

CALL AND NOTICE

CALL AND NOTICE OF A SPECIAL MEETING OF THE ADMINISTRATIVE COMMITTEE OF THE ASSOCIATION OF BAY AREA GOVERNMENTS

As Chair of the Administrative Committee of the Association of Bay Area Governments (ABAG), I am calling a special meeting of the ABAG Administrative Committee as follows:

Special Joint Meeting with the MTC Planning Committee

Friday, May 12, 2017, 9:40 a.m.

Location:

Bay Area Metro Center
Board Room
375 Beale Street
San Francisco, California

Committee Members:

Julie Pierce, Councilmember, City of Clayton—*Chair*
David Rabbitt, Supervisor, County of Sonoma—*Vice Chair*
Cindy Chavez, Supervisor, County of Santa Clara
David Cortese, Supervisor, County of Santa Clara—*Ex officio*
Pat Eklund, Councilmember, City of Novato
Pradeep Gupta, Mayor, City of South San Francisco
Scott Haggerty, Supervisor, County of Alameda
Karen Mltchoff, Supervisor, County of Contra Costa
Raul Peralez, Councilmember, City of San Jose
Greg Scharff, Mayor, City of Palo Alto

The ABAG Administrative Committee may act on any item on this agenda.

Agenda and attachments available at abag.ca.gov/meetings/administrative.html

This meeting is scheduled to be webcast live at abag.ca.gov/meetings/administrative.html

For information, contact Fred Castro, Clerk of the Board, at (415) 820 7913.

1. CALL TO ORDER / ROLL CALL / CONFIRM QUORUM

2. ABAG COMPENSATION ANNOUNCEMENT

ABAG Administrative Committee INFORMATION

ABAG Administrative Committee

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3. APPROVAL OF ABAG ADMINISTRATIVE COMMITTEE SUMMARY MINUTES OF MEETING ON APRIL 14, 2017

ABAG Administrative Committee ACTION

4. MTC CONSENT CALENDAR

A. APPROVAL OF MTC PLANNING COMMITTEE SUMMARY MINUTES OF MEETINGS ON APRIL 14, 2017

MTC Planning Committee APPROVAL

5. REPORT ON PLAN BAY AREA 2040

A. Public Hearing on the Draft Plan Bay Area 2040

ABAG Administrative Committee INFORMATION / MTC Planning Committee INFORMATION

B. Public Hearing on the Draft Environmental Impact Report for Plan Bay Area 2040

ABAG Administrative Committee INFORMATION / MTC Planning Committee INFORMATION

6. PUBLIC COMMENT / OTHER BUSINESS

ABAG Administrative Committee INFORMATION / MTC Planning Committee INFORMATION

7. MTC PLANNING COMMITTEE ADJOURNMENT

8. ABAG ADMINISTRATIVE COMMITTEE CLOSED SESSION

PUBLIC EMPLOYEE RELEASE

9. ABAG ADMINISTRATIVE COMMITTEE CLOSED SESSION

CONFERENCE WITH LABOR NEGOTIATORS

Agency designated representatives: Brad Paul, Acting Executive Director; Kenneth Moy, Legal Counsel; Courtney Ruby, Finance and Administrative Services Director; Marti Paschal, Interim Assistant Director of Administrative Services

Employee organization: SEIU Local 1021

ABAG Administrative Committee

May 12, 2017

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10. ABAG ADMINISTRATIVE COMMITTEE ADJOURNMENT / NEXT MEETING

The next joint meeting of the ABAG Administrative Committee and MTC Planning Committee will be announced.

Members of the public shall be provided an opportunity to directly address the ABAG Administrative Committee concerning any item described in this notice before consideration of that item.

Agendas and materials will be posted and distributed for this meeting by ABAG staff in the normal course of business.

Submitted:

/s/ Julie Pierce
Chair, Administrative Committee

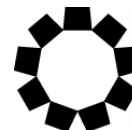
Date Submitted: May 5, 2017

Date Posted: May 5, 2017

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ASSOCIATION OF BAY AREA GOVERNMENTS

Representing City and County Governments of the San Francisco Bay Area



ABAG

AGENDA

ADMINISTRATIVE COMMITTEE

Special Joint Meeting with the MTC Planning Committee

Friday, May 12, 2017, 9:40 a.m.

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375 Beale Street
San Francisco, California

Committee Members:

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Agenda and attachments available at abag.ca.gov/meetings/administrative.html

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1. CALL TO ORDER / ROLL CALL / CONFIRM QUORUM

2. ABAG COMPENSATION ANNOUNCEMENT

ABAG Administrative Committee INFORMATION

ABAG Clerk of the Board will give the ABAG compensation announcement.

ABAG Administrative Committee

May 12, 2017

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3. APPROVAL OF ABAG ADMINISTRATIVE COMMITTEE SUMMARY MINUTES OF MEETING ON APRIL 14, 2017

ABAG Administrative Committee ACTION

Attachment: ABAG Administrative Committee Summary Minutes of April 14, 2017

4. MTC CONSENT CALENDAR

A. APPROVAL OF MTC PLANNING COMMITTEE SUMMARY MINUTES OF MEETINGS ON APRIL 14, 2017

MTC Planning Committee APPROVAL

Attachment: MTC Planning Committee Summary Minutes of April 14, 2017; Joint Meeting MTC Planning Committee Summary Minutes April 14, 2017

5. REPORT ON PLAN BAY AREA 2040

A. Public Hearing on the Draft Plan Bay Area 2040

ABAG Administrative Committee INFORMATION / MTC Planning Committee INFORMATION

The MTC Planning and ABAG Administrative committees will conduct a public hearing to receive oral comments on the Draft Plan Bay Area 2040. Two additional public hearings are scheduled for Tuesday, May 16, 2017 from 6 p.m. to 8 p.m. in San Jose and Thursday, May 18, 2017 from 6 p.m. to 8 p.m. in Vallejo (see PlanBayArea.org for complete details, including meeting locations).

Ken Kirkey, MTC Planning Director, will give a presentation.

Attachment: Public Hearing Draft PBA 2040

B. Public Hearing on the Draft Environmental Impact Report for Plan Bay Area 2040

ABAG Administrative Committee INFORMATION / MTC Planning Committee INFORMATION

The MTC Planning and ABAG Administrative committees will conduct a public hearing to receive oral comments on the Draft Environmental Impact Report. Two additional public hearings are scheduled for Tuesday, May 16, 2017 from 6 p.m. to 8 p.m. in San Jose and Thursday, May 18, 2017 from 6 p.m. to 8 p.m. in Vallejo (see PlanBayArea.org for complete details, including meeting locations).

Fran Ruger, Ascent Environmental, Inc., and Heidi Tshudin, Tshudin Consulting Group, will give presentations.

Attachment: Public Hearing Draft EIR PBA 2040

ABAG Administrative Committee

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6. PUBLIC COMMENT / OTHER BUSINESS

ABAG Administrative Committee INFORMATION / MTC Planning Committee INFORMATION

7. MTC PLANNING COMMITTEE ADJOURNMENT

8. ABAG ADMINISTRATIVE COMMITTEE CLOSED SESSION

PUBLIC EMPLOYEE RELEASE

9. ABAG ADMINISTRATIVE COMMITTEE CLOSED SESSION

CONFERENCE WITH LABOR NEGOTIATORS

Agency designated representatives: Brad Paul, Acting Executive Director; Kenneth Moy, Legal Counsel; Courtney Ruby, Finance and Administrative Services Director; Marti Paschal, Interim Assistant Director of Administrative Services

Employee organization: SEIU Local 1021

10. ABAG ADMINISTRATIVE COMMITTEE ADJOURNMENT / NEXT MEETING

The next joint meeting of the ABAG Administrative Committee and MTC Planning Committee will be announced.

Submitted:

/s/ Brad Paul, Acting Secretary-Treasurer

Date Submitted: May 5, 2017

Date Posted: May 5, 2017

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SUMMARY MINUTES (DRAFT)

ABAG Administrative Committee Special Meeting
Friday, April 14, 2017
Bay Area Metro Center
Yerba Buena Conference Room
375 Beale Street
San Francisco, California

1. CALL TO ORDER / ROLL CALL / CONFIRM QUORUM

ABAG President and Committee Chair Julie Pierce, Councilmember, City of Clayton convened the meeting of the Administrative Committee of the Association of Bay Area Governments at about 11:15 a.m.

A quorum of the Committee was present at about 11:26 a.m.

The meeting was called to order at about 11:26 a.m.

The Committee met jointly with the Planning Committee of the Metropolitan Transportation Commission.

Members Present

Julie Pierce, Councilmember, City of Clayton—Chair
Cindy Chavez, Supervisor, County of Santa Clara [arrived at about 11:26 a.m.]
David Cortese, Supervisor, County of Santa Clara—Ex officio [arrived at about 11:26 a.m.]
Pat Eklund, Councilmember, City of Novato
Pradeep Gupta, Mayor, City of South San Francisco
Scott Haggerty, Supervisor, County of Alameda
Karen Mitchoff, Supervisor, County of Contra Costa

Members Absent

Greg Scharff, Mayor, City of Palo Alto [arrived at about 10:01 a.m.]
Raul Peralez, Councilmember, City of San Jose
David Rabbitt, Supervisor, County of Sonoma—Vice Chair

Staff Present

Brad Paul, ABAG Acting Executive Director
Kenneth Moy, ABAG Legal Counsel
Courtney Ruby, ABAG Finance and Administrative Services Director
Miriam Chion, ABAG Planning and Research Director

2. ABAG COMPENSATION ANNOUNCEMENT

Wally Charles, ABAG Administrative Specialist, made the compensation announcement.

The ABAG Administrative Committee next took up Item 4.A.

3. APPROVAL OF ABAG ADMINISTRATIVE COMMITTEE SUMMARY MINUTES OF MEETING ON MARCH 24, 2017

Chair Pierce recognized a motion by Pat Eklund, Councilmember, City of Novato, which was seconded by Karen Mitchoff, Supervisor, County of Contra Costa, to approve the Administrative Committee summary minutes of the meeting on March 24, 2017.

The ayes were: Pierce, Chavez, Cortese, Eklund, Gupta, Haggerty, Mitchoff.

The nays were: None.

The abstentions were: None.

The absences were: Scharff, Peralez, Rabbitt.

The motion passed unanimously.

The ABAG Administrative Committee continued with Item 4.A.

4. REPORT ON PLAN BAY AREA 2040

A. Report on Plan Bay Area 2040—Document, Action Plan and Public Outreach

Ken Kirkey, MTC Planning Director, reported on the release of the draft Plan Bay Area 2040, draft Environmental Impact Report, and draft Action Plan, including focus growth in the core of the region, strategies to encourage shifts in job locations, transportation investments, environmental goals and region's affordability issues. He gave an overview of the Plan Document, draft Action Plan, and outreach schedule. Staff will finalize the draft Plan and draft EIR for MTC Commission and ABAG Executive Board consideration for adoption in July.

Members discussed the composition of the Committee for Affordable and Sustainable Accommodation (CASA).

The ABAG Administrative Committee next took up Item 3.

Members discussed a roadmap that describes how the pieces of the draft Plan Document relate to each other; identifying city representatives who provide comments; assumptions assigning higher developments allowed in Priority Development Areas; implementing CASA recommendations in coordination with ABAG Regional Planning Committee; recognizing ABAG staff working on regional forecast; differences in regional forecast projections for cities.

The following individuals gave public comment: Nick Josefowitz; David Zisser, Public Advocates; Matt Vander Sluis, Greenbelt Alliance; Jerry Grace; Tony Fisher, Coalition for Clean Air; Ken Bukowski.

Members discussed the opportunity for MTC Commissioners and ABAG Executive Board to talk about issues that jointly affect Plan Bay Area; and the ABAG compensation announcement.

Adrienne Weil, MTC General Counsel, commented on the MTC compensation announcement.

Kenneth Moy, ABAG Legal Counsel, commented on the ABAG compensation announcement.

