

Summary of Major Revisions and Corrections
to the
Draft Plan Bay Area

As approved by the Association of Bay Area Governments' Executive Board and the Metropolitan Transportation Commission on July 18, 2013, the following changes are made to the text, tables and maps in the [draft Plan Bay Area document](#) (March 2013) to create the final Plan Bay Area.

Deletions are indicated by strikethrough and additions are indicated by underline.

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Overall:

- Modify all references to “draft Plan Bay Area” to “Plan Bay Area,” as appropriate.
- Add the following text to all maps: These maps are for general information. For more information on local zoning or designations for a particular site or parcel, please contact your city or county.
- Modify all references to “Jobs-Housing Connection Strategy, ABAG (2012)” as source of data and maps to “ABAG 2013”.

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 (CARB) 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 Goals” 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 maintain control of all decisions to adopt plans and permit or deny development projects. Similarly, Plan Bay Area's forecasted job and housing numbers do not act as a direct or indirect cap on development locations in the region. The forecasts are required by SB 375 and reflect 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

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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 SB 375.

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

<u>Rank</u>	<u>Jurisdiction</u>	<u>Total Jobs</u>		<u>2010-2040 Job Growth</u>	
		<u>2010</u>	<u>2040</u>	<u>Total Growth</u>	<u>Percent Growth</u>
<u>1</u>	<u>San Francisco</u>	<u>568,720</u>	<u>759,500</u>	<u>190,780</u>	<u>34%</u>
<u>2</u>	<u>San Jose</u>	<u>377,140</u>	<u>524,510</u>	<u>147,380</u>	<u>39%</u>
<u>3</u>	<u>Oakland</u>	<u>190,490</u>	<u>275,760</u>	<u>85,260</u>	<u>45%</u>
<u>4</u>	<u>Santa Clara</u>	<u>112,890</u>	<u>146,180</u>	<u>33,290</u>	<u>29%</u>
<u>5</u>	<u>Fremont</u>	<u>90,010</u>	<u>120,000</u>	<u>29,990</u>	<u>33%</u>
<u>6</u>	<u>Palo Alto</u>	<u>89,690</u>	<u>119,470</u>	<u>29,780</u>	<u>33%</u>
<u>7</u>	<u>Santa Rosa</u>	<u>75,460</u>	<u>103,940</u>	<u>28,470</u>	<u>38%</u>
<u>8</u>	<u>Berkeley</u>	<u>77,110</u>	<u>99,330</u>	<u>22,220</u>	<u>29%</u>
<u>9</u>	<u>Concord</u>	<u>47,640</u>	<u>69,450</u>	<u>21,810</u>	<u>46%</u>
<u>10</u>	<u>Sunnyvale</u>	<u>74,810</u>	<u>95,600</u>	<u>20,790</u>	<u>28%</u>
<u>11</u>	<u>San Mateo</u>	<u>52,540</u>	<u>72,950</u>	<u>20,410</u>	<u>39%</u>
<u>12</u>	<u>Hayward</u>	<u>68,140</u>	<u>87,820</u>	<u>19,680</u>	<u>29%</u>
<u>13</u>	<u>Redwood City</u>	<u>58,080</u>	<u>77,480</u>	<u>19,400</u>	<u>33%</u>
<u>14</u>	<u>Walnut Creek</u>	<u>41,720</u>	<u>57,380</u>	<u>15,660</u>	<u>38%</u>
<u>15</u>	<u>Mountain View</u>	<u>47,950</u>	<u>63,590</u>	<u>15,640</u>	<u>33%</u>

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		Jobs	Jobs	2010-2040 Job Growth	
Rank	Jurisdiction	2010	2040	Total Growth	Percent Growth ³
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%

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

Rank	Jurisdiction	Total Housing Units		2010-2040 Housing Unit Growth	
		2010	2040	Total Growth	Percent Growth
<u>1</u>	<u>San Jose</u>	<u>314,040</u>	<u>443,320</u>	<u>129,280</u>	<u>41%</u>
<u>2</u>	<u>San Francisco</u>	<u>376,940</u>	<u>469,430</u>	<u>92,480</u>	<u>25%</u>
<u>3</u>	<u>Oakland</u>	<u>169,710</u>	<u>221,160</u>	<u>51,450</u>	<u>30%</u>
<u>4</u>	<u>Sunnyvale</u>	<u>55,790</u>	<u>74,820</u>	<u>19,030</u>	<u>34%</u>
<u>5</u>	<u>Concord</u>	<u>47,130</u>	<u>65,200</u>	<u>18,070</u>	<u>38%</u>
<u>6</u>	<u>Fremont</u>	<u>73,990</u>	<u>91,620</u>	<u>17,630</u>	<u>24%</u>
<u>7</u>	<u>Santa Rosa</u>	<u>67,400</u>	<u>83,430</u>	<u>16,030</u>	<u>24%</u>
<u>8</u>	<u>Santa Clara</u>	<u>45,150</u>	<u>58,930</u>	<u>13,780</u>	<u>31%</u>
<u>9</u>	<u>Milpitas</u>	<u>19,810</u>	<u>32,430</u>	<u>12,620</u>	<u>64%</u>
<u>10</u>	<u>Hayward</u>	<u>48,300</u>	<u>60,610</u>	<u>12,320</u>	<u>26%</u>
<u>11</u>	<u>Fairfield</u>	<u>37,180</u>	<u>48,300</u>	<u>11,120</u>	<u>30%</u>
<u>12</u>	<u>San Mateo</u>	<u>40,010</u>	<u>50,200</u>	<u>10,180</u>	<u>25%</u>
<u>13</u>	<u>Livermore</u>	<u>30,340</u>	<u>40,040</u>	<u>9,700</u>	<u>32%</u>
<u>14</u>	<u>Richmond</u>	<u>39,330</u>	<u>49,020</u>	<u>9,690</u>	<u>25%</u>
<u>15</u>	<u>Mountain View</u>	<u>33,880</u>	<u>43,280</u>	<u>9,400</u>	<u>28%</u>

