

Meeting Agenda

Regional Advisory Working Group

Tuesday, October 6, 2020

9:35 AM

Yerba Buena - 1st Floor (Remote)

In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for stakeholders who will participate in the meeting from individual remote locations.

Please note, RAWG is not a Brown Act meeting.

The meeting webcast will be available at <http://mtc.ca.gov/whats-happening/meetings>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. Stakeholders and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/97053517344>

iPhone One-Tap: US: +14086380968,,97053517344# or +16699006833,,97053517344#

Telephone Dial (for higher quality, dial a number based on your current location):

US: +1 408 638 0968 or +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799 or
+1 301 715 8592 or +1 312 626 6799 or 877 853 5247 (Toll Free) or 888 788 0099 (Toll Free)

Webinar ID: 970 5351 7344

International numbers available: <https://bayareametro.zoom.us/j/97053517344>

Detailed instructions on participating via Zoom are available at:

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

9:35 a.m.

1. Welcome, Introductions

Matt Maloney and Dave Vautin

9:40 a.m.

2. [20-1359](#) Plan Bay Area 2050: Environmental Impact Report Notice of Preparation (NOP) and Alternatives Development

Discussion on upcoming milestones related to the Environmental Impact Report for Plan Bay Area 2050.

Action: Information

Presenter: Adam Noelting and Chirag Rabari

Attachments: [02_PBA2050-EIR.pdf](#)
[02iv_Corr_1_PBA2050 EIR_Oct 6, 2020 public comment.pdf](#)

10:25 a.m.

3. Next Steps / Other Business / Public Comments

*Stakeholders and members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9.*

10:30 a.m.

4. Adjournment / Next Meeting

The next meeting of the Regional Advisory Working Group will be held at a time and date to be duly noticed remotely and by webcast as appropriate depending on the status of any shelter in place orders. Any changes to the schedule will be duly noticed to the public.

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.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 20-1359 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 9/3/2020 **In control:** Regional Advisory Working Group
On agenda: 10/6/2020 **Final action:**
Title: Plan Bay Area 2050: Environmental Impact Report Notice of Preparation (NOP) and Alternatives Development

Discussion on upcoming milestones related to the Environmental Impact Report for Plan Bay Area 2050.

Sponsors:**Indexes:****Code sections:**

Attachments: [02_PBA2050-EIR.pdf](#)
[02iv_Corr_1_PBA2050 EIR_Oct 6, 2020 public comment.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Plan Bay Area 2050: Environmental Impact Report Notice of Preparation (NOP) and Alternatives Development

Discussion on upcoming milestones related to the Environmental Impact Report for Plan Bay Area 2050.

Presenter:

Adam Noelting and Chirag Rabari

Recommended Action:

Information

Attachments:

Metropolitan Transportation Commission and the Association of Bay Area Governments Regional Advisory Working Group

October 6, 2020

Agenda Item 2

Plan Bay Area 2050: Environmental Impact Report Notice of Preparation (NOP) and Alternatives Development

Subject: Discussion on upcoming milestones related to the Environmental Impact Report for Plan Bay Area 2050.

Background: In accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, MTC and ABAG staff will lead the preparation of an Environmental Impact Report (EIR) for Plan Bay Area 2050. In general, the purposes of CEQA are to (1) provide information about the environmental effects of projects; (2) identify ways that environmental impacts can be avoided or reduced; (3) prevent significant environmental impacts through mitigation measures or alternatives; and, (4) disclose the reasons why a project can be approved despite significant environmental impacts where the agency determines the project benefits override the environmental impacts.

The EIR for Plan Bay Area 2050 will assess and disclose the potential environmental impacts of implementation of the proposed Plan's regional pattern of household and employment growth, transportation investments and resilience investments. As a program-level EIR, impacts of individual land use and transportation projects are not addressed in detail; instead, the analysis will consider the Plan as a whole. The EIR will consider both the primary and secondary impacts—differentiated by *where* and *when*, as well as the potential short- and long-term impacts—differentiated by *how long*. The EIR will be a “full scope” document and will analyze all of the required CEQA environmental issue areas identified in **Attachment A**.

Notice of Preparation (NOP) and Scoping Meetings

An NOP, or Notice of Preparation, provides notification to interested parties that a public agency has decided to prepare an EIR for a project and to solicit comments about the scope and content of the information to be included in the EIR. The NOP was released in late September 2020, kicking off a 30-day public comment period running through October. A copy of the Notice of Preparation is included as **Attachment B**.

As a related action, public scoping meetings are held to provide an opportunity for interested parties to learn more about Plan Bay Area 2050 and provide another venue to make suggestions regarding the scope and content of the EIR analyses. Scoping sessions provide an opportunity to further define environmental issues, feasible alternatives and potential mitigation measures that may warrant in-depth analysis in the environmental review process. Comments received during public scoping are considered in preparing the Draft EIR analyses. Scoping meetings focus on environmental issues related to the project. They are not a forum for discussing the merits of a project.

In light of ongoing impacts from COVID-19, the public scoping meeting for the Plan Bay Area 2050 EIR will be held virtually later in October. Staff will also prepare a pre-recorded webinar on the EIR scope which will be posted to the MTC website in mid-October. Oral or written comments will be accepted during the virtual scoping meeting. Written comments will also be accepted via email, mail, fax, or through the MTC website. For more information, see **Attachment B** or visit: <https://www.planbayarea.org/2050-plan/eir>.

