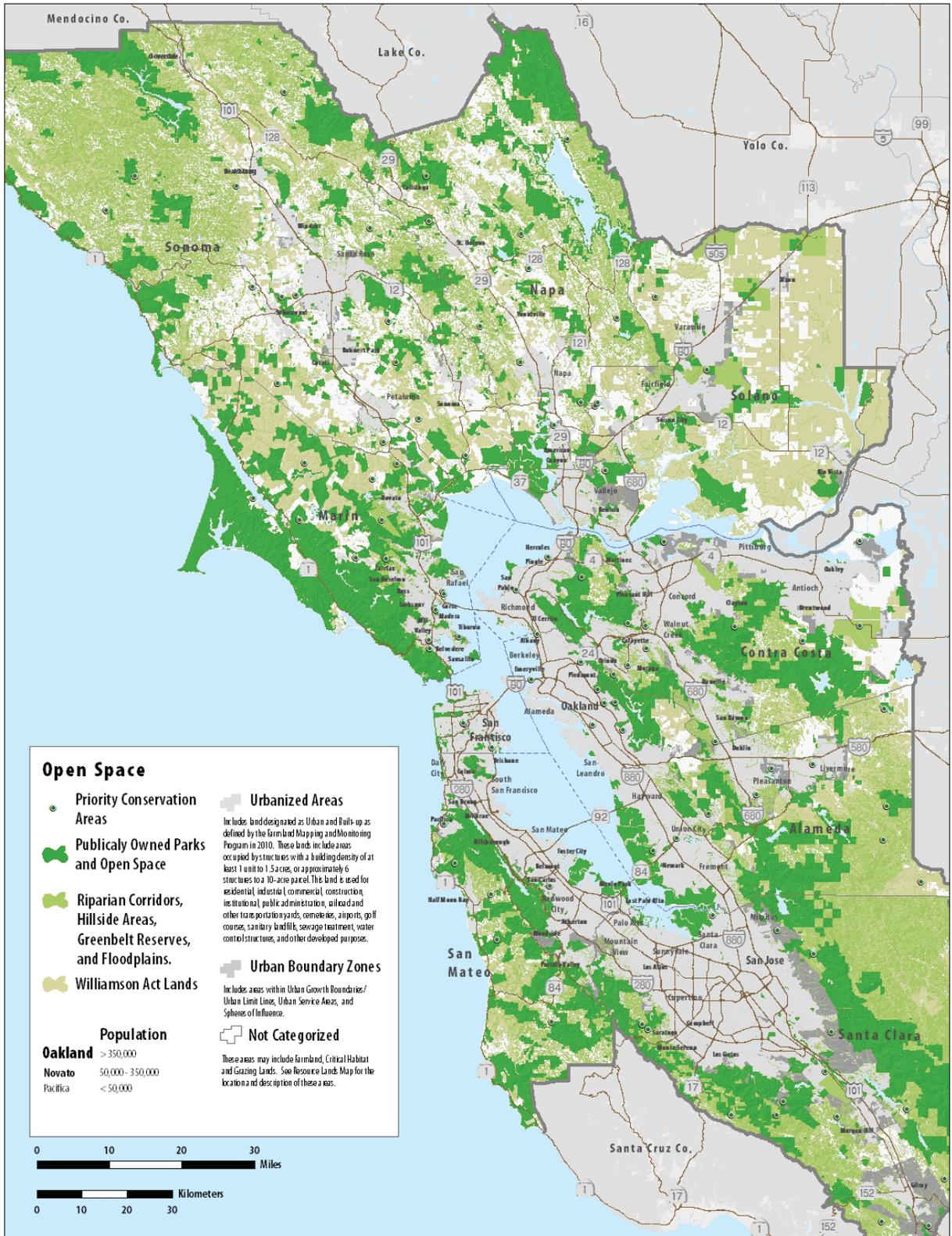
A. The Resource Lands Map

The Resource Lands Map on page 45 will be replaced by two maps below titled “Open Space” and “Resource Lands” based on the data below. The detailed maps on pages , 140, 141, and 142 will be reproduced based on these maps.