		Housing Units	Housing Units	2010-2040 Housing Unit Growth	
Rank	Jurisdiction	2010	2040	Total Growth	Percent Growth*
+	San Jose	314,000	443,000	129,000	41%

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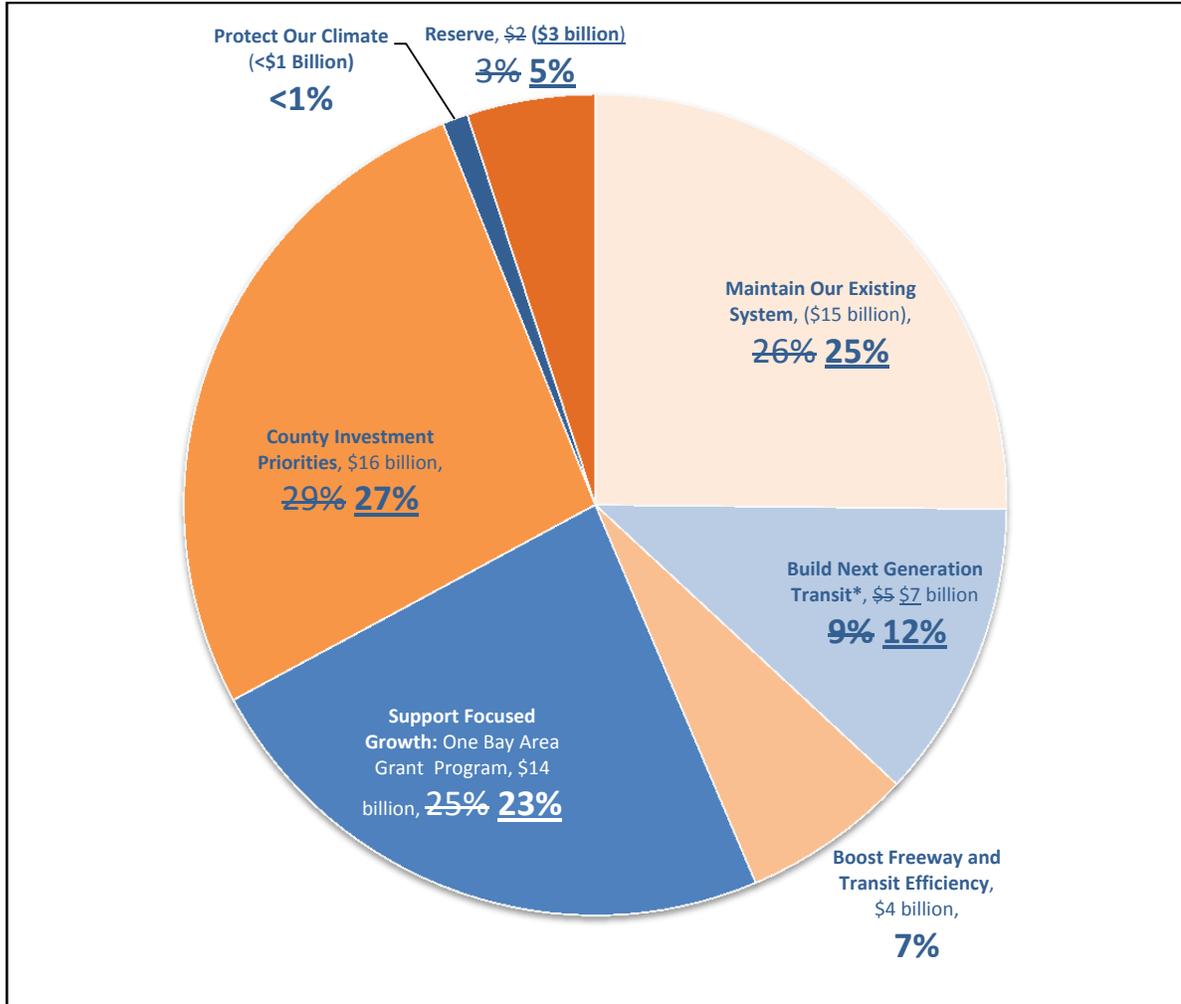
2	San Francisco	377,000	469,000	92,000	25%
3	Oakland	170,000	221,000	51,000	30%
4	Sunnyvale	56,000	75,000	19,000	34%
5	Concord	47,000	65,000	18,000	38%
6	Fremont	74,000	92,000	18,000	24%
7	Santa Rosa	67,000	83,000	16,000	24%
8	Santa Clara	45,000	59,000	14,000	31%
9	Milpitas	20,000	32,000	13,000	64%
10	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%