Alternatives Development

CEQA requires the EIR to identify and study a range of reasonable alternatives to the proposed Plan. EIR alternatives will be developed over the remainder of 2020. The alternatives will accommodate the same levels of forecasted regional household and employment growth but will consider different subsets of strategies that could alter the regional growth pattern and alter the types of transportation investments and/or resilience investments. MTC and ABAG staff will prepare an initial set of alternatives and consider alternatives identified during the scoping process.

MTC and ABAG will then conduct a screening process for all proposed alternatives to arrive at a range of reasonable alternatives for evaluation in the EIR. There are generally three factors for consideration of an alternative from a CEQA perspective:

- Will the alternative potentially avoid or lessen significant impacts of the project?
- Can the alternative attain most of the project objectives?
- Is the alternative potentially feasible? *Feasibility is defined as “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors.” (CEQA Guidelines Section 15364)*

Preparation and Certification of EIR

The Draft EIR is anticipated to be released in spring 2021 for a public comment period to gather input. 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 prior to adoption of Plan Bay Area 2050. The MTC Commission and ABAG Executive Board are anticipated to certify the Final EIR by fall 2021 along with the final adoption of the Plan Bay Area 2050 Document and the Plan Bay Area 2050 Implementation Plan.

Attachments:

Attachment A: Presentation

Attachment B: Plan Bay Area 2050 EIR Notice of Preparation



PLAN BAY AREA 2050

Environmental Impact Report: Notice of Preparation and Alternatives Development

October 2020

Adam Noelting and Chirag Rabari

Summary of the CEQA/EIR 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

Plan in CEQA Context

- The EIR will programmatically assess the potential impacts of implementing the Plan's regional pattern of household and employment growth, transportation investments and resilience investments
- Potential impacts can be primary or secondary, and both short- and long-term

Environmental Issue Areas

Aesthetics

Agriculture & Forestry
Resources

Air Quality

Biological Resources

Cultural Resources

Geology & Soils

Energy

Greenhouse Gas
Emissions

Hazards & Hazardous
Materials

Hydrology & Water
Quality

Land Use & Planning

Mineral Resources

Noise

Population & Housing

Public Services

Recreation

Transportation/Traffic

Tribal Cultural
Resources

Utilities & Other
Service Systems

Getting Involved | Notice of Preparation

- An NOP, or Notice of Preparation, informs the public of the lead agency's intent to prepare an EIR and seeks comments about its scope and content
- The NOP was released in late September 2020, kicking off a 30-day public comment period
- MTC is particularly interested in hearing from interested parties on the following questions: (1) Are there any alternatives MTC should evaluate? (2) What mitigation measures would help avoid/minimize environmental effects?

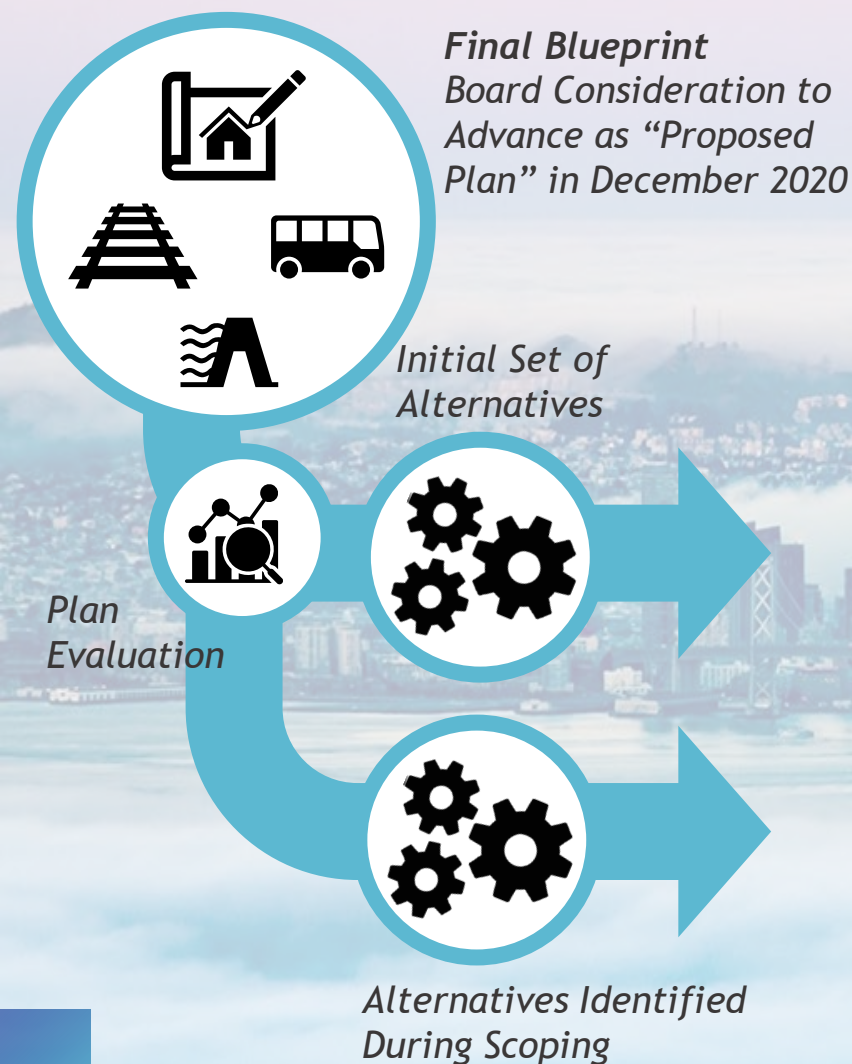
Getting Involved | Public Scoping Meeting

