

Date: May 27, 2020  
W.I.: 1121  
Referred by: Planning

ABSTRACT

MTC Resolution No. 4424

This resolution approves the Addendum to the Final Environmental Impact Report for Amended Plan Bay Area 2040 (which includes both the Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area) (SCH# 2016052041).

Further discussion of this subject is contained in the Executive Director's memorandum to the Planning Committee dated May 8, 2020.

Date: May 27, 2020  
W.I.: 1121  
Referred by: Planning

Re: Approval of the Addendum to the Final Environmental Impact Report for Amended Plan Bay Area 2040 (which includes both the Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area) (SCH# 2016052041)

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4424

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to California Government Code Section 66500 *et seq.*; and

WHEREAS, MTC is the federally designated Metropolitan Planning Organization (MPO), pursuant to Section 134(d) of Title 23 of the United States Code (USC) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, Part 450 of Title 23 of the Code of Federal Regulations (CFR), requires MTC as the MPO to prepare and update a long-range Regional Transportation Plan (RTP) every four years; and

WHEREAS, the Association of Bay Area Governments (ABAG), a joint exercise of powers entity created pursuant to California Government Code Sections 6500 *et seq.*, is the Council of Governments and the regional land use planning agency for the San Francisco Bay Area; and

WHEREAS, California Government Code Section 65080 requires ABAG and MTC to prepare a sustainable communities strategy (SCS) for the San Francisco Bay Area; and

WHEREAS, the Plan Bay Area 2040 (“Plan”) constitutes the RTP and SCS for the San Francisco Bay Area; and

WHEREAS, the Plan, contains an integrated set of strategies and fiscally-constrained investments to maintain, manage, and improve the transportation system in the San Francisco

Bay Area through the year 2040 and calls for development of an integrated intermodal transportation system that facilitates the efficient, economic movement of people and goods; and

WHEREAS, MTC and ABAG served as joint lead agencies in preparing a Programmatic Environmental Impact Report (Program EIR) (SCH# 2016052041) with the assistance of MTC staff and consultants pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code § 21000 *et seq.*) and the State CEQA Guidelines (14 Cal. Code Regs. § 15000 *et seq.*) for the Plan; and

WHEREAS, the Program EIR provides full disclosure and programmatic analysis of the potentially significant environmental effects of the Plan; and

WHEREAS, MTC and ABAG jointly certified the Program EIR prepared for the Plan (Final EIR) on July 26, 2017 (MTC Resolution No. 4299 and ABAG Resolution No. 09-17); and

WHEREAS, MTC and ABAG jointly adopted the Final Plan on July 26, 2017 (MTC Resolution No. 4300 and ABAG Resolution No. 10-17); and

WHEREAS, MTC and ABAG certified under separate action an Addendum to the Final EIR on March 28, 2018 (MTC Resolution No. 4326 and ABAG Resolution No. 02-18); and

WHEREAS, MTC and ABAG adopted under separate action an Amendment to the Final Plan (Amended Plan) on March 28, 2018 (MTC Resolution No. 4327 and ABAG Resolution No. 03-18); and

WHEREAS, MTC and ABAG staff have prepared an Amendment to the Amended Plan, which is subject to the approval of the Commission and ABAG Executive Board under separate action (MTC Resolution No. 4425 and ABAG Resolution No. 13-2020); and

WHEREAS, MTC and ABAG staff have prepared an Addendum to the Final EIR (Addendum) in response to the Amendment to the Amended Plan, pursuant to provisions of the California Environmental Quality Act (CEQA) Guidelines § 15164.

WHEREAS the Addendum rather than a subsequent EIR has been prepared because none of the conditions described in § 15162 (a) calling for preparation of a subsequent EIR have occurred and because some changes or additions are necessary; and

WHEREAS, the Addendum need not be circulated for public review but can be included in or attached to the Final Environmental Impact Report pursuant to provisions of CEQA Guidelines § 15164(c); and

WHEREAS, MTC and ABAG staff prepared the Addendum, consisting of: (1) an introduction to the Addendum; (2) a description of the Amendment to the Amended Plan; (3) CEQA checklist and impact analysis; (4) technical revisions to the Final EIR; and (5) a conclusion of the findings; and

WHEREAS, pursuant to CEQA Guidelines § 15164(d), MTC and ABAG considered the Final Addendum together with the Final EIR prior to making a decision on the Amendment to the Amended Plan; and

WHEREAS, all other legal prerequisites to the approval of this Resolution have occurred; and

WHEREAS, MTC and ABAG have heard, been presented with, reviewed, and considered all of the information and data in the administrative record, including the Addendum, and all oral and written evidence presented to it during all meetings; now, therefore, be it

RESOLVED, that MTC hereby certifies that the foregoing recitals are true and correct and incorporated by this reference; and be it further

RESOLVED, MTC and ABAG staff prepared the Addendum, consisting of: (1) an introduction to the Addendum; (2) a description of the Amendment to the Amended Plan; (3) CEQA checklist and impact analysis; (4) technical revisions to the Final EIR; and (5) a conclusion of the findings; and be it further

RESOLVED, that MTC finds the Addendum satisfies all the requirements of CEQA and the State CEQA Guidelines; and be it further

RESOLVED, that MTC, as a decision-making body, certifies the Addendum (Attachment A) was presented to them and that they reviewed and considered the information in the Addendum prior to approving the Amendment to the Amended Plan; and be it further

RESOLVED, that MTC directs staff to immediately (within five working days): (a) file a Notice of Determination documenting these decisions (CEQA Guidelines § 15094); and (b) retain a copy of the approved Addendum as a public record.

METROPOLITAN TRANSPORTATION COMMISSION

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Scott Haggerty, Chair

This resolution was entered into by the  
Metropolitan Transportation Commission at a  
meeting of the Commission held in  
San Francisco, California on May 27, 2020.

Date: May 27, 2020  
W.I.: 1121  
Referred by: Planning

Attachment A  
Resolution No. 4424  
Page 1 of 1

### **Addendum to the Program EIR for Plan Bay Area 2040**

The Addendum to the Program EIR for Plan Bay Area 2040 is on file in the offices of the Metropolitan Transportation Commission, Bay Area Metro Center, 375 Beale Street, Suite 800, San Francisco, CA 94105, or available upon request to [info@bayareametro.gov](mailto:info@bayareametro.gov) while the COVID-19 shelter-in-place orders are in effect.



## ADDENDUM TO FINAL ENVIRONMENTAL IMPACT REPORT



# Plan BayArea 2040

SCH# 2016052041

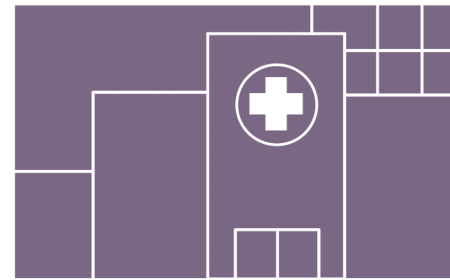


Metropolitan  
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MAY 2020



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Water Quality Control Board



**Final Addendum to the  
Final Environmental Impact Report  
For the  
Amended 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:**

**MTC/ABAG Staff**

**May 2020**

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# 1 INTRODUCTION

The Metropolitan Transportation Commission (“MTC”) and Association of Bay Area Governments (“ABAG”), acting as Lead Agencies under the California Environmental Quality Act (“CEQA”), prepared the Final Environmental Impact Report (“EIR”) (State Clearinghouse No. 2016052041) for Plan Bay Area 2040 (“the Plan”), which was certified by MTC (MTC Resolution No. 4299) and ABAG (ABAG Resolution No. 09-17) on July 26, 2017.

Since the certification of the Final EIR, MTC and ABAG adopted the first amendment to Plan Bay Area 2040 on March 28, 2018 to modify the project scope and cost of the U.S. Highway 101 Managed Lanes Project in San Mateo County (RTPID 17-06-0007), relying on an Addendum to the EIR (“2018 Addendum”). As referred to hereafter, the Final EIR includes the EIR certified on July 26, 2017, along with the 2018 Addendum.

Now, the Alameda County Transportation Commission (ACTC), in cooperation with the California Department of Transportation (“Caltrans”) District 4, proposes an amendment to add the cost and description of the Interstate 680 Express Lanes Gap Closure Project in Alameda County (“Amendment”) to the Plan. The Amendment will add an express lane in the southbound and northbound travel lanes of Interstate 680 between Alcosta Boulevard and State Route 84, closing the gap between existing and in-progress express lane projects directly to the north and south. ACTC and Caltrans plan a March 2020 release of their project-level Draft EIR/Environmental Assessment for the Interstate 680 Express Lanes Gap Closure project. The project was not included in the Plan’s financially constrained transportation investment strategy and consequently was not assessed in the Final EIR for the Plan.

Accordingly, this Addendum evaluates whether the Amendment could result in additional significant effects on the environment relative to the conclusions reached in the Final EIR for the Plan. This Addendum has been prepared to conform to the requirements of CEQA and CEQA Guidelines §15164.

## 1.1 PURPOSE OF AN ADDENDUM

CEQA Guidelines § 15164(a) provides that the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR or Negative Declaration (“ND”) if some changes or additions are necessary but none of the conditions described in CEQA Guidelines § 15162 calling for preparation of a subsequent EIR or ND have occurred (CEQA Guidelines, § 15164(a)).

An addendum need not be circulated for public review but can be included in or attached to the Final EIR or ND (CEQA Guidelines § 15164(c)). The decision-making body shall consider the addendum with the Final EIR prior to making a decision on the project (CEQA Guidelines § 15164(d)). An agency must also include a brief explanation of the decision not to prepare a subsequent EIR or ND pursuant to § 15162 (CEQA Guidelines § 15164(e)).

Once an EIR or ND has been certified for a project, no subsequent EIR or ND is required under CEQA unless, based on substantial evidence:<sup>1</sup>

1. substantial changes are proposed in the project which will require major revisions of the previous EIR or ND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or ND due to the involvement of new significant

<sup>1</sup> (CEQA Guidelines, § 15162, subd. (a); see also Pub. Resources Code, Section 21166).

environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the ND was adopted, shows any of the following:
  - a. the project will have one or more significant effects not discussed in the previous EIR or ND;
  - b. significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - c. mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
  - d. mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

As will be shown herein, the Amendment results in only minor changes to the Plan and Final EIR.

## 1.2 INTENDED USES OF THIS ADDENDUM

An addendum to an EIR is an informational document used in the planning and decision-making process. The intent of this Addendum to the Final EIR for the Plan is to provide MTC and ABAG with additional information regarding the potential environmental impacts of the Amendment to the Plan. As will be shown herein, the Amendment results in only minor changes to the Plan and Final EIR.

MTC and ABAG may approve the Amendment based on the analysis provided in this Addendum, which shows that the impacts of the Plan (as amended) remain within the impacts previously analyzed in the Final EIR (CEQA Guidelines § 15061(b)(3)). The Amendment does not require any revisions to the Final EIR. No new significant information or significant changes in circumstances surrounding the Plan (“the project”) have occurred since the certification of the Final EIR. The previous analysis included in the Final EIR therefore remains adequate under CEQA. However, MTC and ABAG remain obligated to comply with all applicable mitigation measures and conditions of approval contained within the Final EIR.

## 1.3 INCORPORATING BY REFERENCE

In compliance with CEQA Guidelines § 15150, this Addendum has incorporated by reference:

- ▲ The Draft and Final EIR for the Plan (SCH No. 2016052041) and all technical studies, analyses, and technical reports that were prepared as part of the Draft and Final EIR or for this Addendum.
- ▲ The 2018 Addendum to the EIR analyzing the U.S. Highway 101 Managed Lanes Project in San Mateo County (RTPID 17-06-0007).

Relevant information from documents incorporated by reference into this Addendum have been briefly summarized in the following section, and the relationship between the incorporated part of the referenced document and this Addendum has been described.

## 2 PROJECT DESCRIPTION

This section provides a description of the Plan evaluated in the Final EIR, and the Amendment to the Plan proposed by the Alameda County Transportation Commission (ACTC).

### 2.1 OVERVIEW OF PLAN BAY AREA 2040

The Plan (“Plan Bay Area 2040”) is the updated long-range Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) for the nine-county San Francisco Bay Area. The Plan is the Bay Area’s roadmap for forecasting transportation needs through the year 2040, preserving the character of our diverse communities, and adapting to the challenges of future population growth. The Plan discusses how the Bay Area will grow over the next two decades and identifies transportation and land use strategies to enable a more sustainable, equitable and economically vibrant future. Starting with the current state of the region, the Plan describes Plan Bay Area 2040 and its goals, a proposed growth pattern and supporting transportation investment strategy, and key actions needed to address ongoing and long-term regional challenges. The Plan also includes supplemental reports for additional details. These documents and the adopted Final Plan can be found at <http://2040.planbayarea.org/reports>.

As a program-level EIR, the Final EIR for the Plan addresses the entire nine-county, 101-city region, impacts of individual land use and transportation projects are not addressed in detail. Instead the focus of the analysis is on addressing the impacts of implementation of the Plan as a whole and includes mitigation measures to offset its potentially significant effects. The potential impacts of individual projects have been or will be evaluated in future environmental review, as relevant, by the appropriate implementing agency as required under CEQA and/or NEPA prior to each project being considered for approval, as applicable.

### 2.2 INTERSTATE 680 EXPRESS LANES GAP CLOSURE PROJECT (ALAMEDA COUNTY)

The proposed Interstate 680 Express Lanes Gap Closure Project in Alameda County will add an express lane, southbound and northbound, from Alcosta Boulevard to State Route 84, closing the gap between existing and in-progress express lane projects directly to the north and south. The accelerated project development allows for coordinated project delivery with a planned rehabilitation project on the same corridor.

The amendment’s total project cost is \$480 million. Funds for the amendment’s cost are derived from the Plan’s set aside for East and North Bay express lanes projects via the East and North Bay Express Lanes Reserve (RTPID 17-10-0056). Because the project funding is redirected from one adopted project to another within the Plan’s financially constrained transportation investment strategy, and no new funds are added to the Plan’s investment strategy as part of this amendment, the Plan remains financially constrained as required by federal and state planning laws.

The Amendment to the Plan adds the following:

1. Adds the description, cost, and schedule of the Interstate 680 Express Lanes Gap Closure Project in Alameda County (RTPID 17-01-0065):
  - a. **Basic Information** | What would this project/program do?  
“Add an express lane to the southbound and northbound travel lanes of Interstate 680 between Alcosta Boulevard and State Route 84.”
  - b. **Cost and Funding** | How much does this project/program cost?

- \$252 millions (Southbound)
      - \$228 millions (Northbound)
    - c. **Schedule** | By when is the project/program anticipated to open?
      - 2024 (Southbound)
      - 2030 (Northbound)
  - 2. Changes the cost of the East and North Bay Express Lanes Reserve (RTPID 17-10-0056):
    - a. **Cost and Funding** | How much does this project/program cost?
      - \$2,164 ~~\$1,684~~ (millions)

No other changes are proposed in the Amendment.

## 3 CEQA CHECKLIST AND IMPACT ANALYSIS

### 3.1 SCOPE OF ANALYSIS

This Addendum evaluates whether the Amendment to the Plan could result in additional significant effects on the environment relative to the conclusions reached in the Final EIR for the Plan.

This Addendum relies on the significance criteria for each issue area and the corresponding analysis methodology described in the Final EIR to assess the potential impacts of the Amendment.

The following environmental categories were specifically examined to determine whether the Amendment would have an effect on the analysis in the Final EIR:

- |                                     |                                   |
|-------------------------------------|-----------------------------------|
| ▲ Transportation                    | ▲ Water Resources                 |
| ▲ Air Quality                       | ▲ Biological Resources            |
| ▲ Land Use and Physical Development | ▲ Visual Resources                |
| ▲ Energy                            | ▲ Cultural Resources              |
| ▲ Climate Change and GHGs           | ▲ Public Utilities and Facilities |
| ▲ Noise                             | ▲ Hazards                         |
| ▲ Geology and Seismicity            | ▲ Public Services and Recreation  |

### 3.2 ANALYSIS

Additional analysis has been conducted for the environmental categories listed above and the results are discussed below in Table 1. As evidenced herein, the Amendment results in no substantial changes to the Plan (“the project”) nor does the Amendment result in substantial changes with respect to the circumstances under which the Plan is undertaken. The Amendment does not require major revisions of the Final EIR, or preparation of a new, subsequent or supplemental EIR or ND, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. As evidenced herein, the Plan (as amended) would not result in any new impacts that were not previously disclosed, nor has the environmental baseline in the Bay Area changed since the Final EIR, such that new impacts would be created. This conclusion for each environmental topic is explained in the column labeled “Substantial Increase in the Severity of Previously Disclosed Significant Effects.” No new or revised mitigation measures are necessary as a result of the Amendment. All mitigation measures adopted in the Final EIR continue to remain in effect and are incorporated by reference in this Addendum.

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**Table 1 Summary of Impacts and Mitigation Measures**

| Environmental Impact in Final EIR   | Conclusion in the Final EIR | Substantial Increase in the Severity of the Previously Disclosed Significant Effects?   | Final EIR Mitigation Measures   | New or Revised Mitigation Measures | Conclusion with the Amendment |
|---|-----------------------------|---|---|------------------------------------|-------------------------------|
| <b>2.1 TRANSPORTATION</b>   |                             |   |   |                                    |                               |
| <b>Impact 2.1-1:</b> Implementation of the proposed Plan could result in a significant increase in per-trip travel time for commute travel by any mode over existing conditions. A significant increase in per-trip travel time is defined as greater than 5 percent.     | Less than Significant       | No. Implementation of the proposed amendment to the Plan would not result in a significant increase (greater than 5 percent) in per-trip travel time for commute travel by any mode over existing conditions (see <b>Table 5</b> ). No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.1-1. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.     | No mitigation is required.  | No                                 | Less than Significant         |
| <b>Impact 2.1-2:</b> Implementation of the proposed Plan could result in a significant increase in per-trip travel time for non-commute travel by any mode over existing conditions. A significant increase in per-trip travel time is defined as greater than 5 percent. | Less than Significant       | No. Implementation of the proposed amendment to the Plan would not result in a significant increase (greater than 5 percent) in per-trip travel time for non-commute travel by any mode over existing conditions (see <b>Table 6</b> ). No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.1-2. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required.  | No                                 | Less than Significant         |
| <b>Impact 2.1-3:</b> Implementation of the proposed Plan could result in a significant increase in per capita VMT on facilities experiencing level of service (LOS) F   | Significant and Unavoidable | No. As discussed under Impact 2.1-4, implementation of the proposed amendment to the Plan would not result in a significant increase (greater than 5 percent) in per capita   | Implementing agencies and/or project sponsors shall implement the following measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: | No                                 | Significant and Unavoidable   |

|   |  |   |   |    |  |
|---|--|---|---|----|--|
| compared to existing conditions during AM peak periods, PM peak periods, or during the day as a whole (LOS F defines a condition on roads where traffic volumes exceed capacity, resulting in stop-and-go conditions for extended periods of time). A significant increase in LOS F-impacted per capita VMT is defined as greater than 5 percent. | *Less than Significant with Mitigation | VMT compared to existing conditions (see <b>Table 7</b> ). Further, since adoption of the Plan, automobile delay as described by level of service measures of vehicle capacity or traffic congestion may no longer be considered a significant impact on the environment. Therefore, any change in per capita VMT on facilities experiencing level of service F compared to existing conditions as a result of the Amendment would not result in an increase in the severity of a significant impact. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.1-3. The Final EIR identified this as a significant impact that could be mitigated to less than significant, and the identified mitigation measures are listed herein for reference only. | <p><b>Mitigation Measure 2.1-3-3(a)</b> MTC, in its role as a funding agency, and implementing agencies shall support the advancement of corridor-level plans and implementation of projects located on severely congested (LOS F) facilities.</p> <p><b>Mitigation Measure 2.1-3-3(b)</b> Transportation demand management (TDM) strategies shall be incorporated into individual land use and transportation projects and plans, as part of the planning process. Local agencies shall incorporate strategies identified in the Federal Highway Administration's publication: Integrating Demand Management into the Transportation Planning Process: A Desk Reference (August 2012) into the planning process (FHWA 2012). For example, the following strategies may be included to encourage use of transit and non-motorized modes of transportation and reduce vehicle miles traveled on the region's roadways:</p> <ul style="list-style-type: none"> <li>  include TDM mitigation requirements for new developments;</li> <li>  incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks;</li> <li>  provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing;</li> <li>  implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools;</li> <li>  develop TDM-specific performance measures to evaluate project-specific and system-wide performance;</li> <li>  incorporate TDM performance measures in the decision-making process for identifying transportation investments;</li> <li>  implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and</li> <li>  set aside funding for TDM initiatives.</li> </ul> |    | *Less than Significant with Mitigation |
| <b>Impact 2.1-4:</b> Implementation of the proposed Plan could result in a significant increase in per capita VMT compared to existing conditions. A significant increase in per capita VMT is defined as greater than 5 percent.   | Less than Significant                  | No. Implementation of the proposed amendment to the Plan would not result in a significant increase (greater than 5 percent) in per capita VMT compared to existing conditions (see <b>Table 7</b> ). No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.1-4. The potential impacts of the proposed amendment to the Plan are covered within the   | No mitigation is required.  | No | Less than Significant                  |

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|   |   | parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.  |   |    |   |
| <b>Impact 2.1-5:</b> Implementation of the proposed Plan could result in increased percent utilization of regional transit supply resulting in an exceedance of transit capacity during the AM peak period, PM peak period, or on a daily basis. An exceedance is defined as passenger seat-mile demand for any transit technology being greater than 80 percent of passenger seat-miles supplied by transit operators. | Less than Significant   | No. Implementation of the proposed amendment to the Plan would not result in increased percent utilization of regional transit supply resulting in an exceedance (greater than 80 percent) of transit capacity during the AM peak period, PM peak period, or on a daily basis (see Table 8). No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.1-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required.  | No | Less than Significant   |
| <b>Impact 2.1-6:</b> Implementation of the proposed Plan could cause a disruption to goods movement into or through the Bay Area region.  | Less than Significant   | No. Implementation of the proposed amendment to the Plan would not cause a disruption to goods movement into or through the Bay Area region. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.1-6. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.   | No mitigation is required.  | No | Less than Significant   |
| <b>Impact 2.1-7:</b> Implementation of the proposed Plan could cause a disruption to the ongoing operations of the applicable regional or local area transportation system because of construction activities.  | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not cause a disruption to the ongoing operations of the applicable regional or local area transportation system because of construction activities. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.1-7. The  | <b>Mitigation Measure 2.1-7:</b> Implementing agencies and/or project sponsors shall implement the following measure, where feasible and necessary based on project- and site-specific considerations that include:<br><br>Implementing agencies shall require implementation of best practice strategies regarding construction activities on the transportation system and apply recommended applicable mitigation measures as defined by state and federal agencies. Examples of mitigation measures include, but are not limited to, the following: | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

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|  |  | potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | <ul style="list-style-type: none"> <li>  prepare a transportation construction plan for all phases of construction;</li> <li>  establish construction phasing/staging schedule and sequence that minimizes impacts of a work zone on traffic by using operationally-sensitive phasing and staging throughout the life of the project;</li> <li>  identify arrival/departure times for trucks and construction workers to avoid peak periods of adjacent street traffic and minimize traffic affects;</li> <li>  identify optimal delivery and haul routes to and from the site to minimize impacts to traffic, transit, pedestrians, and bicyclists;</li> <li>  identify appropriate detour routes for bicycles and pedestrians in areas affected by construction;</li> <li>  coordinate with local transit agencies and provide for relocation of bus stops and ensure adequate wayfinding and signage to notify transit users;</li> <li>  preserve emergency vehicle access;</li> <li>  implement public awareness strategies to educate and reach out to the public, businesses, and the community concerning the project and work zone (e.g., brochures and mailers, press releases/media alerts);</li> <li>  provide a point of contact for residents, employees, property owners, and visitors to obtain construction information, and provide comments and questions;</li> <li>  provide current and/or real-time information to road users regarding the project work zone (e.g., changeable message sign to notify road users of lane and road closures and work activities, temporary conventional signs to guide motorists through the work zone); and</li> <li>  encourage construction workers to use transit, carpool, and other sustainable transportation modes when commuting to and from the site.</li> </ul> |  |  |
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**2.2 AIR QUALITY**