Data Source	Description
Priority Conservation Areas <i>Source:</i> <i>Association of Bay Area Governments 2013</i>	These areas include lands of regional significance that have broad community support and an urgent need for protection. These areas provide important agricultural, natural resource, historical, scenic, cultural, recreational, and/or ecological values and ecosystem functions.
Publicly Owned Parks and Open Space <i>Source:</i> <i>Data is derived from the Bay Area Protected Areas Database, Bay Area Open Space Council, 2012; California State Park Boundaries, 2012; The Conservation Lands Network, 2012.</i>	These areas include publicly owned lands that are accessible to the public.
Riparian Corridors <i>Source:</i> <i>Based upon Local Jurisdiction General Plan Maps. Data compiled by Greenbelt Alliance staff in November 2011.</i>	A policy that limits or prohibits new construction within a certain distance from rivers and streams to avoid the adverse impacts of urban development, such as pollution runoff, erosion and habitat degradation.
Hillside Areas <i>Source:</i> <i>Based upon Local Jurisdiction General Plan Maps. Data compiled by Greenbelt Alliance staff in March 2012.</i>	Hillside areas identified as important for protection or conservation based on city and county general plans. Policies mapped include areas identified based up the slope of a hill, the area above a certain elevation, and the area within a certain vertical or horizontal distance from a ridge line. Data compiled by Greenbelt Alliance staff and interns based upon general plans, as well as city and county-provided data.
Greenbelt Reserves <i>Source:</i> <i>Based upon Local Jurisdiction General Plan Maps. Data compiled by Greenbelt Alliance staff March 2012.</i>	Large open space reserves that are set aside permanently or temporarily by a single or among several jurisdictions.
Floodplains <i>Source:</i> <i>U.S. Federal Emergency Management Agency, Data compiled by Greenbelt Alliance Staff in February 2012.</i>	Flood plain areas identified as important for protection within a city's general plan. Data compiled by Greenbelt Alliance staff and interns based upon general plans and 100 year storm flood level from the U.S. Federal Emergency Management Agency.

<p>Williamson Act Lands <i>Source:</i> <i>Williamson Act Program, California Department of Conservation, 2006.</i></p>	<p>The California Land Conservation Act of 1965-- commonly referred to as the Williamson Act-- enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use.</p>
<p>Urbanized Areas <i>Source:</i> <i>Farmland Mapping and Monitoring Program 2010</i></p>	<p>Includes land designated as Urban and Built-up as defined by the Farmland Mapping and Monitoring Program in 2010. These lands include areas occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.</p>
<p>Urban Boundary Zones <i>Source:</i> <i>Based upon Local Jurisdiction General Plan Maps. Data compiled by ABAG Planning staff March 2012.</i></p>	<p>Includes areas within Urban Growth Boundaries/ Urban Limit Lines, Urban Service Areas and Spheres of Influence. See below for more detail.</p>

Open Space



Resource Lands



Resource Lands

Farmland

Includes water approved, agriculturally-zoned land that is identified as important for protection from urban development, and land outside all existing city spheres of influence or city limits as of January 2010, that is one of the following Dept. of Conservation's Farmland Mapping and Monitoring Program (FMMP) classifications:

1. Prime Farmland
2. Unique Farmland
3. Farmland of Statewide Importance

Critical Habitat

Includes lands designated as habitat for protected sensitive or species of special status as defined by local, state, or federal agencies, or protected by the federal Endangered Species Act, the California Endangered Species Act, or the Native Plant Protection Act.

Grazing Lands

Defined by the FMMP in 2010, this category includes land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities.

Urbanized Areas

Includes land designated as Urban and Built-up as defined by the FMMP in 2010. These lands include areas occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, offices and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

Urban Boundary Zones

Includes areas within Urban Growth Boundaries/Urban Limit Lines, Urban Service Areas, and Spheres of Influence.

Not Categorized

These areas may include Open Space/Parks, Riparian Corridor, Hillside Areas, Greenbelt Reserves, Floodplain, and Williamson Act Lands. See Open Space Lands Map for the location and description of these areas.