- Scoping meetings provide the public and public agencies with an opportunity to learn more about the Plan and provide another venue to submit comments regarding issues the EIR should address
- A virtual public scoping meeting will be held Thursday, October 15 from 11am-1pm
- Staff will also prepare a pre-recorded webinar on the EIR scope which will be posted to the MTC website on the same day
- For more information on how to submit comments or participate in the virtual scoping meeting, refer to Attachment B in your packet

Getting Involved | Alternatives

- CEQA requires the EIR evaluate a reasonable range of alternatives to the Plan
- Will analyze the relative environmental advantages and disadvantages of each alternative, as compared to the proposed Plan
- The majority of impacts of the proposed Plan and Alternatives are anticipated to be similar in type and magnitude
- Differences in impacts are anticipated to revolve around the location and type of land use growth and transportation project footprints

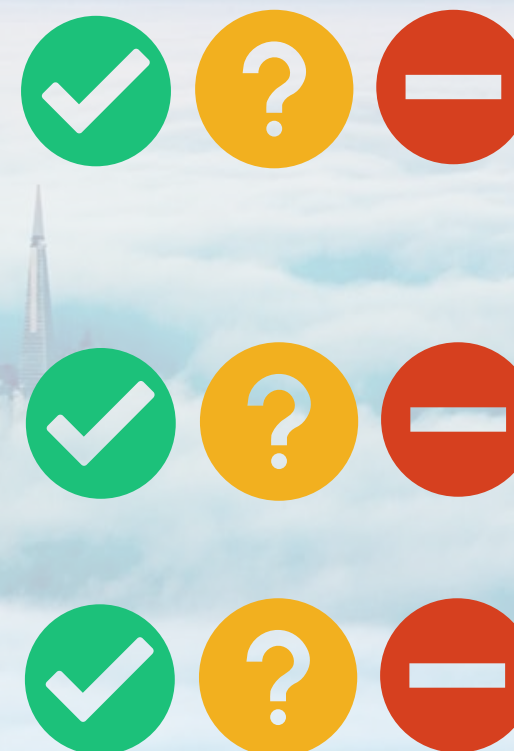
Getting Involved | Alternatives



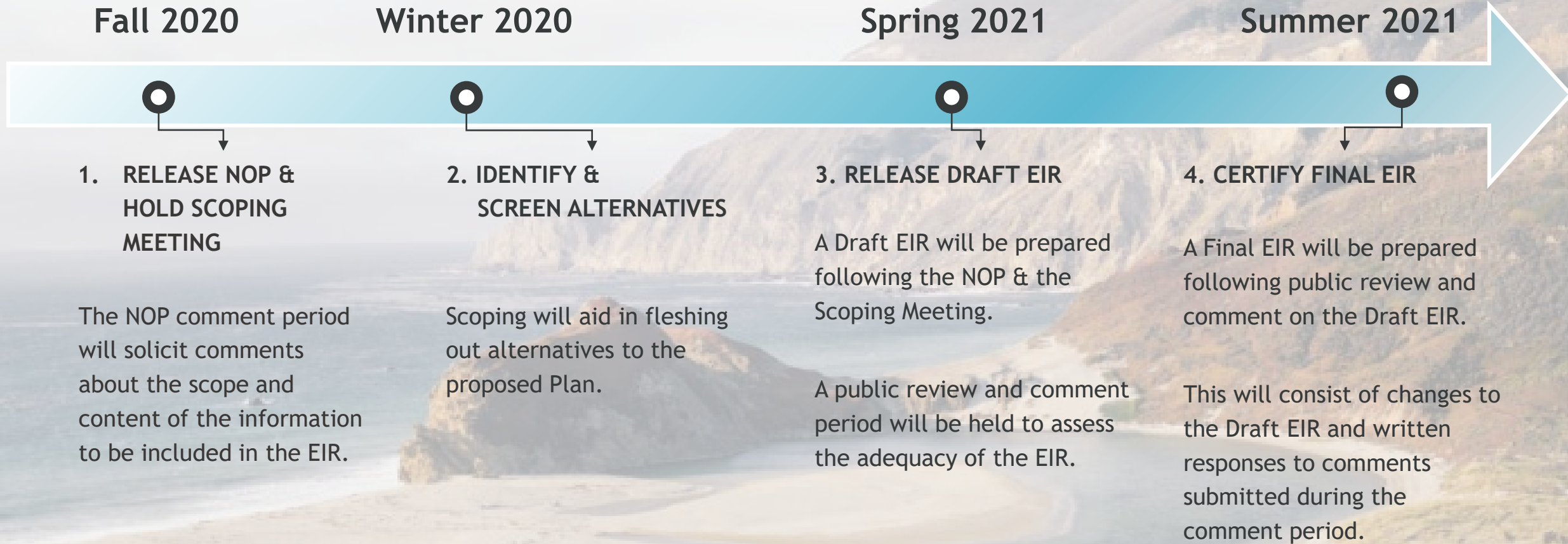
SCREENING CRITERIA

- 1 Will the alternative potentially avoid or lessen significant impacts of the project?
- 2 Can the alternative attain most of the project objectives?
- 3 Is the alternative potentially feasible?