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| <b>Impact 2.2-1:</b> Implementation of the proposed Plan could conflict with or obstruct implementation of an applicable air quality plan, including: the primary goals, applicable control measures, or implementation of any control measures. | Less than Significant | No. Implementation of the proposed amendment to the Plan would not conflict with or obstruct implementation of an applicable air quality plan, including: the primary goals, applicable control measures, or implementation of any control measures. No substantial changes have been proposed, no new | No mitigation is required. | No | Less than Significant |
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|  |   | circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.2-1. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.   |  |    |   |
| <b>Impact 2.2-2:</b> Implementation of the proposed Plan could result in a substantial net increase in construction-related emissions. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not result in a substantial net increase in construction-related emissions. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.2-2. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | <b>Mitigation Measure 2.2-2:</b> When screening levels are exceeded (see Table 2.2-8 or those most currently updated by BAAQMD), implementing agencies and/or project sponsors shall implement measures, where applicable, feasible, and necessary based on project- and site-specific considerations, that include, but are not limited to the following:<br><br><b>Construction Best Practices for Exhaust</b> <ul style="list-style-type: none"> <li>  The applicant/general contractor for the project shall submit a list of all off-road equipment greater than 25 horsepower (hp) that would be operated for more than 20 hours over the entire duration of project construction, including equipment from subcontractors, to BAAQMD for review and certification. The list shall include all information necessary to ensure the equipment meets the following requirement:</li> <li>  1) Be zero emissions OR 2) have engines that meet or exceed either EPA or ARB Tier 2 off-road emission standards; and 3) have engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS), if one is available for the equipment being used. Equipment with engines that meet Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement; therefore, a VDECS would not be required.</li> <li>  Idling time of diesel powered construction equipment and trucks shall be limited to no more than two minutes. Clear signage of this idling restriction shall be provided for construction workers at all access points.</li> <li>  All construction equipment shall be maintained and properly tuned in accordance with the manufacturers' specifications.</li> <li>  Portable diesel generators shall be prohibited. Grid power electricity should be used to provide power at construction sites; or propane and natural gas generators may be used when grid power electricity is not feasible.</li> </ul> <b>Construction Best Practices for Dust</b> | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

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|  |  |  | <ul style="list-style-type: none"> <li>  All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. For projects over five acres in size, soil moisture should be maintained at a minimum of 12 percent. Moisture content can be verified by lab samples or a moisture probe.</li> <li>  All haul trucks transporting soil, sand, or other loose material off-site shall be covered.</li> <li>  All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. Dry power sweeping should only be performed in conjunction with thorough watering of the subject roads.</li> <li>  All vehicle speeds on unpaved roads and surfaces shall be limited to 15 mph.</li> <li>  All roadway, driveway, and sidewalk paving shall be completed as soon as possible. Building pads shall be paved as soon as possible after grading.</li> <li>  All construction sites shall provide a posted sign visible to the public with the telephone number and person to contact at the Lead Agency regarding dust complaints. The recommended response time for corrective action shall be within 48 hours. BAAQMD's Complaint Line (1-800-334-6367) shall also be included on posted signs to ensure compliance with applicable regulations.</li> <li>  All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.</li> <li>  Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.</li> <li>  Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.</li> <li>  The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.</li> <li>  All trucks and equipment, including their tires, shall be washed off before leaving the site.</li> <li>  Site accesses to a distance of 100 feet from the paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.</li> </ul> |  |  |
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|  |   |   | <p>Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.</p> <p>These BMPs are consistent with recommendations in BAAQMD's CEQA guidelines and Planning Healthy Places (BAAQMD 2010b, BAAQMD 2016). Applicable mitigation measures shall be required at the time grading permits are issued.</p>   |    |   |
| <p><b>Impact 2.2-3:</b> Implementation of the proposed Plan could result in a net increase of emissions of criteria pollutants from on-road mobile and land use sources compared to existing conditions, including emissions of ROG, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>, as the SFBAAB is in non-attainment for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> standards.</p> | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> | <p>No. Implementation of the proposed amendment to the Plan would not result in a net increase of emissions of criteria pollutants from on-road mobile and land use sources compared to existing conditions, including emissions of ROG, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>, as the SFBAAB is in non-attainment for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> standards (see <b>Table 10</b>). No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.2-3. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p> | <p><b>Mitigation Measure 2.2-3(a):</b> MTC and ABAG, in partnership with BAAQMD, and implementing agencies, shall use existing air quality and transportation funds and seek additional funds to continue to implement BAAQMD and ARB programs (e.g., Carl Moyer) aimed at retrofits and replacements of trucks and locomotives.</p> <p><b>Mitigation Measure 2.2-3(b):</b> MTC and ABAG, in partnership with BAAQMD and the Port of Oakland, and other agency partners, shall work together to secure incentive funding to reduce mobile PM emissions from mobile exhaust and entrained PM sources such as tire wear, break wear, and roadway dust.</p> <p><b>Mitigation Measure 2.2-3(c):</b> MTC and ABAG, in partnership with local air districts, and implementing agencies shall implement Mitigation Measures 2.1-3 (a) and 2.1-3 (b).</p> <p><b>Mitigation Measure 2.2-3(d):</b> When screening levels are exceeded (see Table 2.2-8 or those most currently updated by BAAQMD), implementing agencies and/or project sponsors shall implement measures, where applicable, feasible, and necessary based on project- and site-specific considerations, that include, but are not limited to the following or are updated by BAAQMD or within CalEEMod.</p> | No | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> |
| <p><b>Impact 2.2-4:</b> Implementation of the proposed Plan could cause a cumulative net increase in emissions of toxic air contaminants, including diesel PM, 1,3-butadiene, and benzene, from on-road mobile sources compared to existing conditions.</p>  | <p>Less than Significant</p>  | <p>No. Implementation of the proposed amendment to the Plan would not cause a cumulative net increase in emissions of toxic air contaminants, including diesel PM, 1,3-butadiene, and benzene, from on-road mobile sources compared to existing conditions. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.2-4. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously</p>   | <p>No mitigation is required.</p>  | No | <p>Less than Significant</p>  |

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|   |   | disclosed impacts would not substantially increase.  |   |    |   |
| <p><b>Impact 2.2-5:</b> Implementation of the proposed Plan could result in a net increase in sensitive receptors located in Transit Priority Areas (TPA) where: (a) TACs or PM<sub>2.5</sub> concentrations result in cancer risk levels greater than 100 in a million or a concentration of PM<sub>2.5</sub> greater than 0.8 µg/m<sup>3</sup>; or (b) TACs or PM<sub>2.5</sub> concentrations result in noncompliance with an adopted Community Risk Reduction Plan.</p> | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> | <p>No. Implementation of the proposed amendment to the Plan would not result in a net increase in sensitive receptors located in Transit Priority Areas (TPA) where: (a) TACs or PM<sub>2.5</sub> concentrations result in cancer risk levels greater than 100 in a million or a concentration of PM<sub>2.5</sub> greater than 0.8 µg/m<sup>3</sup>; or (b) TACs or PM<sub>2.5</sub> concentrations result in noncompliance with an adopted Community Risk Reduction Plan. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.2-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p> | <p><b>Mitigation Measure 2.2-5(a):</b> When locating sensitive receptors in TAC risk areas, as identified in Figures 2.2-3 to 2.2-13, implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to the following:</p> <ul style="list-style-type: none"> <li>  Install, operate and maintain in good working order a central heating, ventilation and air conditioning (HVAC) system or other air intake system in the building, or in each individual unit, that meets or exceeds a minimum efficiency reporting value (MERV) of 13 (MERV-16 for projects located in the West Oakland Specific Plan area) or higher. The HVAC system shall include the following features: Installation of a high efficiency filter and/or carbon filter to filter particulates and other chemical matter from entering the building. Either high efficiency particulate air (HEPA) filters or American Society of Heating, Refrigeration, and Air-Conditioning Engineers (ASHRAE) certified 85% supply filters shall be used.</li> <li>  Maintain, repair and/or replace HVAC system on an ongoing and as needed basis or shall prepare an operation and maintenance manual for the HVAC system and the filter. The manual shall include the operating instructions and the maintenance and replacement schedule. This manual shall be included in the Covenants, Conditions and Restrictions (CC&amp;Rs) for residential projects and/or distributed to the building maintenance staff. In addition, the applicant shall prepare a separate homeowners manual. The manual shall contain the operating instructions and the maintenance and replacement schedule for the HVAC system and the filters.</li> <li>  Install passive electrostatic filtering systems with low air velocities (i.e., less than 1 mph).</li> <li>  Individual and common exterior open space and outdoor activity areas proposed as part of individual projects shall be located as far away as possible within the project site boundary, face away major freeways, and shall be shielded from the source (i.e., the roadway) of air pollution by buildings or otherwise buffered to further reduce air pollution for project occupants.</li> <li>  Locate air intakes and design windows to reduce PM exposure (e.g., windows nearest to the roadway do not open).</li> </ul> | No | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> |



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|  |                             |   | <ul style="list-style-type: none"> <li>  If sensitive receptors are located near a distribution center, residents shall not be located immediately adjacent to a loading dock or where trucks concentrate to deliver goods.</li> <li>  Sensitive receptors within buildings shall be located in areas upwind of major roadway traffic to reduce exposure to reduce cancer risk levels and exposure to PM<sub>2.5</sub>.</li> <li>  Planting trees and/or vegetation between sensitive receptors and pollution source. Trees that are best suited to trapping PM shall be planted, including one or more of the following species: Pine (<i>Pinus nigra</i> var. <i>maritima</i>), Cypress (<i>X Cupressocyparis leylandii</i>), Hybrid poplar (<i>Populus deltoids X trichocarpa</i>), California pepper tree (<i>Schinus molle</i>) and Redwoods (<i>Sequoia sempervirens</i>).</li> <li>  Loading docks shall be required to include electric hookups for visiting trucks.</li> <li>  Idling of heavy duty diesel trucks at these locations shall be prohibited or limited to no more than 2 minutes.</li> <li>  If within the project site, existing and new diesel generators shall meet ARB's Tier 4 emission standards.</li> <li>  Emissions from diesel trucks shall be reduced through establishing truck routes to avoid residential neighborhoods or other land uses serving sensitive populations, such as hospitals, schools, and child care centers. A truck route program, along with truck calming, parking and delivery restrictions, shall be implemented to direct traffic activity at non-permitted sources and large construction projects.</li> </ul> <p>These BMPs are consistent with recommendations in BAAQMD's CEQA guidelines and Planning Healthy Places (BAAQMD 2011, BAAQMD 2016).</p> |    |                             |
| <b>Impact 2.2-6:</b> Implementation of the proposed Plan could result in changes in TAC and or PM <sub>2.5</sub> exposure levels that disproportionately impact minority and low-income populations. | Significant and Unavoidable | No. Implementation of the proposed amendment to the Plan would not result in changes in TAC and or PM <sub>2.5</sub> exposure levels that disproportionately impact minority and low-income populations (see <b>Table 10</b> ). No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.2-6. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the | <p><b>Mitigation Measure 2.2-6(a):</b> MTC/ABAG shall partner with BAAQMD and local lead agencies to develop a program to install air filtration devices in existing residential buildings, and other buildings with sensitive receptors, located near freeways or sources of TACs and PM<sub>2.5</sub>.</p> <p><b>Mitigation Measure 2.2-6(b):</b> MTC/ABAG shall partner with BAAQMD to develop a program to provide incentives to replace older locomotives and trucks in the region to reduce TACs and PM<sub>2.5</sub>.</p> <p><b>Mitigation Measure 2.2-6(c):</b> MTC and ABAG, in partnership with local air districts, and implementing agencies shall implement Mitigation Measures 2.1-3 (a) and 2.1-3 (b).</p> <p><b>Mitigation Measure 2.2-6 (d):</b> Implement measure 2.2-5(a).</p>  | No | Significant and Unavoidable |

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|   |                       | mitigation measures identified in the Final EIR as applicable.  |                            |    |                       |
| <b>Impact 2.2-7:</b> Implementation of the proposed Plan could result in a substantial emission of objectionable odors. | Less than Significant | No. Implementation of the proposed amendment to the Plan would not result in a substantial emission of objectionable odors. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.2-7. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required. | No | Less than Significant |

### 2.3 LAND USE AND PHYSICAL DEVELOPMENT

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| <b>Impact 2.3-1:</b> Implementation of the proposed Plan could increase the risk of displacement for a substantial number of existing residents, necessitating the construction and preservation of additional affordable housing elsewhere within the region. | Potentially Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not increase the risk of displacement for a substantial number of existing residents, necessitating the construction and preservation of additional affordable housing elsewhere within the region. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.3-1. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | <b>Mitigation Measure 2.3-1:</b> Implementing agencies and/or project sponsors shall implement, where feasible and necessary, the mitigation measures described throughout this EIR to address the effects of displacement that could result in the construction of replacement housing, including Mitigation Measures 2.2-2 (air quality); 2.3-2, 2.3-4, and 2.3-5 (land use); 2.5-4 (sea level rise); 2.6-1, 2.6-5, and 2.6-6 (noise); 2.9-1 through 2.9-5 (biological resources); 2.10-1 and 2.10-3 through 2.10-5 (visual resources); 2.11-1 through 2.11-5 (cultural resources); and 2.13-4 (hazards). | No | Potentially Significant and Unavoidable<br>*Less than Significant with Mitigation |
| <b>Impact 2.3-2:</b> Implementation of the proposed Plan could physically divide an established community.   | Significant and Unavoidable<br>*Less than Significant with Mitigation             | No. Implementation of the proposed amendment to the Plan would not physically divide an established community. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.3-2. The potential impacts of the proposed amendment to the Plan are covered within the parameters of  | <b>Mitigation Measure 2.3-2:</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:<br><br><ul style="list-style-type: none"> <li>New transportation projects within urban areas shall be required to incorporate design features such as sidewalks, bike lanes, and bike/pedestrian bridges or tunnels that maintain or improve access and connections within existing communities and to public transit.</li> </ul>  | No | Significant and Unavoidable<br>*Less than Significant with Mitigation             |

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|   |   | the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.  | Through regional programs such as the One Bay Area Grants (OBAG), MTC/ABAG shall continue to support planning efforts for locally sponsored traffic calming and alternative transportation initiatives, such as paths, trails, overcrossings, bicycle plans, that foster improved neighborhoods and community connections.  |    |   |
| <b>Impact 2.3-3:</b> Implementation of the proposed Plan could conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to the general plans, specific plans, local coastal programs) adopted for the purpose of avoiding or mitigating an environmental effect. | Less than Significant   | No. Implementation of the proposed amendment to the Plan would not conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to the general plans, specific plans, local coastal programs) adopted for the purpose of avoiding or mitigating an environmental effect. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.3-3. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required.  | No | Less than Significant   |
| <b>Impact 2.3-4:</b> Implementation of the proposed Plan could directly or indirectly convert substantial amounts of important agricultural lands and open space (Prime Farmland, Unique Farmland, or Farmland of Statewide Importance) or lands under Williamson Act contract to non-agricultural use.   | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not directly or indirectly convert substantial amounts of important agricultural lands and open space (Prime Farmland, Unique Farmland, or Farmland of Statewide Importance) or lands under Williamson Act contract to non-agricultural use. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.3-4. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.  | <b>Mitigation Measure 2.3-4:</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project-and site-specific considerations that include but are not limited to those identified below. <ul style="list-style-type: none"> <li>require project relocation or corridor realignment, where feasible, to avoid agricultural land, especially Prime Farmland;</li> <li>maintain and expand agricultural land protections such as urban growth boundaries;</li> <li>compensatory mitigation may be achieved in advance of impacts through the purchase or creation of mitigation credits or the implementation of mitigation projects through Regional Advance Mitigation Planning (RAMP), as deemed appropriate by the permitting agencies;</li> <li>require acquisition of conservation easements on land at least equal in quality and size as mitigation for the loss of agricultural land; and/or</li> <li>institute new protection of farmland in the project area or elsewhere through the use of long-term restrictions on use, such as</li> </ul> | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

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|   |   |  | 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.) or 10-year Williamson Act contracts (Government Code Section 51200 et seq.).   |    |   |
| <b>Impact 2.3-5:</b> Implementation of the proposed Plan could directly or indirectly result in the loss of forest land, conversion of forest land to non-forest use, or conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not directly or indirectly result in the loss of forest land, conversion of forest land to non-forest use, or conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.3-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | <b>Mitigation Measure 2.3-5:</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project-and site-specific considerations including but not limited to those identified below. <ul style="list-style-type: none"> <li>require project relocation or corridor realignment, where feasible, to avoid forest land;</li> <li>maintain and expand forest land protections such as urban growth boundaries;</li> <li>compensatory mitigation may be achieved in advance of impacts through the purchase or creation of mitigation credits or the implementation of mitigation projects through Regional Advance Mitigation Planning (RAMP), as deemed appropriate by the permitting agencies; and/or</li> </ul> require acquisition of conservation easements on land at least equal in quality and size as mitigation for the loss of forest land. | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

**2.4 ENERGY**

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| <b>Impact 2.4-1:</b> Implementation of the proposed Plan could result in wasteful, inefficient, or unnecessary consumption of energy, during project construction or operation, as evidenced by a failure to decrease overall per capita energy consumption or decrease reliance on fossil fuels such as coal, natural gas, and oil. | Less than Significant | No. Implementation of the proposed amendment to the Plan would not result in wasteful, inefficient, or unnecessary consumption of energy, during project construction or operation, as evidenced by a failure to decrease overall per capita energy consumption or decrease reliance on fossil fuels such as coal, natural gas, and oil. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.4-1. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required. | No | Less than Significant |
| <b>Impact 2.4-2:</b> Implementation of the proposed Plan could fail to incorporate feasible renewable energy or energy   | Less than Significant | No. Implementation of the proposed amendment to the Plan would not fail to incorporate feasible renewable energy or energy   | No mitigation is required. | No | Less than Significant |

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| efficiency measures into building design, equipment uses, transportation, or other project features, or otherwise fail to increase reliance on renewable energy sources.   |                       | efficiency measures into building design, equipment uses, transportation, or other project features, or otherwise fail to increase reliance on renewable energy sources. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.4-2. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.  |                            |    |                       |
| <b>2.5 CLIMATE CHANGE AND GREENHOUSE GASES</b>   |                       |   |                            |    |                       |
| <b>Impact 2.5-1:</b> Implementation of the proposed Plan could fail to reduce per capita passenger vehicle and light duty truck CO <sub>2</sub> emissions by seven percent by 2020 and by 15 percent by 2035 as compared to the 2005 baseline, per SB 375. | Less than Significant | No. Implementation of the proposed amendment to the Plan would not fail to reduce per capita passenger vehicle and light duty truck CO <sub>2</sub> emissions by seven percent by 2020 and by 15 percent by 2035 as compared to the 2005 baseline, per SB 375 (see <b>Table 11</b> ). No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.5-1. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required. | No | Less than Significant |
| <b>Impact 2.5-2:</b> Implementation of the proposed Plan could result in a net increase in direct and indirect GHG emissions in 2040 when compared to existing conditions.   | Less than Significant | No. Implementation of the proposed amendment to the Plan would not result in a net increase in direct and indirect GHG emissions in 2040 when compared to existing conditions (see <b>Table 12/13</b> ). No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.5-2. The potential impacts of proposed amendment to the Plan are covered within the  | No mitigation is required. | No | Less than Significant |

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|   |                             | parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.   |   |    |                             |
| <b>Impact 2.5-3:</b> Implementation of the proposed Plan could substantially conflict with the goal of SB 32 to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030. | Significant and Unavoidable | No. Implementation of the proposed amendment to the Plan would not substantially conflict with the goal of SB 32 to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030 (see <b>Table 14</b> ). No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.5-3. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | <p><b>Mitigation Measure 2.5-3:</b> Consistent with the recommendations in the Draft 2017 Scoping Plan, implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <ul style="list-style-type: none"> <li>MTC and ABAG, in partnership with the BAAQMD, shall work with the counties and cities in the Bay Area to adopt qualified GHG reduction plans (e.g., CAPs). The CAPs can be regional or adopted by individual jurisdictions, so long as they meet the standards of a GHG reduction program as described in CEQA Guidelines Section 15183.5. At the regional level, the cumulative emissions reduction of individual CAPs within the region or a regional CAP should demonstrate an additional Bay Area-wide reduction of 24 MMTCO<sub>2</sub>e from land uses and on-road transportation compared with projected 2040 emissions levels already expected to be achieved by the Plan. (This is based on the 2015 Bay Area land use and on-road transportation emissions of 52 MMTCO<sub>2</sub>e, an interpolated statewide GHG reduction target of 60 percent below 1990 levels by 2040, and a two percent increase in statewide emissions between 1990 and 2015). The CAP(s) should also show a commitment to achieving a downward trajectory in emissions post-2040 to meet statewide goals of reducing GHG emissions by 80 percent below 1990 levels by 2050, per S-03-05.</li> </ul> <p>These reductions can be achieved through a combination of programs, including ZNE in new construction, retrofits of existing buildings, incentivizing and development of renewable energy sources that serve both new and existing land uses, and other measures so long as the overall 32 MMTCO<sub>2</sub>e reduction (by 2040) can be demonstrated. This target can be adjusted if statewide legislation or regulations would reduce GHG emissions, so long as a trajectory to achieve this target in the Bay Area is maintained.</p> <p>Implementation of CAPs in the region would help to reduce both GHG and area source emissions from the land use projects that would be constructed under the Plan, as well as reducing GHG emissions from existing uses. However, this may require installation of renewable energy facilities on houses and businesses, construction of community-serving facilities such as small-scale solar farms, or other actions. These additional facilities, if needed, could require in</p> | No | Significant and Unavoidable |

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|  |   |   | additional land conversion, resulting in similar environmental impacts associated with land use development described throughout this EIR.  |    |   |
| <b>Impact 2.5-4:</b> Implementation of the proposed Plan could substantially conflict with local plans or policies adopted to reduce emissions of GHGs.  | Less than Significant   | No. Implementation of the proposed amendment to the Plan would not substantially conflict with local plans or policies adopted to reduce emissions of GHGs. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.5-4. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.   | No mitigation is required.  | No | Less than Significant   |
| <b>Impact 2.5-5:</b> Implementation of the proposed Plan could result in a net increase in transportation projects within areas projected to be regularly inundated by sea level rise by midcentury. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not result in a net increase in transportation projects within areas projected to be regularly inundated by sea level rise by midcentury. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.5-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:<br><b>Mitigation Measure 2.5-4(a):</b> MTC and ABAG shall continue coordinating with BCDC, in partnership with the Bay Area Regional Collaborative and regional agencies and other partners, to conduct vulnerability and risk assessments for the region's transportation infrastructure. These assessments will build upon MTC and BCDC's Adapting to Rising Tides Program projects. Evaluation of regional and project-level vulnerability and risk assessments will assist in the identification of the appropriate adaptation strategies to protect transportation infrastructure and resources, as well as land use development projects, that are likely to be impacted. The Adaptation Strategies (see Appendix F of this Draft EIR) includes a list of potential adaptation strategies that can mitigate the impacts of sea level rise. In most cases, more than one adaptation strategy will be required to protect a given transportation project or land use development project, and the implementation of the adaptation strategy will require coordination with other agencies and stakeholders. As MTC and BCDC conduct vulnerability and risk assessments for the region's transportation infrastructure, the Adaptation Strategies should serve as a guide for selecting adaptation strategies and should be expanded as additional strategies are identified.<br><b>Mitigation Measure 2.5-4(b):</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

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|  |   |   | not limited to, coordination with BCDC, Caltrans, local jurisdictions (cities and counties), Park Districts, and other transportation agencies to develop Transportation Asset Management Plans that consider the potential impacts of sea level rise over the life cycle of threatened assets.<br><br><b>Mitigation Measure 2.5-4(c):</b> Implementing agencies shall require project sponsors to incorporate the appropriate adaptation strategy or strategies to reduce the impacts of sea level rise, changes in precipitation and storm events on specific local transportation and land use development projects, where feasible, based on project- and site-specific considerations. Potential adaptation strategies are included in the Adaptation Strategies (see Appendix F of this Draft EIR). |    |   |
| <b>Impact 2.5-6:</b> Implementation of the proposed Plan could result in an increase in land use development within areas regularly inundated by sea level rise by midcentury. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not result in an increase in land use development within areas regularly inundated by sea level rise by midcentury. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.5-6. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | Implement <b>Mitigation Measures 2.5-4(a) and 2.5-4(b)</b> under Impact 2.5-4.  | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