5. PUBLIC COMMENT / OTHER BUSINESS

There was no public comment on items not on the agenda.

6. ADJOURNMENT / NEXT MEETING

Chair Pierce adjourned the meeting at about at 12:05 p.m.

The next joint meeting of the ABAG Administrative Committee and MTC Planning Committee will be announced.

Submitted:

/s/ Brad Paul, Acting Secretary-Treasurer

Date Submitted: May 2, 2017

Date Approved:

For information, contact Fred Castro, Clerk of the Board, at (415) 820 7913 or FredC@abag.ca.gov.

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Metropolitan Transportation Commission

Meeting Minutes - Draft

Planning Committee

MTC Committee Members:

James P. Spering, Chair Anne W Halsted, Vice Chair

Alicia C. Aguirre, Damon Connolly,

Dave Cortese, Sam Liccardo, Julie Pierce

Non-Voting Members: Tom Azumbrado, Dorene M. Giacomini

Friday, April 14, 2017

9:40 AM

Board Room - 1st Floor

1. Roll Call / Confirm Quorum

Present: 7 - Commissioner Aguirre, Vice Chair Halsted, Commissioner Kinsey, Commissioner Liccardo, Commissioner Pierce, Chair Spering, and Commissioner Connolly

Absent: 1 - Commissioner Cortese

Non-Voting Member Present: Commissioner Giacomini

Non-Voting Member Absent: Commissioner Azumbrado

Ex Officio Voting Members Present: Commission Chair Mackenzie and
Commission Vice Chair Haggerty

Ad Hoc Non-Voting Members Present: Commissioner Josefowitz and Commissioner Worth

2. Consent Calendar

Approval of the Consent Calendar

**Upon the motion by Commissioner Pierce and second by Commissioner Aguirre,
the Consent Calendar was approved by the following vote:**

Aye: 7 - Commissioner Aguirre, Vice Chair Halsted, Commissioner Kinsey, Commissioner Liccardo, Commissioner Pierce, Chair Spering and Commissioner Connolly

Absent: 1 - Commissioner Cortese

2a. [17-2384](#) Minutes of the March 24, 2017 Meeting

Action: Committee Approval

3. Approval

3a. [17-2423](#) MTC Resolution No. 4271: SB375 Greenhouse Gas (GHG) Target Update

The California Air Resources Board is scheduled to adopt updated SB 375 GHG targets for the third cycle of Regional Transportation Plans / Sustainable Communities Strategies as part of its Scoping Plan Update in summer 2017. This item recommends a new GHG reduction target for the Bay Area, conditional on certain state policy actions that would assist the region in meeting the target.

Action: Commission Approval

Presenter: Ken Kirkey

Matt Vandersluis of Greenbelt Alliance was called to speak.

Jane Kramer was called to speak.

Upon the motion by Commissioner Pierce and second by Vice Chair Halsted, MTC Resolution No. 4271: Recommendations to the Air Resources Board for the 2021 RTP / SCS Greenhouse Gas (GHG) Reduction Target amended, at the Committee's direction, to include a fifth conditional requirement related to strengthening state mandates and incentives to better align housing production and employment center proximity. The motion carried by the following vote:

Aye: 7 - Commissioner Aguirre, Vice Chair Halsted, Commissioner Kinsey, Commissioner Liccardo, Commissioner Pierce, Chair Spering and Commissioner Connolly

Absent: 1 - Commissioner Cortese

4. Public Comment / Other Business

5. Adjournment / Next Meeting

The next meeting of the Joint MTC Planning Committee with the ABAG Administrative Committee will be May 12, 2017, 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.



Meeting Minutes - Draft

Joint MTC Planning Committee with the ABAG Administrative Committee

Friday, April 14, 2017

10:00 AM

Board Room - 1st Floor

1. Roll Call / Confirm Quorum

Present: 8 - Chair Spring, Vice Chair Halsted, Commissioner Aguirre, Commissioner Connolly, Commissioner Haggerty, Commissioner Liccardo, Commissioner Pierce and Commissioner Cortese

Non-Voting Member Present: Commissioner Giacomini

Non-Voting Member Absent: Commissioner Azumbrado

Ex Officio Voting Members Present: Commission Chair Mackenzie and Commission Vice Chair Haggerty

Ad Hoc Non-Voting Members Present: Commissioner Josefowitz and Commissioner Worth

ABAG Administrative Committee Members Present: Chavez, Cortese, Eklund, Gupta, Haggerty, Mltchoff, and Pierce.

2. ABAG Compensation Announcement - Clerk of the Board

3. ABAG Administrative Committee Approval of Summary Minutes

3a. [17-2424](#) ABAG - Minutes of the March 24, 2017 Meeting

Action: ABAG Administrative Committee Approval

Attachments: [3a_AC 20170414 Item 00 Minutes 20170324 Draft.pdf](#)

4. Information

4a. [17-2390](#) Plan Bay Area 2040 - Document, Action Plan and Public Outreach

The Draft Plan, Action Plan, and outreach schedule.

Action: Information

Presenter: Ken Kirkey, MTC

Attachments: [4a_PBA_2040 – Document, Action Plan and Public Outreach.pdf](#)

The following individuals spoke on this item:

David Zisser of Public Advocates;

Matt Vandersluis of Greenbelt Alliance;

Jerry Grace; and

Tony Fisher of the Coalition for Clean Air.

5. Public Comment / Other Business

Ken Bukowski was called to speak.

6. Adjournment / Next Meeting

The next meeting of the Joint MTC Planning Committee with the ABAG Administrative Committee will be May 12, 2017, 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.



TO: Joint MTC Planning Committee with the
ABAG Administrative Committee

DATE: May 5, 2017

FR: Brad Paul, ABAG Acting Executive Director
Alix Bockelman, MTC Deputy Executive Director, Policy

RE: Public Hearing on the Draft Plan Bay Area 2040

MTC and ABAG will hold a public hearing at your May 12 meeting on Draft Plan Bay Area 2040, which was released on March 31st. Also on the agenda is a public hearing for the companion Plan Bay Area 2040 Draft Environmental Impact Report (DEIR). The Plan document, DEIR, and associated supplemental reports incorporate the last two years of planning and outreach, including the forecasted development pattern, the transportation investment strategy, and the regional context of economic and demographic change.

In the coming weeks, staff will seek feedback on the Draft Plan, Draft Action Plan, Draft EIR, and other associated reports from policymakers and the public across the nine-county region. The formal comment period ends at 4 p.m. on Thursday, June 1. Comments on the various documents will be reviewed during the revision process this summer, and staff will provide a summary to joint MTC Planning Committee/ABAG Administrative Committee in June.

Plan Document Release

The Draft Plan can be accessed at <http://2040.planbayarea.org>. Written comments may be submitted by email to info@PlanBayArea.org, or via U.S. Postal Service to MTC-ABAG, Plan Bay Area 2040 Public Comment, Bay Area Metro Center, 375 Beale Street, Suite 800, San Francisco, CA 94105.

Road to Adoption

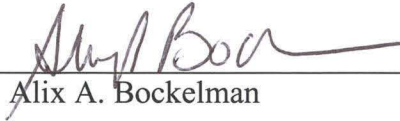
Staff is moving forward with a range of outreach methods, including open houses, public hearings, presentations to local elected officials and the Native American Tribal Summit, community outreach, online survey and media briefing webinar. A general timeline is included below and a more detailed outreach schedule is in **Attachment A**.

- **March 31:** Draft Plan and associated supplemental reports released to the public
- **April – May:** Local elected official presentations at CMA meetings in each county
- **April 17:** Draft EIR released to the public
- **May:** Open houses in each county, public hearings across the region, and outreach events with community-based organizations

- **May 31:** end of Draft Plan and Draft EIR comment periods
- **June 9:** presentation to joint MTC Planning/ABAG Administrative Committee on outreach meetings and other public feedback
- **July:** final adoption of Plan Bay Area 2040 (Plan, Action Plan, and EIR) by MTC and ABAG



Brad Paul



Alix A. Bockelman

Attachments:

- Attachment A: Detailed Outreach Schedule
- Presentation

MM:kv&dv

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Plan Bay Area 2040 Outreach Schedule

After a multi-year planning effort, the Draft Plan Bay Area 2040 was released for public review and comment on March 31, 2017. With this major milestone comes a round of public engagement, including nine open houses and three public hearings.

Open Houses and Public Hearings	Venue/ Address	Date/ Time
Alameda County Open House	Fremont City Hall (City Council Chambers) 3300 Capitol Avenue Fremont	Thursday, May 4 6:30 p.m. to 8:30 p.m.
Contra Costa County Open House	Embassy Suites (Contra Costa Ballroom) 1345 Treat Blvd. Walnut Creek	Wednesday, May 10 6:30 p.m. to 8:30 p.m.
Marin County Public Workshop and Open House	Mill Valley Community Center 180 Camino Alto Mill Valley	Saturday, May 20 8:30 a.m. Registration/Open House 9 a.m. Presentation
Napa County Open House	Elks Lodge 2840 Soscol Avenue Napa	Monday, May 15 6 p.m. to 8 p.m.
San Francisco Open House	Bay Area Metro Center 375 Beale Street San Francisco	Wednesday, May 17 6:30 p.m. to 8:30 p.m.
San Mateo County Open House	Sequoia High School (Multi-Purpose Room) 1201 Brewster Avenue Redwood City	Thursday, May 4 6:30 p.m. to 8:30 p.m.
Santa Clara County Open House	Marriott Hotel (San Jose Ballroom IV-VI) 301 S. Market Street San Jose	Monday, May 22 6:30 p.m. to 8:30 p.m.
Solano County Open House	Solano County Events Center 601 Texas Street Fairfield	Monday, May 15 6 p.m. to 8 p.m.
Sonoma County Open House	Finley Community Center 2060 W. College Ave. Santa Rosa	Monday, May 22 6 p.m. to 8 p.m.
Public Hearing in San Francisco	Joint MTC Planning/ ABAG Administrative Committees Bay Area Metro Center, 375 Beale Street San Francisco	Friday, May 12 9:40 a.m. or immediately following Legislation Committee, whichever occurs later
Public Hearing in San Jose	MLK Library (Room 225) 150 E. San Fernando Street San Jose	Tuesday, May 16 6 p.m. to 8 p.m.
Public Hearing in Vallejo	Vallejo Naval and Historical Museum 734 Marin Street Vallejo	Thursday May 18 6 p.m. to 8 p.m.

In addition to the open houses and public hearings, we will hold four meetings with community-based organizations and nine briefings with elected officials (one in each county) during the months of April and May.

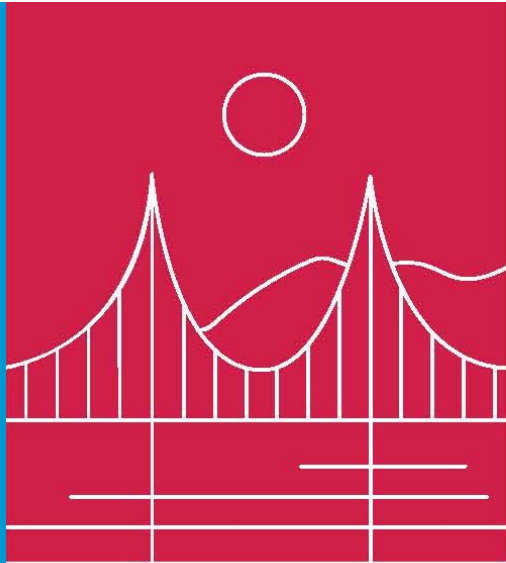
The deadline for public comment is 4 p.m., June 1, 2017. Submit comments to info@PlanBayArea.org.