EVALUATION



Future Milestones





PLAN BAY AREA 2050

Questions?

NOTICE OF PREPARATION (NOP)

To: Interested Agencies, Organizations and Individuals

Project: Draft Environmental Impact Report for Plan Bay Area 2050
(*Regional Transportation Plan/Sustainable Communities Strategy for the Nine-County San Francisco Bay Area*)

Lead Agencies: Metropolitan Transportation Commission/Association of Bay Area Governments

Comment Period: September 28, 2020 to October 28, 2020 (30 days)

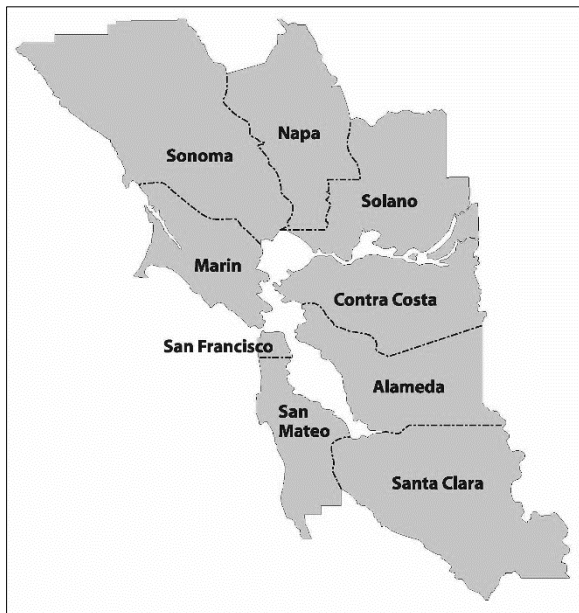


Figure 1. Nine-County San Francisco Bay Area

Interested agencies, organizations and individuals are invited by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) to comment on the scope and content of the environmental impact assessment that will be conducted for the long-range regional plan for transportation, housing, the economy and the environment known as *Plan Bay Area 2050*. A map of the area is included in this notice as Figure 1.

MTC and ABAG are the joint lead agencies undertaking preparation of a program-level Draft Environmental Impact Report (DEIR) for Plan Bay Area 2050. Plan Bay Area 2050 is designed to serve as the 2021 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the San Francisco Bay Area. In addition to the focus on transportation

and land use, Plan Bay Area 2050 incorporates economic and environmental issues more deeply into the Plan; taken as a package, the Plan identifies a suite of integrated strategies that will enable the Bay Area to accommodate future growth and make the region more equitable and resilient in the face of unexpected challenges, such as sea level rise. The Plan identifies regional transportation planning needs, priorities and funding, and allows project sponsors to qualify for federal funding for public transit, streets and roads and bicycle and pedestrian facilities. The Plan also identifies affordable housing needs and revenues as well as revenues to support select economic development and environmental resilience strategies.

Plan Bay Area 2050 seeks to ensure that the Bay Area is affordable, connected, diverse, healthy, and vibrant for all by the year 2050. It also seeks to meet or exceed state and federal planning requirements, including state-mandated targets for greenhouse gas emissions reductions. The Plan is required to be updated every four years. Attachment A to this NOP provides more information on MTC, ABAG, SB 375 and Plan Bay Area 2050.

Notice of Preparation

Draft Environmental Impact Report for Plan Bay Area 2050

In accordance with the California Environmental Quality Act (CEQA) Guidelines (Section 15082), the purpose of this Notice of Preparation is to seek comments about the scope and content of the environmental impact assessment that will be conducted for Plan Bay Area 2050. If you represent an agency that may rely upon the EIR for project approval and/or tiering, MTC and ABAG are particularly interested in what information may be helpful for these purposes. Input is also sought from organizations and individuals as to the issues that should be addressed in the EIR.

Adoption and implementation of Plan Bay Area 2050 has the potential to result in environmental effects in all the environmental impact areas identified in CEQA. For this reason, the Plan Bay Area 2050 EIR will be a “full scope” document and will analyze all the required CEQA environmental issue areas. These include: aesthetics; agriculture and forestry resources; air quality; biological resources; cultural resources; geology and soils; energy; greenhouse gas emissions; hazards and hazardous materials; hydrology and water quality; land use and planning; mineral resources; noise; population and housing; public services; recreation; transportation/traffic; tribal cultural resources; utilities and other service systems; and wildfire. The EIR will also address cumulative effects, growth inducing impacts and other issues required by CEQA.

MTC would be particularly interested in hearing your views on the following questions:

1. Are there any alternatives you believe MTC should evaluate?
2. What types of mitigation measures do you think would help avoid or minimize potential environmental effects?

All interested agencies, organizations and individuals are welcome to submit comments and/or participate in the scoping meetings for the Draft EIR. Oral comments will be accepted during the following virtual scoping meeting:

Thursday, October 15, 2020

11:00 a.m. to 1:00 p.m.