**2.6 NOISE**

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| <b>Impact 2.6-1:</b> Implementation of the proposed Plan could result in exposure of persons to or generation of temporary construction noise levels and/or ground vibration levels in excess of standards established by local jurisdictions or other applicable regulatory agencies. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not result in exposure of persons to or generation of temporary construction noise levels and/or ground vibration levels in excess of standards established by local jurisdictions or other applicable regulatory agencies. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.6-1. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the | <b>Mitigation Measure 2.6-1(a):</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:<br><br>To reduce construction noise levels, implementing agencies and/or project sponsors shall:<br><ul style="list-style-type: none"> <li>comply with local construction-related noise standards, including restricting construction activities to permitted hours as defined under local jurisdiction regulations (e.g.; Alameda County Code restricts construction noise to between 7:00 am and 7:00 pm on weekdays and between 8:00 am and 5:00 pm on weekend);</li> <li>properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g. mufflers, silencers, wraps);</li> </ul> | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |
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|  |  | mitigation measures identified in the Final EIR as applicable. | <ul style="list-style-type: none"> <li>  prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors;</li> <li>  locate stationary equipment such as generators, compressors, rock crushers, and cement mixers a minimum of 50 feet from sensitive receptors, but further if possible;</li> <li>  erect temporary construction-noise barriers around the construction site when adjacent occupied sensitive land uses are present within 75 feet;</li> <li>  use noise control blankets on building structures as buildings are erected to reduce noise emission from the site; and</li> <li>  use cushion blocks to dampen impact noise from pile driving.</li> </ul> <p>Mitigation Measure 2.6-1(b): To reduce construction vibration levels, implementing agencies and/or project sponsors shall comply with the following:</p> <ul style="list-style-type: none"> <li>  to minimize disturbance of receptors within 550 feet of pile-driving activities, implement "quiet" pile-driving technology (such as pre-drilling of piles and the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; and</li> <li>  to reduce structural damage, where pile driving is proposed within 50 feet of an older or historic building, engage a qualified geotechnical engineer and qualified historic preservation professional (for designated historic buildings only) and/or structural engineer to conduct a pre-construction assessment of existing subsurface conditions and the structural integrity of nearby (i.e., within 50 feet) historic structures that would be exposed to pile-driving activity. If recommended by the pre-construction assessment, for structures or facilities within 50 feet of pile-driving activities, the project sponsors shall require ground vibration monitoring of nearby historic structures. Such methods and technologies shall be based on the specific conditions at the construction site such as, but not limited to, the pre-construction surveying of potentially affected historic structures and underpinning of foundations of potentially affected structures, as necessary. The pre-construction assessment shall include a monitoring program to detect ground settlement or lateral movement of structures in the vicinity of pile-driving activities and identify corrective measures to be taken should monitored vibration levels indicate the potential for building damage. In the event of unacceptable ground movement with the potential to cause structural damage, all impact work shall cease and</li> </ul> |  |  |
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|  |   |  | corrective measures shall be implemented to minimize the risk to the subject, or adjacent, historic structure.  |    |   |
| <b>Impact 2.6-2:</b> Implementation of the proposed Plan could result in long-term permanent increases in traffic-noise levels that exceed applicable thresholds.      | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not result in long-term permanent increases in traffic-noise levels that exceed applicable thresholds. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.6-2. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | <p><b>Mitigation Measure 2.6-2:</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <p>For all new development that could be located within the 70 dBA CNEL noise contour of a roadway (within 270 feet of the roadway's centerline based on freeways with the greatest volumes in the region), a site-specific noise study shall be conducted by a qualified acoustical engineer or noise specialist, to evaluate noise exposure at new receptors and recommend appropriate measures to reduce noise exposure. To reduce exposure from traffic-noise, lead agencies and/or project sponsors shall consider mitigation measures including, but not limited to those identified below:</p> <ul style="list-style-type: none"> <li>  design adjustments to proposed roadway or transit alignments to reduce noise levels in noise sensitive areas (e.g., below-grade roadway alignments can effectively reduce noise levels in nearby areas);</li> <li>  use techniques such as landscaped berms, dense plantings, reduced-noise paving materials, and traffic calming measures in the design of their transportation improvements;</li> <li>  contribute to the insulation of buildings or construction of noise barriers around sensitive receptor properties adjacent to the transportation improvement;</li> <li>  use land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is noise compatible with adjacent transportation facilities and land uses;</li> <li>  construct roadways so that they are depressed below-grade of the existing sensitive land uses to create an effective barrier between new roadway lanes, roadways, rail lines, transit centers, park- n-ride lots, and other new noise generating facilities; and</li> <li>  maximize the distance between noise-sensitive land uses and new noise-generating facilities and transportation systems.</li> </ul> | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |
| <b>Impact 2.6-3:</b> Implementation of the proposed Plan could result in long-term permanent increases in rail transit noise levels that exceed applicable thresholds. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not result in long-term permanent increases in rail transit noise levels that exceed applicable thresholds. No substantial changes have been proposed, no new circumstances have occurred, and no   | <b>Mitigation Measure 2.6-3(a):</b> To reduce transit-related noise exposure to existing or proposed development within 50 feet of a rail transit line, implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:   | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

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|  |   | substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.6-3. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.  | <p>When finalizing development project site plans, noise-sensitive outdoor use areas shall be sited as far away from adjacent noise sources as possible and site plans shall be designed to shield noise-sensitive spaces with buildings or noise barriers whenever possible.</p> <p><b>Mitigation Measure 2.6-3(b):</b> When finalizing development project site plans or transportation project design, sufficient setback between occupied structures and the railroad tracks shall be provided to minimize noise exposure to the extent feasible.</p> <p><b>Mitigation Measure 2.6-3(c):</b> Prior to project approval, the implementing agency for a transportation project shall ensure that the transportation project sponsor applies the following mitigation measures (or other technologically feasible measures) to achieve a site-specific exterior noise level of 70 dBA CNEL (or other applicable local noise standard) and interior noise level of 45 dBA CNEL at sensitive land uses, as applicable for transit projects:</p> <ul style="list-style-type: none"> <li>  use of sound reduction barriers such as landscaped berms and dense plantings,</li> <li>  locate rail extension below grade as feasible,</li> <li>  use of damped wheels on railway cars,</li> <li>  use of vehicle skirts,</li> <li>  use under car acoustically absorptive material, and</li> <li>  install sound insulation treatments for impacted structures.</li> </ul> |    |   |
| <b>Impact 2.6-4:</b> Implementation of the proposed Plan could result in long-term permanent increase in transit-vibration levels that exceed applicable thresholds. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not result in long-term permanent increase in transit-vibration levels that exceed applicable thresholds. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.6-4. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | <p><b>Mitigation Measure 2.6-4(a):</b> To reduce vibration effects from rail operations, implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <p>When finalizing site plans for a development or transportation project, implementing agencies shall conduct a project-level noise and vibration assessments for new residential or other sensitive land uses to be located within 200 feet of an existing rail line. These studies shall be conducted by a qualified acoustical engineer or noise specialist to determine vibration levels at these projects and recommend feasible mitigation measures (e.g., insulated windows and walls, sound walls or barriers, distance setbacks, or other construction or design measures) that would reduce vibration-noise to an acceptable level.</p> <p><b>Mitigation Measure 2.6-4(b):</b> Prior to project approval, the implementing agencies shall ensure that project sponsors apply the following mitigation measures to achieve FTA recommended vibration levels of 72 VdB at residential land uses, or other applicable standard, for rail extension projects:</p>  | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

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|   |   |  | <ul style="list-style-type: none"> <li>  use of high resilience (soft) direct fixation fasteners for embedded track;</li> <li>  install ballast mat, or other approved technology for the purpose of reducing vibration, for ballast and tie track; and</li> <li>  conduct regular rail maintenance including rail grinding, wheel truing to re-contour wheels, providing smooth running surfaces.</li> </ul>  |    |   |
| <b>Impact 2.6-5:</b> Implementation of the proposed Plan could result in general increases in ambient noise and associated exposure of sensitive receptors to new or additional stationary noise sources in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not result in general increases in ambient noise and associated exposure of sensitive receptors to new or additional stationary noise sources in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.6-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | <b>Mitigation Measure 2.6-5:</b> To reduce exposure to new and existing sensitive receptors from non-transportation noise associated with projected development, implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> <li>  Local agencies approving land use projects shall require that routine testing and preventive maintenance of emergency electrical generators be conducted during the less sensitive daytime hours (per the applicable local municipal code). Electrical generators or other mechanical equipment shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications.</li> <li>  Local agencies approving land use projects shall require that external mechanical equipment, including HVAC units, associated with buildings incorporate features designed to reduce noise to below 70 dBA CNEL or the local applicable noise standard. These features may include, but are not limited to, locating equipment within equipment rooms or enclosures that incorporate noise reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors.</li> </ul> | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |
| <b>Impact 2.6-6:</b> Implementation of the proposed Plan could result in exposure of people residing or working in the planning area to excessive noise levels where an airport land use plan is adopted or, where such a plan has not been adopted, within two miles of a public airport, public use airport, or private airstrip. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not result in exposure of people residing or working in the planning area to excessive noise levels where an airport land use plan is adopted or, where such a plan has not been adopted, within two miles of a public airport, public use airport, or private airstrip. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.6-6. The   | <b>Mitigation Measure 2.6-6:</b> To reduce exposure from airport-related noise, implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> <li>  Local lead agencies for all new development proposed to be located within an existing airport influence zone, as defined by the locally adopted airport land use compatibility plan or local general plan, shall require a site-specific noise compatibility. The study shall consider and evaluate existing aircraft noise, based on specific aircraft activity data for the airport in question, and shall include recommendations for site design and building construction to ensure compliance with interior</li> </ul>  | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

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|   |                       | potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.  | noise levels of 45 dBA CNEL, such that the potential for sleep disturbance is minimized. |    |                       |
| <b>2.7 GEOLOGY AND SEISMICITY</b>   |                       |  |  |    |                       |
| <b>Impact 2.7-1:</b> Implementation of the proposed Plan could increase the exposure of people or structures to the risk of property loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area, or based on other substantial evidence of a known fault. | Less than Significant | No. Implementation of the proposed amendment to the Plan would not increase the exposure of people or structures to the risk of property loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.7-1. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required.   | No | Less than Significant |
| <b>Impact 2.7-2:</b> Implementation of the proposed Plan could increase exposure of people or structures to the risk of property loss, injury, or death involving strong seismic ground shaking.  | Less than Significant | No. Implementation of the proposed amendment to the Plan would not increase exposure of people or structures to the risk of property loss, injury, or death involving strong seismic ground shaking. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.7-2. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.   | No mitigation is required.   | No | Less than Significant |
| <b>Impact 2.7-3:</b> Implementation of the proposed Plan could increase exposure of people or structures to the risk of property loss, injury, or death involving seismic-  | Less than Significant | No. Implementation of the proposed amendment to the Plan would not increase exposure of people or structures to the risk of property loss, injury, or death involving seismic-   | No mitigation is required.   | No | Less than Significant |

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| related ground failure, including liquefaction.   |                       | related ground failure, including liquefaction. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.7-3. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.   |                            |    |                       |
| <b>Impact 2.7-4:</b> Implementation of the proposed Plan could increase exposure of people or structures to the risk of property loss, injury, or death involving landslides. | Less than Significant | No. Implementation of the proposed amendment to the Plan would not increase exposure of people or structures to the risk of property loss, injury, or death involving landslides. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.7-4. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required. | No | Less than Significant |
| <b>Impact 2.7-5:</b> Implementation of the proposed Plan could result in substantial soil erosion or topsoil loss.  | Less than Significant | No. Implementation of the proposed amendment to the Plan would not result in substantial soil erosion or topsoil loss. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.7-5. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.  | No mitigation is required. | No | Less than Significant |
| <b>Impact 2.7-6:</b> Implementation of the proposed Plan could result in locating development on a geologic unit or soil that is unstable, contains expansive                 | Less than Significant | No. Implementation of the proposed amendment to the Plan would not result in locating development on a geologic unit or soil that is unstable, contains expansive properties,   | No mitigation is required. | No | Less than Significant |

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| properties, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.   |                       | or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.7-6. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.   |                            |    |                       |
| <b>Impact 2.7-7:</b> Implementation of the proposed Plan could result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State or a locally-important mineral resources recovery site delineated on a local land use plan. | Less than Significant | No. Implementation of the proposed amendment to the Plan would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State or a locally-important mineral resources recovery site delineated on a local land use plan. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.7-7. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required. | No | Less than Significant |

## 2.8 WATER RESOURCES

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| <b>Impact 2.8-1:</b> Implementation of the proposed Plan could result in violation of water quality standards or waste or stormwater discharge requirements. | Less than Significant | No. Implementation of the proposed amendment to the Plan would not result in violation of water quality standards or waste or stormwater discharge requirements. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.8-1. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously | No mitigation is required. | No | Less than Significant |
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|   |                       | disclosed impacts would not substantially increase.  |                            |    |                       |
| <b>Impact 2.8-2:</b> Implementation of the proposed Plan could substantially interfere with or reduce rates of groundwater recharge because of the increased amount of impervious surfaces, such that there could be a net deficit in aquifer volume or a lowering of the groundwater table.                        | Less than Significant | No. Implementation of the proposed amendment to the Plan would not substantially interfere with or reduce rates of groundwater recharge because of the increased amount of impervious surfaces, such that there could be a net deficit in aquifer volume or a lowering of the groundwater table. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.8-2. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required. | No | Less than Significant |
| <b>Impact 2.8-3:</b> Implementation of the proposed Plan could increase erosion by altering the existing drainage patterns of a site, contributing to sediment loads of streams and drainage facilities, and thereby affecting water quality.   | Less than Significant | No. Implementation of the proposed amendment to the Plan would not increase erosion by altering the existing drainage patterns of a site, contributing to sediment loads of streams and drainage facilities, and thereby affecting water quality. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.8-3. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.  | No mitigation is required. | No | Less than Significant |
| <b>Impact 2.8-4:</b> Implementation of the proposed Plan could increase non-point pollution of stormwater runoff because of litter, fallout from airborne particulate emissions, or discharges of vehicle residues, including petroleum hydrocarbons and metals, that would impact the quality of receiving waters. | Less than Significant | No. Implementation of the proposed amendment to the Plan would not increase non-point pollution of stormwater runoff because of litter, fallout from airborne particulate emissions, or discharges of vehicle residues, including petroleum hydrocarbons and metals, that would impact the quality of receiving waters. No substantial changes have been proposed, no new circumstances have occurred, and no  | No mitigation is required. | No | Less than Significant |



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|   |                       | substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.8-4. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.   |                            |    |                       |
| <b>Impact 2.8-5:</b> Implementation of the proposed Plan could increase non-point-source pollution of stormwater runoff from construction sites because of discharges of sediment, chemicals, and wastes to nearby storm drains and creeks.   | Less than Significant | No. Implementation of the proposed amendment to the Plan would not increase non-point-source pollution of stormwater runoff from construction sites because of discharges of sediment, chemicals, and wastes to nearby storm drains and creeks. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.8-5. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.   | No mitigation is required. | No | Less than Significant |
| <b>Impact 2.8-6:</b> Implementation of the proposed Plan could increase rates and amounts of runoff because of additional impervious surfaces, cut-and-fill slopes, or result in alterations to drainage systems that could cause potential flood hazards and effects on water quality. | Less than Significant | No. Implementation of the proposed amendment to the Plan would not increase rates and amounts of runoff because of additional impervious surfaces, cut-and-fill slopes, or result in alterations to drainage systems that could cause potential flood hazards and effects on water quality. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.8-6. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required. | No | Less than Significant |

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| <b>Impact 2.8-7:</b> Implementation of the proposed Plan could place structures that would impede or redirect flows within a 100-year flood hazard area.  | Less than Significant | No. Implementation of the proposed amendment to the Plan would not place structures that would impede or redirect flows within a 100-year flood hazard area. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.8-7. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.  | No mitigation is required. | No | Less than Significant |
| <b>Impact 2.8-8:</b> Implementation of the proposed Plan could expose people to a significant risk of loss, injury, or death involving flooding (including flooding as a result of the failure of a levee or dam), seiche, tsunami, or mudflow. | Less than Significant | No. Implementation of the proposed amendment to the Plan would not expose people to a significant risk of loss, injury, or death involving flooding (including flooding as a result of the failure of a levee or dam), seiche, tsunami, or mudflow. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.8-8. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required. | No | Less than Significant |

## 2.9 BIOLOGICAL RESOURCES

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| <b>Impact 2.9-1a:</b> Implementation of the proposed Plan could have a substantial adverse effect, either directly or through habitat modifications, on species identified as candidate, sensitive, or special-status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not have a substantial adverse effect, either directly or through habitat modifications, on species identified as candidate, sensitive, or special-status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or | <b>Mitigation Measure 2.9-1(a):</b> Implementing agencies shall require project sponsors to prepare biological resource assessments for specific projects proposed in areas containing, or likely to contain, habitat for special-status plants and wildlife. The assessment shall be conducted by qualified professionals pursuant to adopted protocols and agency guidelines. Where the biological resource assessments establish that mitigation is required to avoid direct and indirect adverse effects on special-status plant and wildlife species, or compensate for unavoidable effects, mitigation shall be developed consistent with the requirements of CEQA, USFWS, CDFW, and local regulations and guidelines, in addition to requirements of any applicable and adopted HCP/NCCP or other applicable plans | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |
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|  |  | <p>verification with respect to Impact 2.9-1a. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p> | <p>developed to protect species or habitat. Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <ul style="list-style-type: none"> <li>  In support of CEQA, NEPA, CDFW, and USFWS review and permitting processes for individual proposed Plan projects, pre-project biological surveys shall be conducted as part of the environmental review process to determine the presence and extent of sensitive habitats and/or species in the project vicinity. Surveys shall follow established methods and shall be conducted at times when the subject species is most likely to be identified. In cases where impacts to state- or federally-listed plant or wildlife species are possible, formal protocol-level surveys may be required on a species-by-species basis to determine the local distribution of these species. Coordination with the USFWS and/or CDFW shall be conducted early in the planning process at an informal level for projects that could adversely affect federal or state candidate, proposed, threatened, or endangered species to determine the need for consultation or permitting actions. Projects shall obtain incidental take authorization from the permitting agencies as required before project implementation.</li> <li>  Project designs shall be reconfigured, whenever practicable, to avoid special-status species and sensitive habitats. Projects shall minimize ground disturbances and transportation project footprints near sensitive areas to the extent practicable.</li> <li>  Project activities in the vicinity of sensitive resources shall be completed during the period that best avoids disturbance to plant and wildlife species present to the extent feasible.</li> <li>  Individual projects shall minimize the use of in-water construction methods in areas that support sensitive aquatic species, especially when listed species could be present.</li> <li>  In the event that equipment needs to operate in any watercourse with flowing or standing water where special-status species may be affected, a qualified biological resource monitor shall be present to alert construction crews to the possible presence of such special-status species.</li> <li>  If project activities involve pile driving or vibratory hammering in or near water, interim hydroacoustic threshold criteria for protected fish species shall be adopted as set forth by the Interagency Fisheries Hydroacoustic Working Group, as well as other avoidance methods to reduce the adverse effects of construction to sensitive fish, piscivorous birds, and marine mammal species.</li> </ul> |  |  |
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|  |                       |  | <ul style="list-style-type: none"> <li>  Construction shall not occur during the breeding season near riparian habitat, freshwater marshlands, and salt marsh habitats that support nesting bird species protected under the Endangered Species Act, Migratory Bird Treaty Act, or California Fish and Game Code (e.g., yellow warbler, tricolored blackbird, Ridgway's rail, etc.).</li> <li>  A qualified biologist shall locate and fence off sensitive resources before construction activities begin and, where required, shall inspect areas to ensure that barrier fencing, stakes, and setback buffers are maintained during construction.</li> <li>  For work sites located adjacent to special-status plant or wildlife populations, a biological resource education program shall be provided for construction crews and contractors (primarily crew and construction foremen) before construction activities begin.</li> <li>  Biological monitoring shall be considered for areas near identified habitat for federal- and state-listed species, and a "no take" approach shall be taken whenever feasible during construction near special-status plant and wildlife species.</li> <li>  Efforts shall be made to minimize the adverse effects of light and noise on listed and sensitive wildlife.</li> <li>  Project activities shall comply with existing local regulations and policies, including applicable HCP/NCCPs, that exceed or reasonably replace any of the above measures protective of special-status species.</li> <li>  Compensatory mitigation for unavoidable loss of habitat or other impacts to special-status species may be achieved in advance of impacts through the purchase or creation of mitigation credits or the implementation of mitigation projects through Regional Advance Mitigation Planning (RAMP), as deemed appropriate by the permitting agencies.</li> </ul> |    |                       |
| <b>Impact 2.9-1b:</b> Implementation of the proposed Plan could have substantial adverse impacts on designated critical habitat for federally listed plant and wildlife species. | Less than Significant | No. Implementation of the proposed amendment to the Plan would not have substantial adverse impacts on designated critical habitat for federally listed plant and wildlife species. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.9-1b. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would | <b>Mitigation Measure 2.9-1(b):</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> <li>  Coordination with the USFWS and/or NMFS shall be conducted early in the environmental review process to determine the need for further mitigation, consultation, or permitting actions. Formal consultation is required for any project with a federal nexus when a species is likely to be adversely affected.</li> <li>  Reconfigure project designs to avoid or minimize adverse effects on protected species within designated critical habitats.</li> </ul>  | No | Less than Significant |

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|  |  | incorporate the mitigation measures identified in the Final EIR as applicable.  | <p>Compliance with existing local regulations and policies, including applicable HCP/NCCPs.</p> <p>Additionally, implementation of Mitigation Measure 2.9-1(a), above, which includes an initial biological resource assessment and, if necessary, compensatory mitigation for unavoidable loss of habitat or other impacts to special-status species. Compensatory mitigation may be achieved in advance of impacts through the purchase or creation of mitigation credits or the implementation of mitigation projects through Regional Advance Mitigation Planning (RAMP), as deemed appropriate by the permitting agencies.</p>  |    |  |
| <p><b>Impact 2.9-2:</b> Implementation of the proposed Plan could have a substantial adverse effect on riparian habitat, federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal), or other sensitive natural communities identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, through direct removal, filling, hydrological interruption, or other means.</p> | <p>Significant and Unavoidable</p> <p>*Less than Significant with Mitigation</p> | <p>No. Implementation of the proposed amendment to the Plan would not have a substantial adverse effect on riparian habitat, federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal), or other sensitive natural communities identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, through direct removal, filling, hydrological interruption, or other means. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.9-2. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p> | <p><b>Mitigation Measure 2.9-2:</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <p>Mitigation measures that shall be considered by implementing agencies and/or project sponsors based on project- and site-specific considerations include, but are not limited to:</p> <ul style="list-style-type: none"> <li>Implementing agencies shall require project sponsors to prepare biological resource assessments for specific projects proposed in areas containing, or likely to contain, jurisdictional waters and/or other sensitive or special-status communities. These assessments shall be conducted by qualified professionals in accordance with agency guidelines and standards.</li> <li>In keeping with the “no net loss” policy for wetlands and other waters, project designs shall be configured, whenever possible, to avoid wetlands and other waters and avoid disturbances to wetlands and riparian corridors to preserve both the habitat and the overall ecological functions of these areas. Projects shall minimize ground disturbances and transportation project footprints near such areas to the extent practicable.</li> <li>Where avoidance of jurisdictional waters is not feasible, project sponsors shall minimize fill and the use of in-water construction methods, and place fill only with express permit approval from the appropriate resources agencies (e.g., USACE, RWQCB, CDFW, BCDC, and CCC) and in accordance with applicable existing regulations, such as the Clean Water Act or local stream protection ordinances.</li> <li>Project sponsors shall arrange for compensatory mitigation in the form of mitigation bank credits, on-site or off-site enhancement of existing waters or wetland creation in accordance with applicable existing regulations and subject to approval by the USACE, RWQCB,</li> </ul> | No | <p>Significant and Unavoidable</p> <p>*Less than Significant with Mitigation</p> |