Population

- Oakland** > 350,000
- Novato** 50,000 - 350,000
- Pacifica** < 50,000



B) PDA Maps

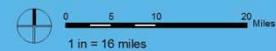
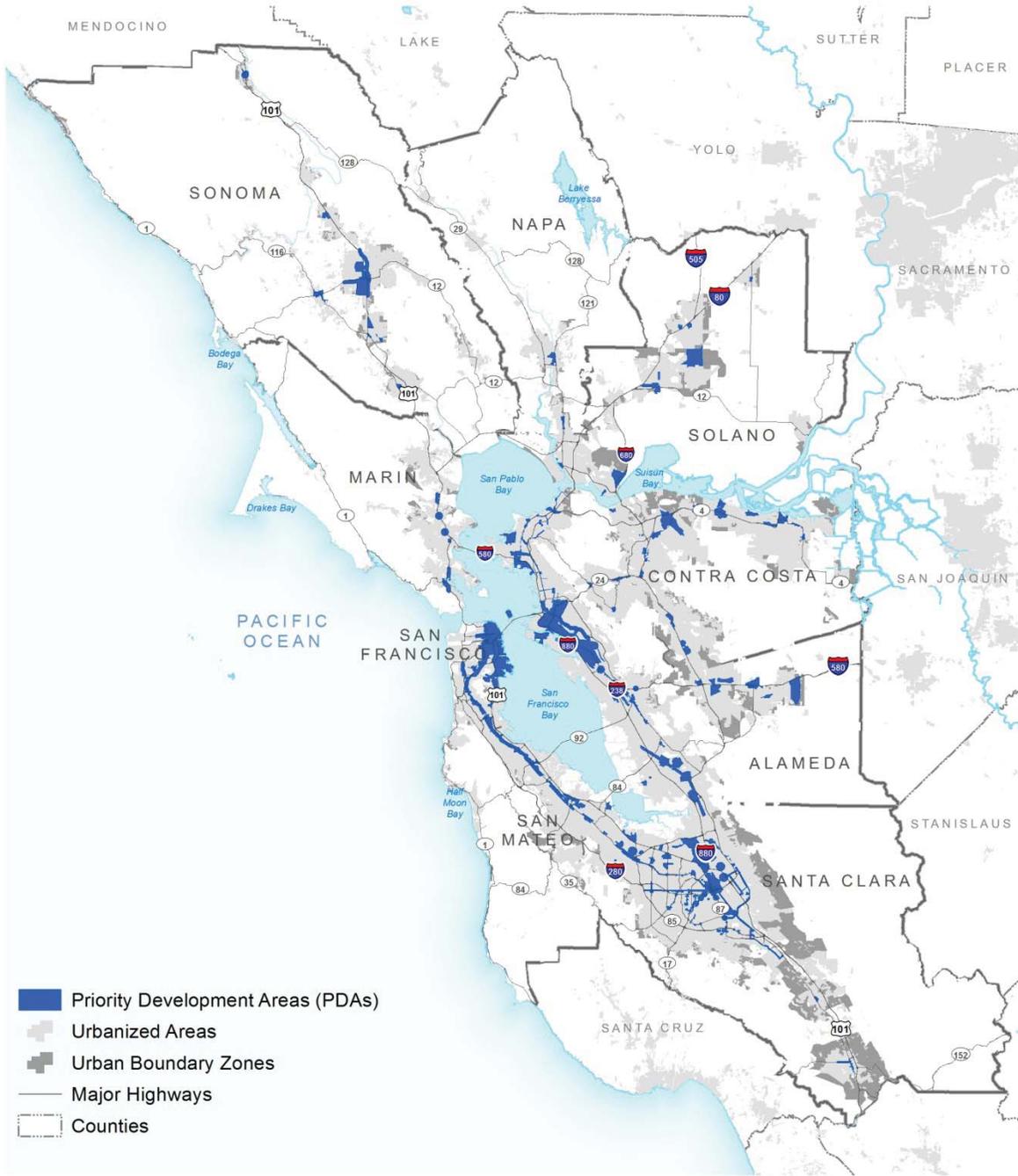
The PDA map for the final Plan Bay Area investment and land use maps on pages 0, 49, 52, 81, 89, 91, and 93 will be updated based on the information below as shown on the following page.

1. After adoption of the Jobs-Housing Connection Strategy in May of 2012 and commencement of the EIR, a number of cities requested changes to their PDAs. ABAG and MTC have incorporated these changes into the PDA feature set. These revisions are as follows. The changes to the PDA feature set are minor revisions that do not impact the housing and job distribution to the PDAs or to the cities.
 - a. Combined the two Napa PDAs, Downtown Napa and Soscol Gateway Corridor, into one
 - b. Changed the Lafayette PDA Place Type from Transit Town Center to Transit Neighborhood
 - c. Removed the Valley Transportation Authority PDA sub-areas from the following jurisdictions:
Campbell, Los Gatos, Palo Alto, San Martin (Santa Clara County Unincorporated), Saratoga, and Sunnyvale

- 2) In describing the proposed Plan and Alternatives, the term “urban growth boundary” was used on the housing and job growth maps on pages 49, 52, 143-154. The term “urban growth boundary” is being replaced with “urban boundary lines and zones” to provide consistency in the EIR and Plan documents and to differentiate between “urban boundary lines and zones” as used for the proposed Plan and alternatives land use policy inputs, and “urban growth” boundaries as official development restrictions.

Because there are a wide variety of policies in place across the region aimed at managing growth, MTC and ABAG sought to identify the most appropriate growth boundary for each jurisdiction or county based on existing local policies. The Urban Boundary Lines were established hierarchically. Wherever possible, actual adopted urban growth boundaries, urban limit lines or similarly adopted boundary lines were used as the Urban Boundary Lines. In the absence of these adopted boundaries, LAFCO-determined urban service areas were used as the Urban Boundary Line. If urban service areas were not available, LAFCO-determined city spheres of influence (SOI) were used. SOIs were used instead of city limits because SOIs represent a more realistic and likely limit on urban development than city limits. In general, the SOI extends beyond the current city limits, but in some cases, the city limits and SOI are the same. In addition, for some unincorporated areas, LAFCO- or county-determined service areas were also used as part of the Urban Boundary Line. For more information, see Supplemental Report Summary of Predicted Land Use Responses (page 24)