Plan Bay Area 2040

DRAFT PLAN
OVERVIEW

Joint MTC Planning
Committee with the ABAG
Administrative Committee

May 12, 2017



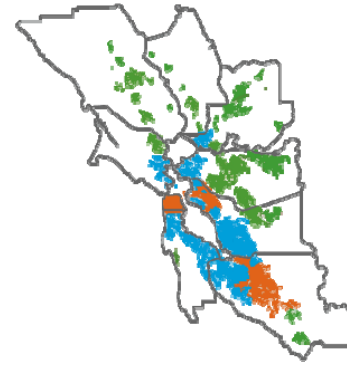
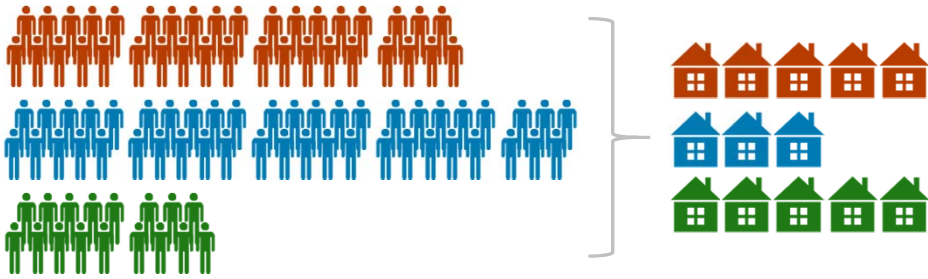
An aerial photograph of a city and bay. In the foreground, there are numerous industrial and commercial buildings with flat roofs. In the middle ground, there's a large body of water with a small island. In the background, a city skyline is visible across the water, including a prominent bridge. The sky is clear and blue.

Plan
BayArea
2040

Plan Bay Area 2040 establishes a 24-year regional vision for growth and investment.

Our economy is booming – but we're not building enough housing.

Jobs added from 2011 through 2015: **501,000**
Housing units built from 2011 through 2015: **65,000**



Big 3 Cities:
1 housing unit built for every **7 jobs** created

Bayside Cities and Towns:
1 housing unit built for every **15 jobs** created

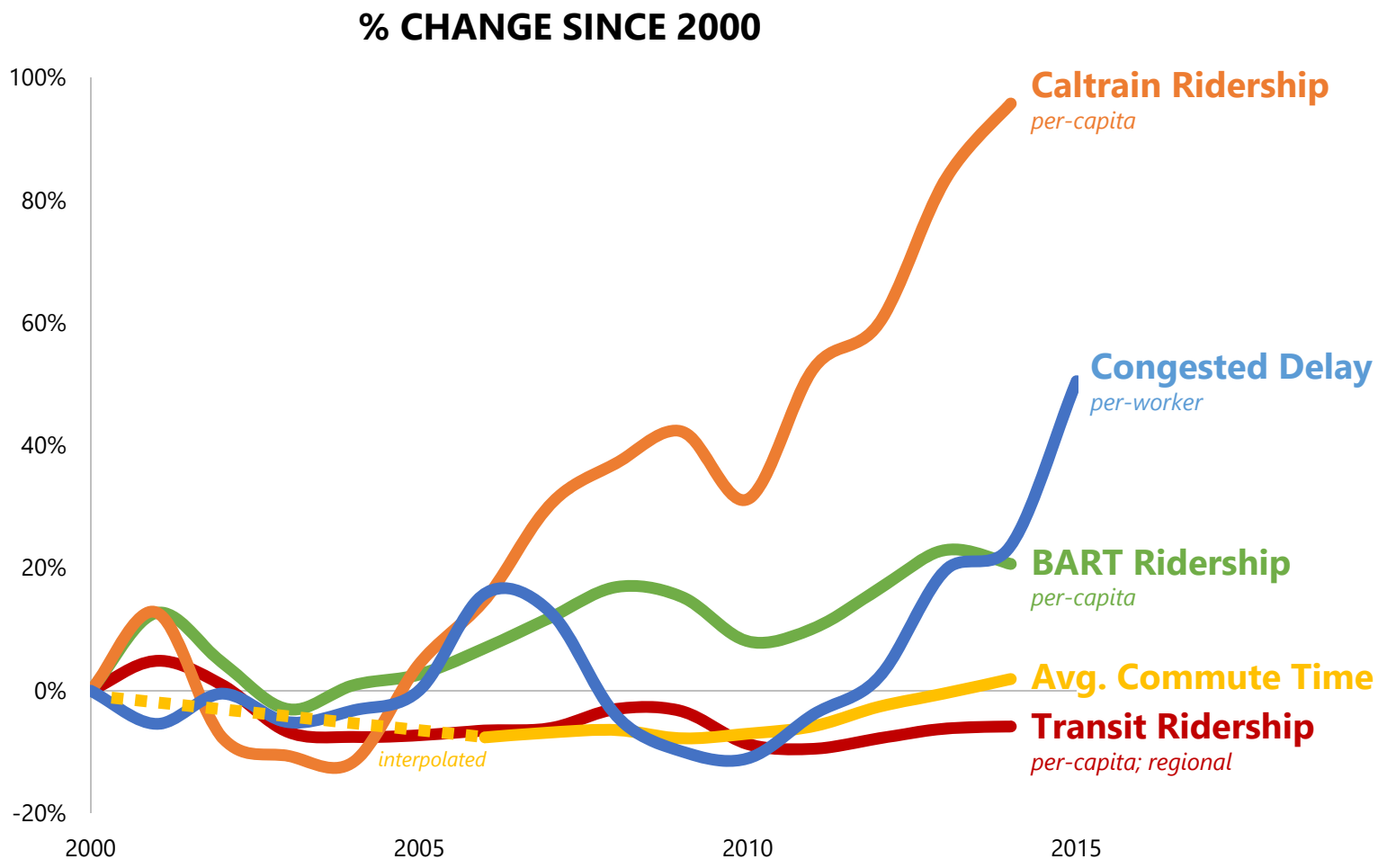
Inland, Coastal, Delta Cities and Towns:
1 housing unit built for every **3 jobs** created

Regionally: 1 house was built for every 8 jobs created

<http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php>



This current boom is translating into new pressures on our transportation system – even worse than the “dot com” boom.



Source: Vital Signs (MTC 2015; ACS 2014; NTD 2014)

November 2016 – March 2017
Preparation of Draft Plan, Draft Action Plan and Draft EIR

November 2016
Adoption of Final Preferred Scenario

June – September 2016

Preparation and presentations of Draft Preferred Scenario

Fall 2015

Adoption of Plan Targets

September 2015 – May 2016

**Project performance assessment and scenario evaluation
Second round of outreach**

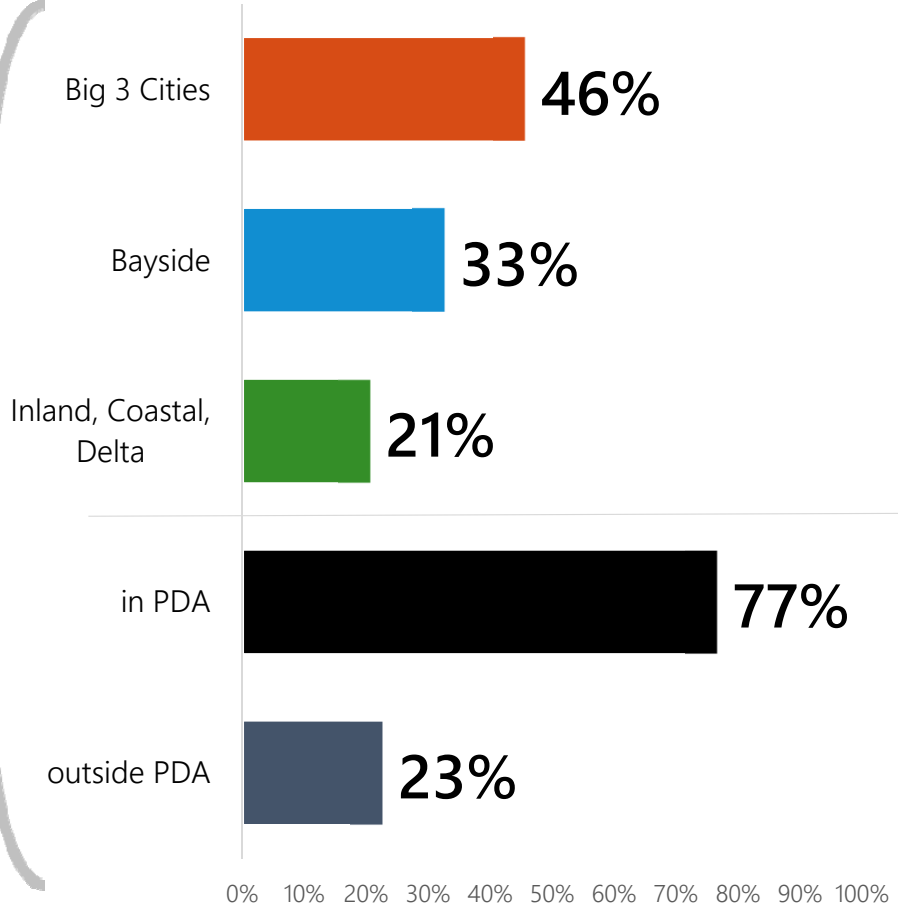
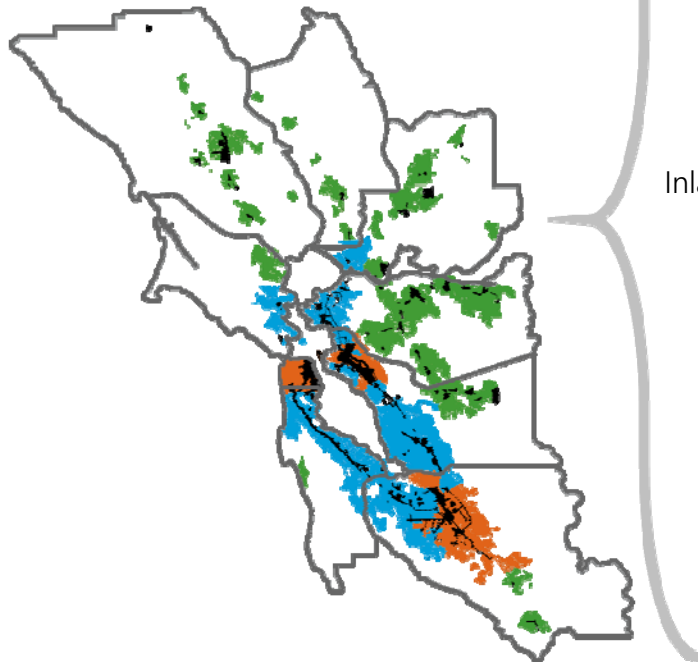
Spring 2015

Initial outreach for Plan Bay Area 2040 and performance framework

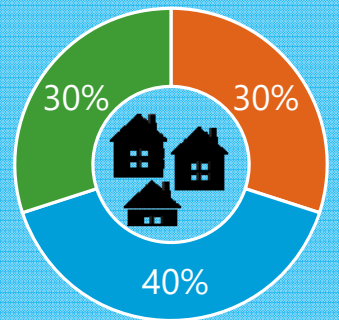
March 31
**Plan
Document
Release**

The Draft Plan accelerates housing growth in the "Big 3" cities, with the lowest growth forecasted for Inland cities and towns.

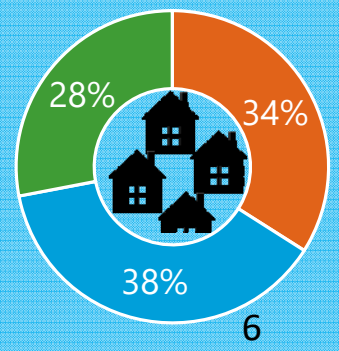
Where will the region plan for the 820,000 new households?