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|  |  |  | <p>CDFW, BCDC, and CCC. If compensatory mitigation is required by the implementing agency, the project sponsor shall develop a restoration and monitoring plan that describes how compensatory mitigation will be achieved, implemented, maintained, and monitored. At a minimum, the restoration and monitoring plan shall include clear goals and objectives, success criteria, specifics on restoration/creation/enhancement (plant palette, soils, irrigation, etc.), specific monitoring periods and reporting guidelines, and a maintenance plan. The following minimum performance standards (or other standards as required by the permitting agencies) shall apply to any wetland compensatory mitigation:</p> <ul style="list-style-type: none"> <li>I Compensation shall be provided at a minimum 1:1 ratio for restoration and preservation but shall in all cases be consistent with mitigation ratios set forth in locally applicable plans (e.g., general plans, HCP/NCCPs, etc.), or in project-specific permitting documentation. Compensatory mitigation may be a combination of onsite restoration/creation/enhancement or offsite restoration, preservation, and/or enhancement. Compensatory mitigation may be achieved in advance of impacts through the purchase or creation of mitigation credits or the implementation of mitigation projects through Regional Advance Mitigation Planning (RAMP), as deemed appropriate by the permitting agencies.</li> <li>I In general, any compensatory mitigation shall be monitored for a minimum of five years and will be considered successful when at least 75 percent cover (or other percent cover considered appropriate for the vegetation type) of installed vegetation has become successfully established.</li> <li>I In accordance with CDFW guidelines and other instruments protective of sensitive or special-status natural communities, project sponsors shall avoid and minimize impacts on sensitive natural communities when designing and permitting projects. Where applicable, projects shall conform to the provisions of special area management or restoration plans, such as the Suisun Marsh Protection Plan or the East Contra Costa County HCP, which outline specific measures to protect sensitive vegetation communities.</li> <li>I If any portion of a special-status natural community is permanently removed or temporarily disturbed, the project sponsor shall compensate for the loss. If such mitigation is required by the implementing agency, the project sponsor shall develop a restoration and monitoring plan that describes how compensatory</li> </ul> |  |  |
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|   |   |  | <p>mitigation will be achieved, implemented, maintained, and monitored. At a minimum, the restoration and monitoring plan shall include clear goals and objectives, success criteria, specifics on restoration/creation/ enhancement (plant palette, soils, irrigation, etc.), specific monitoring periods and reporting guidelines, and a maintenance plan. The following minimum performance standards (or other standards as required by the permitting agencies) shall apply to any compensatory mitigation for special-status natural communities:</p> <ul style="list-style-type: none"> <li>I Compensation shall be provided at a minimum 1:1 ratio for restoration and preservation but shall in all cases be consistent with mitigation ratios set forth in locally applicable plans (e.g., general plans, HCP/NCCPs, etc.) or in project-specific permitting documentation. Compensatory mitigation may be a combination of onsite restoration/creation/enhancement or offsite restoration, preservation, and/or enhancement. Compensatory mitigation may be achieved in advance of impacts through the purchase or creation of mitigation credits or the implementation of mitigation projects through Regional Advance Mitigation Planning (RAMP), as deemed appropriate by the permitting agencies.</li> <li>I In general, any compensatory mitigation shall be monitored for a minimum of five years and will be considered successful when at least 75 percent cover (or other percent cover considered appropriate for the vegetation type) of installed vegetation has become successfully established.</li> <li>I Compliance with existing local regulations and policies, including applicable HCP/NCCPs, that exceed or reasonably replace any of the above measures protective of jurisdictional wetlands or special-status natural communities.</li> </ul> |    |   |
| <p><b>Impact 2.9-3:</b> Implementation of the proposed Plan could interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridor or impede the use of native wildlife nursery sites.</p> | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> | <p>No. Implementation of the proposed amendment to the Plan would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridor or impede the use of native wildlife nursery sites. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to</p> | <p><b>Mitigation Measure 2.9-3:</b> Implementing agencies shall require project sponsors to prepare detailed analyses for specific projects affecting ECA lands to determine what wildlife species may use these areas and what habitats those species require. Projects that would not affect ECA lands but that are located within or adjacent to open lands, including wildlands and agricultural lands, shall also assess whether or not significant wildlife corridors are present, what wildlife species may use them, and what habitat those species require. The assessment shall be conducted by qualified professionals and according to applicable agency standards.</p>  | No | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> |

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|   |   | Impact 2.9-3. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.   | Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> <li>constructing wildlife friendly overpasses and culverts;</li> <li>fencing major transportation corridors in the vicinity of identified wildlife corridors;</li> <li>using wildlife-friendly fences that allow larger wildlife such as deer to get over, and smaller wildlife to go under;</li> <li>limiting wildland conversions in identified wildlife corridors;</li> <li>retaining wildlife-friendly vegetation in and around developments; and</li> <li>complying with existing local regulations and policies, including applicable HCP/NCCPs, that exceed or reasonably replace any of the above measures to protect wildlife corridors.</li> </ul> |    |   |
| <b>Impact 2.9-4:</b> Implementation of the proposed Plan could conflict with adopted local conservation policies, such as a tree protection ordinance, or resource protection and conservation plans, such as a Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other adopted local, regional, or state habitat conservation plans. | Less than Significant   | No. Implementation of the proposed amendment to the Plan would not conflict with adopted local conservation policies, such as a tree protection ordinance, or resource protection and conservation plans, such as a Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other adopted local, regional, or state habitat conservation plans. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.9-4. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required.  | No | Less than Significant   |
| <b>Impact 2.9-5:</b> Implementation of the proposed Plan could have the potential to substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or substantially reduce the number or restrict the range of                       | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not have the potential to substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or substantially reduce the number or restrict the range of an endangered, rare, or threatened species. No substantial changes  | <b>Mitigation Measure 2.9-5:</b> Implementing agencies and/or project sponsors shall implement mitigation measures, where feasible and necessary based on project-specific and site-specific considerations that include but are not limited to:<br>Implement Mitigation Measures 2.9-1(a), 2.9-1(b), 2.9-2, and 2.9-3.   | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |



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| an endangered, rare, or threatened species.   |                             | have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.9-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.   |  |    |                             |
| <b>2.10 VISUAL RESOURCES</b>  |                             |   |  |    |                             |
| <b>Impact 2.10-1:</b> Implementation of the proposed Plan could have a substantial adverse effect on a scenic vista.  | Significant and Unavoidable | No. Implementation of the proposed amendment to the Plan would not have a substantial adverse effect on a scenic vista. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.10-1. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | <b>Mitigation Measure 2.10-1:</b> Implementing agencies and/or project sponsors shall implement measures where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> <li>reduce the visibility of construction staging areas by fencing and screening these areas with low contrast materials consistent with the surrounding environment, and by revegetating graded slopes and exposed earth surfaces at the earliest opportunity;</li> <li>site or design projects to minimize their intrusion into important viewsheds;</li> <li>use see-through safety barrier designs (e.g. railings rather than walls);</li> <li>develop interchanges and transit lines at the grade of the surrounding land to limit view blockage;</li> <li>design landscaping along highway corridors in rural and open space areas to add natural elements and visual interest to soften the hard edged, linear travel experience that would otherwise occur; and</li> <li>identify, preserve, and enhance scenic vistas to and from hillside areas and other visual resources.</li> </ul> | No | Significant and Unavoidable |
| <b>Impact 2.10-2:</b> Implementation of the proposed Plan could substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historical buildings within a state scenic highway. | Less than Significant       | No. Implementation of the proposed amendment to the Plan would not substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historical buildings within a state scenic highway. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.10-2. The potential impacts of the proposed amendment  | No mitigation is required.   | No | Less than Significant       |

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|   |   | to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.  |  |    |   |
| <b>Impact 2.10-3:</b> Implementation of the proposed Plan could substantially degrade the existing visual character or quality of the site and its surroundings.                            | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not substantially degrade the existing visual character or quality of the site and its surroundings. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.10-3. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | <b>Mitigation Measure 2.10-3:</b> Implementing agencies and/or project sponsors shall implement measures where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> <li>minimize impacts of design through compliance with MTC's Station Area Planning Manual;</li> <li>require that the scale, massing, and design of new development provide appropriate transitions in building height, bulk, and architectural style that are sensitive to the physical and visual character of surrounding areas;</li> <li>contour the edges of major cut and fill slopes to provide a finished profile that is appropriate to the surrounding context, using shapes, textures, colors, and scale to minimize contrasts between the project and surrounding areas; and</li> <li>implementing agencies shall require project sponsors to conduct shadow studies for four-story high (and higher) buildings and roadway facilities to identify and implement development strategies for reducing the impact of shadows on public open space, where feasible. Study considerations shall include, but are not limited to, the placement, massing, and height of structures, surrounding land uses, time of day and seasonal variation, and reflectivity of materials. Study recommendations for reducing shadow impacts shall be incorporated into the project design as feasible based on project- and site-specific considerations.</li> </ul> | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |
| <b>Impact 2.10-4:</b> Implementation of the proposed Plan could add a visual element of urban character to an existing rural or open space area or add a modern element to a historic area. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not add a visual element of urban character to an existing rural or open space area or add a modern element to a historic area. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.10-4. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would   | <b>Mitigation Measure 2.10-4:</b> In addition to Mitigation Measure 2.10-3, the following measure would apply to impacts on visual resources in rural or historic areas.<br>Implementing agencies and/or project sponsors shall implement measures where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> <li>Conduct project-specific review of new development in rural or historic areas to ensure that new development is compatible in scale and character with the surrounding area by: <ul style="list-style-type: none"> <li>promoting a transition in scale and architecture character between new buildings and established neighborhoods;</li> <li>and</li> </ul> </li> </ul>   | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

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|   |   | incorporate the mitigation measures identified in the Final EIR as applicable.   | <ul style="list-style-type: none"> <li>  requiring pedestrian circulation and vehicular routes to be well integrated.</li> <li>  Where sound walls are proposed, require sound wall construction and design methods that account for visual impacts as follows: <ul style="list-style-type: none"> <li>  use transparent panels to preserve views where sound walls would block views from residences;</li> <li>  use landscaped earth berm or a combination wall and berm to minimize the apparent sound wall height;</li> <li>  construct sound walls of materials whose color and texture complements the surrounding landscape and development;</li> <li>  design sound walls to increase visual interest, reduce apparent height, and be visually compatible with the surrounding area; and</li> <li>  landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas.</li> </ul> </li> </ul>   |    |   |
| <b>Impact 2.10-5:</b> Implementation of the proposed Plan could create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.10-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | <b>Mitigation Measure 2.10-5:</b> Implementing agencies and/or project sponsors shall implement measures where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> <li>  Design projects to minimize light and glare from lights, buildings, and roadways facilities.</li> <li>  Minimize and control glare from transportation projects through the adoption of project design features that reduce glare. These features include: <ul style="list-style-type: none"> <li>  planting trees along transportation corridors to reduce glare from the sun;</li> <li>  landscaping off-street parking areas, loading areas, and service areas; and</li> <li>  shielding transportation lighting fixtures to minimize off-site light trespass.</li> </ul> </li> <li>  Minimize and control glare from land use and transportation projects through the adoption of project design features that reduce glare. These features include: <ul style="list-style-type: none"> <li>  limiting the use of reflective materials, such as metal;</li> <li>  using non-reflective material, such as paint, vegetative screening, matte finish coatings, and masonry;</li> </ul> </li> </ul> | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

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|  |   |   | <ul style="list-style-type: none"> <li>  screening parking areas by using vegetation or trees; and</li> <li>  using low-reflective glass.</li> <li>  Impose lighting standards that ensure that minimum safety and security needs are addressed and minimize light trespass and glare associated with land use development. These standards include the following: <ul style="list-style-type: none"> <li>  minimizing incidental spillover of light onto adjacent private properties and undeveloped open space;</li> <li>  directing luminaries away from habitat and open space areas adjacent to the project site;</li> <li>  installing luminaries that provide good color rendering and natural light qualities; and</li> <li>  minimizing the potential for back scatter into the nighttime sky and for incidental spillover of light onto adjacent private properties and undeveloped open space.</li> </ul> </li> </ul>  |    |   |
| <b>2.11 CULTURAL RESOURCES</b>   |   |   |   |    |   |
| <b>Impact 2.11-1:</b> The proposed Plan could cause a substantial adverse change in the significance of a historic resource as defined in Guidelines Section 15064.5 or eliminate important examples of major periods of California history. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not cause a substantial adverse change in the significance of a historic resource as defined in Guidelines Section 15064.5 or eliminate important examples of major periods of California history. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.11-1. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | <b>Mitigation Measure 2.11-1:</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> <li>  Realign or redesign projects to avoid impacts on known historic resources where possible.</li> <li>  Require a survey and evaluation of structures greater than 45 years in age within the area of potential effect to determine their eligibility for recognition under State, federal, or local historic preservation criteria. The evaluation shall be prepared by an architectural historian, or historical architect meeting the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation, Professional Qualification Standards. The evaluation should comply with CEQA Guidelines section 15064.5(b), and, if federal funding or permits are required, with Section 106 of the National Historic Preservation Act (NHPA) of 1966 (16 U.S.C. § 470 et seq.). Study recommendations shall be implemented.</li> <li>  If avoidance of a significant architectural/built environment resource is not feasible, additional mitigation options include, but are not limited to, specific design plans for historic districts, or plans for alteration or adaptive re-use of a historical resource that follows the Secretary of the Interior's Standards for the Treatment</li> </ul> | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

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|  |   |   | <p>of Historic Properties with Guidelines for Preserving, Rehabilitation, Restoring, and Reconstructing Historic Buildings.</p> <p>Comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect historic resources.</p>  |    |   |
| <p><b>Impact 2.11-2:</b> The proposed Plan could cause a substantial adverse change in the significance of a unique archaeological resource as defined in Guidelines Section 15064.5 or eliminate important examples of major periods of California history or prehistory.</p> | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> | <p>No. Implementation of the proposed amendment to the Plan would not cause a substantial adverse change in the significance of a unique archaeological resource as defined in Guidelines Section 15064.5 or eliminate important examples of major periods of California history or prehistory. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.11-2. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p> | <p><b>Mitigation Measure 2.11-2:</b> Implementing agencies and/or project sponsors shall implement the following measures where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <p>Before construction activities, project sponsors shall retain a qualified archaeologist to conduct a record search at the appropriate Information Center to determine whether the project area has been previously surveyed and whether resources were identified. When recommended by the Information Center, project sponsors shall retain a qualified archaeologist to conduct archaeological surveys before construction activities. Project sponsors shall follow recommendations identified in the survey, which may include activities such as subsurface testing, designing and implementing a Worker Environmental Awareness Program, construction monitoring by a qualified archaeologist, avoidance of sites, or preservation in place.</p> <p>In the event that evidence of any prehistoric or historic-era subsurface archaeological features or deposits are discovered during construction-related earth-moving activities (e.g., ceramic shard, trash scatters, lithic scatters), all ground-disturbing activity in the area of the discovery shall be halted until a qualified archaeologist can assess the significance of the find. If the find is a prehistoric archeological site, the appropriate Native American group shall be notified. If the archaeologist determines that the find does not meet the CRHR standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, a data recovery plan shall be prepared. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall work with the project applicant to avoid disturbance to the resources, and if complete avoidance is not feasible in light of project design, economics, logistics, and other factors, follow accepted professional standards in recording any find including submittal of the standard DPR Primary Record forms (Form DPR</p> | No | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> |

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|   |   |  | <p>523) and location information to the appropriate California Historical Resources Information System office for the project area.</p> <p>Project sponsors shall comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect archaeological resources.</p>  |    |   |
| <p><b>Impact 2.11-3:</b> The proposed Plan could have the potential to destroy, directly or indirectly, a unique paleontological resource or site or unique geologic feature.</p> | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> | <p>No. Implementation of the proposed amendment to the Plan would not have the potential to destroy, directly or indirectly, a unique paleontological resource or site or unique geologic feature. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.11-3. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p> | <p><b>Mitigation Measure 2.11-3:</b> Implementing agencies and/or project sponsors shall implement measures where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <ul style="list-style-type: none"> <li>Before construction activities, project sponsors shall conduct a record search using an appropriate database, such as the UC Berkeley Museum of Paleontology to determine whether the project area has been previously surveyed and whether resources were identified.</li> <li>If record searches indicate that the project is located in an area likely to contain important paleontological, and/or geological resources, such as sedimentary rocks which have yielded significant terrestrial and other fossils, project sponsors shall retain a qualified paleontologist to train all construction personnel involved with earthmoving activities about the possibility of encountering fossils. The appearance and types of fossils likely to be seen during construction will be described. Construction personnel will be trained about the proper notification procedures should fossils be encountered.</li> <li>If paleontological resources are discovered during earthmoving activities, the construction crew will be directed to immediately cease work in the vicinity of the find and notify the implementing agencies and/or project sponsors. The project sponsor will retain a qualified paleontologist for identification and salvage of fossils so that construction delays can be minimized. The paleontologist will be responsible for implementing a recovery plan which could include the following: <ul style="list-style-type: none"> <li>in the event of discovery, salvage of unearthed fossil remains, typically involving simple excavation of the exposed specimen but possibly also plaster-jacketing of large and/or fragile specimens, or more elaborate quarry excavations of richly fossiliferous deposits;</li> <li>recovery of stratigraphic and geologic data to provide a context for the recovered fossil remains, typically including description of lithologies of fossil-bearing strata, measurement and description of the overall stratigraphic</li> </ul> </li> </ul> | No | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> |

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|   |   |   | <p>section, and photographic documentation of the geologic setting;</p> <ul style="list-style-type: none"> <li>  laboratory preparation (cleaning and repair) of collected fossil remains to a point of curation, generally involving removal of enclosing rock material, stabilization of fragile specimens (using glues and other hardeners), and repair of broken specimens;</li> <li>  cataloging and identification of prepared fossil remains, typically involving scientific identification of specimens, inventory of specimens, assignment of catalog numbers, and entry of data into an inventory database;</li> <li>  transferal, for storage, of cataloged fossil remains to an appropriate repository, with consent of property owner;</li> <li>  preparation of a final report summarizing the field and laboratory methods used, the stratigraphic units inspected, the types of fossils recovered, and the significance of the curated collection; and</li> <li>  project sponsors shall comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect paleontological or geologic resources.</li> </ul> |    |   |
| <b>Impact 2.11-4:</b> The proposed Plan could have the potential to disturb human remains, including those interred outside dedicated cemeteries. | Less than Significant   | No. Implementation of the proposed amendment to the Plan would not have the potential to disturb human remains, including those interred outside dedicated cemeteries. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.11-4. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required.  | No | Less than Significant   |
| <b>Impact 2.11-5:</b> The proposed Plan could cause a substantial adverse change in the significance of a TCR as defined in PRC Section 21074.    | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not cause a substantial adverse change in the significance of a TCR as defined in PRC Section 21074. No substantial changes have been proposed, no new circumstances have occurred, and no   | <b>Mitigation Measure 2.11-5:</b> If the implementing agency determines that a project may cause a substantial adverse change to a TCR, and measures are not otherwise identified in the consultation process required under PRC Section 21080.3.2, implementing agencies and/or project sponsors shall implement the following measures  | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

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|  |  | substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.11-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | <p>where feasible and necessary to address site-specific impacts to avoid or minimize the significant adverse impacts:</p> <ul style="list-style-type: none"> <li>I Within 14 days of determining that a project application is complete, or to undertake a project, the lead agency must provide formal notification, in writing, to the tribes that have requested notification of proposed projects in the lead agency's jurisdiction. If it wishes to engage in consultation on the project, the tribe must respond to the lead agency within 30 days of receipt of the formal notification. The lead agency must begin the consultation process with the tribes that have requested consultation within 30 days of receiving the request for consultation. Consultation concludes when either: 1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource, or 2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.</li> <li>I Public agencies shall, when feasible, avoid damaging effects to any TCR (PRC Section 21084.3 (a)). If the lead agency determines that a project may cause a substantial adverse change to a tribal cultural resource, and measures are not otherwise identified in the consultation process, new provisions in the PRC describe mitigation measures that, if determined by the lead agency to be feasible, may avoid or minimize the significant adverse impacts (PRC Section 21084.3 (b)). Examples include: <ul style="list-style-type: none"> <li>(1) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.</li> <li>(2) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: <ul style="list-style-type: none"> <li>(A) Protecting the cultural character and integrity of the resource</li> <li>(B) Protecting the traditional use of the resource</li> <li>(C) Protecting the confidentiality of the resource.</li> </ul> </li> <li>(3) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.</li> <li>(4) Protecting the resource.</li> </ul> </li> </ul> |  |  |
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**2.12 PUBLIC UTILITIES AND FACILITIES**

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| <p><b>Impact 2.12-1:</b> Implementation of the proposed Plan could result in insufficient water supplies available to serve development implemented as part of the Plan from existing entitlements and resources.</p> | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> | <p>No. Implementation of the proposed amendment to the Plan would not result in insufficient water supplies available to serve development implemented as part of the Plan from existing entitlements and resources. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.12-1. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p> | <p><b>Mitigation Measure 2.12-1(a):</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <ul style="list-style-type: none"> <li>  For projects that could increase demand for water, project sponsors shall coordinate with the relevant water service provider to ensure that the provider has adequate supplies and infrastructure to accommodate the increase in demand. If the current infrastructure servicing the project site is found to be inadequate, infrastructure improvements shall be identified in each project's CEQA documentation.</li> <li>  Implement water conservation measures which result in reduced demand for potable water. This could include reducing the use of potable water for landscape irrigation (such as through drought-tolerant plantings, water-efficient irrigation systems, the capture and use of rainwater) and the use of water-conserving fixtures (such as dual-flush toilets, waterless urinals, reduced flow faucets).</li> <li>  Coordinate with the water provider to identify an appropriate water consumption budget for the size and type of project, and designing and operating the project accordingly.</li> <li>  For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for non-potable uses, especially landscape irrigation. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite.</li> </ul> <p><b>Mitigation Measure 2.12-1(b):</b> Implementing agencies and/or project sponsors shall require the construction phase of transportation projects to connect to reclaimed water distribution systems for non-potable water needs, when feasible based on project- and site-specific considerations.</p> <p><b>Mitigation Measure 2.12-1(c):</b> Implementing agencies and/or project sponsors shall require transportation projects with landscaping to use drought-resistant plantings or connect to reclaimed water distribution systems for irrigation and other non-potable water needs when available and feasible based on project- and site-specific considerations.</p> | <p>No</p> | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> |
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| <b>Impact 2.12-2:</b> Implementation of the proposed Plan could result in a determination by the wastewater treatment provider which serves or may serve development implemented as part of the Plan that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments. | Less than Significant   | No. Implementation of the proposed amendment to the Plan would not result in a determination by the wastewater treatment provider which serves or may serve development implemented as part of the Plan that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.12-2. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | <b>Mitigation Measure 2.12-2:</b> Implementing agencies and/or project sponsors shall implement mitigations measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:<br><ul style="list-style-type: none"><li>During the design and CEQA review of individual future projects, implementing agencies and project sponsors shall determine whether sufficient wastewater treatment capacity exists for a proposed project. These CEQA determinations must ensure that the proposed development can be served by its existing or planned treatment capacity. If adequate capacity does not exist, project sponsors shall coordinate with the relevant service provider to ensure that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.</li><li>Implementing agencies and/or project sponsors shall also require compliance with Mitigation Measure 2.12(a), and MTC shall require implementation of Mitigation Measures 2.12(b), and/or 2.12(c) listed under Impact 2.12-1, as feasible based on project- and site-specific considerations to reduce water usage and, subsequently, wastewater flows.</li></ul> | No | Less than Significant   |
| <b>Impact 2.12-3:</b> Implementation of the proposed Plan could require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts.  | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.12-3. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.  | <b>Mitigation Measure 2.12-3(a):</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:<br><ul style="list-style-type: none"><li>During the design and CEQA review of individual future projects, implementing agencies and project sponsors shall determine whether sufficient stormwater drainage facilities exist for a proposed project. These CEQA determinations must ensure that the proposed development can be served by its existing or planned drainage capacity. If adequate stormwater drainage facilities do not exist, project sponsors shall coordinate with the appropriate utility and service provider to ensure that adequate facilities could accommodate the increased demand, and if not, infrastructure and facility improvements shall be identified in each project's CEQA determination. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.</li></ul>   | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