Zoom Registration Link:

https://bayareametro.zoom.us/webinar/register/WN_FIBJ5lfNR8eLSR-r78jqxQ

For participants who would like to join via telephone, please dial 888.788.0099 or 877.853.5247 (toll free) and, when prompted, enter webinar ID: 929 7977 2503. Additional information on the virtual scoping meeting is available at the following website:

<https://www.planbayarea.org/2050-plan/eir-scoping-meetings>. A pre-recorded webinar providing an overview of the EIR scope will be made available on **October 12, 2020**, at the same location. A comment form will be available on this website to facilitate the submission of written comments. Written comments will also be accepted at the virtual scoping meeting; via email to eircomments@bayareametro.gov; via mail to MTC Public Information, 375 Beale Street, Suite 800, San Francisco, CA, 94105; or via fax to 415.536.9800. **All written comments must be received no later than October 28, 2020.** For more information, call the MTC Public Information Office at 415.778.6757.

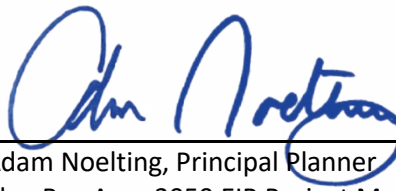
Do you need an interpreter or any other assistance to participate? Please call 415-778-6757. We require at least three working days' notice to accommodate interpreter requests. For TDD or hearing impaired, call 711, California Relay Service, or 1-800-735-2929 (TTY), 1-800-735-2922 (voice) and ask to be relayed to 415-778-6700.

Notice of Preparation

Draft Environmental Impact Report for Plan Bay Area 2050

¿Necesita un intérprete u otra asistencia para participar? Por favor llame al 415-778-6757. Solicitamos tres días hábiles para poder coordinar servicios de interprete. Para servicios de TDD o para sordomudos, favor de llamar al 711 al Servicio de Retransmisión de California o al 1-800-735-2929 (para TTY) o al 1-800-735-2922 (para voz) y pida que lo conecten al 415-778-6700.

您是否需要翻譯員或任何其他幫助才能參加呢？請提前三天致電 415-778-6757。有聽覺或者語言障礙的人士，請打電話到 711，加州傳達服務。電傳打字機的聯繫號碼是 1-800-735-2929，需要語音服務可以打電話到 1-800-735-2922，然後要求傳達到 415-778-6700。



Adam Noelting, Principal Planner
Plan Bay Area 2050 EIR Project Manager

September 28, 2020

Date

NOTICE OF PREPARATION

Draft Environmental Impact Report for Plan Bay Area 2050

Regional Transportation Plan/Sustainable Communities Strategy for the Nine-County San Francisco Bay Area

Metropolitan Transportation Commission/Association of Bay Area Governments

ATTACHMENT A

Responsibilities and Requirements

The Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area (which includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma Counties). Created by the State Legislature in 1970, MTC functions as both the regional transportation planning agency (RTPA), which is a state designation, and as the region's metropolitan planning organization (MPO), which is a federal designation.

ABAG was formed in 1961 by a joint powers agreement among Bay Area local governments and serves as the comprehensive regional planning agency and Council of Governments (COG) for the nine counties and 101 cities and towns of the San Francisco Bay Region. ABAG is a public entity created by local governments to meet their planning and research needs related to land use and is responsible under state law to conduct the Regional Housing Needs Allocation (RHNA) process. ABAG also hosts several joint powers and administrative entities related to environmental and water resource protection, disaster resilience, energy efficiency and hazardous waste mitigation, financial services and staff training to local counties, cities and towns.

Per federal planning requirements, a Regional Transportation Plan (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 address no less than a 20-year planning horizon and include long-range and short-range strategies and actions that support the development of an integrated multimodal transportation system. The RTP must be updated at least every four years and seek to address projected transportation demand over the RTP planning horizon and pursue operational and management strategies that will improve the performance of the transportation system. The RTP must have a fiscally constrained financial plan that demonstrates how the RTP can be implemented and how the transportation system can be operated and maintained using revenues reasonably expected to be available over the planning horizon. The RTP also has myriad state and federal requirements with respect to public participation, equity and environmental justice, and air quality conformity, among others. 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.

Regional transportation planning, local land use planning and regional housing allocations are more closely aligned because of the passage of California's Sustainable Communities and Climate Protection Act (SB 375 (Steinberg)) signed into law in 2008. MTC and ABAG are jointly required by SB 375 to develop the Sustainable Communities Strategy (SCS) that accompanies the RTP. The SCS must identify the general location of land uses, residential densities, and building intensities within the region; identify areas within the region sufficient to house all the population of the region, including all economic segments of the population; identify areas within the region sufficient to house an 8-year projection of the regional housing need; identify a transportation network to serve the regional transportation needs; gather and consider the best practically available scientific information regarding resource areas and farmland in the region; consider the state's housing goals; set forth a forecasted development pattern for the region; and allow the regional transportation plan to comply with the federal Clean Air Act. (Gov. Code, § 65080, subd. (b)(F)(2)(B)).

Together, the Plan (RTP/SCS) should support the reduction of per-capita passenger vehicle-generated greenhouse gas (GHG) emissions by identifying policies and strategies that integrate land use and transportation planning. Plan Bay Area 2050 will meet the requirements of SB 375 by attaining or exceeding a per-capita GHG emission reduction target of -19 percent by year 2035 from 2005 levels, as established for the San Francisco Bay Area by the California Air Resources Board (CARB). If the Plan does not achieve the GHG emission target set by CARB, an Alternative Planning Strategy (APS) must be developed to demonstrate how the target could be achieved.