2010: **2.6 million** households

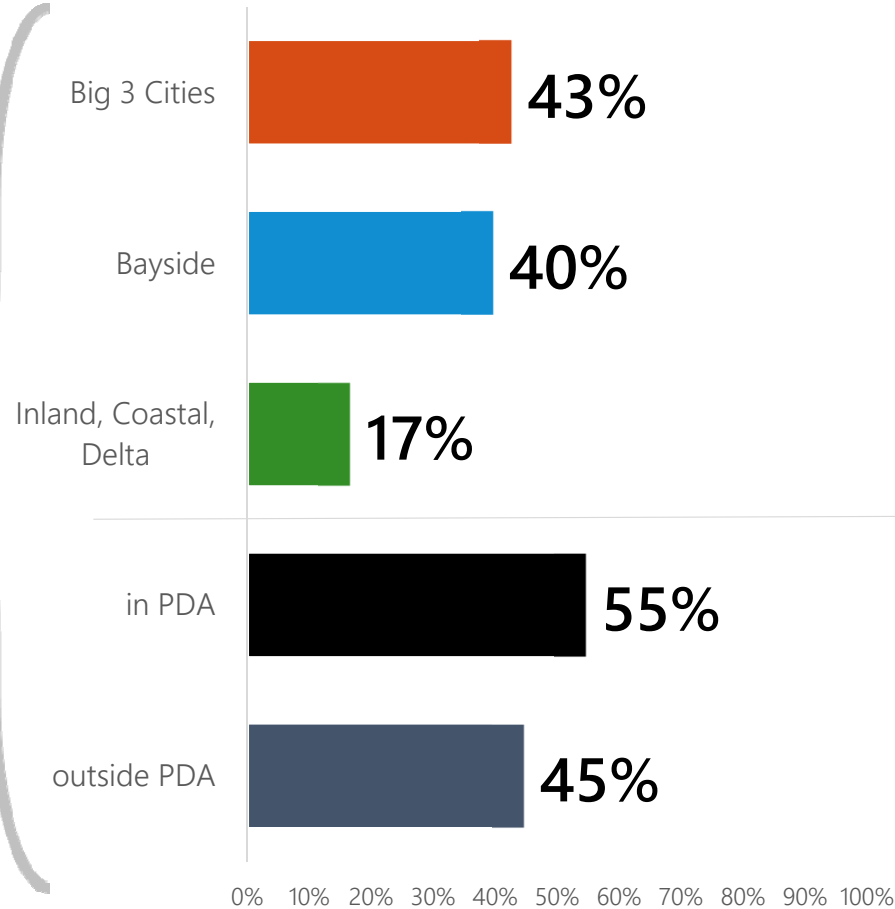
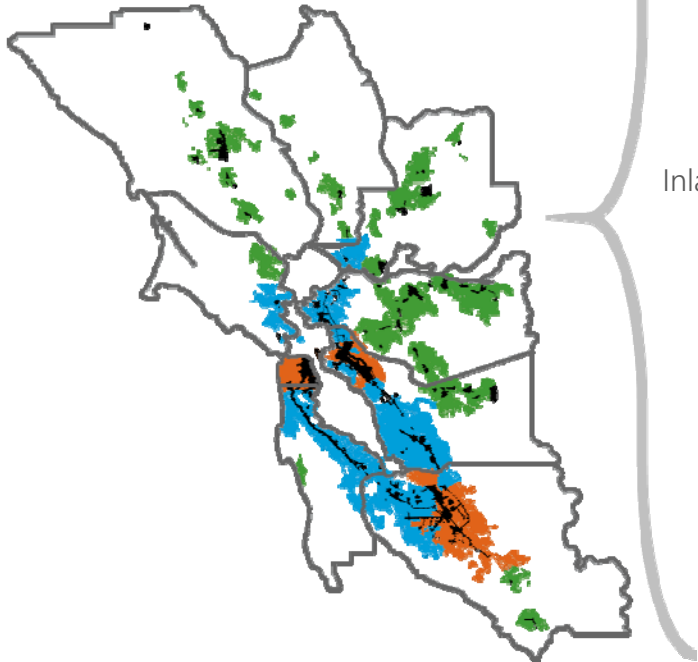


2040: **3.4 million** households

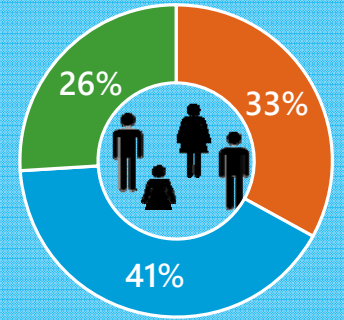


More than 80 percent of future regional job growth is expected in "Big 3" and Bayside cities.

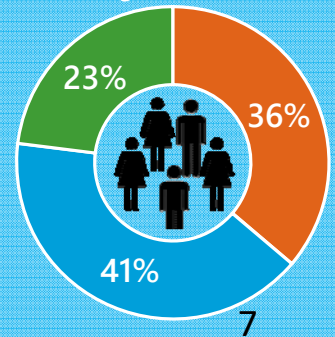
Where will the region plan for the **1.3 million** new jobs?



2010: **3.4 million** jobs



2040: **4.7 million** jobs

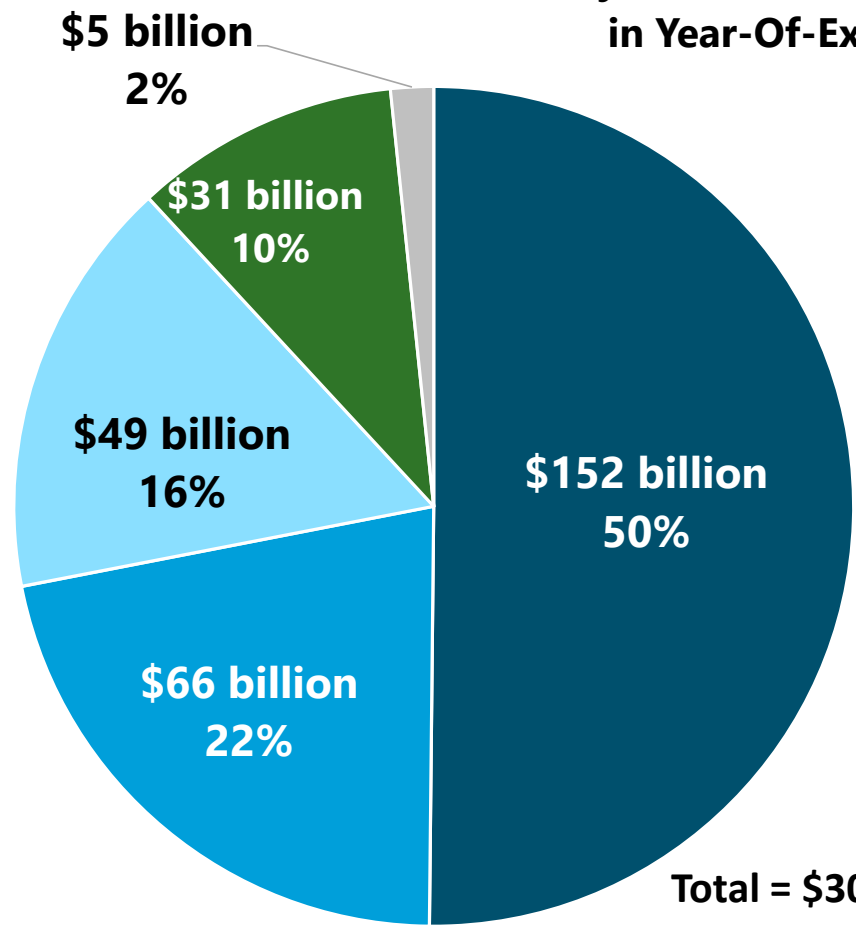


Transportation investments support land use through an emphasis in operations, maintenance, and modernization.

Plan Bay Area 2040 Funding Distribution in Year-Of-Expenditure \$

90%
Operate, Maintain, and Modernize

10%
Expand Existing System



- Operate and Maintain - Transit
- Operate and Maintain - Roads/Freeways/Bridges
- Modernize
- Expand
- Debt Service and Cost Contingency

Total = \$303 Billion

The Draft Plan meets our environmental goals, but it does not solve the region's affordability challenges.

TARGET ACHIEVED (5)

-  Climate Protection
-  Adequate Housing
-  Open Space and Agricultural Preservation
-  Middle-Wage Job Creation
-  Goods Movement/ Congestion Reduction

RIGHT DIRECTION (4)

-  Healthy and Safe Communities
-  Affordable Housing
-  Non-Auto Mode Shift
-  Transit Maintenance

WRONG DIRECTION (4)

-  Housing + Transportation Affordability
-  Displacement Risk
-  Access to Jobs
-  Road Maintenance

The Draft Plan meets our environmental goals, but it does not solve the region's affordability challenges.

	Goal	Draft Plan Performance	
Goods Movement/Congestion Reduction	-20%	-29%	<p>BEST</p> <p>WORST</p>
Middle-Wage Job Creation	+38%	+43%	
Climate Protection	-15%	-16%	
Open Space and Agricultural Preservation	100%	100%	
Adequate Housing	100%	100%	
Transit Maintenance	-100%	-75%	
Non-Auto Mode Shift	+10%	+3%	
Affordable Housing	+15%	+3%	
Healthy and Safe Communities	-10%	-1%	
Access to Jobs	+20%	-0%	
Road Maintenance	-100%	+6%	
Displacement Risk	+0%	+5%	
Housing + Transportation Affordability	-10%	+13%	

Plan BayArea 2040

- The **Draft Plan**, including the **Draft Action Plan**, was released for public comment on **March 31**.
- The **Draft EIR** was released for public comment on **April 17**.
- Comments on all of these draft documents will be accepted **through June 1, 2017**.

Plan BayArea 2040

Section 1 – *The Bay Area Today*

Section 2 – *What is Plan Bay Area 2040?*

Section 3 – *Forecasting the Future*

Section 4 – *Strategies and Performance*

Section 5 – *Action Plan*

16 Supplemental Reports

Environmental Impact Report

Read the Draft Plan online at: <http://2040.planbayarea.org>



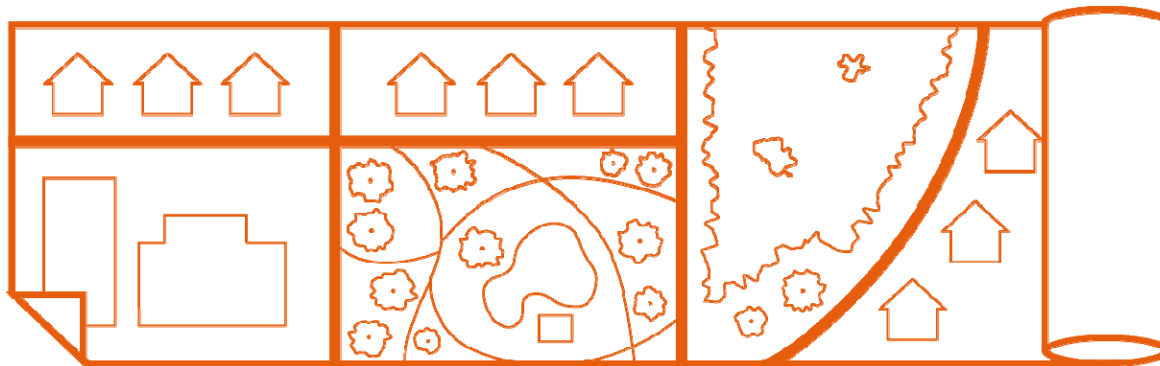
Overview of Plan Document

Section 1: The Bay Area Today



- Provides context for the overall Plan
- Highlights existing regional challenges – with a central focus on the housing crisis
- Links the Plan to Vital Signs performance monitoring work

Section 2: What is Plan Bay Area 2040?