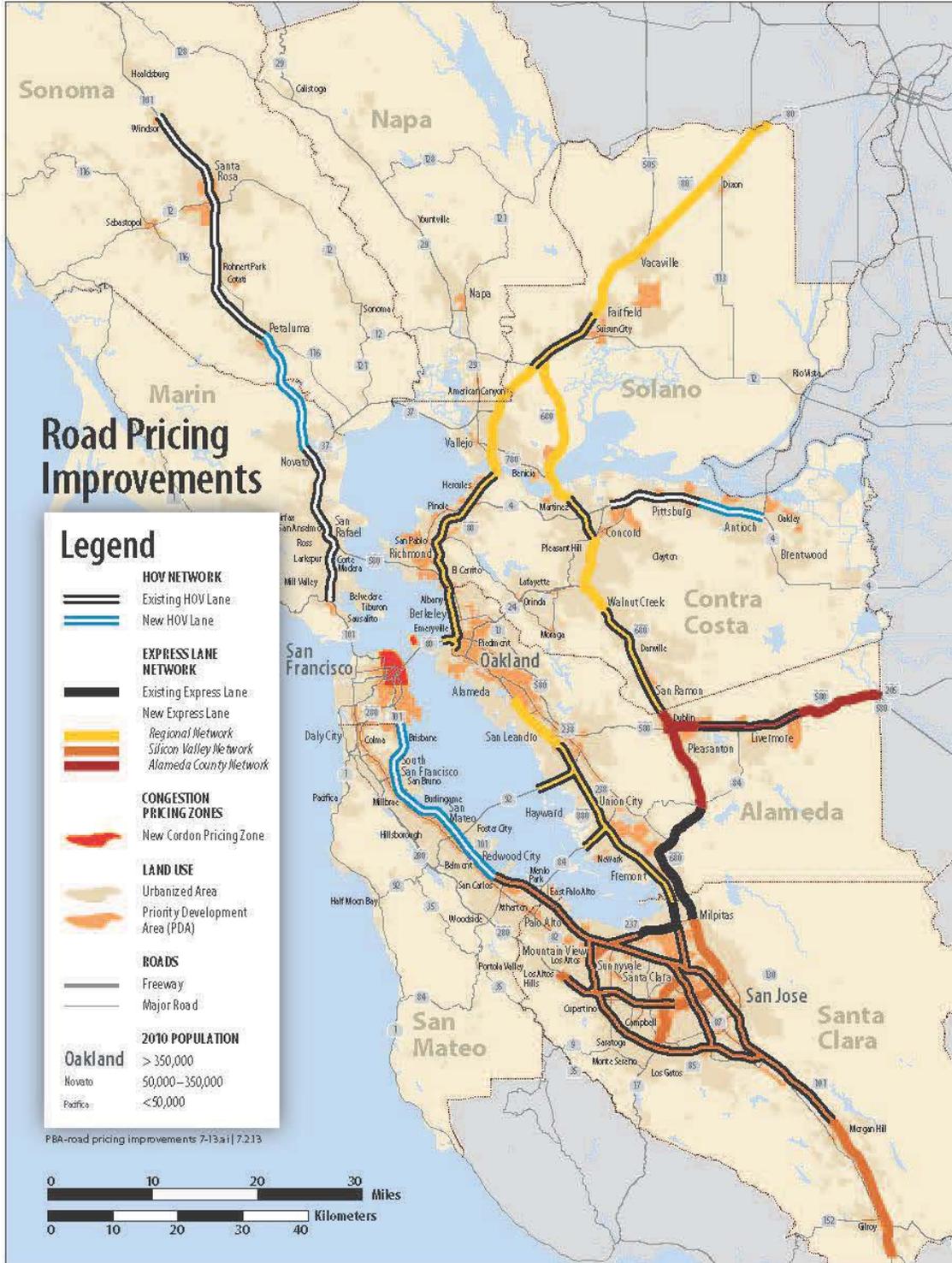
Updated PDAs & Urbanized Areas



C) Replace the map on page 81: *Road Pricing Improvements* with the map below:

The following changes were made to this map:

1. The existing I-680 HOV lanes in northern Contra Costa County were revised to reflect the accurate northern extent of these lanes (south of the Benecia-Martinez Bridge toll plaza, rather than the bridge itself).
2. The existing US-101 HOV lanes in southern Marin County were revised to reflect the accurate southern extent of these lanes (near the SR-1 interchange, rather than the Tamalpais Drive interchange).
3. The I-580 and I-680 express lanes in Alameda County were relabeled to reflect their inclusion in the Alameda County (ACTC) Express Lane Network, rather than the Regional Express Lane Network.



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.

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

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

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

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

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

Attachment B
Resolution No. 4111
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Summary of Major Revisions and Corrections to the Draft Plan