VISION AND GUIDING PRINCIPLES

Plan Bay Area 2050 seeks to meet or exceed federal and state planning requirements and is also designed to offer a more aspirational vision of what the San Francisco Bay Area could become. MTC and ABAG conducted a months-long outreach and engagement effort to determine the most pressing issues that should be considered as the agencies plan for life in 2050. In September 2019, ABAG adopted Resolution No. 09-19 and MTC adopted Resolution No. 4393 affirming the following vision for the Plan: to ensure that the Bay Area is affordable, connected, diverse, healthy, and vibrant for all by the year 2050. The guiding principles of this vision are defined as follows:

- **Affordable:** All Bay Area residents and workers have sufficient housing options they can afford—households are economically secure.
- **Connected:** An expanded, well-functioning, safe and multimodal transportation system connects the Bay Area—fast, frequent and efficient intercity trips are complemented by a suite of local transportation options, connecting communities and creating a cohesive region.
- **Diverse:** The Bay Area is an inclusive region where people from all backgrounds, abilities and ages can remain in place—with full access to the region's assets and resources.
- **Healthy:** The region's natural resources, open space, clean water and clean air are conserved—the region actively reduces its environmental footprint and protects residents from environmental impacts.
- **Vibrant:** The Bay Area is an innovation leader, creating quality job opportunities for all and ample fiscal resources for communities.

CEQA STREAMLINING

SB 375 contains CEQA incentives, or streamlining provisions, to encourage coordinated land use and transportation planning. Certain types of development projects (i.e., transit priority projects or residential/mixed use residential projects, as defined by statute) may qualify for CEQA streamlining as long as the requisite criteria are met. Consistency will be determined by the local jurisdiction that is the lead agency for each project to be streamlined. MTC and ABAG will include appropriate information in the SCS, such as land use information as required by SB 375 and/or guidance to aid in interpreting land use information, that will allow a jurisdiction to make a consistency determination with respect to appropriate streamlining options on a project-by-project basis. Additionally, the EIR will support other CEQA streamlining options that do not fall into the categories under SB 375, such as SB 743, SB 226 and the State CEQA guidelines.

Plan Bay Area 2050 Project Description

Plan Bay Area 2050 is a long-range plan charting the course for the future of the nine-county San Francisco Bay Area. Plan Bay Area 2050 will focus on four key issues—transportation, housing, the environment, and the economy—and will identify a path to make the Bay Area more equitable for all residents and more resilient in the face of unexpected challenges. Building on the work of the Horizon initiative (<https://www.planbayarea.org/2050-plan/horizon>), this new regional plan will outline strategies for growth and investment through the year 2050.

REGIONAL GROWTH FORECAST

The Plan Bay Area 2050 Regional Growth Forecast identifies how much the Bay Area might grow between the Plan baseline year (2015) and the Plan horizon year (2050), including population, jobs, households, and associated housing units. The forecast also includes important components of that growth, including employment by sector, population by age and race/ethnic characteristics, and households by income level.

As shown in the table below, Plan Bay Area 2050 forecasts¹ the Bay Area to add over 2.7 million people, 1.4 million new jobs, 1.4 million new households, and 1.5 million new housing units between 2015 and 2050. In September 2020, MTC adopted Resolution No. 4437 and ABAG adopted Resolution No. 16-202 approving the Regional Growth Forecast.

Plan Bay Area 2050 Regional Growth Forecast								
	2015	2020	2025	2030	2035	2040	2045	2050
Total Population	7,660,000	7,930,000	8,230,000	8,550,000	9,000,000	9,490,000	9,930,000	10,330,000
Total Employment	4,010,000	4,080,000	4,150,000	4,640,000	4,830,000	5,050,000	5,230,000	5,410,000
Total Households	2,680,000	2,760,000	2,950,000	3,210,000	3,500,000	3,710,000	3,890,000	4,040,000
Total Housing Units	2,710,000	2,840,000	3,060,000	3,370,000	3,670,000	3,900,000	4,080,000	4,250,000

¹ This forecast was revised earlier this year to integrate the significant adverse impacts of the coronavirus pandemic and 2020 recession on the first decade of the planning period.

GROWTH GEOGRAPHIES

To plan for this future growth and meet the greenhouse gas emissions reduction target established pursuant to SB 375, Plan Bay Area 2050 identifies specific areas prioritized for new housing and jobs, known as Growth Geographies. For housing, Growth Geographies include Priority Development Areas (PDAs), Transit-Rich Areas (TRAs), and High-Resource Areas (HRAs). For jobs, Growth Geographies include Priority Production Areas (PPAs), PDAs, and TRAs. These Growth Geographies build on local and regional planning efforts and include 216 locally-nominated PDAs and 36 locally-nominated PPAs within the nine-county Bay Area. A map of the Plan's Growth Geographies is included as Attachment B. For more information, including definitions, eligibility criteria, and exclusions, please see ABAG Resolution No. 03-2020, available at the following link: <http://mtc.legistar.com/gateway.aspx?M=F&ID=317bc8b5-813a-47ab-80dc-275d0b43f86a.pdf>

The Plan also includes 184 locally-nominated Priority Conservation Areas (PCAs). Although not a designated Growth Geography, PCAs are areas of regional significance that have broad community support for conservation and need environmental protection. They provide important agricultural, natural resource, scenic, cultural, recreational, and/or ecological values, and ecosystem functions.