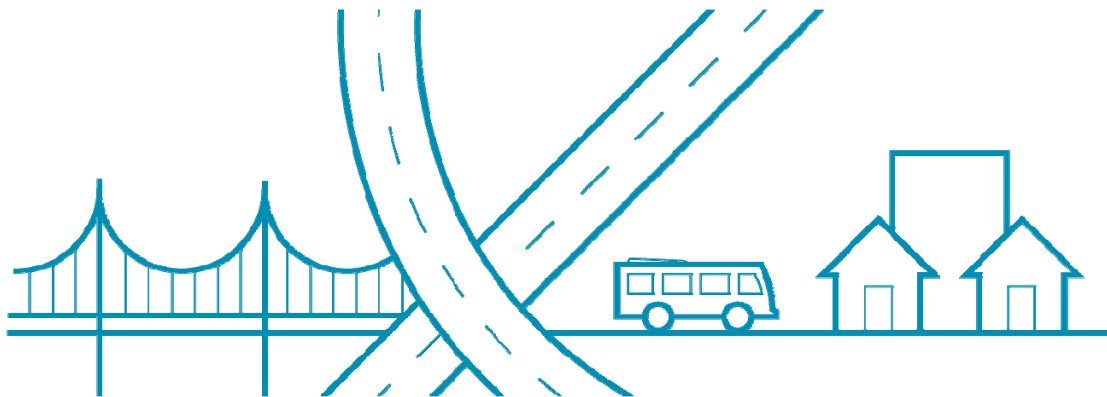
- Explains what the Plan is – a regional blueprint for growth and investment
- Highlights the goals and targets of the Plan

Section 3: Forecasting the Future



- Discusses overall forecasts for regional population, jobs, and housing through 2040
- Catalogues expected transportation revenue availability and flexibility over the next two decades

Section 4: Strategies and Performance

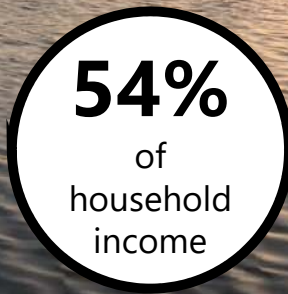


- Delves into the specifics of the Final Preferred Scenario – land use policy assumptions, growth distributions, and transport funding priorities
- Indicates successes and shortcomings based on targets

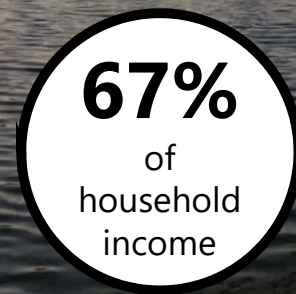
Plan BayArea 2040

The Draft Plan Document directly incorporates a draft Action Plan 5 – with its primary purpose being to tackle issue areas like affordability where the Draft Plan remains far off trajectory.

Housing +
Transportation
Costs
(as a share of
income)*



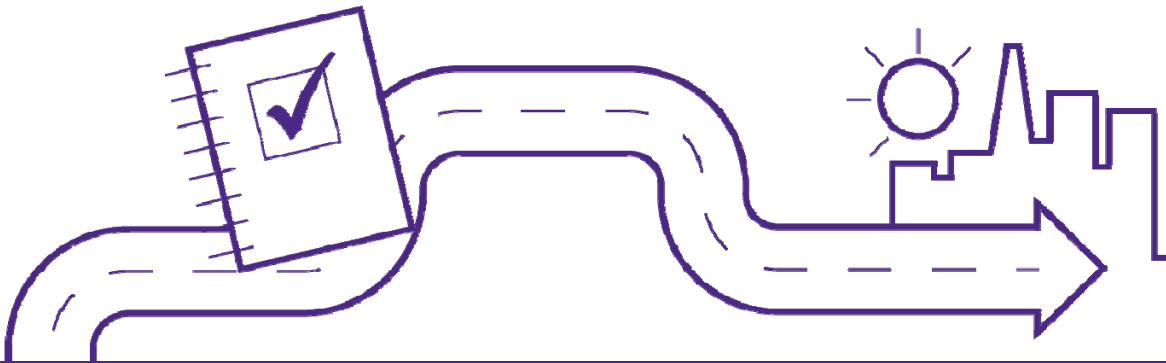
2005



2040

* = for lower-income households

Section 5: Action Plan



- Summarizes progress on Plan Bay Area implementation to date
- Proposes specific shorter-term actions focused on areas where Plan falls short: *affordability, displacement risk, access to jobs, road maintenance*

Housing

Economic
Development

Resilience

A scenic view of a bay at sunset. The sun is low on the horizon, creating a bright reflection on the water. A ferry boat is moving away from the viewer, leaving a white wake. The sky is a mix of blue and orange. In the background, there are hills and some buildings.

Plan
BayArea
2040

Based on feedback received, staff will finalize the Draft Plan and Draft EIR, preparing for MTC/ ABAG consideration for adoption this summer.

Read the Draft Plan and Draft EIR here: <http://2040.planbayarea.org>
Submit comments by June 1, 2017

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TO: Joint MTC Planning Committee with the
ABAG Administrative Committee

DATE: May 5, 2017

FR: Brad Paul, ABAG Acting Executive Director
Alix Bockelman, MTC Deputy Executive Director, Policy

RE: Public Hearing on the Draft Environmental Impact Report for Plan Bay Area 2040

MTC and ABAG will hold a public hearing on the Draft Environmental Impact Report (EIR) for Plan Bay Area 2040, which was released for public review and comment on April 17, 2017. The purpose of this hearing is to receive oral comments on the Draft EIR. At this same meeting, MTC and ABAG will also seek comments on the Draft Plan Bay Area 2040, released on March 31, 2017.

The Draft EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines to (1) analyze the potential environmental effects of implementation of proposed Plan's regional pattern of household and employment growth and transportation investments; (2) inform decision-makers, responsible and trustee agencies, and members of the public as to the range of the environmental impacts of the proposed Plan; (3) recommend a set of measures to mitigate significant adverse impacts; and (4) analyze a range of reasonable alternatives to the proposed Plan.

The Draft EIR contains an executive summary, and is organized into three main sections: (1) introduction and project description; (2) environmental analysis; and (3) alternatives to the proposed Plan and conclusions. The document is supported by appendices documenting analysis assumptions and results. An executive summary is attached, and the full document is available online at <http://2040.planbayarea.org/reports>. Paper copies of the Draft EIR are available at The Hub @ 375 Beale and select public libraries in all nine Bay Area counties. For a list of library locations, visit <http://www.planbayarea.org/2040-plan/access-plan>.

The comment period for the Draft EIR is structured to gather input. Interested persons or agencies can submit oral or written comments. Oral comments can be made at public hearings, listed below, and written comments will be accepted at the public hearings; via mail to MTC Public Information, 375 Beale Street, Suite 800, San Francisco, CA, 94105; via fax to 415.536.9800; or via email to circomments@mtc.ca.gov. The comment period for the Draft EIR will close at 4:00 p.m., on Thursday, June 1, 2017.

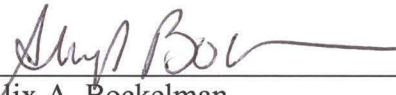
The list of public hearings is as follows:

- **Friday, May 12, 9:40 a.m.:** Public Hearing at Joint MTC Planning and ABAG Administrative Committees, Bay Area Metro Center, Board Room, 375 Beale Street, San Francisco
- **Tuesday, May 16, 6 p.m. to 8 p.m.:** Public Hearing in San Jose, Martin Luther King Library, Room 225, 150 E. San Fernando Street, San Jose
- **Thursday, May 18, 6 p.m. to 8 p.m.:** Public Hearing in Vallejo, Vallejo Naval and Historical Museum, 734 Marin Street, Vallejo

A Final EIR will be prepared following public review and comment on the Draft EIR. The Final EIR will consist of changes to the Draft EIR and written responses to comments submitted during the comment period on the Draft EIR. MTC and ABAG will consider this information during their deliberations on certification of the Final EIR and adoption of the proposed Plan Bay Area 2040. The MTC Commission and ABAG Executive Board are scheduled to adopt the Final EIR in July along with final adoption of Plan Bay Area 2040.



Brad Paul



Alex A. Bockelman

Attachments:

- Attachment: Executive Summary
- Presentation

MM:an



DRAFT ENVIRONMENTAL IMPACT REPORT



**Plan
BayArea
2040**

DRAFT EIR
SCH# 2016052041

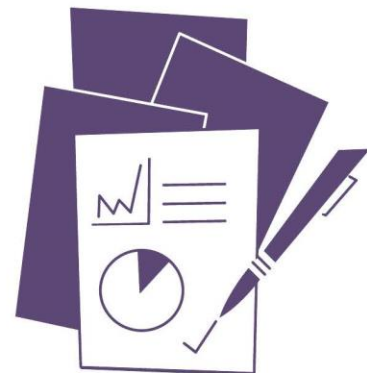
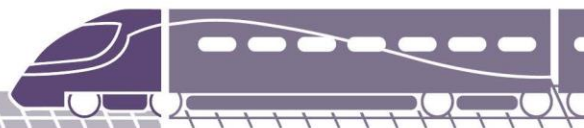
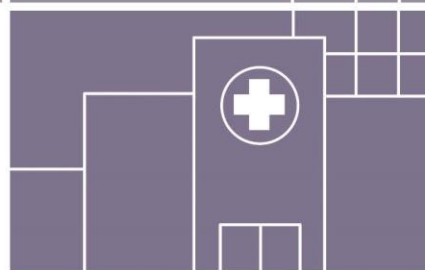


METROPOLITAN
TRANSPORTATION
COMMISSION



Association
of Bay Area
Governments

APRIL 2017



Draft Environmental Impact Report
For the
Plan Bay Area 2040
Regional Transportation Plan (RTP)/
Sustainable Communities Strategy (SCS)

State Clearinghouse Number SCH# 2016052041

PREPARED FOR:

Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

AND

Association of Bay Area Governments
375 Beale Street, Suite 700
San Francisco, CA 94105

PREPARED BY:

Ascent Environmental, Inc.
455 Capitol Mall, Suite 300
Sacramento, CA 95814

916.444.7301

April 2017

EXECUTIVE SUMMARY

INTRODUCTION

This summary is provided in accordance with the State California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations [CCR] Section 15123). As stated in the State CEQA Guidelines (CCR Section 15123[a]), “an environmental impact report (EIR) shall contain a brief summary of the proposed actions and its consequences. The language of the summary should be as clear and simple as reasonably practical.” As required by the State CEQA Guidelines, this section includes: (1) a summary description of the proposed project; (2) a synopsis of environmental impacts and recommended mitigation measures; (3) identification of the alternatives evaluated and of the environmentally superior alternative; (4) a discussion of the areas of controversy associated with the project; and (5) issues to be resolved, including the choice among alternatives.

SUMMARY DESCRIPTION OF THE PROJECT

Background

LOCATION

The San Francisco Bay Area region includes nine counties that are aggregated geographically into four subareas: North Bay (Marin, Napa, Solano, and Sonoma Counties); East Bay (Alameda and Contra Costa Counties); South Bay (Santa Clara County); and the West Bay (San Francisco and San Mateo Counties). There are 101 cities spread throughout these nine counties. The total area of the region is approximately 4.4 million acres (7,000 square miles). The region is bordered by Mendocino, Lake, and Yolo counties to the north; Sacramento, San Joaquin, Stanislaus, and Merced counties to the east; San Benito, Monterey, and Santa Cruz to the south; and the Pacific Ocean to the west. In 2015, the region had a population of 7.57 million, which is approximately 20 percent of California’s population. Roughly 17 percent of the region’s approximately 4.4 million acres was developed in 2010 (California Department of Conservation 2015, Bay Area Open Space Council 2014). The undeveloped area includes open space and agricultural lands as well as water bodies (excluding the San Francisco Bay) and parks. Approximately 29 percent of the region is identified as protected open space (Bay Area Open Space Council 2014).

MTC, ABAG, AND PLAN BAY AREA

MTC is the transportation planning, coordinating, and financing agency for the region. Created by the State Legislature in 1970, MTC functions as both the regional transportation planning agency (RTPA)—a state designation—and, for federal purposes, as the region’s metropolitan planning organization (MPO).

ABAG is a joint powers agency formed in 1961 pursuant to California Government Code §§ 6500, et seq., and the council of governments (COG) for the San Francisco Bay Area. ABAG conducts regional population and employment projections and the regional housing needs allocation (RHNA) processes (Government Code Section 65584 et seq.).

