

Metropolitan Transportation Commission

Bay Area Metro Center 375 Beale Street San Francisco, CA 94105

Meeting Agenda

Joint MTC Planning Committee with the ABAG Administrative Committee

Friday, May 12, 2017 9:40 AM Board Room - 1st Floor

This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Web site: http://mtc.ca.gov/whats-happening/meetings and will take place at 9:40 a.m. or immediately following the Legislation Committee meeting.

1. Roll Call / Confirm Quorum

Quorum: A quorum of this committee shall be a majority of its regular voting members (4).

2. ABAG Compensation Announcement - Clerk of the Board

3. ABAG Administrative Committee Approval of Summary Minutes

3a. <u>17-2482</u> ABAG - Minutes of the April 14, 2017 Meeting

Action: ABAG Administrative Committee Approval

<u>Attachments:</u> 3a AC Minutes 20170414 Draft.pdf

4. Consent Calendar

4a. <u>17-2483</u> MTC - Minutes of the April 14, 2017 Meetings

Action: MTC Planning Committee Approval

Attachments: 4ai MTC PLNG Minutes Apr 14 2017.pdf

4aii Joint MTG Minutes Apr 14 2017.pdf

5. Information

5a. 17-2511 Public Hearing on the Draft Plan Bay Area 2040

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).

Action: Information

<u>Presenter:</u> Ken Kirkey, MTC

<u>Attachments:</u> <u>5a Public Hearing-Draft PBA2040.pdf</u>

5a HANDOUT Letter on PBA Action Plan 6WinsNPHGA7.pdf

5b. <u>17-2512</u> Public Hearing on the Draft Environmental Impact Report for Plan Bay

Area 2040

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).

Action: Information

<u>Presenter:</u> Fran Ruger, Ascent Environmental, Inc. and

Heidi Tschudin, Tschudin Consulting Group

<u>Attachments:</u> 5b Public Hearing-Draft EIR-PBA2040.pdf

6. Public Comment / Other Business

7. Adjournment / Next Meeting

The next meeting of the Planning Committee will be June 9, 2017, 9:30 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

Committee

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者,請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知,以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.

Metropolitan Transportation Commission

375 Beale Street, Suite 800 San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2482 Version: 1 Name:

Type: Minutes Status: Informational

File created: 4/3/2017 In control: Joint MTC Planning Committee with the ABAG

Administrative Committee

On agenda: 5/12/2017 Final action:

Title: ABAG - Minutes of the April 14, 2017 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: 3a AC Minutes 20170414 Draft.pdf

Date Ver. Action By Action Result

Subject:

ABAG - Minutes of the April 14, 2017 Meeting

Recommended Action:

ABAG Administrative Committee Approval

Attachments

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.

Agenda Item 3a

Summary Minutes (Draft)

ABAG Administrative Committee Special Meeting Friday, April 14, 2017

Page 2

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.

Agenda Item 3a

Summary Minutes (Draft)

ABAG Administrative Committee Special Meeting Friday, April 14, 2017 Page 3

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.

Metropolitan Transportation Commission

375 Beale Street, Suite 800 San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2483 Version: 1 Name:

Type: Minutes Status: Consent

File created: 4/3/2017 In control: Joint MTC Planning Committee with the ABAG

Administrative Committee

On agenda: 5/12/2017 Final action:

Title: MTC - Minutes of the April 14, 2017 Meetings

Sponsors:

Indexes:

Code sections:

Attachments: 4ai MTC PLNG Minutes Apr 14 2017.pdf

4aii Joint MTG Minutes Apr 14 2017.pdf

Date Ver. Action By Action Result

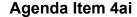
Subject:

MTC - Minutes of the April 14, 2017 Meetings

Recommended Action:

MTC Planning Committee Approval

Attachments





Metropolitan Transportation Commission

Bay Area Metro Center 375 Beale Street San Francisco, CA 94105

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. Giacopini

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 Giacopini 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. <u>17-2384</u> Minutes of the March 24, 2017 Meeting

Action: Committee Approval

Page 1 Printed on 4/25/2017

3. Approval

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

> The California Air Recourses 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:

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.