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|   |   |  | <ul style="list-style-type: none"> <li>  For projects of greater than 1 acre in size, reduce stormwater runoff caused by construction by implementing stormwater control best practices, based on those required for a SWPPP.</li> <li>  Model and implement a stormwater management plan or site design that prevents the post-development peak discharge rate and quantity from exceeding pre-development rates.</li> </ul> <p><b>Mitigation Measure 2.12-3(b):</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <ul style="list-style-type: none"> <li>  Transportation projects shall incorporate stormwater control, retention, and infiltration features, such as detention basins, bioswales, vegetated median strips, and permeable paving, early into the design process to ensure that adequate acreage and elevation contours are planned.</li> </ul> <p><b>Mitigation Measure 2.12-3(c):</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <ul style="list-style-type: none"> <li>  Transportation projects implemented by Caltrans or subject to Caltrans review shall adhere to Caltrans' Stormwater Management Plan, which includes best practices to reduce the volume of stormwater runoff and pollutants in the design, construction and maintenance of highway facilities.</li> </ul> |    |   |
| <p><b>Impact 2.12-4:</b> Implementation of the proposed Plan could require or result in the construction of new or expanded water and wastewater treatment facilities, the construction of which could cause significant environmental effects.</p> | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> | <p>No. Implementation of the proposed amendment to the Plan would not require or result in the construction of new or expanded water and wastewater treatment facilities, the construction of which could cause significant environmental effects. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.12-4. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p> | <p><b>Mitigation Measure 2.12-4:</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <ul style="list-style-type: none"> <li>  For projects that could increase demand on water and wastewater treatment facilities, project sponsors shall coordinate with the relevant service provider to ensure that the existing public services and utilities could accommodate the increase in demand. If the current infrastructure servicing the project site is found to be inadequate, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.</li> </ul> <p>Further, Mitigation Measures 2.12-1(a), 2.12-1(b), 2.12-1(c), and 2.12-2 would reduce water demand and wastewater generation, and subsequently reduce the need for new or expanded water and</p>  | No | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> |

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|   |   |  | wastewater treatment facilities. Mitigation Measures 2.12-3(a), 2.12-3(b), and 2.12-3(c) would also mitigate the impact of additional stormwater runoff from land use and transportation projects on existing wastewater treatment facilities.  |    |   |
| <b>Impact 2.12-5:</b> The proposed Plan would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and comply with federal, state, and local statutes and regulations related to solid waste. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and comply with federal, state, and local statutes and regulations related to solid waste. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.12-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | <b>Mitigation Measure 2.12-5:</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> <li>providing an easily accessible area that is dedicated to the collection and storage of non-hazardous recycling materials</li> <li>maintaining or re-using existing building structures and materials during building renovations and redevelopment</li> <li>using salvaged, refurbished or reused materials, to help divert such items from landfills</li> <li>for transportation projects, diverting construction waste from landfills, where feasible, through means such as: <ul style="list-style-type: none"> <li>the submission and implementation of a construction waste management plan that identifies materials to be diverted from disposal</li> <li>establishing diversion targets, possibly with different targets for different types and scales of development</li> <li>helping developments share information on available materials with one another, to aid in the transfer and use of salvaged materials; and</li> </ul> </li> <li>applying the specifications developed by the Construction Materials Recycling Association (CMRA) to assist contractors and developers in diverting materials from construction and demolition projects, where feasible (RMC 2006).</li> </ul> | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

**2.13 HAZARDS**

|  |                       |   |                            |    |                       |
|--|-----------------------|---|----------------------------|----|-----------------------|
| <b>Impact 2.13-1:</b> Implementation of the proposed Plan could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. | Less than Significant | No. Implementation of the proposed amendment to the Plan would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.13-1. The potential impacts of the proposed amendment | No mitigation is required. | No | Less than Significant |
|--|-----------------------|---|----------------------------|----|-----------------------|

|  |   |  |  |    |   |
|--|---|--|--|----|---|
|  |   | to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.   |  |    |   |
| <b>Impact 2.13-2:</b> Implementation of the proposed Plan could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. | Less than Significant   | No. Implementation of the proposed amendment to the Plan would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.13-2. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required.   | No | Less than Significant   |
| <b>Impact 2.13-3:</b> Implementation of the proposed Plan could result in hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.                              | Less than Significant   | No. Implementation of the proposed amendment to the Plan would not result in hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.13-3. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.                              | No mitigation is required.   | No | Less than Significant   |
| <b>Impact 2.13-4:</b> Implementation of the proposed Plan could result in projects located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a          | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not result in projects located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment. No   | <b>Mitigation Measure 2.13-4:</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:<br><br>If the project is located on or near a hazardous materials and/or waste site pursuant to Government Code Section 65962.5, or has the potential for residual hazardous materials and/or waste as a | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

|  |                       |  |  |    |                       |
|--|-----------------------|--|--|----|-----------------------|
| significant hazard to the public or the environment.   |                       | substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.13-4. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.   | result of location and/or prior uses, the project sponsor shall prepare a Phase I ESA in accordance with the American Society for Testing and Materials' E-1527-05 standard. For work requiring any demolition or renovation, the Phase I ESA shall make recommendations for any hazardous building materials survey work that shall be done. All recommendations included in a Phase I ESA prepared for a site shall be implemented. If a Phase I ESA indicates the presence or likely presence of contamination, the implementing agency shall require a Phase II ESA, and recommendations of the Phase II ESA shall be fully implemented. |    |                       |
| <b>Impact 2.13-5:</b> Implementation of the proposed Plan could result in a safety hazard for people residing or working in the planning area for projects located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport. | Less than Significant | No. Implementation of the proposed amendment to the Plan would not result in a safety hazard for people residing or working in the planning area for projects located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.13-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required.   | No | Less than Significant |
| <b>Impact 2.13-6:</b> Implementation of the proposed Plan could result in a safety hazard for people residing or working in the planning area for projects within the vicinity of a private airstrip.  | Less than Significant | No. Implementation of the proposed amendment to the Plan would not result in a safety hazard for people residing or working in the planning area for projects within the vicinity of a private airstrip. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.13-6. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.  | No mitigation is required.   | No | Less than Significant |

|  |   |  |   |    |   |
|--|---|--|---|----|---|
| <b>Impact 2.13-7:</b> Implementation of the proposed Plan could impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.   | Less than Significant   | No. Implementation of the proposed amendment to the Plan would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.13-7. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.   | No mitigation is required.  | No | Less than Significant   |
| <b>Impact 2.13-8:</b> Implementation of the proposed Plan could expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.   | Less than Significant   | No. Implementation of the proposed amendment to the Plan would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.13-8. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required.  | No | Less than Significant   |
| <b>2.14 PUBLIC SERVICES AND RECREATION</b>   |   |  |   |    |   |
| <b>Impact 2.14-1:</b> Implementation of the proposed Plan could result in the need for new or modified facilities, the construction of which causes significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools, police protection, fire protection, emergency medical, and other public facilities. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not result in the need for new or modified facilities, the construction of which causes significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools, police protection, fire protection, emergency medical, and other public facilities. No substantial changes have been proposed, no new  | <b>Mitigation Measure 2.14-1:</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include but are not limited to:<br><br>Prior to approval of new development projects, local agencies shall ensure that adequate public services, and related infrastructure and utilities, will be available to meet or satisfy levels identified in the applicable local general plan or service master plan, through compliance with existing local policies related to minimum levels of service for schools, police protection, fire protection, medical | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

|   |                              |   |   |           |                              |
|---|------------------------------|---|---|-----------|------------------------------|
|   |                              | <p>circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.14-1. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p>  | <p>emergency services, and other government services (e.g., libraries, prisons, social services). Compliance may include requiring projects to either provide the additional services required to meet service levels or pay fees towards the project's fair share portion of the required services pursuant to adopted fee programs and State law.</p> |           |                              |
| <p><b>Impact 2.14-2:</b> Implementation of the proposed Plan could result in the need for new or modified facilities, the construction of which causes significant environmental impacts; or may result in significant increase in use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.</p> | <p>Less than Significant</p> | <p>No. Implementation of the proposed amendment to the Plan would not result in the need for new or modified facilities, the construction of which causes significant environmental impacts; or may result in significant increase in use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.14-2. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.</p> | <p>No mitigation is required.</p>   | <p>No</p> | <p>Less than Significant</p> |



## 4 TECHNICAL REVISIONS

Technical revisions have been made to key tables in the Final EIR's Transportation, Air Quality, and Climate Change and GHGs sections that reflect the incorporation of the Amendment to the Plan, as presented below. This data informed the analysis presented above in Table 1. The information presented in the tables from the Final EIR are included in the tables set forth in this Addendum in ~~strikeout~~ for comparative purposes.

### 4.1 TRANSPORTATION

Several tables included in the Transportation section (Section 2.1) of the Final EIR have been revised to reflect changes as a result of the Amendment to the Plan as well as to include Final EIR data, where applicable. Because the Amendment is limited to a single highway corridor in Alameda County, the traffic impacts of the Amendment are also expected to be limited to Alameda County and/or its adjacent counties of Contra Costa (north) and Santa Clara (south). As a result, the following tables reflect revisions to regional impacts and revisions to the county impacts in Alameda, Contra Costa, and Santa Clara, where applicable. The revised tables are presented below.

**Table 2 Revised Table 2.1-13 Roadway Transportation System Capacity by County (2015-2040)**

| Facility Type             | County                | Year 2015 (Baseline) | Year 2040<br>(Plan Amendment)          | Change (2015 to 2040)            |                                  |
|---------------------------|-----------------------|----------------------|--|----------------------------------|----------------------------------|
|                           |                       |                      |  | Numerical                        | Percent                          |
| Freeway Lane-Miles        | Alameda               | 1,320                | <del>1,390</del> <u>1,410</u>          | <del>70</del> <u>90</u>          | <del>+5%</del> <u>+7%</u>        |
|                           | Contra Costa          | 820                  | 910                                    | 90                               | +11%                             |
|                           | Santa Clara           | 1,310                | 1,490                                  | 180                              | +14%                             |
|                           | <b>Regional Total</b> | <b>5,660</b>         | <b><del>6,130</del> <u>6,150</u></b>   | <b><del>470</del> <u>490</u></b> | <b><del>+8%</del> <u>+9%</u></b> |
| Expressway Lane-Miles     | Alameda               | 100                  | 110                                    | 10                               | +10%                             |
|                           | Contra Costa          | 110                  | 130                                    | 20                               | +18%                             |
|                           | Santa Clara           | 560                  | 550                                    | -10                              | -2%                              |
|                           | <b>Regional Total</b> | <b>1,070</b>         | <b>1,130</b>                           | <b>60</b>                        | <b>+6%</b>                       |
| Major Arterial Lane-Miles | Alameda               | 1,700                | 1,740                                  | 40                               | +2%                              |
|                           | Contra Costa          | 1,320                | 1,360                                  | 40                               | +3%                              |
|                           | Santa Clara           | 2,410                | 2,400                                  | -10                              | 0%                               |
|                           | <b>Regional Total</b> | <b>8,630</b>         | <b>8,700</b>                           | <b>70</b>                        | <b>+1%</b>                       |
| Other Lane-Miles          | Alameda               | 960                  | 970                                    | 10                               | +1%                              |
|                           | Contra Costa          | 810                  | 830                                    | 20                               | +2%                              |
|                           | Santa Clara           | 980                  | 990                                    | 10                               | +1%                              |
|                           | <b>Regional Total</b> | <b>5,480</b>         | <b>5,520</b>                           | <b>40</b>                        | <b>+3%</b>                       |
| <b>Total Lane-Miles</b>   | Alameda               | 4,080                | <del>4,210</del> <u>4,230</u>          | <del>130</del> <u>150</u>        | <del>+3%</del> <u>+4%</u>        |
|                           | Contra Costa          | 3,060                | 3,230                                  | 170                              | +6%                              |
|                           | Santa Clara           | 5,260                | 5,430                                  | 170                              | +3%                              |
|                           | <b>Regional Total</b> | <b>20,840</b>        | <b><del>21,480</del> <u>21,500</u></b> | <b><del>640</del> <u>660</u></b> | <b>+3%</b>                       |

**Notes:**

1 Daily metrics are measured for a typical weekday.

Figures may not sum because of independent rounding.

Source: Metropolitan Transportation Commission Travel Demand Forecasts 2016 and 2018

**Table 3      Revised Table 2.1-14      Bay Area Travel Behavior (2015-2040)**

|   | Year 2015<br>(Baseline) | Year 2040<br>(Plan Amendment)                      | Change (2015 to 2040)                              |  |
|---|-------------------------|--|--|--|
|   |                         |  | Numerical  | Percent                                      |
| Daily <sup>1</sup> Transit Boardings  | 2,279,000               | <del>3,208,600</del><br><u>3,175,100</u>           | <del>929,600</del><br><u>896,100</u>               | <del>+41%</del><br><u>+39%</u>               |
| Daily <sup>1</sup> Vehicle Trips <sup>2</sup>                                 | 21,227,800              | <del>26,018,100</del><br><u>26,191,700</u>         | <del>4,790,300</del><br><u>4,963,900</u>           | <del>+23%</del><br><u>+23%</u>               |
| Daily <sup>1</sup> Vehicle Miles of Travel (VMT) <sup>2</sup>                 | 158,406,800             | <del>191,503,300</del><br><u>192,744,400</u>       | <del>33,096,500</del><br><u>34,337,600</u>         | <del>+21%</del><br><u>+22%</u>               |
| Daily <sup>1</sup> Vehicle Miles of Travel per Capita <sup>3</sup>            | 20.9                    | <del>20.0</del><br><u>20.3</u>                     | <del>-0.9</del><br><u>-0.6</u>                     | <del>-4%</del><br><u>-3%</u>                 |
| Daily <sup>1</sup> Vehicle Hours of Recurring Delay                           | 353,200                 | <del>530,900</del><br><u>584,500</u>               | <del>177,700</del><br><u>231,300</u>               | <del>+50%</del><br><u>+65%</u>               |
| Daily <sup>1</sup> Vehicle Hours of Recurring Delay (Freeways)                | 222,800                 | <del>323,200</del><br><u>348,300</u>               | <del>100,400</del><br><u>125,500</u>               | <del>+45%</del><br><u>+56%</u>               |
| Daily <sup>1</sup> Vehicle Hours of Recurring Delay (Expressways & Arterials) | 99,200                  | <del>126,500</del><br><u>139,900</u>               | <del>27,300</del><br><u>40,700</u>                 | <del>+28%</del><br><u>+41%</u>               |
| Daily <sup>1</sup> Vehicle Hours of Recurring Delay (Other Facilities)        | 31,300                  | <del>81,200</del><br><u>96,300</u>                 | <del>49,900</del><br><u>65,000</u>                 | <del>+159%</del><br><u>+208%</u>             |
| Daily <sup>1</sup> Vehicle Hours of Non-Recurrent Delay <sup>4</sup>          | 144,900                 | <del>187,800</del><br><u>196,600</u>               | <del>42,900</del><br><u>51,700</u>                 | <del>+30%</del><br><u>+36%</u>               |
| <b>Total Daily Vehicle Hours of Delay (Recurring + Non-Recurrent)</b>         | <b>498,100</b>          | <del><b>718,700</b></del><br><u><b>781,000</b></u> | <del><b>220,600</b></del><br><u><b>282,900</b></u> | <del><b>+44%</b></del><br><u><b>+57%</b></u> |

**Notes:**

<sup>1</sup> Daily metrics are measured for a typical weekday and rounded to the nearest 100.

<sup>2</sup> Only reflects interzonal trips (assigned directly to the highway network); includes intraregional, interregional, and commercial vehicle trips, and trips to and from the airport and future high-speed rail stations.

<sup>3</sup> Total daily VMT is calculated using *Travel Model One*; therefore, to calculate per-capita VMT, it is essential to use simulated population levels to ensure consistency. Simulated population may be slightly different than overall population forecasts for Plan Bay Area EIR alternatives because of slight variability in modeling tools. Further clarification on this issue is found in the Plan Bay Area EIR technical appendices.

<sup>4</sup> Only includes non-recurrent delay on freeway facilities.

Figures may not sum because of independent rounding.

Source: Metropolitan Transportation Commission Travel Demand Forecasts 2016 and 2018

**Table 4 Revised Table 2.1-15 Typical Weekday Daily Person Trips, by Mode (2015-2040)**

| Purpose                        | Year 2015 (Baseline) |             | Year 2040 (Plan Amendment)                     |             |
|--------------------------------|----------------------|-------------|--|-------------|
|                                | Trips                | % of Total  | Trips  | % of Total  |
| Drive Alone                    | 12,310,000           | 48%         | <del>14,877,500</del> <u>15,011,700</u>        | 47%         |
| Carpool                        | 8,917,700            | 34%         | <del>11,140,600</del> <u>11,180,000</u>        | 35%         |
| Transit                        | 1,660,900            | 6%          | <del>2,208,500</del> <u>2,188,400</u>          | 7%          |
| Walk                           | 2,695,600            | 10%         | <del>3,322,400</del> <u>3,291,600</u>          | 10%         |
| Bike                           | 305,500              | 1%          | <del>359,400</del> <u>352,400</u>              | 1%          |
| <b>Total Trips<sup>1</sup></b> | <b>25,889,700</b>    | <b>100%</b> | <b><del>31,908,400</del> <u>32,024,100</u></b> | <b>100%</b> |

Note: 1 Excludes commercial and interregional trips.

Figures may not sum because of independent rounding.

Source: Metropolitan Transportation Commission Travel Demand Forecasts 2016 and 2018

**Table 5 Revised Table 2.1-16 Per-Trip Commute Travel Time, by Mode (2015-2040)**

| Mode             | Year 2015<br>(Baseline) | Year 2040<br>(Plan Amendment)      | Change (2015 to 2040)            |                                  |
|------------------|-------------------------|------------------------------------|----------------------------------|----------------------------------|
|                  |                         |                                    | Numerical                        | Percent                          |
| Drive Alone      | 19.6                    | <del>19.9</del> <u>20.2</u>        | <del>0.3</del> <u>0.6</u>        | <del>+2%</del> <u>+3%</u>        |
| Carpool          | 21.8                    | <del>22.0</del> <u>22.2</u>        | <del>0.2</del> <u>0.4</u>        | <del>+1%</del> <u>+2%</u>        |
| Transit          | 38.9                    | <del>38.0</del> <u>38.3</u>        | <del>-0.9</del> <u>-0.6</u>      | -2%                              |
| Walk             | 21.5                    | <del>21.2</del> <u>21.1</u>        | <del>-0.3</del> <u>-0.4</u>      | <del>-1%</del> <u>-2%</u>        |
| Bike             | 13.4                    | 13.4                               | 0.0                              | 0%                               |
| <b>All Modes</b> | <b>22.3</b>             | <b><del>22.6</del> <u>22.9</u></b> | <b><del>0.3</del> <u>0.6</u></b> | <b><del>+1%</del> <u>+3%</u></b> |

Note: Travel times are shown in minutes.

Source: Metropolitan Transportation Commission Travel Demand Forecasts 2016 and 2018

Tables 2 through 4 revise information presented in the Final EIR regarding Year 2040 conditions under the Plan that were not tied to a particular analysis of Plan impacts but provided background information that informed the assessment of potential impacts. Table 5, Revised Final EIR Table 2.1-16, reflects changes to per-trip commute travel times by mode as a result of the Amendment to the Plan, which was analyzed under Impact 2.1-1. The Final EIR found that the Plan's shorter average distances between home and employment correlates with reduced walk and transit and commute travel times. This impact was considered less than significant. The Amendment results in a minor increase in per-trip commute travel times for drive alone and carpool modes; however, the increases were not significant (greater than 5 percent) relative to baseline conditions (2015). All other modes' travel times remained constant or improved relative to the Final EIR. The Amendment does not result in any changes to the significance conclusions regarding per-trip commute travel times relative to the Final EIR.

**Table 6 Revised Table 2.1-17 Per-Trip Non-Commute Travel Time, by Mode (2015-2040)**

| Mode        | Year 2015<br>(Baseline) | Year 2040<br>(Plan Amendment) | Change (2015 to 2040) |         |
|-------------|-------------------------|-------------------------------|-----------------------|---------|
|             |                         |                               | Numerical             | Percent |
| Drive Alone | 11.5                    | <del>11.9</del> 12.0          | 0.4 0.5               | +3% +4% |
| Carpool     | 11.1                    | <del>11.4</del> 11.6          | 0.3 0.5               | +3% +5% |
| Transit     | 33.9                    | <del>33.2</del> 33.3          | -0.7 -0.6             | -2%     |
| Walk        | 17.9                    | <del>17.9</del> 17.8          | 0.0 -0.1              | 0% -1%  |
| Bike        | 10.8                    | <del>11.0</del> 10.9          | 0.2 0.1               | +2% +1% |
| All Modes   | 12.9                    | <del>13.3</del> 13.4          | 0.4 0.5               | +3% +4% |

Note: Travel times are shown in minutes.

Source: Metropolitan Transportation Commission Travel Demand Forecasts 2016 and 2018

Table 6, Revised Final EIR Table 2.1-17, reflects changes to per-trip non-commute travel times by mode as a result of the Amendment to the Plan, which was analyzed under Impact 2.1-2. The Final EIR found that this impact was considered less than significant. The Amendment results in a minor increase in per-trip non-commute travel times for drive alone and carpool modes; however, the increases were not significant (greater than 5 percent) relative to baseline conditions (2015). All other modes' travel times remained constant or improved relative to the Final EIR. The Amendment does not result in any changes to the significance conclusions regarding per-trip non-commute travel times relative to the Final EIR.

**Table 7 Revised Table 2.1-20 Daily Vehicle Miles of Travel Per-Capita (2015-2040)**

| Vehicle Miles Traveled  | County         | Year 2015<br>(Baseline) | Year 2040<br>(Plan Amendment)         | Change (2015 to 2040)               |           |
|---|----------------|-------------------------|---------------------------------------|-------------------------------------|-----------|
|   |                |                         |                                       | Numerical                           | Percent   |
| Daily <sup>1</sup> Vehicle Miles of Travel (VMT) <sup>2</sup>                   | Alameda        | 38,343,700              | <del>46,929,000</del><br>47,619,700   | <del>8,585,300</del><br>9,276,000   | +22% +24% |
|   | Contra Costa   | 22,212,100              | <del>26,891,700</del><br>27,407,100   | <del>4,679,600</del><br>5,195,000   | +21% +23% |
|   | Santa Clara    | 40,657,200              | <del>50,069,800</del><br>50,640,100   | <del>9,412,600</del><br>9,982,900   | +23% +24% |
|   | Regional Total | 158,029,000             | <del>190,958,400</del><br>193,370,400 | <del>32,929,400</del><br>35,506,400 | +21% +22% |
| Daily <sup>1</sup> Vehicle Miles of Travel <sup>2</sup> per Capita <sup>3</sup> | Alameda        | 23.5                    | <del>22.5</del> 22.7                  | -1.0 -0.8                           | -4% -3%   |
|   | Contra Costa   | 20.7                    | <del>19.7</del> 19.9                  | -0.9 -0.7                           | -4%       |
|   | Santa Clara    | 21.4                    | <del>19.9</del> 20.1                  | -1.5 -1.3                           | -7% -6%   |
|   | Regional Total | 20.9                    | <del>20.0</del> 20.2                  | -0.9 -0.7                           | -4% -3%   |

Notes: Figures may not sum because of independent rounding.

<sup>1</sup> Daily metrics are measured for a typical weekday.<sup>2</sup> Only reflects interzonal trips (assigned directly to the highway network); includes intraregional, interregional, and commercial vehicle trips, and trips to and from the airport and future high-speed rail stations.<sup>3</sup> Total daily VMT is calculated using *Travel Model One*; therefore, to calculate per-capita VMT, it is essential to use simulated population levels to ensure consistency. Simulated population may be slightly different than overall population forecasts for Plan Bay Area EIR alternatives because of slight variability in modeling tools. Further clarification on this issue can be found in the Plan Bay Area EIR technical appendices.