Plan Bay Area 2040 is a joint effort by MTC and ABAG, completed in partnership with the Bay Area’s other two regional government agencies, the Bay Area Air Quality Management District (BAAQMD), and the Bay Conservation and Development Commission (BCDC). As required by State legislation (Government Code Section 65080 et seq.) and by federal regulation (Title 23 USC Section 134), MTC is responsible for preparing the RTP for the San Francisco Bay Area region. An RTP is a long-range plan that identifies the strategies and investments to maintain, manage, and improve the region’s transportation network. The RTP must be updated

every four years. The Sustainable Communities and Climate Protection Act of 2008, commonly known as Senate Bill 375 (SB 375 Steinberg, 2008), requires California's 18 metropolitan planning organizations (including MTC) to develop an SCS as an element of the federally mandated RTP. The SCS demonstrates how the region will meet its greenhouse gas (GHG) reduction targets established by the California Air Resources Board (ARB) through integrated land use, housing and transportation planning. In the Bay Area, MTC and ABAG are jointly responsible for this planning effort.

The 2013 Plan was the first Bay Area RTP that was subject to SB 375, which requires that the SCS be integrated into the MPO's RTP, and projected out through 2040. The proposed Plan is an update to the 2013 Plan and also covers the period through 2040.

The proposed Plan is a long-range plan that specifies the strategies and investments to maintain, manage, and improve the region's transportation network, which includes improvements to bicycle and pedestrian facilities, local streets and roads, public transit systems, and highways. The proposed Plan also calls for focused housing and job growth around high-quality transit corridors, particularly within areas identified by local jurisdictions as Priority Development Areas (PDAs). This land use strategy is anticipated to enhance mobility and economic growth by linking the location of housing and jobs with transit, thus offering a more efficient land use pattern around transit and a greater return on existing and planned transit investments.

Once adopted, Plan Bay Area 2040 will be reviewed by ARB to confirm whether it would, if implemented, achieve the GHG emission reduction target for the region. If the combination of measures in the SCS is determined to be insufficient to achieve the region's target, an alternative planning strategy (APS) to achieve the targets must be prepared.

INTRODUCTION TO THE EIR

PURPOSE OF THIS EIR

This EIR has been prepared in compliance with the CEQA Statutes and Guidelines. In general, the purpose of an EIR is to:

- ▲ analyze the potential environmental effects of the adoption and implementation of the Plan;
- ▲ inform decision-makers, responsible and trustee agencies, and members of the public as to the range of the environmental impacts of the Plan;
- ▲ recommend a set of measures to mitigate significant adverse impacts; and
- ▲ analyze a range of reasonable alternatives to the proposed Plan.

The final EIR will include a Mitigation, Monitoring, and Reporting Program that identifies who will be responsible for implementing identified mitigation measures and the required timing for implementation. As the joint lead agencies for preparing this EIR, MTC and ABAG will rely on the EIR analysis of potential environmental effects in their review and consideration of the proposed Plan before approval.

As discussed in Section 1.1.8 "CEQA Streamlining Opportunities," SB 375 provides streamlining benefits for certain transit-oriented projects consistent with an adopted SCS. Pursuant to these provisions of SB 375, this EIR has also been prepared to allow qualifying projects to streamline their environmental review.

EIR SCOPE

This is a program EIR, which is defined in Section 15168 of the CEQA Guidelines as: “[An EIR addressing a] series of actions that can be characterized as one large project and are related either:

- (1) Geographically;
- (2) As logical parts in the chain of contemplated actions;
- (3) In connection with the issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or
- (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental impacts which can be mitigated in similar ways.”

A program EIR can be used as the basic, general environmental assessment for an overall program of projects developed over a multi-year planning horizon, and therefore is an appropriate review document for the proposed Plan. A program EIR has several advantages. For example, it provides a basic reference document to avoid unnecessary repetition of facts or analysis in subsequent project-specific assessments. It also allows the lead agency to consider the broad, regional impacts of a program of actions before its adoption and eliminates redundant or contradictory approaches to the consideration of regional and cumulative impacts.

LEVEL OF ANALYSIS

This EIR presents a programmatic assessment of the potential impacts of the proposed Plan, focusing on the entire set of projects and programs contained in the proposed Plan. Individual transportation and development project impacts are not addressed in detail; rather the focus of this EIR is on the entire program of projects, in the aggregate.

A geographic information system (GIS) was used to digitally overlay the projected land use growth footprint (net new acres of potential development) associated with forecasted development and the transportation projects footprint assumed for the transportation projects over resource-related data. Results are presented, where relevant, for the region, for each county, and for the portions of the growth footprint specifically within the TPAs. Where impacts are quantified through modeling or GIS analysis, they are reported at the regional (total), county, and/or transit priority area (TPA) levels in tables and in the text. Information provided by county includes both incorporated and unincorporated areas in the county. To facilitate future CEQA streamlining opportunities for individual projects that qualify as transit priority projects, (see section 1.1.8, CEQA Streamlining Opportunities in Section 1.1, “Introduction”), quantified data in this EIR is reported by TPAs, as available. The portion of the projected land use growth footprint located in PDAs that is outside of a TPA is captured in the County totals. Where useful for the impact analysis, GIS-based results are also reported by PDAs.

The analysis in this EIR does not evaluate subcomponents of the proposed Plan nor does it assess project-specific impacts of individual projects, although it provides environmental analysis and mitigation that is intended to address the range of impacts and mitigation that may be associated with individual projects. This approach does not relieve local jurisdictions of responsibility for determining whether project-specific impacts require additional CEQA analysis; see Section 1.1.7, Future Environmental Review, for more details.

EIR Organization

EXECUTIVE SUMMARY

The Executive Summary outlines the proposed Plan and alternatives and includes a summary of the potentially significant adverse environmental impacts of the proposed Plan, the measures identified to mitigate those impacts, and an overview of whether or not identified measures would mitigate the significant impacts and to

what level. The executive summary also describes the alternatives and their merits as compared to the proposed Plan, identifies the environmentally superior alternative, and describes “areas of known controversy” and “issues to be resolved” as required by CEQA.

SECTION 1.1: INTRODUCTION

Section 1.1, Introduction describes the relationship between the proposed Plan and the EIR, the organization of the EIR, and the basic legal requirements of a program level EIR. It discusses the level of analysis and the alternatives considered as well as how this EIR is related to other environmental documents and the EIR’s intended uses.

SECTION 1.2: PROJECT DESCRIPTION

Section 1.2, Project Description introduces the purpose and objectives of the proposed Plan and summarizes other specific descriptive information. This includes a description of the regional location and general setting, project background, an outline of the region’s projected population and employment growth rates, a summary of forecasted development patterns through the 2040 planning horizon year, and an overview of proposed transportation projects and programs.

SECTION 2.0 THROUGH 2.14: ENVIRONMENTAL ANALYSIS

Section 2.0 provides an overview of the approach to the environmental analysis. Sections 2.1 through 2.14 describe the existing physical and regulatory settings for each of the environmental issue areas analyzed in the EIR, the potential impacts of the proposed Plan on these environmental issue areas, and measures to mitigate the potential impacts identified. Each issue area is analyzed in a separate section. Each section is organized as follows:

- ▲ Environmental Setting,
- ▲ Regulatory Setting,
- ▲ Significance Criteria,
- ▲ Method of Analysis, and
- ▲ Impacts and Mitigation Measures.

SECTION 3: ALTERNATIVES AND CEQA-REQUIRED CONCLUSIONS

Section 3.1 includes a description of the alternatives to the proposed Plan. It provides an assessment of the potential of each alternative to achieve the objectives of the proposed Plan while reducing potentially significant adverse environmental impacts. This discussion also includes a comparison summary table of regional environmental impacts associated with the alternatives. As required by CEQA, an environmentally superior alternative is identified.

Section 3.2 includes an assessment of the impacts of the proposed Plan in several subject areas required by CEQA, including:

- ▲ significant irreversible environmental changes,
- ▲ significant unavoidable impacts,
- ▲ growth-inducing impacts,
- ▲ cumulative impacts, and
- ▲ impacts found to be not significant.

SECTION 4: BIBLIOGRAPHY AND EIR PREPARERS

Section 4.1 includes a bibliography and Section 4.2 includes a list of report authors.

APPENDICES

Appendix A includes the Notice of Preparation (NOP) of this EIR and Appendix B includes the comments received on the NOP and at the scoping meetings and the Scoping Summary Report. Appendices C through E include detailed supporting data on impact analyses for transportation, energy, and climate change and greenhouse gases. Appendix F includes potential adaptation strategies, referenced in Section 2.5, “Climate Change and Greenhouse Gases.” Appendices G through M include detailed supporting data on impact analyses for air quality, noise, geology and seismicity, water resources, biological resources, cultural resources, and hazards, respectively.

Project Objectives

The proposed Plan reinforces land use and transportation integration to reduce greenhouse gas emissions per SB 375 and presents a vision of the Bay Area’s land use patterns and transportation networks in 2040. The proposed Plan’s core strategy is focused growth in existing communities along the existing transportation network. Consistent with this core strategy, the seven goals of the proposed Plan are:

- ▲ Climate Protection
- ▲ Adequate Housing
- ▲ Healthy and Safe Communities
- ▲ Open Space and Agricultural Preservation
- ▲ Equitable Access
- ▲ Economic Vitality
- ▲ Transportation System Effectiveness

MTC and ABAG developed 13 performance targets associated with the goals for the proposed Plan (**Table ES-1**). Senate Bill 375 mandates two of these performance targets. These are the primary objectives of the Plan:

- ▲ The proposed Plan must address climate change by reducing CO₂ emissions: the regional plan must meet or exceed a seven percent reduction in per-capita emissions from cars and light-duty trucks by 2020 and a 15 percent reduction by 2035 relative to 2005 levels.
- ▲ The proposed Plan must house 100 percent of the region’s projected growth by income level without displacing low-income residents, and with no increase in in-commuters over the proposed Plan baseline year. As calculated for the proposed Plan pursuant to a settlement agreement entered into with the Building Industry Association (BIA) Bay Area, the Regional Housing Control Total is 820,400.

In addition to these two objectives, MTC and the ABAG Executive Board adopted 11 additional targets. Key goals for Plan Bay Area 2040 included tackling the Bay Area’s inequities through improved affordability and lessened displacement risk, ensuring a robust economy and protecting the environment for future generations. These targets reflect MTC and ABAG’s commitment to take a more holistic view of the possibilities of integrated regional planning by going beyond the plan’s legal requirements.

Table ES-1 Year 2040 Goals and Performance Targets

Goal	Performance Target
Climate Protection	Reduce per-capita CO2 emissions from cars and light-duty trucks by 15%
Adequate Housing	House 100% of the region's projected growth by income level without displacing current low-income residents and with no increase in in-commuters over the Plan baseline year
Healthy and Safe Communities	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%
Open Space and Agricultural Preservation	Direct all non-agricultural development within the urban footprint (existing urban development and UGBs)
Equitable Access	Decrease the share of lower income residents' household income consumed by housing and transportation (H+T) costs by 10%
	Increase the share of affordable housing in PDAs, TPAs or high-opportunity areas by 15%
	Do not increase the share of low- and moderate-income renter households in PDAs, TPAs, or high-opportunity areas that are at risk of displacement
Economic Vitality	Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions
	Increase by 38% the number of jobs in predominantly middle-wage industries
	Reduce per-capita delay on the Regional Freight Network by 20%
Transportation System Effectiveness	Increase non-auto mode share by 10%
	Reduce vehicle operations and maintenance costs because of pavement conditions by 100%
	Reduce per-rider transit delay because of aged infrastructure by 100%

Note: The base year for the targets, unless specified under target methodology documentation, is 2005. Additional information is available in MTC Resolution 4204, Revised and associated methodology memoranda.¹ The Adequate Housing target relates to the Regional Housing Control Total per the settlement agreement signed with the Building Industry Association (BIA), which increases the housing forecast by the housing equivalent to in-commute growth.