Bay Area Metro Center 375 Beale Street San Francisco, CA 94105

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 Spering, Vice Chair Halsted, Commissioner Aguirre, Commissioner Connolly, Commissioner Haggerty, Commissioner Liccardo, Commissioner Pierce and

Commissioner Cortese

Non-Voting Member Present: Commissioner Giacopini 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. <u>17-2424</u> ABAG - Minutes of the March 24, 2017 Meeting

<u>Action:</u> ABAG Administrative Committee Approval

Attachments: 3a AC 20170414 Item 00 Minutes 20170324 Draft.pdf

Page 1 Printed on 4/17/2017

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.

Metropolitan Transportation Commission

375 Beale Street, Suite 800 San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2511 Version: 1 Name:

Type: Report Status: Public Hearing

File created: 4/6/2017 In control: Joint MTC Planning Committee with the ABAG

Administrative Committee

On agenda: 5/12/2017 Final action:

Title: Public Hearing on the Draft Plan Bay Area 2040

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).

Sponsors:

Indexes:

Code sections:

Attachments: 5a Public Hearing-Draft PBA2040.pdf

5a HANDOUT Letter on PBA Action Plan 6WinsNPHGA7.pdf

Date Ver. Action By Action Result

Subject:

Public Hearing on the Draft Plan Bay Area 2040

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).

Presenter:

Ken Kirkey, MTC

Recommended Action:

Information

Attachments

DATE: May 5, 2017



TO: Joint MTC Planning Committee with the ABAG Administrative Committee

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

Joint MTC Planning Committee with the ABAG Administrative Committee May 5, 2017
Page 2

Agenda Item 5a

- 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

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	Venue/	Date/ Time	
Public Hearings	Address	TD1 1 3.6 A	
Alameda County	Fremont City Hall (City Council Chambers)	Thursday, May 4	
Open House	3300 Capitol Avenue	6:30 p.m. to 8:30 p.m.	
	Fremont	*** 1 1 26 10	
Contra Costa County	Embassy Suites (Contra Costa Ballroom)	Wednesday, May 10	
Open House	1345 Treat Blvd.	6:30 p.m. to 8:30 p.m.	
11.	Walnut Creek		
Marin County	Mill Valley Community Center	Saturday, May 20	
Public Workshop and	180 Camino Alto	8:30 a.m. Registration/Open House	
Open House	Mill Valley	9 a.m. Presentation	
Napa County	Elks Lodge	Monday, May 15	
Open House	2840 Soscol Avenue	6 p.m. to 8 p.m.	
	Napa		
San Francisco	Bay Area Metro Center	Wednesday, May 17	
Open House	375 Beale Street	6:30 p.m. to 8:30 p.m.	
	San Francisco		
San Mateo	Sequoia High School (Multi-Purpose Room)	Thursday, May 4	
County Open House	1201 Brewster Avenue	6:30 p.m. to 8:30 p.m.	
	Redwood City		
Santa Clara County	Marriott Hotel (San Jose Ballroom IV-VI)	Monday, May 22	
Open House	301 S. Market Street	6:30 p.m. to 8:30 p.m.	
	San Jose		
Solano County Open	Solano County Events Center	Monday, May 15	
House	601 Texas Street	6 p.m. to 8 p.m.	
	Fairfield		
Sonoma County Open	Finley Community Center	Monday, May 22	
House	2060 W. College Ave.	6 p.m. to 8 p.m.	
	Santa Rosa		
Public Hearing in	Joint MTC Planning/ ABAG Administrative	Friday, May 12	
San Francisco	Committees	9:40 a.m. or immediately following	
	Bay Area Metro Center, 375 Beale Street	Legislation Committee, whichever	
	San Francisco	occurs later	
Public Hearing in	MLK Library (Room 225)	Tuesday, May 16	
San Jose	150 E. San Fernando Street	6 p.m. to 8 p.m.	
	San Jose		
Public Hearing in	Vallejo Naval and Historical Museum	Thursday May 18	
Vallejo	734 Marin Street	6 p.m. to 8 p.m.	
	Vallejo	_ ^	

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 BayArea 2040

DRAFT PLAN OVERVIEW

Joint MTC Planning Committee with the ABAG Administrative Committee

May 12, 2017



Plan BayArea 2040

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



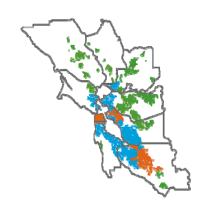
Our economy is booming - but we're not building enough housing.