- 9) **Page 12.** Modify the following text: Plan Bay Area transportation revenue forecasts total ~~\$289~~ \$292 billion over the 28-year period.
- 10) **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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- 11) **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 ~~two rounds of public engagement complete and another about to begin,~~ hundreds of meetings completed and thousands of comments logged, the agencies can point to a number of indicators that show an active process. Full details are included in a supplementary ~~publication~~ 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:

- Three statistically valid telephone polls conducted in ~~late 2010/early 2011, and spring~~ 2012 and 2013 reached out to some 5,200 Bay Area residents from all nine counties. ~~(each with some 1,600 residents) A third poll of some 2,500 residents is being conducted this spring.~~
- ~~Nineteen~~ Twenty-nine well-attended public workshops or hearings (at least three in each Bay Area county) ~~that~~ attracted ~~2,000 over 3,000~~ residents ~~(two each in all nine Bay Area counties, with an extra meeting in Alameda County)~~. 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) and 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 being conducted in the spring of 2013 with 180 participants).
- Throughout the planning process, ABAG and MTC hosted ongoing meetings with local elected officials, local planning directors and officials from congestion management and transit agencies.
- An active web and social media presence, including resulted in some 270,000 356,000 page views by 50,000-66,000 unique visitors to the OneBayArea.org website since its launch in April 2010, and some 1,300 individuals participated in and a January 2012 "virtual public workshop" that was taken by some 1,300 participants. 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 provided 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 ~~pattern~~ scenario placed ~~80~~ 78 percent of residential growth and ~~66~~ 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	7,150,740	9,299,150	2,148,410	+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 housing 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:

<u>County</u>	<u>2010</u>	<u>2040</u>	<u>Percent</u>
<u>Alameda</u>	<u>1,510,270</u>	<u>1,987,950</u>	<u>32%</u>
<u>Contra Costa</u>	<u>1,049,030</u>	<u>1,338,440</u>	<u>28%</u>
<u>Marin</u>	<u>252,410</u>	<u>285,400</u>	<u>13%</u>
<u>Napa</u>	<u>136,480</u>	<u>163,680</u>	<u>20%</u>
<u>San Francisco</u>	<u>805,240</u>	<u>1,085,730</u>	<u>35%</u>
<u>San Mateo</u>	<u>718,450</u>	<u>904,430</u>	<u>26%</u>
<u>Santa Clara</u>	<u>1,781,640</u>	<u>2,423,470</u>	<u>36%</u>
<u>Solano</u>	<u>413,340</u>	<u>511,600</u>	<u>24%</u>
<u>Sonoma</u>	<u>483,880</u>	<u>598,460</u>	<u>24%</u>
<u>Total*</u>	<u>7,150,740</u>	<u>9,299,150</u>	<u>30%</u>

**Sum of county totals may not match regional totals due to rounding.*

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

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Chapter 3: Where We Live, Where We Work

- 21) **Page 44, modify the following text:** Plan Bay Area’s distribution of the forecasted jobs throughout the region is informed by changing trends in the locational preferences of the wide range of industry sectors and business place types in the Bay Area.

- 22) **Page 44, Add the following text:** This focused growth takes a variety of forms across the various employment centers throughout the region, as summarized below. The plan’s long-range employment forecast is developed for planning purposes only, and it is not intended to pre-determine subsequent transportation funding allocation decisions.

- 23) **Page 50, modify the following text:** In sum, the 15 cities expected to experience the most job growth will account for roughly 700,000 jobs, or just over 60 percent of the new jobs added forecasted in the region by 2040. Through local general plans, communities may aspire to and plan for additional jobs beyond the forecast contained in Plan Bay Area.

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

<u>Rank</u>	<u>Jurisdiction</u>	<u>Total Jobs</u>		<u>2010-2040 Job Growth</u>	
		<u>2010</u>	<u>2040</u>	<u>Total Growth</u>	<u>Percent Growth</u>
<u>1</u>	<u>San Francisco</u>	<u>568,720</u>	<u>759,500</u>	<u>190,780</u>	<u>34%</u>
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<u>9</u>	<u>Concord</u>	<u>47,640</u>	<u>69,450</u>	<u>21,810</u>	<u>46%</u>

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<u>10</u>	<u>Sunnyvale</u>	<u>74,810</u>	<u>95,600</u>	<u>20,790</u>	<u>28%</u>
<u>11</u>	<u>San Mateo</u>	<u>52,540</u>	<u>72,950</u>	<u>20,410</u>	<u>39%</u>
<u>12</u>	<u>Hayward</u>	<u>68,140</u>	<u>87,820</u>	<u>19,680</u>	<u>29%</u>
<u>13</u>	<u>Redwood City</u>	<u>58,080</u>	<u>77,480</u>	<u>19,400</u>	<u>33%</u>
<u>14</u>	<u>Walnut Creek</u>	<u>41,720</u>	<u>57,380</u>	<u>15,660</u>	<u>38%</u>
<u>15</u>	<u>Mountain View</u>	<u>47,950</u>	<u>63,590</u>	<u>15,640</u>	<u>33%</u>

		Jobs	Jobs	2010-2040 Job Growth	
Rank	Jurisdiction	2010	2040	Total 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%
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15	Mountain View	48,000	64,000	16,000	33%