Project Overview

The proposed Plan provides a strategy for accommodating projected household and employment growth in the Bay Area by 2040 as well as a transportation investment strategy for the region. The proposed Plan details how the Bay Area can achieve several outcomes essential to the success of the region's long-range transportation and land use goals. The proposed Plan:

- ▲ Describes where and how the region can accommodate 666,000 new projected households and 668,000 new jobs between 2015 and 2040;
- ▲ Details a regional transportation investment strategy given \$303 billion in expected revenues from federal, state, regional and local sources over the next 24 years; and
- ▲ Complies with SB 375, the state's SCS law, which integrates land use and transportation planning and mandates both a reduction in greenhouse gas emissions from passenger vehicles and the provision of adequate housing for the region's 24-year projected population growth.

The proposed Plan encompasses the entire Bay Area, including the nine counties and the 101 cities that make up the region. The proposed Plan is constrained by expected transportation revenues and expected household and employment growth. The proposed Plan identifies what it would take to accommodate expected growth and improve the quality of life for existing and future residents. The proposed Plan also facilitates subsequent streamlined CEQA analysis pursuant to Senate Bill 375, Senate Bill 743, and other methods described in Section 1.2. The proposed Plan does not change local land use policies; individual jurisdictions retain all local land use authority. The proposed Plan creates a list of transportation projects that are eligible for future funding but does not program funds to specific transportation projects.

SUMMARY OF ALTERNATIVES

ALTERNATIVES

CEQA requires EIRs to evaluate a reasonable range of alternatives to the proposed project that could feasibly attain most of the basic project objectives and that would avoid or substantially lessen any of the significant environmental impacts. In addition, CEQA requires assessment of the likely foreseeable future condition if the proposed project were not implemented; this scenario is called the No Project alternative.

This EIR evaluates the proposed Plan and four alternatives, assuming the same regional forecast control totals, same 2040 horizon year, and full Plan implementation. These alternatives were confirmed by the MTC Planning Committee and ABAG Administrative Committee on December 9, 2016. This EIR also identifies the environmentally superior alternative and documents the relative environmental advantages and disadvantages of the alternatives, as compared to the proposed Plan.

The proposed Plan and four alternatives are briefly described below. A full description of each alternative is provided in Section 3.1.

Alternative 1: No Project Alternative

An EIR must analyze the “no project alternative.” (CEQA Guidelines, § 15126.6(e).) The purpose of the no project alternative is to allow a comparison of the environmental impacts of approving the proposed project with the effects of not approving it. The no project alternative must discuss the existing conditions, “as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.”

The No Project Alternative represents implementation of the general plans of all nine counties and 101 cities in the Bay Area without influence of a regional plan that integrates transportation, growth, and GHG reduction. No new regional land use plan would be developed and no new SCS policies would be implemented to influence the locations of housing and employment centers in the region. Transportation projects that would occur under the No Project Alternative would be substantially limited compared to the proposed Plan, consisting of five major regional transit, three local transit, and two highway projects from the previous plan that are fully committed with funding and completed environmental review.

Alternative 2: Main Streets Alternative

Alternative 2, the Main Streets Alternative, provides a plan that targets future population and employment growth to the downtowns of every city in the Bay Area to foster a region of moderately-sized, integrated town centers. This alternative comes closest to resembling a traditional suburban pattern, because it would result in increased greenfield development relative to the proposed Plan. To support this alternative’s dispersed growth pattern, transportation investment priorities would emphasize highway strategies, including the expansion of high-occupancy toll lanes on all regional highways and highway widenings at key bottlenecks.

Alternative 3: Big Cities Alternative

Alternative 3 concentrates future population and employment growth in the locally-identified PDAs and TPAs within the Bay Area’s three largest cities: San Jose, San Francisco, and Oakland. Neighboring cities that are already well-connected to these three cities by transit would see moderate to substantial increases in population and employment growth, particularly in their locally-identified PDAs and high opportunity areas. To support this alternative’s big city-focused growth pattern, the transportation infrastructure within and directly serving the region’s core would be maintained to a state of good repair, modernized to boost service and improve commutes and capacity, and expanded to meet increased demand. Bicycle and pedestrian infrastructure would be expanded in these cities, including a robust network of bike sharing

Alternative 4: Environment, Equity, and Jobs Alternative

The Environment, Equity, and Jobs (EEJ) Alternative includes strategies to focus more growth in suburban communities than the proposed Plan, in part to reduce risk of displacement in urban areas. In addition, the EEJ Alternative includes more funding for bus operations in suburban areas to serve lower-income residents and reduces funding for highway expansion and efficiency projects with the objective of reducing adverse environmental impacts. This alternative would encourage intensification of land use beyond PDAs to include jobs-rich, high-opportunity TPAs not currently identified as PDAs. This alternative seeks to strengthen public transit by boosting service frequencies in most suburban and urban areas, other than on Muni, BART or Caltrain, and providing free transit passes to youth throughout the region.

SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The analysis emphasizes the impacts of the proposed Plan as a complete program, rather than as detailed analysis of the individual transportation projects and land use strategies included in the proposed Plan. Individual transportation projects and development projects must still independently comply with the requirements of CEQA.

The EIR addresses impacts associated with projected growth and impacts associated with the projected land use and assumed transportation projects. Where a significant or potentially significant impact may occur, mitigation measures are provided. **Table ES-2** summarizes the impact conclusions and recommended mitigation measures identified in this EIR. The impacts are organized by environmental impact issue area in the order in which they appear in Sections 2.1 through 2.14.

Significant unavoidable impacts are those that cannot be mitigated to a less-than-significant level. Sections 2.1 through 2.14 of this EIR identify the following significant unavoidable impacts of the proposed Plan. As stated in Chapter 2, to the extent that an individual project adopts and implements all feasible mitigation measures described for each significant impact, many of the impacts listed below would be reduced to a less-than-significant level. However, MTC/ABAG cannot require local implementing agencies to adopt most of the mitigation measures, and it is ultimately the responsibility of a lead agency to determine and adopt mitigation. Therefore, several impacts have been identified as significant and unavoidable for purposes of this program-level review. Projects taking advantage of CEQA Streamlining provisions of SB 375 (Public Resources Code Sections 21155.1, 21155.2, and 21159.28) must apply the mitigation measures described in this EIR, as necessary and feasible to address site-specific conditions.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guidelines Section 15126.6 requires that an EIR identify the environmentally superior alternative among the alternatives analyzed. CEQA Guidelines Section 15126.6(d)(2) states that if the environmentally superior alternative is the no project alternative, the EIR shall also identify an environmentally superior alternative from among the other alternatives analyzed. The proposed Plan is included in the consideration of environmentally superior alternatives in EIRs.

The primary objectives of the Plan revolve around accommodating household and job growth forecasts and providing a transportation investment strategy for the region. A substantial level of development is required to accommodate the growth forecasts. Consequently, the majority of impacts of the proposed Plan and alternatives are similar in type and magnitude. Differences in impacts revolve around the location and size of land use growth and transportation footprints, and the ability of feasible policies to influence how development forecasted in the Plan and its alternatives would proceed.

Further, CEQA provides little guidance regarding selection of environmentally superior alternatives. In an instance such as the proposed Plan, where alternatives result in many similar impacts but also would result in tradeoffs (some greater impacts, some lesser impacts than the Plan), judgement is required in determining

how these tradeoffs factor in selection of the environmentally superior alternative. Policy makers who review this EIR and must decide on which alternative to select may differ in their judgement, and this may also be affected by their consideration of the feasibility of alternatives.

Some of the alternatives are relatively similar in terms of type and extent of environmental impact, although there are gradations of differences. In fact, three alternatives, the proposed Plan, the Big Cities, and the EEJ Alternatives result in a similar level of environmental impact, in the aggregate. Each of these alternatives has environmental advantages and disadvantages, when compared to each other. This assessment is based on the relative number of less-than-significant and significant and unavoidable impacts that are reduced or increased under each alternative, as described below.

The Big Cities Alternative would result in the lowest overall level of environmental impacts, although only marginally lower, as compared to all alternatives, and therefore is identified as the environmentally superior alternative. However, this conclusion is based on prioritizing certain types of impacts over others.

In summary, the proposed Plan would result in 40 impacts that would be less than significant or less than significant after mitigation and 38 impacts that would be significant and unavoidable following implementation of mitigation measures or due to uncertainty because MTC/ABAG cannot require local implementing agencies to adopt mitigation measures identified in this EIR. The Big Cities Alternative would have similar less-than-significant impacts for 15 impacts identified under the proposed Plan. The Big Cities Alternative would reduce 21 less-than-significant impacts and increase two less-than-significant impacts compared to the proposed Plan. The Big Cities Alternative would have similar significant and unavoidable impacts for 19 impacts identified under the proposed Plan. The Big Cities Alternative would reduce 18 significant and unavoidable impact and increase three significant and unavoidable impacts compared to the proposed Plan. As discussed in Section 3.1 of this Draft EIR in more detail, the Big Cities Alternative would have the same impacts as the proposed Plan and other alternatives but to a lesser degree overall related to air quality, land use, energy, water resources, visual resources, biological resources, geology and seismicity, and cultural resources. The Big Cities Alternative would result in two new significant and unavoidable impacts compared to the proposed Plan. One new impact would occur because the Big Cities Alternative would result in a significant impact (greater than five percent increase) associated with per-trip non-commute travel time for drive alone and carpool trips, relative to existing conditions. The other new impact would occur because the Big Cities Alternative would result in a significant impact associated with per-capita VMT by causing an 8 percent increase in per-capita congested VMT in Solano County, relative to existing conditions. However, ABAG/MTC, in considering these two impacts, views them in light of shifting views of traffic congestion under CEQA. The Transportation section of this Draft EIR explains that SB 743 (2013) changes the way that public agencies evaluate the transportation impacts of projects under CEQA, recognizing that roadway congestion, while an inconvenience to drivers, is not itself an environmental impact. (See Pub. Resource Code, § 21099, subd. (b)(2) [“automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to [CEQA]”].) This change to CEQA is intended to occur once new guidelines are implemented consistent with this directive; nevertheless, ABAG/MTC, in considering the environmentally superior alternative, believes this legislative directive de-emphasizes the importance of traffic congestion. Therefore, compared comprehensively against the number of impacts that the Big Cities Alternative decreases, the Big Cities Alternative would be the environmentally superior alternative.

The No Project and Main Streets Alternatives would result in a greater number of significant and unavoidable impacts compared to the proposed Plan. The EEJ Alternative would result in the same number of less-than-significant and significant and unavoidable impacts as the proposed Plan. However, examining the EEJ Alternative further, of the 40 less-than-significant impacts, 17 would be similar, 9 would be less, and 14 would be greater than the proposed Plan. Of the 38 significant and unavoidable impacts in the EEJ Alternative, 16 would be similar, six would be less, and 16 would be greater than the proposed Plan. Therefore, overall, the EEJ Alternative would have greater impacts than the proposed Plan, and it would not reduce any of the proposed Plan’s significant and unavoidable impacts to a less-than-significant level. Similarly, the Main Streets and No Project Alternatives would have greater impacts than the proposed Plan and would not reduce the

proposed Plan's significant and unavoidable impacts to a less-than-significant level. The Main Streets Alternative would result in two new significant and unavoidable impacts compared to the proposed Plan and would increase five less-than-significant impacts and seven significant and unavoidable impacts compared to the proposed Plan. The No Project Alternative would have greater environmental impacts than the proposed Plan resulting in six additional significant and unavoidable impacts and increasing the largest numbers of less-than-significant (19) and significant and unavoidable impacts (25) compared to the proposed Plan. See the discussion under Environmentally Superior Alternative and Table 3.1-38 in Section 3.1, "Alternatives to the proposed Plan," for additional details regarding the comparison of alternatives.