Jobs added from 2011 through 2015: Housing units built from 2011 through 2015:

65,000

501,000





Big 3 Cities:

1 housing unit built for every7 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

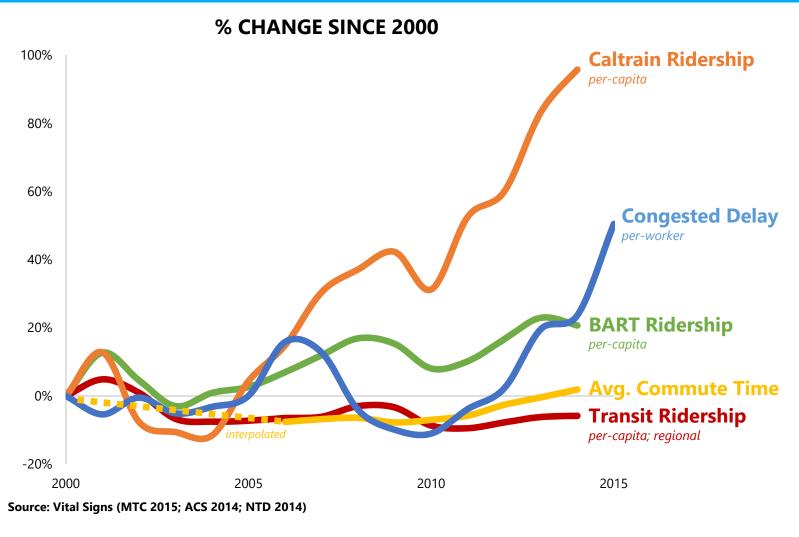
Regionally: 1 house was built for every 8 jobs created

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.