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- 25) **Page 53. Modify the following text:** While housing growth is closely linked to local plans, ~~As a result of these growth distribution factors, more housing growth was is~~ directed to locations where the transit system can be utilized more efficiently, where workers can be better connected to jobs, and where residents can access high-quality services. ~~However, growth in each place is tied directly to housing potential as defined by the local jurisdictions.~~
- 26) **Page 53. Modify the following text:** In sum, two-thirds of the region's overall housing production is directed to these 15 cities, ~~leaving the more than 90 remaining jurisdictions in the region to absorb only limited growth.~~ This development pattern preserves the character of more than 95 percent of the region by focusing growth on less than five percent of the land.
- 27) **Page 54.** Replace Table 2 SF Bay Area Total Housing Unit Growth 2010-2040, Top 15 Cities with the following table:

Rank	Jurisdiction	Total Housing Units		2010-2040 Housing Unit Growth	
		2010	2040	Total Growth	Percent Growth
<u>1</u>	<u>San Jose</u>	<u>314,040</u>	<u>443,320</u>	<u>129,280</u>	<u>41%</u>
<u>2</u>	<u>San Francisco</u>	<u>376,940</u>	<u>469,430</u>	<u>92,480</u>	<u>25%</u>
<u>3</u>	<u>Oakland</u>	<u>169,710</u>	<u>221,160</u>	<u>51,450</u>	<u>30%</u>
<u>4</u>	<u>Sunnyvale</u>	<u>55,790</u>	<u>74,820</u>	<u>19,030</u>	<u>34%</u>
<u>5</u>	<u>Concord</u>	<u>47,130</u>	<u>65,200</u>	<u>18,070</u>	<u>38%</u>
<u>6</u>	<u>Fremont</u>	<u>73,990</u>	<u>91,620</u>	<u>17,630</u>	<u>24%</u>
<u>7</u>	<u>Santa Rosa</u>	<u>67,400</u>	<u>83,430</u>	<u>16,030</u>	<u>24%</u>
<u>8</u>	<u>Santa Clara</u>	<u>45,150</u>	<u>58,930</u>	<u>13,780</u>	<u>31%</u>
<u>9</u>	<u>Milpitas</u>	<u>19,810</u>	<u>32,430</u>	<u>12,620</u>	<u>64%</u>
<u>10</u>	<u>Hayward</u>	<u>48,300</u>	<u>60,610</u>	<u>12,320</u>	<u>26%</u>
<u>11</u>	<u>Fairfield</u>	<u>37,180</u>	<u>48,300</u>	<u>11,120</u>	<u>30%</u>
<u>12</u>	<u>San Mateo</u>	<u>40,010</u>	<u>50,200</u>	<u>10,180</u>	<u>25%</u>
<u>13</u>	<u>Livermore</u>	<u>30,340</u>	<u>40,040</u>	<u>9,700</u>	<u>32%</u>

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<u>14</u>	<u>Richmond</u>	<u>39,330</u>	<u>49,020</u>	<u>9,690</u>	<u>25%</u>
<u>15</u>	<u>Mountain View</u>	<u>33,880</u>	<u>43,280</u>	<u>9,400</u>	<u>28%</u>

		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%

28) **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

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respectively. PDAs in the county will take on ~~65~~ 64 percent of the housing growth and 57 percent of the job growth.

29) **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~~63 percent in Solano County, and ~~56~~ 45 percent and ~~72~~62 percent in Sonoma County.

30) **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 ~~66~~62 percent (or ~~744,230~~ nearly 690,000) of new jobs. As a result, small cities, single-family neighborhoods and rural areas throughout the Bay Area ~~will take on a very small share of the region's overall growth and~~ are expected to retain ~~the same~~ their scale and character.

31) **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	<u>694,450</u>	<u>947,650</u>	<u>253,200</u>	<u>36%</u>	<u>582,550</u>	<u>730,540</u>	<u>147,990</u>	<u>25%</u>	<u>545,140</u>	<u>705,330</u>	<u>160,190</u>	<u>29%</u>
Contra Costa	<u>344,920</u>	<u>467,390</u>	<u>122,470</u>	<u>36%</u>	<u>400,260</u>	<u>481,590</u>	<u>81,330</u>	<u>20%</u>	<u>375,360</u>	<u>464,150</u>	<u>88,790</u>	<u>24%</u>
Marin	<u>110,730</u>	<u>129,140</u>	<u>18,400</u>	<u>17%</u>	<u>111,210</u>	<u>118,740</u>	<u>7,530</u>	<u>7%</u>	<u>103,210</u>	<u>112,050</u>	<u>8,840</u>	<u>9%</u>
Napa	<u>70,650</u>	<u>89,540</u>	<u>18,890</u>	<u>27%</u>	<u>54,760</u>	<u>60,830</u>	<u>6,070</u>	<u>11%</u>	<u>48,880</u>	<u>56,310</u>	<u>7,430</u>	<u>15%</u>
San Francisco	<u>568,720</u>	<u>759,500</u>	<u>190,780</u>	<u>34%</u>	<u>376,940</u>	<u>469,430</u>	<u>92,480</u>	<u>25%</u>	<u>345,810</u>	<u>447,350</u>	<u>101,530</u>	<u>29%</u>
San Mateo	<u>345,200</u>	<u>445,080</u>	<u>99,880</u>	<u>29%</u>	<u>271,030</u>	<u>326,070</u>	<u>55,040</u>	<u>20%</u>	<u>257,840</u>	<u>315,090</u>	<u>57,250</u>	<u>22%</u>
Santa Clara	<u>926,260</u>	<u>1,229,530</u>	<u>303,270</u>	<u>33%</u>	<u>631,920</u>	<u>842,350</u>	<u>210,430</u>	<u>33%</u>	<u>604,200</u>	<u>818,390</u>	<u>214,190</u>	<u>35%</u>
Solano	<u>132,350</u>	<u>179,930</u>	<u>47,580</u>	<u>36%</u>	<u>152,700</u>	<u>175,570</u>	<u>22,870</u>	<u>15%</u>	<u>141,760</u>	<u>168,700</u>	<u>26,950</u>	<u>19%</u>
Sonoma	<u>192,010</u>	<u>257,460</u>	<u>65,450</u>	<u>34%</u>	<u>204,570</u>	<u>236,480</u>	<u>31,910</u>	<u>16%</u>	<u>185,830</u>	<u>220,740</u>	<u>34,910</u>	<u>19%</u>
REGION*	<u>3,385,300</u>	<u>4,505,220</u>	<u>1,119,920</u>	<u>33%</u>	<u>2,785,950</u>	<u>3,445,950</u> [†]	<u>660,000</u>	<u>24%</u>	<u>2,608,020</u>	<u>3,308,110</u>	<u>700,090</u>	<u>27%</u>