Source: Metropolitan Transportation Commission Travel Demand Forecasts 2016 and 2018

Table 7 reflects changes in daily vehicle miles of travel (VMT) per-capita by County as a result of the Amendment. Impact 2.1-4 in the Final EIR found that regional per-capita VMT would decrease as a result of the Plan and there would not be a significant increase (greater than 5 percent) in per-capita VMT at the

county level, and therefore the impact would be less than significant (LS). The Amendment results in minor increases in regional daily VMT and daily VMT in Alameda, Contra Costa, and Santa Clara counties relative to the Final EIR. However, the Amendment results in reductions to regional per-capita VMT and reductions to per-capita VMT in Alameda, Contra Costa, and Santa Clara counties relative to baseline conditions (2015). The Amendment does not result in any changes to the significance conclusions regarding per-capita VMT relative to the Final EIR.

| <b>Table 8      Revised Table 2.1-21      Utilization of Public Transit Systems, By Mode (2015-2040)</b>  |   |   |
|---|---|---|
| <b>Mode</b>   | <b>Year 2015 (Baseline)<sup>1</sup></b> | <b>Year 2040 (Plan Amendment)<sup>1</sup></b> |
| <b>AM Peak Period (6 AM to 10 AM)</b>   |   |   |
| Local bus   | 36%                                     | 42%   |
| Light rail <sup>2</sup>   | 57%                                     | <del>55%</del> <u>54%</u>                     |
| Ferry   | 36%                                     | <del>49%</del> <u>45%</u>                     |
| Express bus   | 51%                                     | <del>37%</del> <u>58%</u>                     |
| Heavy rail <sup>3</sup>   | 60%                                     | <del>49%</del> <u>48%</u>                     |
| Commuter rail <sup>4</sup>  | 7%                                      | <del>14%</del> <u>16%</u>                     |
| <b>All modes</b>  | <b>41%</b>                              | <b>40% <u>41%</u></b>                         |
| <b>PM Peak Period (3 PM to 7 PM)</b>  |   |   |
| Local bus   | 34%                                     | 42%   |
| Light rail <sup>2</sup>   | 56%                                     | 55%   |
| Ferry   | 24%                                     | <del>30%</del> <u>27%</u>                     |
| Express bus   | 49%                                     | <del>39%</del> <u>59%</u>                     |
| Heavy rail <sup>3</sup>   | 46%                                     | <del>40%</del> <u>39%</u>                     |
| Commuter rail <sup>4</sup>  | 6%                                      | <del>12%</del> <u>13%</u>                     |
| <b>All modes</b>  | <b>35%</b>                              | <b>36%</b>                                    |
| <b>Daily</b>  |   |   |
| Local bus   | 26%                                     | 33%   |
| Light rail <sup>2</sup>   | 44%                                     | <del>41%</del> <u>39%</u>                     |
| Ferry   | 17%                                     | <del>24%</del> <u>22%</u>                     |
| Express bus   | 41%                                     | <del>31%</del> <u>47%</u>                     |
| Heavy rail <sup>3</sup>   | 37%                                     | <del>33%</del> <u>32%</u>                     |
| Commuter rail <sup>4</sup>  | 5%                                      | <del>12%</del> <u>13%</u>                     |
| <b>All modes</b>  | <b>29%</b>                              | <b>30%</b>                                    |
| <b>Notes:</b><br><sup>1</sup> Percent utilization measures the passenger seat-miles required by forecasted transit patrons as a percentage of total passenger seat-miles provided by transit operators (i.e. the percentage of seats on transit vehicles filled with passengers). Utilization levels greater than 80 percent reflect conditions where passengers either would have difficulty finding a seat or would have to stand during all or part of their ride.<br><sup>2</sup> Reflects utilization of Muni Metro and VTA light rail systems.<br><sup>3</sup> Reflects utilization of BART heavy rail system.<br><sup>4</sup> Reflects utilization of Caltrain, SMART, Capitol Corridor, and ACE commuter rail systems.<br>Source: Metropolitan Transportation Commission Travel Demand Forecasts 2015 |   |   |

Table 8 reflects changes in transit utilization levels for all public transit modes as a result of the Amendment. Impact 2.1-5 in the Final EIR found that transit utilization levels for all public transit modes, during both peak

periods and for the day as a whole, would remain below 80 percent. Therefore, the impact would be less than significant (LS). The Amendment results in minor changes in transit utilization across modes. The Amendment results in higher utilization of express busses and a minor increase in overall transit utilization in the morning peak relative to the Final EIR. The Amendment does not result in any changes to the significance conclusions regarding transit utilization relative to the Final EIR.

As discussed in Table 1, and shown above in Tables 2 through 8, the Amendment results in minor differences relative to the Final EIR; however, the Amendment does not result in any changes to the significance conclusions relative to the impacts analyzed in the Final EIR. There would be no new significant impacts related to transportation from the Amendment to the Plan, nor would the severity of any previously identified significant impacts increase. Furthermore, the revised data shown above is very similar to the findings of the Final EIR. The Amendment would also incorporate the same mitigation measures identified in the Final EIR, as applicable. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to transportation impacts.

## 4.2 AIR QUALITY

Several tables included in the Air Quality section (Section 2.2) of the Final EIR have been revised to reflect changes as a result of the Amendment to the Plan as well as to include Final EIR data, where applicable. The revised tables are presented below.

**Table 9 Revised Table 2.2-6 Bay Area Travel Activity Data**

|                  | Year 2015<br>(Baseline) | Year 2040<br>(Plan Amendment)             | Change (2015 to 2040)                   |                           |
|------------------|-------------------------|---|---|---------------------------|
|                  |                         |   | Numerical                               | Percent                   |
| Vehicles in Use  | 4,651,300               | <del>6,226,900</del> <u>6,287,300</u>     | <del>1,575,600</del> <u>1,636,000</u>   | <del>34%</del> <u>35%</u> |
| Daily VMT        | 161,151,800             | <del>195,507,300</del> <u>197,367,400</u> | <del>34,355,500</del> <u>36,215,600</u> | <del>21%</del> <u>22%</u> |
| Engine Starts    | 29,080,900              | <del>38,355,500</del> <u>38,862,400</u>   | <del>9,408,600</del> <u>9,781,500</u>   | <del>32%</del> <u>34%</u> |
| Total Population | 7,570,500               | 9,560,800                                 | 2,056,200                               | 27%                       |
| Total Employment | 4,010,100               | 4,698,400                                 | 688,200                                 | 17%                       |

Notes: VMT = vehicle miles traveled

Source: Metropolitan Transportation Commission 2017 and 2018

**Table 10 Revised Table 2.2-12 Net Mobile- and Area-Source Emissions Forecasted under the Plan<sup>1</sup>**

| Source                  | ROG        | NO <sub>x</sub> <sup>2</sup> | CO                          | PM <sub>10</sub> | PM <sub>2.5</sub> |
|-------------------------|------------|------------------------------|-----------------------------|------------------|-------------------|
| Mobile                  | -37        | -76                          | <del>-302</del> <u>-301</u> | 5                | <1                |
| Area                    | 16         | 5                            | 68                          | 7                | 7                 |
| <b>Total</b>            | <b>-21</b> | <b>-71</b>                   | <b>-233</b>                 | <b>13</b>        | <b>7</b>          |
| Increase from Existing? | No         | No                           | No                          | Yes              | Yes               |

Source: Data provided by Ascent Environmental, Inc. in 2017 based on modeling using CalEEMod 2016.3.1 and land use estimates from Metropolitan Transportation Commission.

<sup>1</sup> "New land uses" are the net change in land uses between 2015 and 2040 anticipated under the proposed Plan.

<sup>2</sup> Summertime emissions.

Table 9 presents background information on travel data that informs the EIR analysis but is not tied to a specific air quality impact analysis. Table 10 reflects the net mobile and area source emissions forecasted as a result of the Amendment to the Plan used to analyze Impact 2.2-3 in the Final EIR, which found that there would be a net increase in PM emissions. Therefore, the Final EIR concluded the Plan could cause a net increase of emissions of criteria pollutants from mobile and area-sources. The Amendment results in a minor increase in net mobile emissions of CO relative to the Final EIR. However, the Amendment does not result in any changes to the significance conclusions relative to the Final EIR.

As discussed in Table 1, and shown above in Tables 9 through 10, the Amendment results in minor differences relative to the Final EIR; however, the Amendment does not result in any changes to the significance conclusions relative to the impacts analyzed in the Final EIR. There would be no new significant impacts related to transportation from the Amendment to the Plan, nor would the severity of any previously identified significant impacts increase. Furthermore, the revised data shown above is very similar to the findings of the Final EIR. The Amendment would also incorporate the same mitigation measures identified in the Final EIR, as applicable. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to air quality impacts.

## 4.3 CLIMATE CHANGE AND GREENHOUSE GASES

Several tables included in the Climate Change and Greenhouse Gases section (Section 2.5) of the Final EIR have been revised to reflect changes as a result of the Amendment to the Plan as well as to include Final EIR data, where applicable. The revised tables are presented below.

**Table 11 Revised Table 2.5-7 SB 375 Target Analysis of Passenger Vehicle and Light Duty Truck CO<sub>2</sub> Emissions<sup>1</sup>**

| Year | Population | VMT                                   | Emissions with Climate Initiatives Program Reductions (tons CO <sub>2</sub> /day) <sup>1</sup> | Emissions per Capita (lb CO <sub>2</sub> ) <sup>2</sup> | Percent Reduction in Per Capita CO <sub>2</sub> Emissions Relative to 2005 <sup>2</sup> |               |
|------|------------|---------------------------------------|--|---|---|---------------|
|      |            |                                       |  |   | With Climate Initiatives Program <sup>3</sup>   | SB 375 Target |
| 2005 | 6,979,000  | 149,164,000                           | 63,500   | 18.2  | 0.0%  | NA            |
| 2020 | 7,890,000  | 164,346,000                           | 64,900   | 16.4  | 9.1%  | -7%           |
| 2035 | 9,076,000  | <del>185,948,000</del><br>185,810,000 | <del>69,600</del><br>69,500  | 15.3  | -15.6%  | -15%          |
| 2040 | 9,561,000  | <del>191,503,000</del><br>193,124,000 | <del>72,200</del><br>73,100  | <del>15.1</del> 15.3                                    | <del>-17.0%</del> -16.0%  | NA            |

Note: "—" = not applicable, lb = pound, CO<sub>2</sub> = carbon dioxide, NA = not available, SB = Senate Bill, VMT = vehicle miles travelled

<sup>1</sup> Baseline emissions calculated using EMFAC2007, forecasted emissions calculated using EMFAC2014.

<sup>2</sup> Figures may not sum because of independent rounding.

<sup>3</sup> Percent reduction adjusted to EMFAC2007 equivalents based on ARB guidance.

Source: MTC 2017 and 2018

Table 11 reflects the SB 375 target analysis of passenger vehicle and light duty truck CO<sub>2</sub> emissions as a result of the Amendment to the Plan. Impact 2.5-1 in the Final EIR found that because implementation of the Plan would reduce per-capita passenger vehicle and light duty truck CO<sub>2</sub> emissions by over seven percent by 2020 and by over 15 percent by 2035 as compared to the 2005 baseline, per SB 375, the impact would be less than significant (LS). The Amendment results in minor increases in CO<sub>2</sub> emissions relative to the Final EIR and also an increase in the per-capita reduction in passenger vehicle and light duty truck CO<sub>2</sub> relative to the Final EIR. However, the Amendment does not result in any change to the significance conclusions in the Final EIR.

**Table 12 Revised Table 2.5-10 Existing and Forecasted Annual Transportation GHG Emissions by Vehicle Source (MTCO<sub>2</sub>e)<sup>1</sup>**

| Emissions Source                   | Year 2015<br>(Baseline) | Year 2040<br>(Plan Amendment)              | Change (2015 to 2040)                    |                      |
|------------------------------------|-------------------------|--|--|----------------------|
|                                    |                         |  | Numerical <sup>1</sup>                   | Percent <sup>2</sup> |
| Without Pavley Regulations         |                         |  |  |                      |
| Passenger Vehicles                 | 19,358,000              | <del>23,408,000</del><br><u>23,669,000</u> | <del>4,050,000</del><br><u>4,311,000</u> | <del>21%</del> 22%   |
| Trucks                             | 4,484,000               | <del>5,360,000</del><br><u>5,408,000</u>   | <del>876,000</del><br><u>924,000</u>     | <del>20%</del> 21%   |
| Buses                              | 599,000                 | <del>475,000</del><br><u>479,000</u>       | <del>-124,000</del><br><u>-120,000</u>   | <del>-21%</del> -20% |
| Other Vehicles                     | 122,000                 | <del>113,000</del><br><u>115,000</u>       | <del>-9,000</del><br><u>-7,000</u>       | <del>-7%</del> -6%   |
| MTC Climate Initiatives Program    | 0                       | -2,350,000                                 | -2,350,000                               | -                    |
| Total (without Pavley regulations) | 24,563,000              | <del>27,006,000</del><br><u>27,321,000</u> | <del>2,443,000</del><br><u>2,758,000</u> | <del>10%</del> 11%   |



**Table 12**      **Revised Table 2.5-10**      **Existing and Forecasted Annual Transportation GHG Emissions by Vehicle Source (MTCO<sub>2e</sub>)<sup>1</sup>**

| Emissions Source                                  | Year 2015<br>(Baseline) | Year 2040<br>(Plan Amendment)              | Change (2015 to 2040)                      |                             |
|---|-------------------------|--|--|-----------------------------|
|   |                         |  | Numerical <sup>1</sup>                     | Percent <sup>2</sup>        |
| With Pavley Regulations                           |                         |  |  |                             |
| Passenger Vehicles                                | 18,222,000              | <del>11,710,000</del><br><u>11,840,000</u> | <del>6,512,000</del><br><u>-6,382,000</u>  | <del>-36%</del> -35%        |
| Trucks  | 4,484,000               | <del>5,360,000</del><br><u>5,408,000</u>   | <del>876,000</del><br><u>924,000</u>       | <del>20%</del> <u>21%</u>   |
| Buses   | 599,000                 | <del>475,000</del><br><u>479,000</u>       | <del>-124,000</del><br><u>-120,000</u>     | <del>-21%</del> <u>-20%</u> |
| Other Vehicles                                    | 122,000                 | <del>113,000</del><br><u>115,000</u>       | <del>-9,000</del><br><u>-7,000</u>         | <del>-7%</del> <u>-6%</u>   |
| MTC Climate Initiatives Program                   | 0                       | -2,350,000                                 | -2,350,000                                 | -                           |
| Total (with Pavley regulations) <sup>1</sup>      | 23,427,000              | <del>15,308,000</del><br><u>15,492,000</u> | <del>-8,119,000</del><br><u>-7,935,000</u> | <del>-35%</del> <u>-34%</u> |
| Emission Reductions because of Pavley regulations | 1,136,000               | <del>11,698,000</del><br><u>11,829,000</u> | <del>10,562,000</del><br><u>10,693,000</u> | -                           |

Notes: MTCO<sub>2e</sub> = metric tons of carbon dioxide equivalent, MTC = Metropolitan Transportation Commission, “-” = not applicable

<sup>1</sup> Estimates calculated using EMFAC2014. MTC applied a ratio of 1.00:1.02 to all EMFAC2014 generated CO<sub>2</sub> estimates for conversion to CO<sub>2e</sub>. Emissions were annualized by multiplying by 300 to take account for the fact that there is less traffic on weekends.

<sup>2</sup> Figures may not sum because of independent rounding.

Source: MTC 2017 and 2018

**Table 13**      **Revised Table 2.5-11**      **Annual GHG Emissions from Forecasted Land Use and Transportation Sources (MTCO<sub>2e</sub>/year)<sup>1</sup>**

| Sources                         | Year 2015<br>(Baseline) | Year 2040<br>(Plan Amendment)                                      | Change (2015 to 2040)                                    |                             |
|---------------------------------|-------------------------|--|--|-----------------------------|
|                                 |                         |  | Numerical  | Percent                     |
| Land Use                        | 28,140,000 <sup>2</sup> | 29,604,400 <sup>3</sup>  | 1,464,400  | 5%                          |
| Transportation                  | 23,427,000 <sup>4</sup> | <del>15,308,000<sup>4</sup></del><br><u>15,492,000<sup>4</sup></u> | <del>-8,119,000</del><br><u>-7,935,000</u>               | <del>-35%</del> <u>-34%</u> |
| <b>Regional Emissions Total</b> | <b>51,567,000</b>       | <del><b>44,912,400</b></del><br><u><b>45,096,400</b></u>           | <del><b>-6,654,600</b></del><br><u><b>-6,470,600</b></u> | <b>-13%</b>                 |

Note: MTCO<sub>2e</sub> = metric tons of carbon dioxide equivalent

<sup>1</sup> Figures may not sum because of independent rounding.

<sup>2</sup> Based on emissions from electricity consumption, building energy usage (e.g., natural gas, propane), and waste management emissions from BAAQMD's 2015 Bay Area GHG Inventory (BAAQMD 2017:Table3-2).

<sup>3</sup> Calculated by adding net change to 2015 values. Calculations assume residential and non-residential land uses built between 2015 and 2040 would be built to 2016 building energy efficiency standards.

<sup>4</sup> Calculated by MTC using EMFAC2014, 2017 and 2018.

Source: BAAQMD 2017, MTC 2017, Data compiled by Ascent Environmental 2017

Tables 12 and 13 reflect existing and forecasted annual transportation GHG emissions by vehicle source as a result of the Amendment to the Plan. Impact 2.5-2 in the Final EIR found that implementation of the Plan would result in a net reduction in GHG emissions in 2050 when compared to existing conditions, and therefore the impact was less than significant (LS). The Amendment results in decreases to transportation emissions relative to baseline conditions (2015); however, the reductions are minor increases relative to the Final EIR. Nonetheless, the Amendment does not result in any changes to the significance conclusions in the Final EIR.

**Table 14**      **Revised Table 2.5-12    Calculation of GHG Reductions and Targets from Land use and Transportation Relative to 1990 and 2015 Levels**

| Year | Bay Area<br>Transportation and<br>Land Use<br>Emissions with<br>Targets<br>(MTCO <sub>2</sub> e/year) | Percent over 1990<br>Levels | Reductions<br>needed from 1990<br>(MTCO <sub>2</sub> e/year) | Reductions<br>needed from 2015<br>(MTCO <sub>2</sub> e/year) | Reductions from<br>Proposed Plan<br>(MTCO <sub>2</sub> e/year) | Additional<br>Reductions<br>Needed from 2015 |
|------|---|-----------------------------|--|--|--|--|
| 1990 | 50,555,900 <sup>1</sup>   | 0%                          | NA   | NA   | NA   | NA   |
| 2015 | 51,567,000 <sup>2</sup>   | 2%                          | NA   | NA   | NA   | NA   |
| 2030 | 30,333,500  | -40% <sup>3</sup>           | 20,222,400   | 21,333,500   | NA   | NA   |
| 2040 | 20,222,400  | -60% <sup>4</sup>           | 30,333,500   | 31,344,600   | <del>6,654,600</del><br>6,470,600                              | <del>24,690,000</del><br>24,874,000          |
| 2050 | 10,111,200  | -80% <sup>5</sup>           | 40,444,700   | 41,455,800   | <del>6,654,600</del><br>6,470,600                              | <del>34,801,200</del><br>34,985,200          |

<sup>1</sup> Calculated assuming a 2% increase between 1990 and 2015, based on statewide trends

<sup>2</sup> Based on land use emissions from BAAQMD's 2017 Clean Air Plan and transportation estimates from MTC.

<sup>3</sup> Reflects the SB32 Target

<sup>4</sup> Interpolated target between 2030 and 2050.

<sup>5</sup> Reflects B-30-15 Target.

Source: Compiled by Ascent Environmental in 2017 with data from BAAQMD 2017 and MTC 2017

Table 14, Revised EIR Table 2.5-12, reflects a calculation of GHG reductions and targets from land use and transportation relative to 1990 and 2015 levels used to analyze Impact 2.5-3 in the Final EIR. The Final EIR concluded there would be a significant impact because the Plan would need to achieve additional reductions in the emissions to meet statewide GHG reduction goals for 2040 and 2050. The Amendment would decrease the Plan's reductions of GHG emissions relative to the Final EIR so that more reductions are needed to achieve the statewide GHG goals, but by only a minor amount. Therefore, the impact remains significant and the Amendment does not result in any change to the significance conclusion in the Final EIR.

As discussed in Table 1, and shown above in Tables 11 through 14, the Amendment results in minor differences relative to the Final EIR; however, the Amendment does not result in any changes to the significance conclusions relative to the impacts analyzed in the Final EIR. There would be no new significant impacts related to transportation from the Amendment to the Plan, nor would the severity of any previously identified significant impacts increase. Furthermore, the revised data shown above is very similar to the findings of the Final EIR. The Amendment would also incorporate the same mitigation measures identified in the Final EIR, as applicable. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to climate change impacts.

## 5 CONCLUSION

The addition of the Amendment to the Plan would not result in any new significant environmental effects or substantial increases in the severity of the previously identified significant effects disclosed in the Final EIR completed for the Plan.

None of the conditions described in §15162 of the CEQA Guidelines requiring the preparation of a subsequent Final EIR have occurred. Therefore, this Addendum to the Final EIR is an appropriate level of environmental review for the Amendment to the Plan as identified in §15164 of the CEQA Guidelines.

**ASSOCIATION OF BAY AREA GOVERNMENTS  
EXECUTIVE BOARD**

**RESOLUTION NO. 12-2020**

**APPROVAL OF THE ADDENDUM TO THE FINAL EIR FOR  
AMENDED PLAN BAY AREA 2040 (SCH# 2016052041)**

**WHEREAS**, the Association of Bay Area Governments (ABAG), a joint exercise of powers entity created pursuant to California Government Code Sections 6500 et seq., is the Council of Governments and the regional land use planning agency for the San Francisco Bay Area; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to California Government Code Section 66500 et seq.; and

**WHEREAS**, Part 450 of Title 23 of the Code of Federal Regulations (CFR), requires MTC as the MPO to prepare and update a long-range Regional Transportation Plan (RTP) every four years; and

**WHEREAS**, California Government Code Section 65080 requires ABAG and MTC to prepare a sustainable communities strategy (SCS) for the San Francisco Bay Area; and

**WHEREAS**, the Plan Bay Area 2040 ("Plan") constitutes the RTP and SCS for the San Francisco Bay Area; and

**WHEREAS**, the Plan, contains an integrated set of strategies and fiscally-constrained investments to maintain, manage, and improve the transportation system in the San Francisco Bay Area through the year 2040 and calls for development of an integrated intermodal transportation system that facilitates the efficient, economic movement of people and goods; and

**WHEREAS**, ABAG and MTC served as joint lead agencies in preparing a Programmatic Environmental Impact Report (Program EIR) (SCH# 2016052041) with the assistance of MTC staff and consultants pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code § 21000 et seq.) and the State CEQA Guidelines (14 Cal. Code Regs. § 15000 et seq.) for the Plan; and

**WHEREAS**, the Program EIR provides full disclosure and programmatic analysis of the potentially significant environmental effects of the Plan; and

**WHEREAS**, ABAG and MTC jointly certified the Program EIR prepared for the Plan (Final EIR) on July 26, 2017 (ABAG Resolution No. 09-17 and MTC Resolution No. 4299); and

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 12-2020**

**WHEREAS**, ABAG and MTC jointly adopted the Final Plan on July 26, 2017 (ABAG Resolution No. 10-17 and MTC Resolution No. 4300); and

**WHEREAS**, ABAG and MTC certified under separate action an Addendum to the Final EIR (Addendum) on March 28, 2018 (ABAG Resolution No. 02-18 and MTC Resolution No. 4326 and); and

**WHEREAS**, ABAG and MTC adopted under separate action an Amendment to the Final Plan (Amended Plan) on March 28, 2018 (ABAG Resolution No. 03-18 and MTC Resolution No. 4327); and

**WHEREAS**, ABAG and MTC staff have prepared an Amendment to the Amended Plan, which is subject to the approval of the ABAG Executive Board and Commission under separate action (ABAG Resolution No. 13-2020 and MTC Resolution No. 4425); and

**WHEREAS**, ABAG and MTC staff have prepared an Addendum to the Final EIR (Addendum) in response to the Amendment to the Amended Plan, pursuant to provisions of the California Environmental Quality Act (CEQA) Guidelines § 15164.