 $\overset{Plan}{\text{BayArea}} \\ 2040$





The Road So Far

Plan BayArea 2040

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

November 2016

Adoption of Final Preferred Scenario

March 31
Plan
Document
Release

June – September 2016

Preparation and presentations of Draft Preferred Scenario

Fall 2015

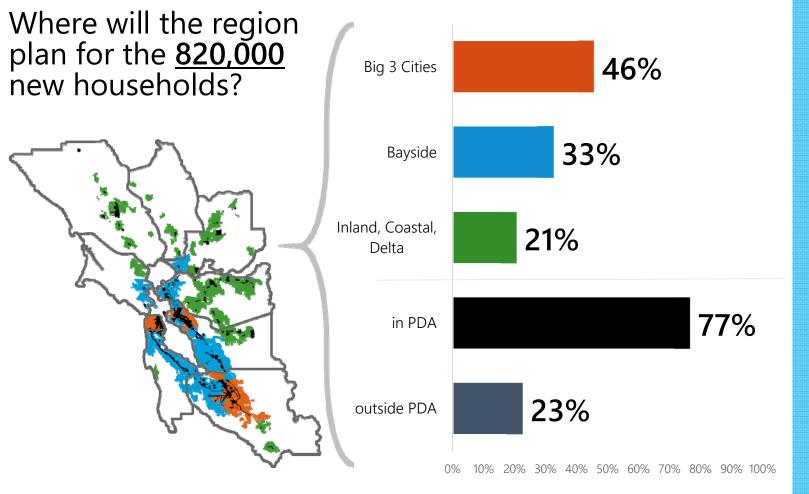
Adoption of Plan Targets

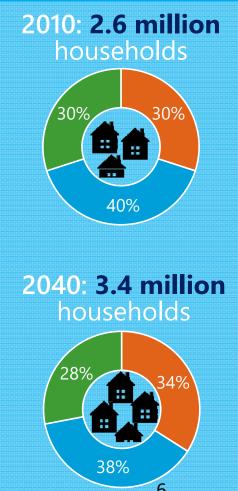
September 2015 – May 2016

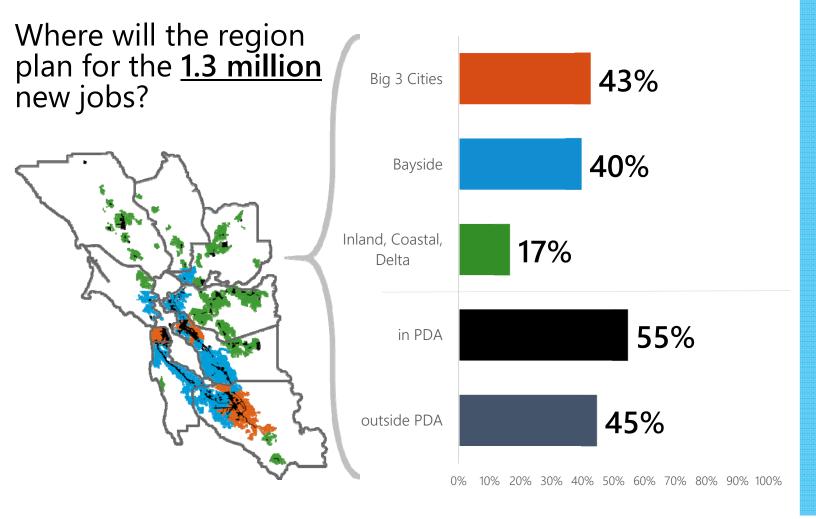
Project performance assessment and scenario evaluation Second round of outreach

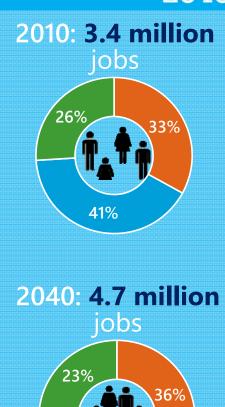
Spring 2015

Initial outreach for Plan Bay Area 2040 and performance framework









41%

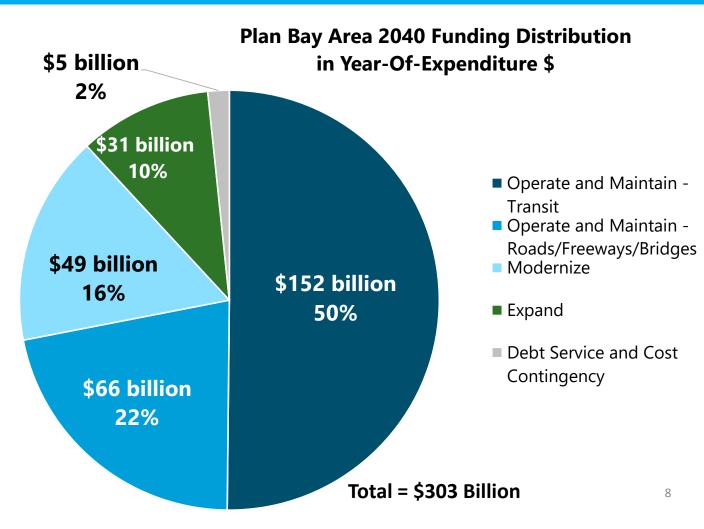
Transportation investments support land use through an emphasis in operations, maintenance, and modernization.

90%

Operate, Maintain, and Modernize

10%

Expand Existing System



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	
-20%	-29%	BEST
+38%	+43%	
-15%	-16%	
100%	100%	
100%	100%	
-100%	-75%	
+10%	+3%	
+15%	+3%	
-10%	-1%	
+20%	-0%	
-100%	+6%	
+0%	+5%	
-10%	+13%	WORST
	-20% +38% -15% 100% 100% -100% +10% +10% -10% -10% +20% -100% +0%	-20% -29% -38% -15% -16% -100% -100% -100% -75% -10% -10% -10% -10% -10% -10% -1% -1% -1% -1% -1% -1% -1% -1% -1% -1

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.