PLAN REVENUES AND STRATEGIES

Plan Bay Area 2050 also includes a financially constrained transportation investment plan pursuant to RTP/SCS requirements as defined by state and federal planning regulations. It includes transportation projects and programs that would be funded through existing and future revenues that are projected to be reasonably available to the region over the horizon of the Plan to support the adopted growth pattern. A total of \$466 billion in existing revenues² is available for the financially constrained Plan Bay Area 2050 and at least \$113 billion in new revenues³ have also been identified.

Although not required by state and federal RTP/SCS requirements, Plan Bay Area 2050 has also identified funding needs and revenues for affordable housing as well as revenues to support select economic development and environmental resilience strategies as follows:

- *Housing Element*: \$122 billion in existing funding and \$346 billion in new revenues
- *Economy Element*: \$234 billion in new revenues
- *Environment Element*: \$15 billion in existing funding and \$87 billion in new revenues⁴

To advance the Plan Bay Area 2050 Vision and meet or exceed state and federal planning requirements, including state-mandated GHG emissions reductions targets, these existing and anticipated revenues will support 35 integrated strategies, defined as policies or bundles of investments, across the four core elements of the Plan. These strategies are clustered under eleven key themes:

² \$12 billion in existing transportation revenues are used to support Environment strategies.

³ New revenues are estimates based upon Final Blueprint strategies; estimates subject to change.

⁴ \$15 billion in new environment revenues are used to support Transportation strategies.

Element	Theme	Strategy	Cost Estimate ⁵	Total
Transportation	Maintain and Optimize the Existing System	Restore, Operate, and Maintain the Existing System	\$390 billion	\$579 billion
		Support Community-Led Transportation Enhancements in Communities of Concern	\$8 billion	
		Enable a Seamless Mobility Experience	\$3 billion	
		Reform Regional Fare Policy	\$10 billion	
		Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives	\$1 billion	
		Improve Interchanges and Address Highway Bottlenecks	\$11 billion	
		Advance Other Regional Programs and Local Priorities	\$18 billion	
	Create Healthy and Safe Streets	Build a Complete Streets Network	\$13 billion	
		Advance Regional Vision Zero Policy through Street Design and Reduced Speeds	\$4 billion	
	Build a Next-Generation Transit Network	Enhance Local Transit Frequency, Capacity, and Reliability	\$31 billion	
		Expand and Modernize the Regional Rail Network	\$81 billion	
		Build an Integrated Regional Express Lane and Express Bus Network	\$9 billion	
Housing	Protect and Preserve Affordable Housing	Further Strengthen Renter Protections Beyond State Legislation	\$2 billion	\$468 billion
		Preserve Existing Affordable Housing	\$237 billion	
	Spur Housing Production at All Income Levels	Allow a Greater Mix of Housing Densities and Types in Blueprint Growth Geographies	N/A	
		Build Adequate Affordable Housing to Ensure Homes for All	\$219 billion	
		Integrate Affordable Housing into All Major Housing Projects	N/A	
		Transform Aging Malls and Office Parks into Neighborhoods	N/A	
	Create Inclusive Communities	Provide Targeted Mortgage, Rental, and Small Business Assistance to Communities of Concern	\$10 billion	
		Accelerate Reuse of Public and Community Land for Mixed-Income Housing and Essential Services	N/A	

⁵ Cost estimates may be adjusted pending additional analysis.

Element	Theme	Strategy	Cost Estimate	Total
Economy	Improve Economic Mobility	Implement a Statewide Universal Basic Income	\$205 billion	\$234 billion
		Expand Job Training and Incubator Programs	\$5 billion	
		Invest in High-Speed Internet in Underserved Low-Income Communities	\$10 billion	
	Shift the Location of Jobs	Allow Greater Commercial Densities in Growth Geographies	N/A	
		Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit	\$10 billion	
		Retain and Invest in Key Industrial Lands	\$4 billion	
Environment	Reduce Risks from Hazards	Adapt to Sea Level Rise	\$19 billion	\$102 billion
		Provide Means-Based Financial Support to Retrofit Existing Residential Buildings (Energy, Water, Seismic, Fire)	\$15 billion	
		Fund Energy Upgrades to Enable Carbon-Neutrality in All Existing Commercial and Public Buildings	\$18 billion	
	Expand Access to Parks and Open Space	Maintain Urban Growth Boundaries	N/A	
		Protect and Manage High-Value Conservation Lands	\$15 billion	
		Modernize and Expand Parks, Trails, and Recreation Facilities	\$30 billion	
	Reduce Climate Emissions	Institute Telecommuting Mandates for Major Office-Based Employers	N/A	
		Expand Clean Vehicle Initiatives	\$4 billion	
		Expand Transportation Demand Management Initiatives	\$1 billion	

EQUITY AND PERFORMANCE OUTCOMES

Plan Bay Area 2050 is required by state mandates to accommodate future growth in a more sustainable manner by reducing per capita GHG emissions and providing adequate housing for the region's projected population growth at all income levels. To determine whether the Plan is on track to achieve its Vision, MTC and ABAG developed two questions for each of the Plan's Guiding Principles. These questions are accompanied by draft metrics⁶ that are intended to aid in the analysis of the Plan's performance.