**WHEREAS**, the Addendum rather than a subsequent EIR has been prepared because none of the conditions described in § 15162 (a) calling for preparation of a subsequent EIR have occurred and because some changes or additions are necessary; and

**WHEREAS**, the Addendum need not be circulated for public review but can be included in or attached to the Final Environmental Impact Report pursuant to provisions of CEQA Guidelines § 15164(c); and

**WHEREAS**, MTC prepared the Addendum, consisting of: (1) an introduction to the Addendum; (2) a description of the Amendment to the Amended Plan; (3) CEQA checklist and impact analysis; (4) technical revisions to the Final EIR; and (5) a conclusion of the findings; and

**WHEREAS**, pursuant to CEQA Guidelines § 15164(d), ABAG and MTC considered the Final Addendum together with the Final EIR prior to making a decision on the Amendment to the Amended Plan; and

**WHEREAS**, all other legal prerequisites to the approval of this Resolution have occurred; and

**WHEREAS**, ABAG and MTC have heard, been presented with, reviewed, and considered all of the information and data in the administrative record, including the Addendum, and all oral and written evidence presented to it during all meetings.

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 12-2020**

**NOW, THEREFORE, BE IT RESOLVED**, that the Executive Board of the Association of Bay Area Governments hereby certifies that the foregoing recitals are true and correct and incorporated by this reference; and be it further

**RESOLVED**, ABAG and MTC staff prepared the Addendum, consisting of: (1) an introduction to the Addendum; (2) a description of the Amendment to the Amended Plan; (3) CEQA checklist and impact analysis; (4) technical revisions to the Final EIR; and (5) a conclusion of the findings; and be it further

**RESOLVED**, that ABAG finds the Addendum satisfies all the requirements of CEQA and the State CEQA Guidelines; and be it further

**RESOLVED**, that ABAG, as a decision-making body, approves the Addendum (Attachment A) was presented to them and that they reviewed and considered the information in the Addendum prior to approving the Amendment to the Plan; and be it further

**RESOLVED**, that ABAG directs staff to immediately (within five working days): (a) file a Notice of Determination documenting these decisions (CEQA Guidelines § 15094); and (b) retain a copy of the approved Addendum as a public record.

The foregoing was adopted by the Executive Board this 21<sup>st</sup> day of May, 2020.

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Jesse Arreguin  
President

**Certification of Executive Board Approval**

I, the undersigned, the appointed and qualified Clerk of the Board of the Association of Bay Area Governments (Association), do hereby certify that the foregoing resolution was adopted by the Executive Board of the Association at a duly called and noticed meeting held on the 21<sup>st</sup> day of May, 2020.

---

Frederick Castro  
Clerk of the Board

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 12-2020**

**Attachment A**

**Addendum to the Final EIR**



## ADDENDUM TO FINAL ENVIRONMENTAL IMPACT REPORT



# Plan BayArea 2040

SCH# 2016052041

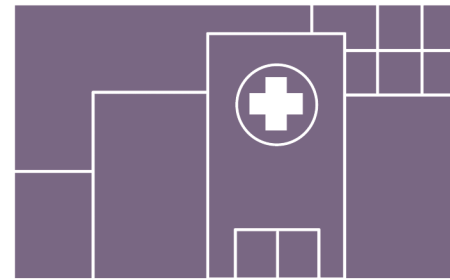


Metropolitan  
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MAY 2020





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Water Quality Control Board

**Final Addendum to the  
Final Environmental Impact Report  
For the  
Amended Plan Bay Area 2040  
Regional Transportation Plan (RTP) /  
Sustainable Communities Strategy (SCS)**

**State Clearinghouse Number SCH# 2016052041**

**PREPARED FOR:**

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**AND**

**Association of Bay Area Governments**  
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**PREPARED BY:**

**MTC/ABAG Staff**

**May 2020**

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# 1 INTRODUCTION

The Metropolitan Transportation Commission (“MTC”) and Association of Bay Area Governments (“ABAG”), acting as Lead Agencies under the California Environmental Quality Act (“CEQA”), prepared the Final Environmental Impact Report (“EIR”) (State Clearinghouse No. 2016052041) for Plan Bay Area 2040 (“the Plan”), which was certified by MTC (MTC Resolution No. 4299) and ABAG (ABAG Resolution No. 09-17) on July 26, 2017.

Since the certification of the Final EIR, MTC and ABAG adopted the first amendment to Plan Bay Area 2040 on March 28, 2018 to modify the project scope and cost of the U.S. Highway 101 Managed Lanes Project in San Mateo County (RTPID 17-06-0007), relying on an Addendum to the EIR (“2018 Addendum”). As referred to hereafter, the Final EIR includes the EIR certified on July 26, 2017, along with the 2018 Addendum.

Now, the Alameda County Transportation Commission (ACTC), in cooperation with the California Department of Transportation (“Caltrans”) District 4, proposes an amendment to add the cost and description of the Interstate 680 Express Lanes Gap Closure Project in Alameda County (“Amendment”) to the Plan. The Amendment will add an express lane in the southbound and northbound travel lanes of Interstate 680 between Alcosta Boulevard and State Route 84, closing the gap between existing and in-progress express lane projects directly to the north and south. ACTC and Caltrans plan a March 2020 release of their project-level Draft EIR/Environmental Assessment for the Interstate 680 Express Lanes Gap Closure project. The project was not included in the Plan’s financially constrained transportation investment strategy and consequently was not assessed in the Final EIR for the Plan.

Accordingly, this Addendum evaluates whether the Amendment could result in additional significant effects on the environment relative to the conclusions reached in the Final EIR for the Plan. This Addendum has been prepared to conform to the requirements of CEQA and CEQA Guidelines §15164.

## 1.1 PURPOSE OF AN ADDENDUM

CEQA Guidelines § 15164(a) provides that the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR or Negative Declaration (“ND”) if some changes or additions are necessary but none of the conditions described in CEQA Guidelines § 15162 calling for preparation of a subsequent EIR or ND have occurred (CEQA Guidelines, § 15164(a)).

An addendum need not be circulated for public review but can be included in or attached to the Final EIR or ND (CEQA Guidelines § 15164(c)). The decision-making body shall consider the addendum with the Final EIR prior to making a decision on the project (CEQA Guidelines § 15164(d)). An agency must also include a brief explanation of the decision not to prepare a subsequent EIR or ND pursuant to § 15162 (CEQA Guidelines § 15164(e)).

Once an EIR or ND has been certified for a project, no subsequent EIR or ND is required under CEQA unless, based on substantial evidence:<sup>1</sup>

1. substantial changes are proposed in the project which will require major revisions of the previous EIR or ND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or ND due to the involvement of new significant

<sup>1</sup> (CEQA Guidelines, § 15162, subd. (a); see also Pub. Resources Code, Section 21166).

environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the ND was adopted, shows any of the following:
  - a. the project will have one or more significant effects not discussed in the previous EIR or ND;
  - b. significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - c. mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
  - d. mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

As will be shown herein, the Amendment results in only minor changes to the Plan and Final EIR.

## 1.2 INTENDED USES OF THIS ADDENDUM

An addendum to an EIR is an informational document used in the planning and decision-making process. The intent of this Addendum to the Final EIR for the Plan is to provide MTC and ABAG with additional information regarding the potential environmental impacts of the Amendment to the Plan. As will be shown herein, the Amendment results in only minor changes to the Plan and Final EIR.

MTC and ABAG may approve the Amendment based on the analysis provided in this Addendum, which shows that the impacts of the Plan (as amended) remain within the impacts previously analyzed in the Final EIR (CEQA Guidelines § 15061(b)(3)). The Amendment does not require any revisions to the Final EIR. No new significant information or significant changes in circumstances surrounding the Plan (“the project”) have occurred since the certification of the Final EIR. The previous analysis included in the Final EIR therefore remains adequate under CEQA. However, MTC and ABAG remain obligated to comply with all applicable mitigation measures and conditions of approval contained within the Final EIR.

## 1.3 INCORPORATING BY REFERENCE

In compliance with CEQA Guidelines § 15150, this Addendum has incorporated by reference:

- ▲ The Draft and Final EIR for the Plan (SCH No. 2016052041) and all technical studies, analyses, and technical reports that were prepared as part of the Draft and Final EIR or for this Addendum.
- ▲ The 2018 Addendum to the EIR analyzing the U.S. Highway 101 Managed Lanes Project in San Mateo County (RTPID 17-06-0007).

Relevant information from documents incorporated by reference into this Addendum have been briefly summarized in the following section, and the relationship between the incorporated part of the referenced document and this Addendum has been described.

## 2 PROJECT DESCRIPTION

This section provides a description of the Plan evaluated in the Final EIR, and the Amendment to the Plan proposed by the Alameda County Transportation Commission (ACTC).

### 2.1 OVERVIEW OF PLAN BAY AREA 2040

The Plan (“Plan Bay Area 2040”) is the updated long-range Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) for the nine-county San Francisco Bay Area. The Plan is the Bay Area’s roadmap for forecasting transportation needs through the year 2040, preserving the character of our diverse communities, and adapting to the challenges of future population growth. The Plan discusses how the Bay Area will grow over the next two decades and identifies transportation and land use strategies to enable a more sustainable, equitable and economically vibrant future. Starting with the current state of the region, the Plan describes Plan Bay Area 2040 and its goals, a proposed growth pattern and supporting transportation investment strategy, and key actions needed to address ongoing and long-term regional challenges. The Plan also includes supplemental reports for additional details. These documents and the adopted Final Plan can be found at <http://2040.planbayarea.org/reports>.

As a program-level EIR, the Final EIR for the Plan addresses the entire nine-county, 101-city region, impacts of individual land use and transportation projects are not addressed in detail. Instead the focus of the analysis is on addressing the impacts of implementation of the Plan as a whole and includes mitigation measures to offset its potentially significant effects. The potential impacts of individual projects have been or will be evaluated in future environmental review, as relevant, by the appropriate implementing agency as required under CEQA and/or NEPA prior to each project being considered for approval, as applicable.

### 2.2 INTERSTATE 680 EXPRESS LANES GAP CLOSURE PROJECT (ALAMEDA COUNTY)

The proposed Interstate 680 Express Lanes Gap Closure Project in Alameda County will add an express lane, southbound and northbound, from Alcosta Boulevard to State Route 84, closing the gap between existing and in-progress express lane projects directly to the north and south. The accelerated project development allows for coordinated project delivery with a planned rehabilitation project on the same corridor.

The amendment’s total project cost is \$480 million. Funds for the amendment’s cost are derived from the Plan’s set aside for East and North Bay express lanes projects via the East and North Bay Express Lanes Reserve (RTPID 17-10-0056). Because the project funding is redirected from one adopted project to another within the Plan’s financially constrained transportation investment strategy, and no new funds are added to the Plan’s investment strategy as part of this amendment, the Plan remains financially constrained as required by federal and state planning laws.

The Amendment to the Plan adds the following:

1. Adds the description, cost, and schedule of the Interstate 680 Express Lanes Gap Closure Project in Alameda County (RTPID 17-01-0065):
  - a. **Basic Information** | What would this project/program do?  
 “Add an express lane to the southbound and northbound travel lanes of Interstate 680 between Alcosta Boulevard and State Route 84.”
  - b. **Cost and Funding** | How much does this project/program cost?

- \$252 millions (Southbound)
      - \$228 millions (Northbound)
    - c. **Schedule** | By when is the project/program anticipated to open?
      - 2024 (Southbound)
      - 2030 (Northbound)
  - 2. Changes the cost of the East and North Bay Express Lanes Reserve (RTPID 17-10-0056):
    - a. **Cost and Funding** | How much does this project/program cost?
      - \$2,164 ~~\$1,684~~ (millions)

No other changes are proposed in the Amendment.

## 3 CEQA CHECKLIST AND IMPACT ANALYSIS

### 3.1 SCOPE OF ANALYSIS

This Addendum evaluates whether the Amendment to the Plan could result in additional significant effects on the environment relative to the conclusions reached in the Final EIR for the Plan.

This Addendum relies on the significance criteria for each issue area and the corresponding analysis methodology described in the Final EIR to assess the potential impacts of the Amendment.

The following environmental categories were specifically examined to determine whether the Amendment would have an effect on the analysis in the Final EIR:

- |                                     |                                   |
|-------------------------------------|-----------------------------------|
| ▲ Transportation                    | ▲ Water Resources                 |
| ▲ Air Quality                       | ▲ Biological Resources            |
| ▲ Land Use and Physical Development | ▲ Visual Resources                |
| ▲ Energy                            | ▲ Cultural Resources              |
| ▲ Climate Change and GHGs           | ▲ Public Utilities and Facilities |
| ▲ Noise                             | ▲ Hazards                         |
| ▲ Geology and Seismicity            | ▲ Public Services and Recreation  |

### 3.2 ANALYSIS

Additional analysis has been conducted for the environmental categories listed above and the results are discussed below in Table 1. As evidenced herein, the Amendment results in no substantial changes to the Plan (“the project”) nor does the Amendment result in substantial changes with respect to the circumstances under which the Plan is undertaken. The Amendment does not require major revisions of the Final EIR, or preparation of a new, subsequent or supplemental EIR or ND, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. As evidenced herein, the Plan (as amended) would not result in any new impacts that were not previously disclosed, nor has the environmental baseline in the Bay Area changed since the Final EIR, such that new impacts would be created. This conclusion for each environmental topic is explained in the column labeled “Substantial Increase in the Severity of Previously Disclosed Significant Effects.” No new or revised mitigation measures are necessary as a result of the Amendment. All mitigation measures adopted in the Final EIR continue to remain in effect and are incorporated by reference in this Addendum.



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**Table 1 Summary of Impacts and Mitigation Measures**

| Environmental Impact in Final EIR   | Conclusion in the Final EIR | Substantial Increase in the Severity of the Previously Disclosed Significant Effects?   | Final EIR Mitigation Measures   | New or Revised Mitigation Measures | Conclusion with the Amendment |
|---|-----------------------------|---|---|------------------------------------|-------------------------------|
| <b>2.1 TRANSPORTATION</b>   |                             |   |   |                                    |                               |
| <b>Impact 2.1-1:</b> Implementation of the proposed Plan could result in a significant increase in per-trip travel time for commute travel by any mode over existing conditions. A significant increase in per-trip travel time is defined as greater than 5 percent.     | Less than Significant       | No. Implementation of the proposed amendment to the Plan would not result in a significant increase (greater than 5 percent) in per-trip travel time for commute travel by any mode over existing conditions (see <b>Table 5</b> ). No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.1-1. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.     | No mitigation is required.  | No                                 | Less than Significant         |
| <b>Impact 2.1-2:</b> Implementation of the proposed Plan could result in a significant increase in per-trip travel time for non-commute travel by any mode over existing conditions. A significant increase in per-trip travel time is defined as greater than 5 percent. | Less than Significant       | No. Implementation of the proposed amendment to the Plan would not result in a significant increase (greater than 5 percent) in per-trip travel time for non-commute travel by any mode over existing conditions (see <b>Table 6</b> ). No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.1-2. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required.  | No                                 | Less than Significant         |
| <b>Impact 2.1-3:</b> Implementation of the proposed Plan could result in a significant increase in per capita VMT on facilities experiencing level of service (LOS) F   | Significant and Unavoidable | No. As discussed under Impact 2.1-4, implementation of the proposed amendment to the Plan would not result in a significant increase (greater than 5 percent) in per capita   | Implementing agencies and/or project sponsors shall implement the following measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: | No                                 | Significant and Unavoidable   |

|   |  |   |   |    |  |
|---|--|---|---|----|--|
| compared to existing conditions during AM peak periods, PM peak periods, or during the day as a whole (LOS F defines a condition on roads where traffic volumes exceed capacity, resulting in stop-and-go conditions for extended periods of time). A significant increase in LOS F-impacted per capita VMT is defined as greater than 5 percent. | *Less than Significant with Mitigation | VMT compared to existing conditions (see <b>Table 7</b> ). Further, since adoption of the Plan, automobile delay as described by level of service measures of vehicle capacity or traffic congestion may no longer be considered a significant impact on the environment. Therefore, any change in per capita VMT on facilities experiencing level of service F compared to existing conditions as a result of the Amendment would not result in an increase in the severity of a significant impact. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.1-3. The Final EIR identified this as a significant impact that could be mitigated to less than significant, and the identified mitigation measures are listed herein for reference only. | <p><b>Mitigation Measure 2.1-3-3(a)</b> MTC, in its role as a funding agency, and implementing agencies shall support the advancement of corridor-level plans and implementation of projects located on severely congested (LOS F) facilities.</p> <p><b>Mitigation Measure 2.1-3-3(b)</b> Transportation demand management (TDM) strategies shall be incorporated into individual land use and transportation projects and plans, as part of the planning process. Local agencies shall incorporate strategies identified in the Federal Highway Administration's publication: Integrating Demand Management into the Transportation Planning Process: A Desk Reference (August 2012) into the planning process (FHWA 2012). For example, the following strategies may be included to encourage use of transit and non-motorized modes of transportation and reduce vehicle miles traveled on the region's roadways:</p> <ul style="list-style-type: none"> <li>  include TDM mitigation requirements for new developments;</li> <li>  incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks;</li> <li>  provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing;</li> <li>  implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools;</li> <li>  develop TDM-specific performance measures to evaluate project-specific and system-wide performance;</li> <li>  incorporate TDM performance measures in the decision-making process for identifying transportation investments;</li> <li>  implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and</li> <li>  set aside funding for TDM initiatives.</li> </ul> |    | *Less than Significant with Mitigation |
| <b>Impact 2.1-4:</b> Implementation of the proposed Plan could result in a significant increase in per capita VMT compared to existing conditions. A significant increase in per capita VMT is defined as greater than 5 percent.   | Less than Significant                  | No. Implementation of the proposed amendment to the Plan would not result in a significant increase (greater than 5 percent) in per capita VMT compared to existing conditions (see <b>Table 7</b> ). No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.1-4. The potential impacts of the proposed amendment to the Plan are covered within the   | No mitigation is required.  | No | Less than Significant                  |

|   |   |  |   |    |   |
|---|---|--|---|----|---|
|   |   | parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.  |   |    |   |
| <b>Impact 2.1-5:</b> Implementation of the proposed Plan could result in increased percent utilization of regional transit supply resulting in an exceedance of transit capacity during the AM peak period, PM peak period, or on a daily basis. An exceedance is defined as passenger seat-mile demand for any transit technology being greater than 80 percent of passenger seat-miles supplied by transit operators. | Less than Significant   | No. Implementation of the proposed amendment to the Plan would not result in increased percent utilization of regional transit supply resulting in an exceedance (greater than 80 percent) of transit capacity during the AM peak period, PM peak period, or on a daily basis (see Table 8). No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.1-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required.  | No | Less than Significant   |
| <b>Impact 2.1-6:</b> Implementation of the proposed Plan could cause a disruption to goods movement into or through the Bay Area region.  | Less than Significant   | No. Implementation of the proposed amendment to the Plan would not cause a disruption to goods movement into or through the Bay Area region. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.1-6. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.   | No mitigation is required.  | No | Less than Significant   |
| <b>Impact 2.1-7:</b> Implementation of the proposed Plan could cause a disruption to the ongoing operations of the applicable regional or local area transportation system because of construction activities.  | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not cause a disruption to the ongoing operations of the applicable regional or local area transportation system because of construction activities. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.1-7. The  | <b>Mitigation Measure 2.1-7:</b> Implementing agencies and/or project sponsors shall implement the following measure, where feasible and necessary based on project- and site-specific considerations that include:<br><br>Implementing agencies shall require implementation of best practice strategies regarding construction activities on the transportation system and apply recommended applicable mitigation measures as defined by state and federal agencies. Examples of mitigation measures include, but are not limited to, the following: | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

|  |  |   |   |  |  |
|--|--|---|---|--|--|
|  |  | potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | <ul style="list-style-type: none"> <li>  prepare a transportation construction plan for all phases of construction;</li> <li>  establish construction phasing/staging schedule and sequence that minimizes impacts of a work zone on traffic by using operationally-sensitive phasing and staging throughout the life of the project;</li> <li>  identify arrival/departure times for trucks and construction workers to avoid peak periods of adjacent street traffic and minimize traffic affects;</li> <li>  identify optimal delivery and haul routes to and from the site to minimize impacts to traffic, transit, pedestrians, and bicyclists;</li> <li>  identify appropriate detour routes for bicycles and pedestrians in areas affected by construction;</li> <li>  coordinate with local transit agencies and provide for relocation of bus stops and ensure adequate wayfinding and signage to notify transit users;</li> <li>  preserve emergency vehicle access;</li> <li>  implement public awareness strategies to educate and reach out to the public, businesses, and the community concerning the project and work zone (e.g., brochures and mailers, press releases/media alerts);</li> <li>  provide a point of contact for residents, employees, property owners, and visitors to obtain construction information, and provide comments and questions;</li> <li>  provide current and/or real-time information to road users regarding the project work zone (e.g., changeable message sign to notify road users of lane and road closures and work activities, temporary conventional signs to guide motorists through the work zone); and</li> <li>  encourage construction workers to use transit, carpool, and other sustainable transportation modes when commuting to and from the site.</li> </ul> |  |  |
|--|--|---|---|--|--|

**2.2 AIR QUALITY**

|  |                       |  |                            |    |                       |
|--|-----------------------|--|----------------------------|----|-----------------------|
| <b>Impact 2.2-1:</b> Implementation of the proposed Plan could conflict with or obstruct implementation of an applicable air quality plan, including: the primary goals, applicable control measures, or implementation of any control measures. | Less than Significant | No. Implementation of the proposed amendment to the Plan would not conflict with or obstruct implementation of an applicable air quality plan, including: the primary goals, applicable control measures, or implementation of any control measures. No substantial changes have been proposed, no new | No mitigation is required. | No | Less than Significant |
|--|-----------------------|--|----------------------------|----|-----------------------|

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|---|---|--|--|----|---|
|   |   | <p>circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.2-1. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.</p>   |  |    |   |
| <p><b>Impact 2.2-2:</b> Implementation of the proposed Plan could result in a substantial net increase in construction-related emissions.</p> | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> | <p>No. Implementation of the proposed amendment to the Plan would not result in a substantial net increase in construction-related emissions. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.2-2. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p> | <p><b>Mitigation Measure 2.2-2:</b> When screening levels are exceeded (see Table 2.2-8 or those most currently updated by BAAQMD), implementing agencies and/or project sponsors shall implement measures, where applicable, feasible, and necessary based on project- and site-specific considerations, that include, but are not limited to the following:</p> <p>Construction Best Practices for Exhaust</p> <ul style="list-style-type: none"> <li>  The applicant/general contractor for the project shall submit a list of all off-road equipment greater than 25 horsepower (hp) that would be operated for more than 20 hours over the entire duration of project construction, including equipment from subcontractors, to BAAQMD for review and certification. The list shall include all information necessary to ensure the equipment meets the following requirement:</li> <li>  1) Be zero emissions OR 2) have engines that meet or exceed either EPA or ARB Tier 2 off-road emission standards; and 3) have engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS), if one is available for the equipment being used. Equipment with engines that meet Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement; therefore, a VDECS would not be required.</li> <li>  Idling time of diesel powered construction equipment and trucks shall be limited to no more than two minutes. Clear signage of this idling restriction shall be provided for construction workers at all access points.</li> <li>  All construction equipment shall be maintained and properly tuned in accordance with the manufacturers' specifications.</li> <li>  Portable diesel generators shall be prohibited. Grid power electricity should be used to provide power at construction sites; or propane and natural gas generators may be used when grid power electricity is not feasible.</li> </ul> <p>Construction Best Practices for Dust</p> | No | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> |