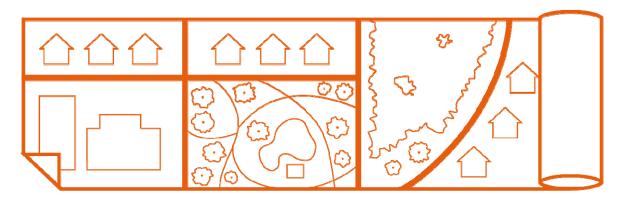
Overview of Plan Document

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

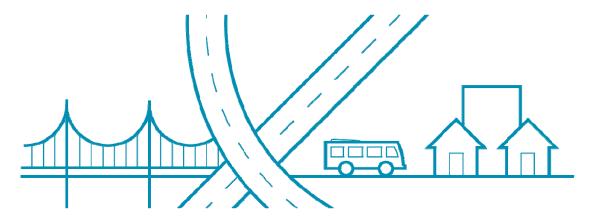
Overview of Plan Document

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

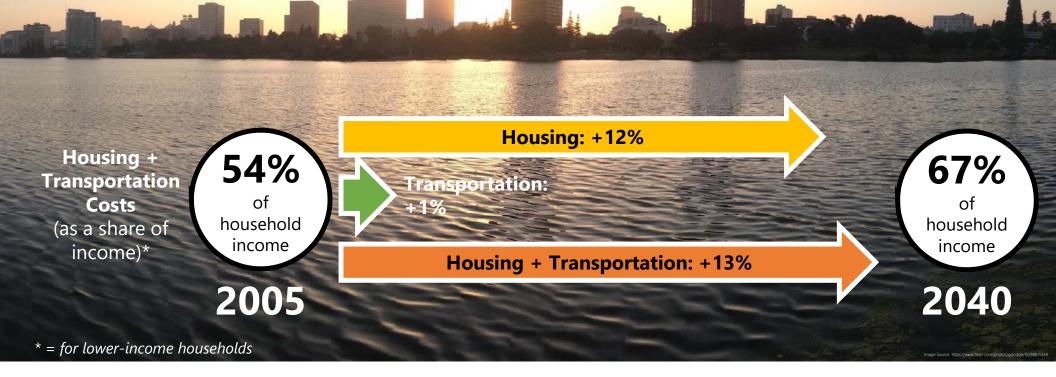
Section 4: Strategies and Performance



- 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

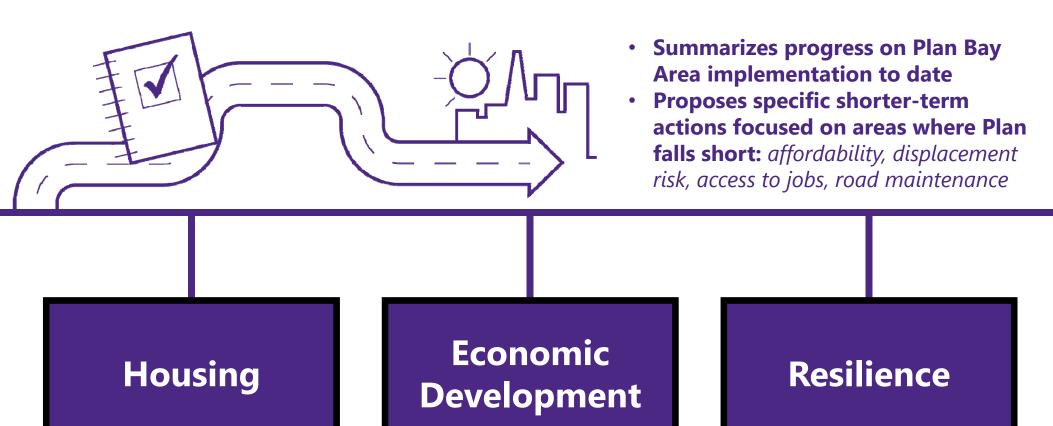
Plan BayArea 2040

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.



Overview of Plan Document

Section 5: Action Plan





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



MTC Planning Committee ABAG Administrative Committee 375 Beale Street San Francisco, CA 94105

May 5, 2017

Re: Plan Bay Area Action Plan

Dear MTC Commissioners and ABAG Board Members:

The 6 Wins for Social Equity Network, Non-Profit Housing Association of Northern California (NPH), and Greenbelt Alliance write this letter in the spirit of urgency and collaboration. We are pleased to have the opportunity to work with MTC and ABAG to develop a Plan Bay Area Action Plan with strategies that will help effectively tackle the housing affordability and displacement crisis. Below, we offer recommended principles to ensure that the Action Plan serves its intended purpose, as well as specific actions that must be included in the Action Plan to advance tangible affordable housing and anti-displacement outcomes.