* Sum of county totals may not match regional totals due to rounding.

† Regional 2040 Housing Units include 4,350 seasonal units that were not distributed by county.

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

County	Very Low 0-50%	Low 51-80%	Moderate 81-120%	Above Moderate 120%+	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 <u>636</u>	22,499 <u>500</u>	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

Note: Percentages are of the region's area median income.

Source: [http://www.abag.ca.gov/planning/housingneeds/pdfs/Final_RHNA_\(2014-2022\).pdf](http://www.abag.ca.gov/planning/housingneeds/pdfs/Final_RHNA_(2014-2022).pdf)

Source: [http://www.abag.ca.gov/planning/housingneeds/pdfs/Draft_RHNA_\(2014-2022\).pdf](http://www.abag.ca.gov/planning/housingneeds/pdfs/Draft_RHNA_(2014-2022).pdf)

33) **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.~~

34) **Page 59.** Modify the map legend as follows:

- a. ~~Eligible areas for residential or mixed use CEQA streamlining~~ Approximate areas projected to meet residential and mixed-use densities
- b. ~~Eligible areas for only residential CEQA streamlining~~ Approximate areas projected to meet residential densities

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- c. ~~Ineligible areas for CEQA streamlining~~ Approximate areas not projected to meet residential or mixed-use densities

35) **Page 59.** Remove San Francisco/Oakland Area and San Jose Area insets to show TPP areas in all counties.

Chapter 4: Investments

36) **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.

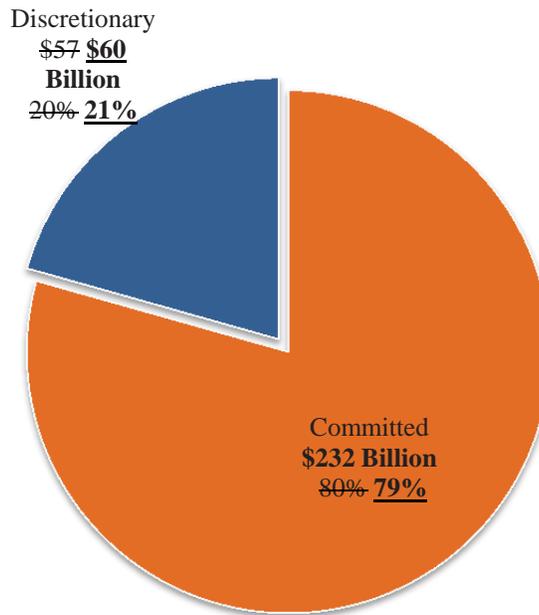
37) **Page 62.** Modify the following table: Plan Bay Area Funding: 28-Year Revenue Forecast

Source	YOES 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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- 38) **Page 64.** Modify the following figure: **Figure 2.** Plan Bay Area Revenue ~~\$289~~ \$292 Billion



- 39) **Page 64.** Add the following text (inserted as a new bullet before the last bullet, which reads “The inclusion of ‘Anticipated’ revenues...”): 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.
- 40) **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.
- 41) **Page 65.** Modify the following text: As summarized in Table 1, the investment strategy totals ~~\$289~~ \$292 billion in committed and discretionary funds.
- 42) **Page 65.** Modify the following table: **Table 1** Draft Plan Investments by Function

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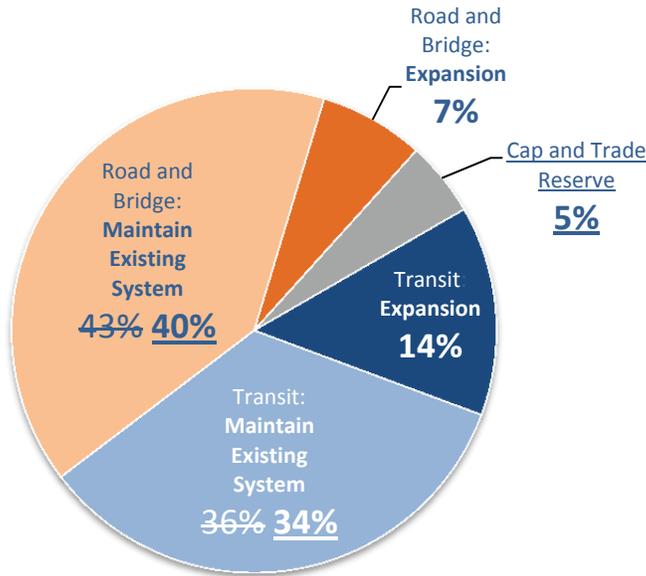
Function	Committed, YOES billions	Discretionary, YOES billions	Total, YOES billions
Transit: Maintain Existing System	\$139	\$20	\$159
Transit: Expansion	\$13	\$8	\$21
Road and Bridge: Maintain Existing System	\$69	\$25	\$94
Road and Bridge: Expansion	\$11	\$4	\$15
<u>Cap and Trade Reserve</u>	\$0	<u>\$3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