⁶ Metrics may be modified pending additional analysis.

Guiding Principle	Question	Metrics
Affordable	Will Bay Area residents spend less on housing and transportation?	Housing & Transportation Costs as a Percent of Income
		Transport Expenses Per Trip
	Will the Bay Area produce and preserve more affordable housing?	Share of New Housing Production (2015-2050) that is Deed-Restricted Affordable
		Share of At-Risk Affordable Housing Preserved
Connected	Will Bay Area residents be able to access their destinations more easily?	Percent of All Bay Area Jobs Accessible by Various Modes and Commute Times
		Share of Households and Jobs within ½ Mile of Frequent Transit
	Will Bay Area residents have a transportation system they can rely on?	Peak-Hour Travel Time (Minutes); Percent of Person Hours in Transit Spent in Crowded Conditions
		Share of Transit Revenue Vehicle Assets Past Their Useful Life Benchmark
Diverse	Will Bay Area communities be more inclusive?	Share of Households that Are Low-Income
	Will Bay Area residents be able to stay in place?	Share of Neighborhoods that Experience Displacement and Gentrification Between 2015 and 2050
Healthy	Will Bay Area residents be healthier and safer?	Percent of Households in Risk-Prone Areas or Risk-Prone Buildings that are Protected or Retrofit
		Annual Fatalities and Injuries, Per 100 Million VMT
		Daily PM _{2.5} Emissions (Tons)
Vibrant	Will jobs and housing in the Bay Area be more evenly distributed?	Change in Daily CO ₂ Emissions Per Capita Relative to 2005 for Cars and Light-Duty Trucks and for All Vehicles
		Jobs-Housing Ratio
	Will Bay Area businesses thrive?	Mean Commute Distance (Miles)
		Growth in Per Capita Gross Regional Product (2015-2050)
		Growth in Number of Jobs (2015-2050)



Plan Bay Area 2050 Growth Geographies

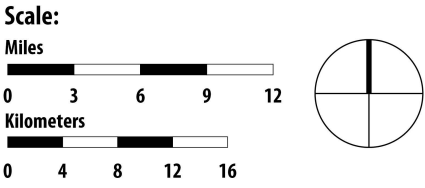
- Priority Development Area***
- Priority Production Area**
- Transit-Rich Area (Outside High Resource Area)**
- Transit-Rich Area (Within High Resource Area)**
- High Resource Area with Basic Bus Service****

- Regional Rail Station**
- Regional Transit (Existing)**
- Regional Rail (Blueprint)*****

**Priority Development Areas are locally designated geographies that, in general, meet state Transit Priority Area criteria as well as additional MTC/ABAG criteria.*
***Peak headways of 16 to 30 minutes (January 2020).*
****Includes intercity rail, commuter rail, and heavy rail systems. New Transbay Rail Crossing alignment is representative only.*

Areas shown are conceptual, and do not supersede local government land use authority. Specific levels and types of development will be determined through local planning.

The following areas are excluded from the map: Wildland urban interface areas; Areas of unmitigated sea level rise (i.e., areas at risk from sea level rise through year 2050 that lack mitigation strategies in Plan Bay Area 2050 Environment Element); Areas outside locally-adopted urban growth boundaries; and Parkland and other open spaces within urbanized areas identified in the California Protected Areas Database. To complement adopted PDAs, High-Resource and Transit -Rich Areas are shown in jurisdictions that have nominated a total land area for PDAs that is less than 50% of the area within its boundaries eligible for PDA designation. Specific land uses analyzed in these locations in the Blueprint are expected to vary based upon local and regional context.



From: [Gary Trott 2](#)
To: [MTC-ABAG Info](#)
Cc: [REDACTED]
Subject: Oct 6, 2020 public comment
Date: Thursday, October 1, 2020 3:02:26 PM

External Email

Dear RAWG

Re: Public comment input for the Oct 6,2020 RAWG webcast meeting.

It is difficult to ensure there is time for all public inputs or that they are incorporated in detail during online meeting. So I prefer to provide my input by email prior to the meeting. I did read though the packet of information provided for that meeting.

My input is regarding items **missing** from the EIR.

Everyone is focused on the path forward and the environment consequences.

What I did not see on page 10, Environment Issues Areas, is any evaluation and environment consequences of area that are abandoned or omitted. For example

1) Refuel, repair, and maintenance yard and facilities are notorious for contaminated soil from fuel, grease and other hydrocarbons used for Caltrans combustion locomotive engines. Will the EIR incorporate remediation activities for public transportation facilities that are not reused?

2a) Will the EIR consider mitigating the hazards and biological impacts of high voltage electrical power wires impacting local wildlife and birds. Distorted magnetic direction for birds, electrocution by touching wires, or RF arcing on nearby metallic objects?

2b) There may also be environment impact to people wearing pacemakers, oxygen delivery systems or other medical devices.

3) Beyond detrimental effects, will the EIR consider and **require** alternative **positive** impacts that could plan to be incorporated to improve the operating and living conditions of people living in the impacted zones?

Examples: Requiring implementation of green infrastructure medians, right of ways, and cisterns to capture grey water for reuse on plants?

Mandatory percentage of walking or bicycle ridership

Hosting carbon neutral business, retail, and restroom facilities?

Solar generation on unused car port and people protection bus and train stop shelters?

Regards

Gary Trott, Ph.D.