As regional leaders, you have used your policy authority, investment decisions, and power of persuasion to shift the regional dialogue and catalyze change at the local, regional, state, and national scale. Now, as the scope of the region's crisis continues to grow, we urge you to take action once again to help restore housing security for the Bay Area's most vulnerable residents.

The Growing Problem

The first chapter of the draft Plan Bay Area includes a number of significant conclusions about the scale of the housing affordability and displacement crisis. For example, "the vast majority of households with annual incomes below \$50,000 experience an excessive housing cost burden" and the "lack of adequate tenant protections—or availability of subsidized or 'naturally affordable' market-rate units in neighborhoods with quality transit service and other amenities—has accelerated the displacement of lower-income residents." Moreover, "more than half of low-income households live in neighborhoods at risk of or already experiencing displacement and gentrification pressures."

Without effective interventions, hundreds of thousands more Bay Area residents will struggle to pay rent and risk losing their homes. Under the draft Plan, however, the risk of displacement for low- and moderate-income households will increase by 5 percent, and the share of lower-income households' income consumed by housing and transportation will increase by 13 percent.

Principles for an Effective Action Plan

For this reason, you approved the addition of an Action Plan that would "identify concrete ... action items ... to make meaningful progress on ... housing affordability [and] displacement

risk." While we appreciate the inclusion of an Action Plan and the direction it is headed, we have strong concerns that it is not sufficiently ambitious or specific, lacking both clarity about the measurable outcomes that will be achieved and the time period under which these actions will be initiated, conducted, and concluded.

The following principles are essential for ensuring that MTC and ABAG do what they can to tackle the urgent challenges of housing affordability and displacement:

Principle 1: The actions in the Action Plan must be clear and specific, with measurable outcomes, responsible parties, and clear timeframes (month and year) for implementation so that MTC, ABAG, and the public know exactly what is expected, when it will be accomplished, and who is responsible for implementation.

Principle 2: The actions in the Action Plan must be sufficiently aggressive to address the scale and urgency of the housing crisis.

Principle 3: The Action Plan must robustly address displacement and include strategies that help protect tenants and other low-income residents from involuntary displacement from their homes, their neighborhoods, and the region.

Principle 4: The Action Plan must emphasize actions that MTC and ABAG themselves can implement, rather than strategies that rely on state or local action.

Recommended Actions

To ensure that the Action Plan lives up to these principles, we ask that you direct staff to make the following changes to the Action Plan:

Add NEW Actions:

 Generate affordable housing revenue: MTC and ABAG must commit to identifying and adopting new regional funding sources for affordable housing production and preservation (e.g., through RM 3, HOV tolls, a regional bond measure, a regional impact fee, and private sector contributions) sufficiently scaled to meet needs as projected in Plan Bay Area, and a specific timeframe by which to expect the revenue plan (e.g., November 2017).

2. Expand housing conditions in existing programs: Wherever possible, the provision of discretionary funding should be conditioned on strong local jurisdiction performance on affordable housing and prevention of displacement. The Action Plan must not limit itself to including housing provisions or conditions only in *new* funding sources, but should also expand the *existing* funding programs that include housing provisions or conditions. MTC should commit to reviewing all federal, state, and regional funding sources it currently manages by the end of 2017 and report to the Joint MTC Planning and ABAG Administrative Committee with recommendations on how housing conditions

¹ Memorandum from ABAG Deputy Executive Director and MTC Executive Director, Bay Area 2040 Final Preferred Scenario and Investment Strategy (Nov. 10, 2016), available at http://bit.ly/2oWkQ8M.

- could be integrated into the provision of those funds. Moreover, MTC must tie funding sources to both affordable housing production *and* anti-displacement protections.
- 3. **Prioritize public land for affordable housing**: The Action Plan must build on MTC's existing efforts to inventory public land and to require compliance with the state Surplus Land Act to be eligible for OBAG funding by including an action to incentivize the use of public land for affordable housing development.
- 4. **Report on performance**: To promote transparency and accountability, MTC and ABAG must commit in the Action Plan to providing periodic (e.g., quarterly) progress reports on the Action Plan at Joint Planning and Administrative Committee meetings.