- 43) **Page 65.** Modify the following text: ~~Eighty~~ Seventy-nine percent (\$232 billion) of all the revenues forecast for Plan Bay Area are deemed “Committed.”
- 44) **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 Transportation Improvement Program (STIP) funds that have already been designated for specific projects by the California Transportation Commission.
- 45) **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 ~~strategies~~ strategy.

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



47) **Page 66.** Include in Discretionary Revenues section with 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.

48) **Page 66, add the following text:** Cap and Trade revenues will be allocated to specific programs through a transparent and inclusive regional public process. That process will specifically ensure that at least 25 percent of these revenues will be spent to benefit disadvantaged communities in the Bay Area, and to achieve the goals of Plan Bay Area.

49) **Page 71, add the following text:** In particular, a robust and efficient public transit network, anchored by expanded local service, is a linchpin of Plan Bay Area's land use strategy to promote future development around existing and planned transit nodes. The plan falls short in achieving two voluntary performance targets that are key indicators of a sustainable transit system: fully funded maintenance, and state of good repair of existing capital assets, and transit operating funding necessary to meet the projected growth in non-auto mode share to 26 percent of all trips.

Nearly \$20 billion of the projected transit capital replacement and rehabilitation needs of the Bay Area's transit systems through 2040 are unfunded under the plan. The plan

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directs a significant portion of the revenue generated from Cap and Trade be dedicated to these unmet transit needs. In addition, promptly after adoption of the plan, MTC will work with the region's operators and other stakeholders to develop a plan to address the gap in funding for transit capital replacement and rehabilitation needs, and to expand the funding available to support future increases in transit service.

- 50) **Page 72.** Add the following section after Investments in Local Streets and Roads 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.

- 51) **Page 74.** Add the following text to the description of TOAH:

... a \$90 million pool by 2014. TOAH will 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.

- 52) **Page 74.** Modify the following text: OBAG also includes ~~\$40~~ \$30 million ~~planning funds 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.

- 53) **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.~~

- 54) **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.

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55) **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~~.

56) **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 on <u>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 Operations	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>

57) **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.

58) **Page 81.** Modify the map as shown at the end of this Attachment B to the Resolution.

59) **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 lane 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 lane network.

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

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	-6.3%-6.6%

61) **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.

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62)

63) **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 – OBAG	\$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>		

64) **Page 87.** 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

65) **Page 104.** Modify the following text: Maintain the Transportation System in a State of Good Repair: Local Road, Highway and Transit Maintenance.

66) **Page 108-109.** Modify the following text: This measure reflects Plan Bay Area's support for investment and development in communities of concern, while also flagging the potential ~~risk of~~ for market-based displacement due to rising rents as these neighborhoods improve.

67) **Pages 114-118.** The text and tables on addressing Draft Environmental Impact Report will be removed from the final plan.

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Chapter 6: A Plan to Build On

68) **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.

69) **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 consider these two efforts and conduct additional research to identify job creation and career pathway strategies including local best practices on apprenticeship programs, and local hire and standard wage guidelines. This research can be utilized in the implementation of the current Plan Bay Area, shared with local jurisdictions in the Bay Area and considered for the next update of Plan Bay Area.

70) **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.

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

Goods Movement and Industrial Land, and 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 nine-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).

The movement of freight, and the protection of production and distribution businesses, have important environmental, economic and equity implications for the region. The

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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 percent of regional output, and that Bay Area businesses spend over \$6.6 billion on transportation services. Goods movement businesses also 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, and the activities at these places could shift to other locations, 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 to 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 are an important part of the larger goods movement and industrial lands discussions. The Bay Area Air Quality Management District manages a number of programs related to goods movement, including initiatives to support cleaner trucks within the region, and specifically at the Port of Oakland.

MTC is currently working with Caltrans District 4 and county congestion management agencies to update the information from the 2004 and 2009 studies and to identify key goods movement issues for the region to address in the coming years. 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.

In addition to the regional analysis conducted for Plan Bay Area, MTC and ABAG will undertake sub-regional studies (e.g. Solano County, Tri-Valley) to analyze goods movement at a more local level, including truck flows on I-80, I-580 and I-880 corridors, and passenger (Capitol Corridor, ACE) and freight rail. These studies will be conducted in coordination with local jurisdictions, CMAs, ABAG, MTC and the Bay Area Air Quality Management District, as appropriate.

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

Increase Housing Choices and Community Stability

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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 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) program with PDAs and the development of housing including affordable housing in PDAs. The OBAG program requires that 50 to 70 percent 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, acquisition and rehabilitation of affordable housing also will 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 for Displacement

The plan addresses the potential for 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

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stabilization and anti-displacement policies where a jurisdiction deems necessary, as well as affordable housing policies for consideration relative to future funding opportunities. MTC and ABAG also will link OBAG funding to jurisdiction-level approval of affordable housing planning, production, acquisition, and rehabilitation. 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 inform future programs.