AREAS OF CONTROVERSY

Section 15123 of the CEQA Guidelines requires that an EIR identify areas of controversy which are known to the Lead Agency, including issues raised by other agencies and the public. Areas of controversy associated with the proposed Plan are made known through comments received during the Notice of Preparation (NOP) process, as well as input solicited during public scoping meetings and an understanding of the community issues in the study area. Some areas of known controversy, including issues raised by some members of the community, related to the proposed Plan and EIR include:

- ▲ displacement of low-income populations and implications for VMT;
- ▲ affordability, supply, and location of housing near employment centers – i.e., jobs/housing balance;
- ▲ relationship between local general plans and regional projections; and
- ▲ compliance with the Settlement Agreement with Communities for a Better Environment (CBE) and the Sierra Club and the Settlement Agreement with BIA.

ISSUES TO BE RESOLVED

CEQA Guidelines Section 15123(b)(3) requires that an EIR contain a discussion of issues to be resolved and whether or how to mitigate significant effects. Issues to be resolved include:

- ▲ How to address potential impacts from the projected land development pattern that must be mitigated by the local land use authority, given that MTC and ABAG do not have jurisdiction over land use regulations.
- ▲ The degree to which MTC and ABAG can provide adequate incentives for implementation of changes to land use policy.
- ▲ How best to require mitigation measures that can be enacted by project sponsors and/or implementing agencies in a manner to ensure CEQA streamlining for qualifying projects, per SB 375, can occur.

When adopting the proposed Plan, the MTC Commission and ABAG Board must decide whether specific overriding economic, legal, social, technological or other benefits of the project outweigh the significant environmental impacts that cannot be feasibly avoided or substantially reduced through implementation of feasible mitigation or alternatives. A Statement of Overriding Considerations is required to support such a determination.

Plan Bay Area 2040

Draft
Environmental Impact Report
for
Plan Bay Area 2040

Regional Transportation Plan /
Sustainable Communities Strategy
(RTP/SCS)

State Clearinghouse Number:
SCH# 2016052041

Prepared for:
MTC and ABAG

Prepared by:
Ascent Environmental, Inc.

Released: April 2017



DRAFT EIR PUBLIC HEARING

Purpose of the Hearing

- The purpose of the Hearing:
 - Present an overview of the Draft EIR
 - Receive public comment on the adequacy of the Draft EIR
- **The focus of this meeting is only on the adequacy of the EIR, not the content of the Plan Bay Area 2040 (“proposed Plan”)**
- Responses to comments and questions will be provided in the Final EIR
- Draft EIR was released April 17, 2017 (45-day comment period)
- Full draft available online at www.2040.planbayarea.org/reports
- Comments due at MTC by 4:00 p.m., June 1, 2017

Summary of the CEQA Process

- **Analyze and disclose** potential environmental effects of the proposed Plan
- **Inform** decision-makers, agencies, and the public of the range of the environmental impacts of the proposed Plan
- **Recommend** measures to mitigate any significant adverse impacts
- **Analyze** reasonable alternatives to the proposed Plan

Organization of the Draft EIR



Section 1.1: Introduction

Section 1.2: Project Description

Section 2: Environmental Analysis

Section 3: Alternatives and CEQA-Required Conclusions



Regional Transportation Plan (RTP) –

Details a regional transportation investment strategy aligned with projected growth in the region, based on forecasted federal, state, regional and local revenues



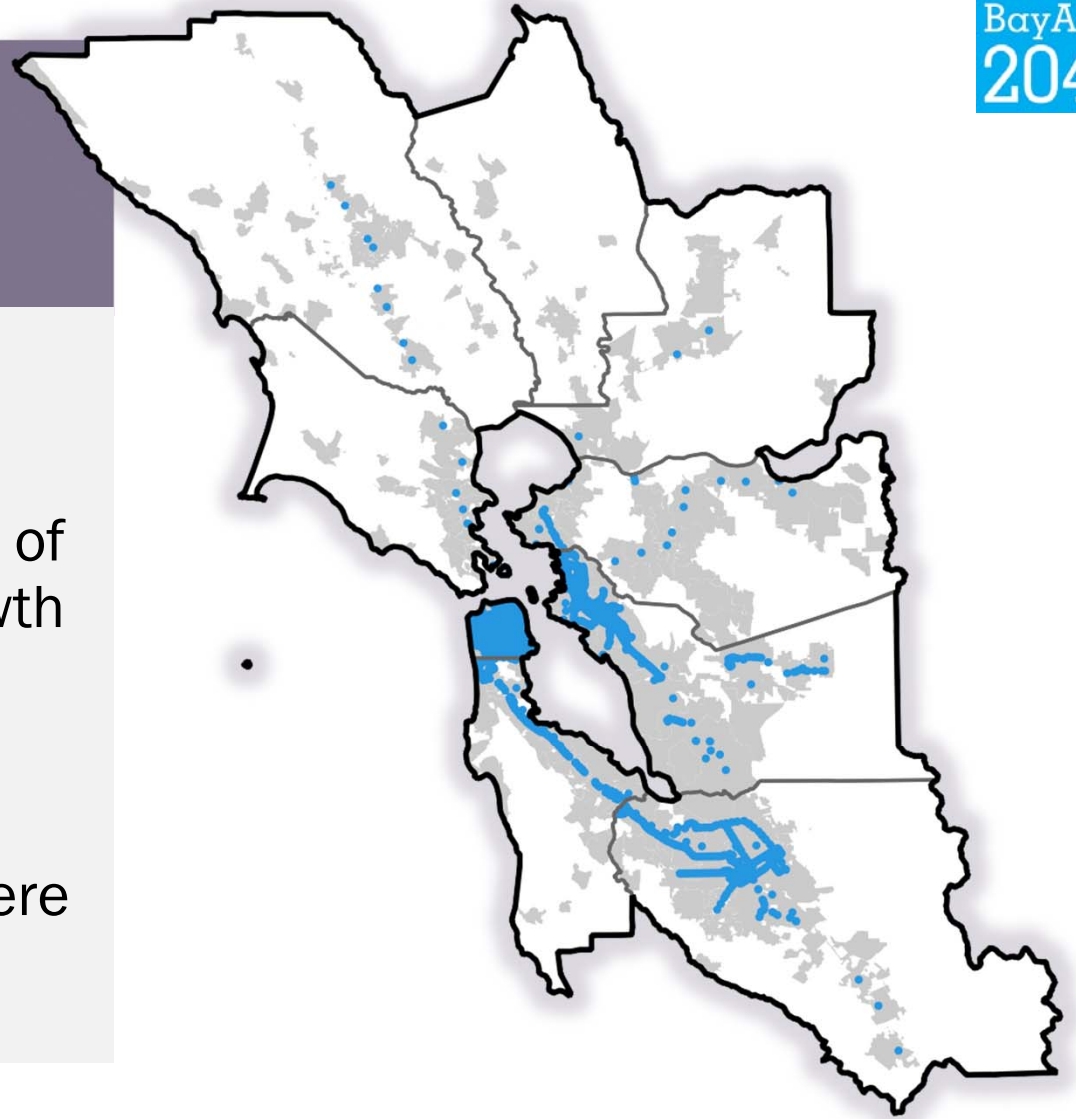
Sustainable Communities Strategy (SCS) –

Describes where and how the region can accommodate projected growth (new forecasted households and new jobs between 2015 and 2040) in a way that achieves regional GHG reduction targets



Level of Analysis

- **Programmatic** assessment of the potential impacts of the proposed Plan's regional pattern of household and employment growth and transportation investments
- Reports potential impacts **regionally, by county**, and within **Transit Priority Areas (TPAs)**, where applicable



Environmental Issue Areas



2.1 Transportation



2.2 Air Quality



2.3 Land Use and
Physical Development



2.4 Energy



2.5 Climate Change and
Greenhouse Gases



2.6 Noise



2.7 Geology and Seismicity



2.8 Water Resources



2.9 Biological Resources



2.10 Visual Resources



2.11 Cultural Resources



2.12 Public Utilities and
Facilities



2.13 Hazards



2.14 Public Services and
Recreation

Environmental Impact Analysis

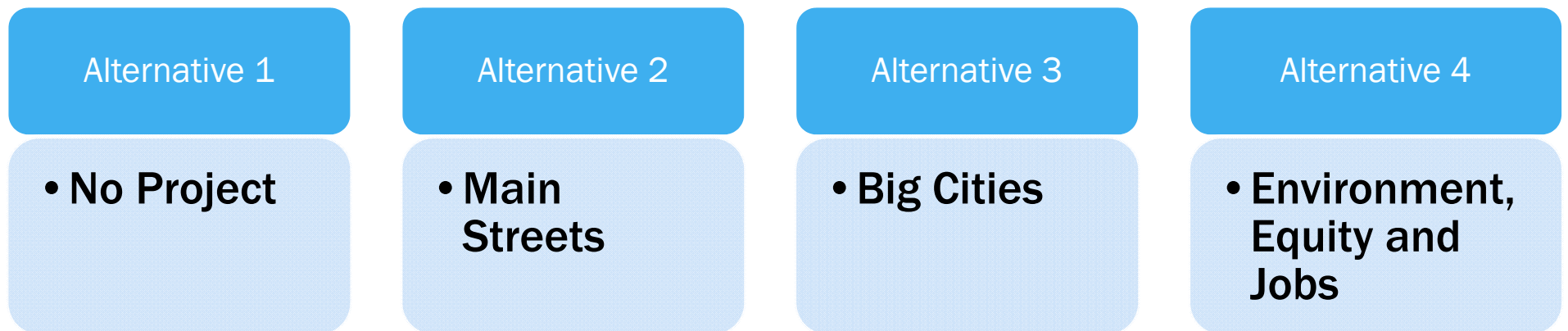
- Environmental and Regulatory Settings
- Significance Criteria are specific to Environmental Issue Area and generally follow the criteria in the 2013 EIR or the CEQA Guidelines
- Method of Analysis
- Impacts and Mitigation Measures
- Significance Conclusions
 - Less than Significant (LS)
 - Significant and Mitigatable (LS-M)
 - Significant and Unavoidable (SU)

CEQA Streamlining

- Streamlining benefits may become available to projects consistent with the Plan
- For a project to take advantage of streamlining benefits, it must comply with all feasible and applicable mitigation measures included in this EIR

Alternatives Analysis

- Analyzes the relative environmental advantages and disadvantages of the Alternatives, as compared to the proposed Plan
- Draft EIR analyzes four Alternatives to the proposed Plan



- Same regional forecasts of households, jobs, and transportation revenues for each alternative

Summary of Alternatives Comparison

Compared to the Proposed Plan

Alternative 1: No Project

- Results in **additional** significant unavoidable impacts related to **Transportation, Air Quality, Energy, Climate Change and Greenhouse Gases**

Alternative 2: Main Streets

- Results in **additional** significant unavoidable impacts related to **Transportation, Climate Change and Greenhouse Gases**

Alternative 3: Big Cities

- Results in **additional** significant unavoidable impacts related **Transportation**

Alternative 4: Environment, Equity, and Jobs

- **Same** significant unavoidable impacts

- Less than significant includes less than significant after mitigation
- Significant and unavoidable following implementation of mitigation measures or significant and unavoidable because MTC/ABAG cannot require local implementing agencies to impose mitigation measures identified in this EIR

Next Steps

- A Final EIR will be prepared following public review and comment on the Draft EIR
- Will consist of changes to the Draft EIR and written responses to comments submitted during the comment period on the Draft EIR
- MTC and ABAG will consider this information during their deliberations on certification of the Final EIR and adoption of Plan Bay Area 2040

Commenting on the Draft EIR

- **Orally** at today's meeting or upcoming Hearings
 - San Jose, Tuesday, May 16, 6 p.m. to 8 p.m.
 - Vallejo, Thursday May 18, 6 p.m. to 8 p.m.
- **In writing** (mail, fax, or email) by 4 p.m. on June 1, 2017
MTC Public Information,
375 Beale Street, Suite 800,
San Francisco, CA, 94105
fax to 415.536.9800
email to email to eircomments@mtc.ca.gov
- Note that comments on the Draft Plan Bay Area 2040 should be made separately

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