Add SPECIFICITY to Current Proposals:

- 5. Expand and refine housing initiatives: The Action Plan must not limit itself to simply implementing existing initiatives (such as OBAG, NOAH, JumpStart, and transportation funding conditioned on housing performance) but should also include a commitment to refine and expand these initiatives. The Action Plan should also commit MTC to creating a regional infill Infrastructure Bank that could subsidize infrastructure improvements on sites dedicated to the development of affordable housing.
- Specify the new funding sources that will be subject to housing conditions: The
 Action Plan must provide examples (beyond planning grants) of "upcoming new funding
 sources" where housing provisions or conditions including affordable housing
 production and anti-displacement protections will be added, such as OBAG, RM3,
 SB1, etc.
- 7. **Pursue funding and legislative solutions now**: Rather than wait to "implement the recommendations of CASA," the Action Plan must include an action to pursue funding and legislative solutions right away, including a permanent source of affordable housing funding, protecting tenants from displacement, strengthening housing element law, supporting fair housing, and eliminating the *Palmer* decision's limitation on inclusionary zoning. Moreover, the CASA process is outside of Plan Bay Area and should not be treated as a substitute for centering the Action Plan within the Plan Bay Area public process.
- 8. Address job quality: The Action Plan must explicitly recognize the wage/income side of the housing affordability equation; improving the jobs mix is an essential part of addressing the housing affordability crisis. Specifically, economic development actions in the Action Plan, including the Economic Development District, the Goods Movement strategy, and the Priority Production Areas, should incentivize (1) the creation and retention of middle-wage jobs and (2) strategies to lift up low-wage jobs to help close the gap between wages and housing costs. In addition, worker-level data on wages and earnings from work must be measured and tracked in order to assess whether strategies intended to target middle-wage jobs are working.

MTC and ABAG have a significant opportunity to take strong leadership in developing and implementing real solutions to the region's pressing housing and displacement crisis. We urge you to make the Action Plan a concrete, measurable and effective roadmap for ensuring that the Bay Area's most vulnerable residents can afford to stay here.

Sincerely,

David Zisser and Mashael Majid 6 Wins for Social Equity Network²

Pedro Galvao

Non-Profit Housing Association of Northern California

Matt Vander Sluis

Greenbelt Alliance

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² The 6 Wins for Social Equity Network is made up of the following social justice, faith, public health, and environmental organizations: Alliance of Californians for Community Empowerment (ACCE), Asian Pacific Environmental Network (APEN), Breakthrough Communities, California Walks, Causa Justa:: Just Cause, SF Council of Community Housing Organizations (CCHO), Community Legal Services in East Palo Alto (CLSEPA), Center for Sustainable Neighborhoods, East Bay Alliance for a Sustainable Economy (EBASE), East Bay Housing Organizations (EBHO), Faith in Action Bay Area, Genesis, Housing Leadership Council of San Mateo County (HLC), North Bay Organizing Project (NBOP), Public Advocates, Regional Asthma Management and Prevention (RAMP), Rose Foundation for Communities and the Environment, Sunflower Alliance, Union Community Alliance of San Mateo County, Urban Habitat, and Working Partnerships USA (WPUSA).

Metropolitan Transportation Commission

375 Beale Street, Suite 800 San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2512 Version: 1 Name:

Type: Report Status: Public Hearing

File created: 4/6/2017 In control: Joint MTC Planning Committee with the ABAG

Administrative Committee

On agenda: 5/12/2017 Final action:

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

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).

Sponsors:

Indexes:

Code sections:

Attachments: 5b Public Hearing-Draft EIR-PBA2040.pdf

Date Ver. Action By Action Result

Subject:

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

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Presenter:

Fran Ruger, Ascent Environmental, Inc. and Heidi Tschudin, Tschudin Consulting Group

Recommended Action:

Information

Attachments

DATE: May 5, 2017



TO: Joint MTC Planning Committee with the

ABAG Administrative Committee

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 eircomments@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

Mix A. Bockelman

Attachments:

• Attachment: Executive Summary

Presentation

MM:an

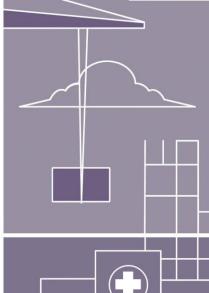
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DRAFT ENVIRONMENTAL IMPACT REPORT







Plan BayArea 2040

DRAFT EIR SCH# 2016052041



METROPOLITAN
TRANSPORTATION



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

Plan Bay Area 2040 Executive Summary

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

Executive Summary Plan Bay Area 2040

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.