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

74) **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, recreational 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 program). 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 1,200-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.

75) **Page 130.** Modify the following text (in the “Modernize the California Environmental Quality Act (CEQA)” section):

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~~The CEQA process can be expedited by providing consistent standards and greater certainty to project sponsors, and reducing duplication in environmental impact report requirements—and this can be done without compromising environmental protection.~~

76) **What's Next for Plan Bay Area?** Remove this section from the final document.

Appendix 1: Supplementary Reports and Additional Resources

No change needed.

Appendix 2: Maps

The Resource Lands Map

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

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.

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<p>Greenbelt Reserves <i>Source:</i> <i>Based upon local jurisdiction General Plan maps. Data compiled by Greenbelt Alliance staff March 2012.</i></p>	<p>Large open space reserves that are set aside permanently or temporarily by a single jurisdiction or several jurisdictions.</p>
<p>Floodplains <i>Source:</i> <i>U.S. Federal Emergency Management Agency Data compiled by Greenbelt Alliance staff in February 2012.</i></p>	<p>Floodplains identified as important for protection within a city's general plan. Based upon general plans and 100-year storm flood level from the U.S. Federal Emergency Management Agency.</p>
<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. Some Williamson Act contracts are set to expire and be decommissioned during the plan period.</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 PDA map description for more detail.</p>

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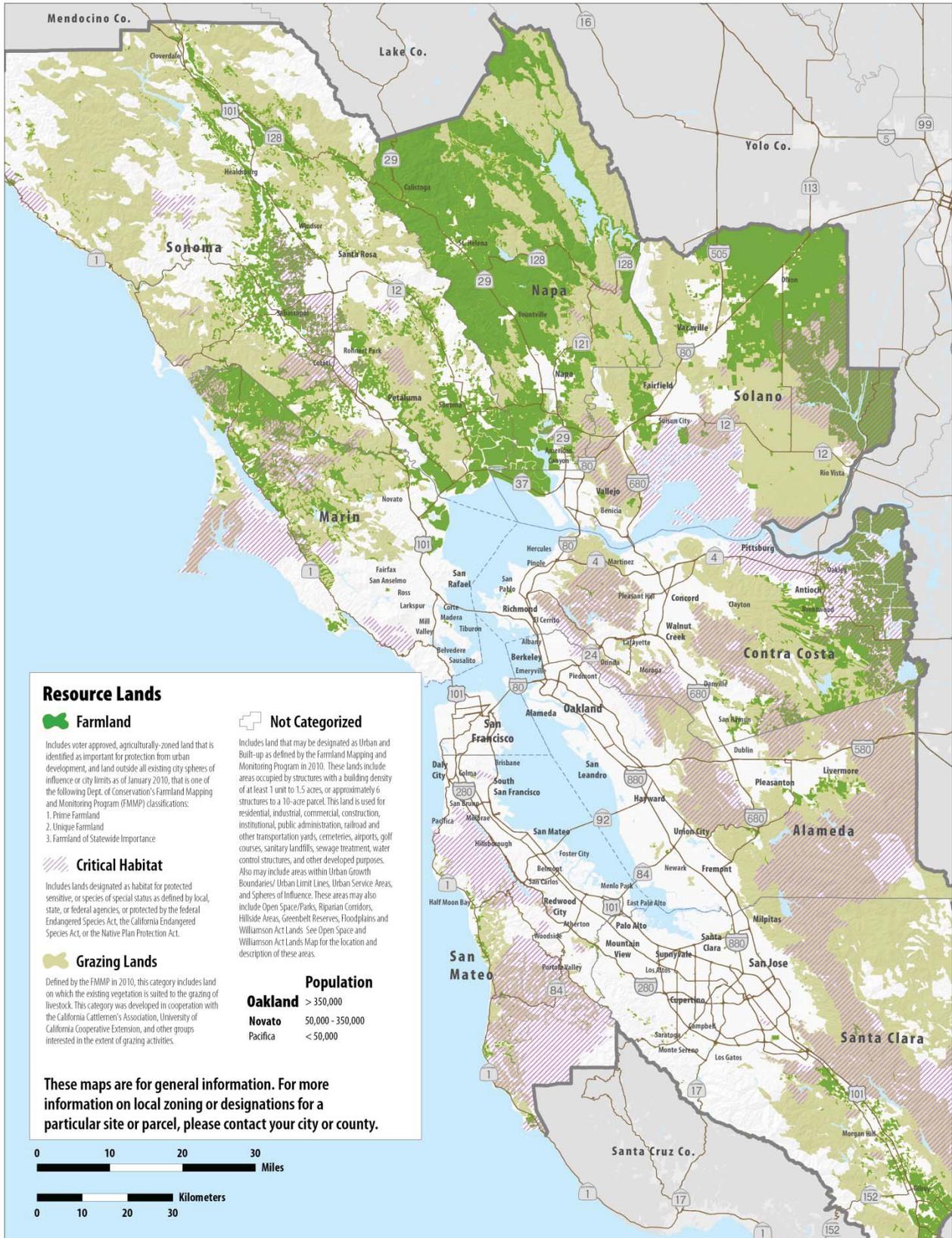
Open Space and Williamson Act Lands: July 2013



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Resource Lands: July 2013



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PDA Maps

The PDAs displayed on the final Plan Bay Area investment and land use maps on pages 0, 49, 52, 81, 89, 91, 93 and in Appendix 2 will be updated based on the information described below and as shown on the following map.