Plan Bay Area 2040 Executive Summary

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

Executive Summary Plan Bay Area 2040

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

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,

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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:

- 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.

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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. 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.

Plan Bay Area 2040 Executive Summary

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

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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 CEOA.

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

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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-thansignificant 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 that 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

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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.

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Plan BayArea 2040

Draft

Environmental Impact Report

Plan Bay Area 2040

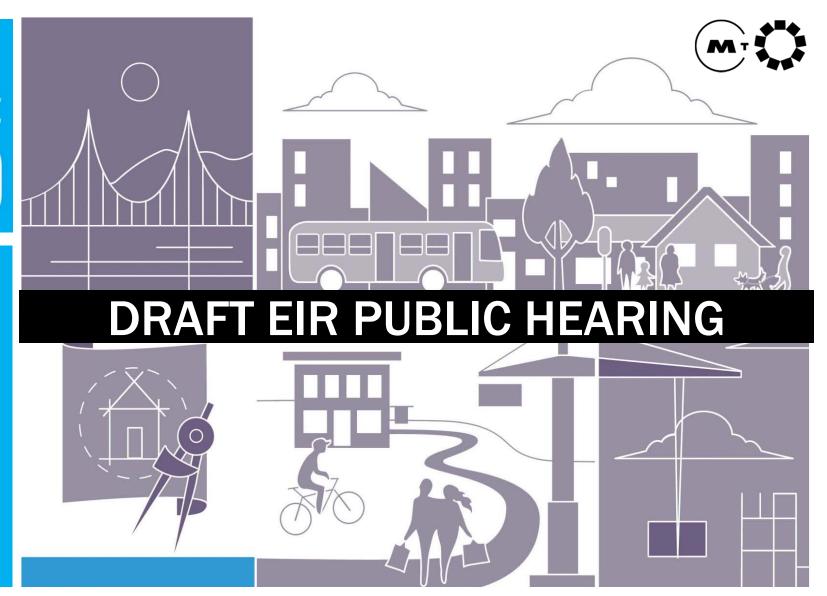
Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS)

State Clearinghouse Number: **SCH# 2016052041**

Prepared for: MTC and ABAG

Prepared by: **Ascent Environmental, Inc.**

Released: April 2017



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 <u>www.2040.planbayarea.org/reports</u>
- 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

Proposed Plan





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

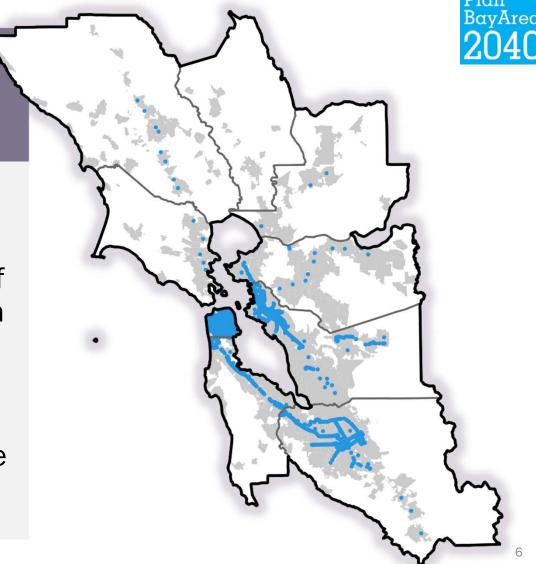


Sustainable Communities Strategy (SCS) –

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

- 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

Alternative 1

Alternative 2

Alternative 3

Alternative 4

Big Cities

Equity and Jobs

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

Summary of Alternatives Comparison

Alternative 1: **No Project**

Compared to the Proposed Plan

 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