1. After adoption of the Jobs-Housing Connection Strategy in May of 2012 and commencement of the Plan Bay Area EIR, a number of cities requested changes to their PDAs. ABAG and MTC have incorporated these changes into the PDA data set. The changes to the PDA data set are minor revisions that do not impact the housing and job distribution to the PDAs or to the cities. The PDAs used in the EIR analysis are not changed, and the analysis does not differentiate between potential or planned PDAs. 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 analyses. The alterations to the proposed Final Plan would have no effect on the conclusions or findings in the Draft EIR. A Planned PDA has a formally adopted plan, as determined by a local jurisdiction. A Potential PDA requires more local planning, review and action before it can become a Planned PDA.
2. The revisions to PDAs are as follows:
 - 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
3. 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 alternative land use policy inputs, and “urban growth” boundaries as official development restrictions.

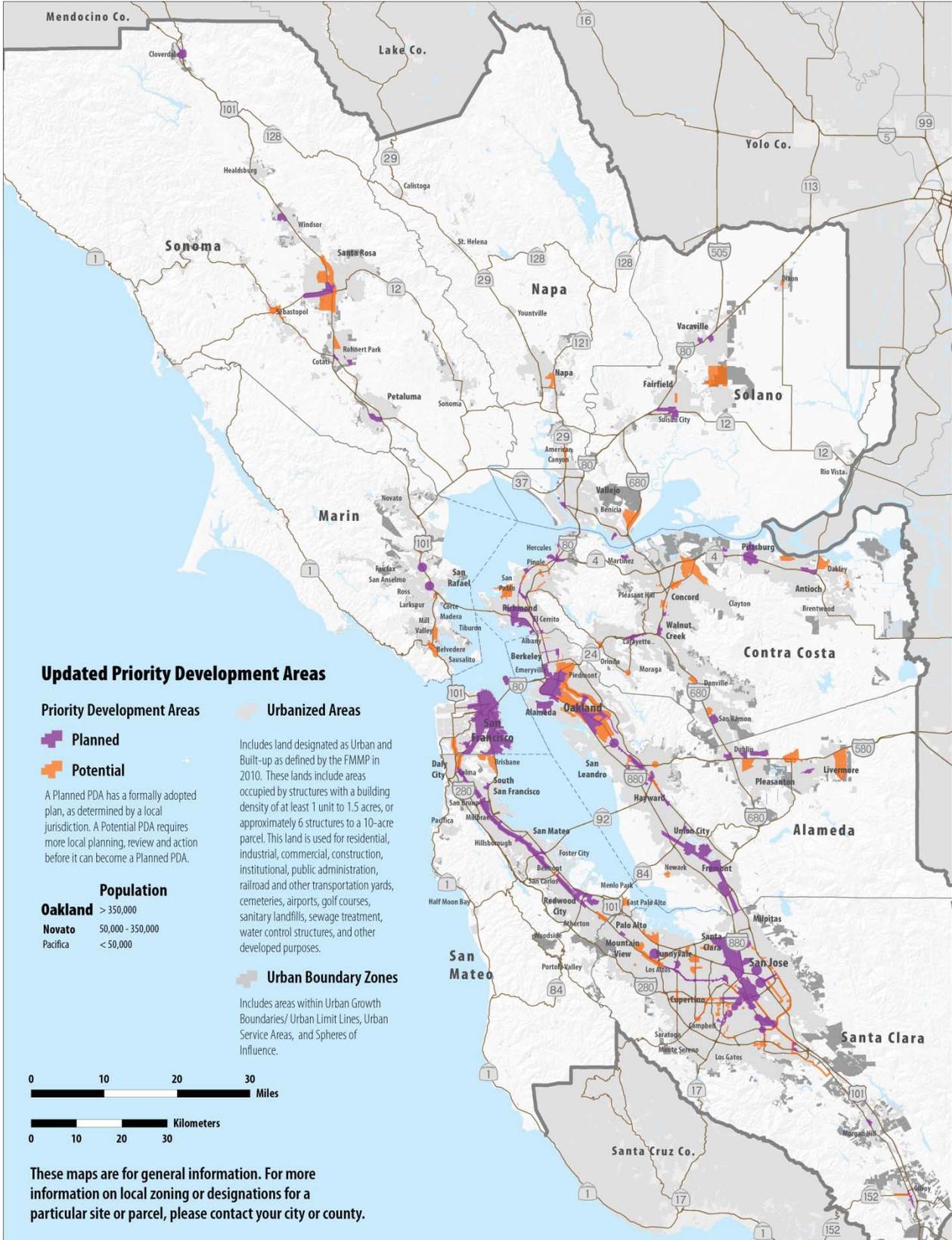
Because there are a wide variety of policies in place across the region aimed at managing growth, MTC and ABAG sought to identify the most appropriate growth boundary for each jurisdiction or county based on existing local policies. The Urban Boundary Lines were established hierarchically. Wherever possible, 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

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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 the supplementary report *Summary of Predicted Land Use Responses*.

Updated Priority Development Areas: July 2013



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 Benicia-Martinez Bridge toll plaza, rather than at the southern end of 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.