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|  |  |  | <ul style="list-style-type: none"> <li>  All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. For projects over five acres in size, soil moisture should be maintained at a minimum of 12 percent. Moisture content can be verified by lab samples or a moisture probe.</li> <li>  All haul trucks transporting soil, sand, or other loose material off-site shall be covered.</li> <li>  All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. Dry power sweeping should only be performed in conjunction with thorough watering of the subject roads.</li> <li>  All vehicle speeds on unpaved roads and surfaces shall be limited to 15 mph.</li> <li>  All roadway, driveway, and sidewalk paving shall be completed as soon as possible. Building pads shall be paved as soon as possible after grading.</li> <li>  All construction sites shall provide a posted sign visible to the public with the telephone number and person to contact at the Lead Agency regarding dust complaints. The recommended response time for corrective action shall be within 48 hours. BAAQMD's Complaint Line (1-800-334-6367) shall also be included on posted signs to ensure compliance with applicable regulations.</li> <li>  All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.</li> <li>  Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.</li> <li>  Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.</li> <li>  The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.</li> <li>  All trucks and equipment, including their tires, shall be washed off before leaving the site.</li> <li>  Site accesses to a distance of 100 feet from the paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.</li> </ul> |  |  |
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|  |   |   | <p>Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.</p> <p>These BMPs are consistent with recommendations in BAAQMD's CEQA guidelines and Planning Healthy Places (BAAQMD 2010b, BAAQMD 2016). Applicable mitigation measures shall be required at the time grading permits are issued.</p>   |    |   |
| <p><b>Impact 2.2-3:</b> Implementation of the proposed Plan could result in a net increase of emissions of criteria pollutants from on-road mobile and land use sources compared to existing conditions, including emissions of ROG, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>, as the SFBAAB is in non-attainment for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> standards.</p> | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> | <p>No. Implementation of the proposed amendment to the Plan would not result in a net increase of emissions of criteria pollutants from on-road mobile and land use sources compared to existing conditions, including emissions of ROG, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>, as the SFBAAB is in non-attainment for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> standards (see <b>Table 10</b>). No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.2-3. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p> | <p><b>Mitigation Measure 2.2-3(a):</b> MTC and ABAG, in partnership with BAAQMD, and implementing agencies, shall use existing air quality and transportation funds and seek additional funds to continue to implement BAAQMD and ARB programs (e.g., Carl Moyer) aimed at retrofits and replacements of trucks and locomotives.</p> <p><b>Mitigation Measure 2.2-3(b):</b> MTC and ABAG, in partnership with BAAQMD and the Port of Oakland, and other agency partners, shall work together to secure incentive funding to reduce mobile PM emissions from mobile exhaust and entrained PM sources such as tire wear, break wear, and roadway dust.</p> <p><b>Mitigation Measure 2.2-3(c):</b> MTC and ABAG, in partnership with local air districts, and implementing agencies shall implement Mitigation Measures 2.1-3 (a) and 2.1-3 (b).</p> <p><b>Mitigation Measure 2.2-3(d):</b> When screening levels are exceeded (see Table 2.2-8 or those most currently updated by BAAQMD), implementing agencies and/or project sponsors shall implement measures, where applicable, feasible, and necessary based on project- and site-specific considerations, that include, but are not limited to the following or are updated by BAAQMD or within CalEEMod.</p> | No | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> |
| <p><b>Impact 2.2-4:</b> Implementation of the proposed Plan could cause a cumulative net increase in emissions of toxic air contaminants, including diesel PM, 1,3-butadiene, and benzene, from on-road mobile sources compared to existing conditions.</p>  | <p>Less than Significant</p>  | <p>No. Implementation of the proposed amendment to the Plan would not cause a cumulative net increase in emissions of toxic air contaminants, including diesel PM, 1,3-butadiene, and benzene, from on-road mobile sources compared to existing conditions. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.2-4. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously</p>   | <p>No mitigation is required.</p>  | No | <p>Less than Significant</p>  |



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|   |   | disclosed impacts would not substantially increase.  |   |    |   |
| <p><b>Impact 2.2-5:</b> Implementation of the proposed Plan could result in a net increase in sensitive receptors located in Transit Priority Areas (TPA) where: (a) TACs or PM<sub>2.5</sub> concentrations result in cancer risk levels greater than 100 in a million or a concentration of PM<sub>2.5</sub> greater than 0.8 µg/m<sup>3</sup>; or (b) TACs or PM<sub>2.5</sub> concentrations result in noncompliance with an adopted Community Risk Reduction Plan.</p> | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> | <p>No. Implementation of the proposed amendment to the Plan would not result in a net increase in sensitive receptors located in Transit Priority Areas (TPA) where: (a) TACs or PM<sub>2.5</sub> concentrations result in cancer risk levels greater than 100 in a million or a concentration of PM<sub>2.5</sub> greater than 0.8 µg/m<sup>3</sup>; or (b) TACs or PM<sub>2.5</sub> concentrations result in noncompliance with an adopted Community Risk Reduction Plan. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.2-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p> | <p><b>Mitigation Measure 2.2-5(a):</b> When locating sensitive receptors in TAC risk areas, as identified in Figures 2.2-3 to 2.2-13, implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to the following:</p> <ul style="list-style-type: none"> <li>  Install, operate and maintain in good working order a central heating, ventilation and air conditioning (HVAC) system or other air intake system in the building, or in each individual unit, that meets or exceeds a minimum efficiency reporting value (MERV) of 13 (MERV-16 for projects located in the West Oakland Specific Plan area) or higher. The HVAC system shall include the following features: Installation of a high efficiency filter and/or carbon filter to filter particulates and other chemical matter from entering the building. Either high efficiency particulate air (HEPA) filters or American Society of Heating, Refrigeration, and Air-Conditioning Engineers (ASHRAE) certified 85% supply filters shall be used.</li> <li>  Maintain, repair and/or replace HVAC system on an ongoing and as needed basis or shall prepare an operation and maintenance manual for the HVAC system and the filter. The manual shall include the operating instructions and the maintenance and replacement schedule. This manual shall be included in the Covenants, Conditions and Restrictions (CC&amp;Rs) for residential projects and/or distributed to the building maintenance staff. In addition, the applicant shall prepare a separate homeowners manual. The manual shall contain the operating instructions and the maintenance and replacement schedule for the HVAC system and the filters.</li> <li>  Install passive electrostatic filtering systems with low air velocities (i.e., less than 1 mph).</li> <li>  Individual and common exterior open space and outdoor activity areas proposed as part of individual projects shall be located as far away as possible within the project site boundary, face away major freeways, and shall be shielded from the source (i.e., the roadway) of air pollution by buildings or otherwise buffered to further reduce air pollution for project occupants.</li> <li>  Locate air intakes and design windows to reduce PM exposure (e.g., windows nearest to the roadway do not open).</li> </ul> | No | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> |

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|  |                             |   | <ul style="list-style-type: none"> <li>  If sensitive receptors are located near a distribution center, residents shall not be located immediately adjacent to a loading dock or where trucks concentrate to deliver goods.</li> <li>  Sensitive receptors within buildings shall be located in areas upwind of major roadway traffic to reduce exposure to reduce cancer risk levels and exposure to PM<sub>2.5</sub>.</li> <li>  Planting trees and/or vegetation between sensitive receptors and pollution source. Trees that are best suited to trapping PM shall be planted, including one or more of the following species: Pine (<i>Pinus nigra</i> var. <i>maritima</i>), Cypress (<i>X Cupressocyparis leylandii</i>), Hybrid poplar (<i>Populus deltoids X trichocarpa</i>), California pepper tree (<i>Schinus molle</i>) and Redwoods (<i>Sequoia sempervirens</i>).</li> <li>  Loading docks shall be required to include electric hookups for visiting trucks.</li> <li>  Idling of heavy duty diesel trucks at these locations shall be prohibited or limited to no more than 2 minutes.</li> <li>  If within the project site, existing and new diesel generators shall meet ARB's Tier 4 emission standards.</li> <li>  Emissions from diesel trucks shall be reduced through establishing truck routes to avoid residential neighborhoods or other land uses serving sensitive populations, such as hospitals, schools, and child care centers. A truck route program, along with truck calming, parking and delivery restrictions, shall be implemented to direct traffic activity at non-permitted sources and large construction projects.</li> </ul> <p>These BMPs are consistent with recommendations in BAAQMD's CEQA guidelines and Planning Healthy Places (BAAQMD 2011, BAAQMD 2016).</p> |    |                             |
| <b>Impact 2.2-6:</b> Implementation of the proposed Plan could result in changes in TAC and or PM <sub>2.5</sub> exposure levels that disproportionately impact minority and low-income populations. | Significant and Unavoidable | No. Implementation of the proposed amendment to the Plan would not result in changes in TAC and or PM <sub>2.5</sub> exposure levels that disproportionately impact minority and low-income populations (see <b>Table 10</b> ). No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.2-6. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the | <p><b>Mitigation Measure 2.2-6(a):</b> MTC/ABAG shall partner with BAAQMD and local lead agencies to develop a program to install air filtration devices in existing residential buildings, and other buildings with sensitive receptors, located near freeways or sources of TACs and PM<sub>2.5</sub>.</p> <p><b>Mitigation Measure 2.2-6(b):</b> MTC/ABAG shall partner with BAAQMD to develop a program to provide incentives to replace older locomotives and trucks in the region to reduce TACs and PM<sub>2.5</sub>.</p> <p><b>Mitigation Measure 2.2-6(c):</b> MTC and ABAG, in partnership with local air districts, and implementing agencies shall implement Mitigation Measures 2.1-3 (a) and 2.1-3 (b).</p> <p><b>Mitigation Measure 2.2-6 (d):</b> Implement measure 2.2-5(a).</p>  | No | Significant and Unavoidable |

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|   |                       | mitigation measures identified in the Final EIR as applicable.  |                            |    |                       |
| <b>Impact 2.2-7:</b> Implementation of the proposed Plan could result in a substantial emission of objectionable odors. | Less than Significant | No. Implementation of the proposed amendment to the Plan would not result in a substantial emission of objectionable odors. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.2-7. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required. | No | Less than Significant |

### 2.3 LAND USE AND PHYSICAL DEVELOPMENT

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| <b>Impact 2.3-1:</b> Implementation of the proposed Plan could increase the risk of displacement for a substantial number of existing residents, necessitating the construction and preservation of additional affordable housing elsewhere within the region. | Potentially Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not increase the risk of displacement for a substantial number of existing residents, necessitating the construction and preservation of additional affordable housing elsewhere within the region. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.3-1. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | <b>Mitigation Measure 2.3-1:</b> Implementing agencies and/or project sponsors shall implement, where feasible and necessary, the mitigation measures described throughout this EIR to address the effects of displacement that could result in the construction of replacement housing, including Mitigation Measures 2.2-2 (air quality); 2.3-2, 2.3-4, and 2.3-5 (land use); 2.5-4 (sea level rise); 2.6-1, 2.6-5, and 2.6-6 (noise); 2.9-1 through 2.9-5 (biological resources); 2.10-1 and 2.10-3 through 2.10-5 (visual resources); 2.11-1 through 2.11-5 (cultural resources); and 2.13-4 (hazards). | No | Potentially Significant and Unavoidable<br>*Less than Significant with Mitigation |
| <b>Impact 2.3-2:</b> Implementation of the proposed Plan could physically divide an established community.   | Significant and Unavoidable<br>*Less than Significant with Mitigation             | No. Implementation of the proposed amendment to the Plan would not physically divide an established community. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.3-2. The potential impacts of the proposed amendment to the Plan are covered within the parameters of  | <b>Mitigation Measure 2.3-2:</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:<br><br><ul style="list-style-type: none"> <li>New transportation projects within urban areas shall be required to incorporate design features such as sidewalks, bike lanes, and bike/pedestrian bridges or tunnels that maintain or improve access and connections within existing communities and to public transit.</li> </ul>  | No | Significant and Unavoidable<br>*Less than Significant with Mitigation             |

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|   |   | the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.  | Through regional programs such as the One Bay Area Grants (OBAG), MTC/ABAG shall continue to support planning efforts for locally sponsored traffic calming and alternative transportation initiatives, such as paths, trails, overcrossings, bicycle plans, that foster improved neighborhoods and community connections.  |    |   |
| <b>Impact 2.3-3:</b> Implementation of the proposed Plan could conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to the general plans, specific plans, local coastal programs) adopted for the purpose of avoiding or mitigating an environmental effect. | Less than Significant   | No. Implementation of the proposed amendment to the Plan would not conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to the general plans, specific plans, local coastal programs) adopted for the purpose of avoiding or mitigating an environmental effect. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.3-3. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required.  | No | Less than Significant   |
| <b>Impact 2.3-4:</b> Implementation of the proposed Plan could directly or indirectly convert substantial amounts of important agricultural lands and open space (Prime Farmland, Unique Farmland, or Farmland of Statewide Importance) or lands under Williamson Act contract to non-agricultural use.   | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not directly or indirectly convert substantial amounts of important agricultural lands and open space (Prime Farmland, Unique Farmland, or Farmland of Statewide Importance) or lands under Williamson Act contract to non-agricultural use. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.3-4. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.  | <b>Mitigation Measure 2.3-4:</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project-and site-specific considerations that include but are not limited to those identified below. <ul style="list-style-type: none"> <li>require project relocation or corridor realignment, where feasible, to avoid agricultural land, especially Prime Farmland;</li> <li>maintain and expand agricultural land protections such as urban growth boundaries;</li> <li>compensatory mitigation may be achieved in advance of impacts through the purchase or creation of mitigation credits or the implementation of mitigation projects through Regional Advance Mitigation Planning (RAMP), as deemed appropriate by the permitting agencies;</li> <li>require acquisition of conservation easements on land at least equal in quality and size as mitigation for the loss of agricultural land; and/or</li> <li>institute new protection of farmland in the project area or elsewhere through the use of long-term restrictions on use, such as</li> </ul> | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

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|   |   |  | 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.) or 10-year Williamson Act contracts (Government Code Section 51200 et seq.).   |    |   |
| <b>Impact 2.3-5:</b> Implementation of the proposed Plan could directly or indirectly result in the loss of forest land, conversion of forest land to non-forest use, or conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not directly or indirectly result in the loss of forest land, conversion of forest land to non-forest use, or conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.3-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | <b>Mitigation Measure 2.3-5:</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project-and site-specific considerations including but not limited to those identified below. <ul style="list-style-type: none"> <li>require project relocation or corridor realignment, where feasible, to avoid forest land;</li> <li>maintain and expand forest land protections such as urban growth boundaries;</li> <li>compensatory mitigation may be achieved in advance of impacts through the purchase or creation of mitigation credits or the implementation of mitigation projects through Regional Advance Mitigation Planning (RAMP), as deemed appropriate by the permitting agencies; and/or</li> </ul> require acquisition of conservation easements on land at least equal in quality and size as mitigation for the loss of forest land. | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

**2.4 ENERGY**

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| <b>Impact 2.4-1:</b> Implementation of the proposed Plan could result in wasteful, inefficient, or unnecessary consumption of energy, during project construction or operation, as evidenced by a failure to decrease overall per capita energy consumption or decrease reliance on fossil fuels such as coal, natural gas, and oil. | Less than Significant | No. Implementation of the proposed amendment to the Plan would not result in wasteful, inefficient, or unnecessary consumption of energy, during project construction or operation, as evidenced by a failure to decrease overall per capita energy consumption or decrease reliance on fossil fuels such as coal, natural gas, and oil. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.4-1. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required. | No | Less than Significant |
| <b>Impact 2.4-2:</b> Implementation of the proposed Plan could fail to incorporate feasible renewable energy or energy   | Less than Significant | No. Implementation of the proposed amendment to the Plan would not fail to incorporate feasible renewable energy or energy   | No mitigation is required. | No | Less than Significant |

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| efficiency measures into building design, equipment uses, transportation, or other project features, or otherwise fail to increase reliance on renewable energy sources.   |                       | efficiency measures into building design, equipment uses, transportation, or other project features, or otherwise fail to increase reliance on renewable energy sources. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.4-2. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.  |                            |    |                       |
| <b>2.5 CLIMATE CHANGE AND GREENHOUSE GASES</b>   |                       |   |                            |    |                       |
| <b>Impact 2.5-1:</b> Implementation of the proposed Plan could fail to reduce per capita passenger vehicle and light duty truck CO <sub>2</sub> emissions by seven percent by 2020 and by 15 percent by 2035 as compared to the 2005 baseline, per SB 375. | Less than Significant | No. Implementation of the proposed amendment to the Plan would not fail to reduce per capita passenger vehicle and light duty truck CO <sub>2</sub> emissions by seven percent by 2020 and by 15 percent by 2035 as compared to the 2005 baseline, per SB 375 (see <b>Table 11</b> ). No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.5-1. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required. | No | Less than Significant |
| <b>Impact 2.5-2:</b> Implementation of the proposed Plan could result in a net increase in direct and indirect GHG emissions in 2040 when compared to existing conditions.   | Less than Significant | No. Implementation of the proposed amendment to the Plan would not result in a net increase in direct and indirect GHG emissions in 2040 when compared to existing conditions (see <b>Table 12/13</b> ). No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.5-2. The potential impacts of proposed amendment to the Plan are covered within the  | No mitigation is required. | No | Less than Significant |

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|   |                             | parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.   |   |    |                             |
| <b>Impact 2.5-3:</b> Implementation of the proposed Plan could substantially conflict with the goal of SB 32 to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030. | Significant and Unavoidable | No. Implementation of the proposed amendment to the Plan would not substantially conflict with the goal of SB 32 to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030 (see <b>Table 14</b> ). No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.5-3. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | <p><b>Mitigation Measure 2.5-3:</b> Consistent with the recommendations in the Draft 2017 Scoping Plan, implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <ul style="list-style-type: none"> <li>MTC and ABAG, in partnership with the BAAQMD, shall work with the counties and cities in the Bay Area to adopt qualified GHG reduction plans (e.g., CAPs). The CAPs can be regional or adopted by individual jurisdictions, so long as they meet the standards of a GHG reduction program as described in CEQA Guidelines Section 15183.5. At the regional level, the cumulative emissions reduction of individual CAPs within the region or a regional CAP should demonstrate an additional Bay Area-wide reduction of 24 MMTCO<sub>2</sub>e from land uses and on-road transportation compared with projected 2040 emissions levels already expected to be achieved by the Plan. (This is based on the 2015 Bay Area land use and on-road transportation emissions of 52 MMTCO<sub>2</sub>e, an interpolated statewide GHG reduction target of 60 percent below 1990 levels by 2040, and a two percent increase in statewide emissions between 1990 and 2015). The CAP(s) should also show a commitment to achieving a downward trajectory in emissions post-2040 to meet statewide goals of reducing GHG emissions by 80 percent below 1990 levels by 2050, per S-03-05.</li> </ul> <p>These reductions can be achieved through a combination of programs, including ZNE in new construction, retrofits of existing buildings, incentivizing and development of renewable energy sources that serve both new and existing land uses, and other measures so long as the overall 32 MMTCO<sub>2</sub>e reduction (by 2040) can be demonstrated. This target can be adjusted if statewide legislation or regulations would reduce GHG emissions, so long as a trajectory to achieve this target in the Bay Area is maintained.</p> <p>Implementation of CAPs in the region would help to reduce both GHG and area source emissions from the land use projects that would be constructed under the Plan, as well as reducing GHG emissions from existing uses. However, this may require installation of renewable energy facilities on houses and businesses, construction of community-serving facilities such as small-scale solar farms, or other actions. These additional facilities, if needed, could require in</p> | No | Significant and Unavoidable |

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|  |   |   | additional land conversion, resulting in similar environmental impacts associated with land use development described throughout this EIR.  |    |   |
| <b>Impact 2.5-4:</b> Implementation of the proposed Plan could substantially conflict with local plans or policies adopted to reduce emissions of GHGs.  | Less than Significant   | No. Implementation of the proposed amendment to the Plan would not substantially conflict with local plans or policies adopted to reduce emissions of GHGs. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.5-4. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.   | No mitigation is required.  | No | Less than Significant   |
| <b>Impact 2.5-5:</b> Implementation of the proposed Plan could result in a net increase in transportation projects within areas projected to be regularly inundated by sea level rise by midcentury. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not result in a net increase in transportation projects within areas projected to be regularly inundated by sea level rise by midcentury. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.5-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:<br><b>Mitigation Measure 2.5-4(a):</b> MTC and ABAG shall continue coordinating with BCDC, in partnership with the Bay Area Regional Collaborative and regional agencies and other partners, to conduct vulnerability and risk assessments for the region's transportation infrastructure. These assessments will build upon MTC and BCDC's Adapting to Rising Tides Program projects. Evaluation of regional and project-level vulnerability and risk assessments will assist in the identification of the appropriate adaptation strategies to protect transportation infrastructure and resources, as well as land use development projects, that are likely to be impacted. The Adaptation Strategies (see Appendix F of this Draft EIR) includes a list of potential adaptation strategies that can mitigate the impacts of sea level rise. In most cases, more than one adaptation strategy will be required to protect a given transportation project or land use development project, and the implementation of the adaptation strategy will require coordination with other agencies and stakeholders. As MTC and BCDC conduct vulnerability and risk assessments for the region's transportation infrastructure, the Adaptation Strategies should serve as a guide for selecting adaptation strategies and should be expanded as additional strategies are identified.<br><b>Mitigation Measure 2.5-4(b):</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |



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|  |   |   | not limited to, coordination with BCDC, Caltrans, local jurisdictions (cities and counties), Park Districts, and other transportation agencies to develop Transportation Asset Management Plans that consider the potential impacts of sea level rise over the life cycle of threatened assets.<br><br><b>Mitigation Measure 2.5-4(c):</b> Implementing agencies shall require project sponsors to incorporate the appropriate adaptation strategy or strategies to reduce the impacts of sea level rise, changes in precipitation and storm events on specific local transportation and land use development projects, where feasible, based on project- and site-specific considerations. Potential adaptation strategies are included in the Adaptation Strategies (see Appendix F of this Draft EIR). |    |   |
| <b>Impact 2.5-6:</b> Implementation of the proposed Plan could result in an increase in land use development within areas regularly inundated by sea level rise by midcentury. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not result in an increase in land use development within areas regularly inundated by sea level rise by midcentury. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.5-6. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | Implement <b>Mitigation Measures 2.5-4(a) and 2.5-4(b)</b> under Impact 2.5-4.  | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

**2.6 NOISE**

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| <b>Impact 2.6-1:</b> Implementation of the proposed Plan could result in exposure of persons to or generation of temporary construction noise levels and/or ground vibration levels in excess of standards established by local jurisdictions or other applicable regulatory agencies. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not result in exposure of persons to or generation of temporary construction noise levels and/or ground vibration levels in excess of standards established by local jurisdictions or other applicable regulatory agencies. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.6-1. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the | <b>Mitigation Measure 2.6-1(a):</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:<br><br>To reduce construction noise levels, implementing agencies and/or project sponsors shall:<br><br><ul style="list-style-type: none"> <li>comply with local construction-related noise standards, including restricting construction activities to permitted hours as defined under local jurisdiction regulations (e.g., Alameda County Code restricts construction noise to between 7:00 am and 7:00 pm on weekdays and between 8:00 am and 5:00 pm on weekend);</li> <li>properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g. mufflers, silencers, wraps);</li> </ul> | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |
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|  |  | mitigation measures identified in the Final EIR as applicable. | <ul style="list-style-type: none"> <li>  prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors;</li> <li>  locate stationary equipment such as generators, compressors, rock crushers, and cement mixers a minimum of 50 feet from sensitive receptors, but further if possible;</li> <li>  erect temporary construction-noise barriers around the construction site when adjacent occupied sensitive land uses are present within 75 feet;</li> <li>  use noise control blankets on building structures as buildings are erected to reduce noise emission from the site; and</li> <li>  use cushion blocks to dampen impact noise from pile driving.</li> </ul> <p>Mitigation Measure 2.6-1(b): To reduce construction vibration levels, implementing agencies and/or project sponsors shall comply with the following:</p> <ul style="list-style-type: none"> <li>  to minimize disturbance of receptors within 550 feet of pile-driving activities, implement "quiet" pile-driving technology (such as pre-drilling of piles and the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; and</li> <li>  to reduce structural damage, where pile driving is proposed within 50 feet of an older or historic building, engage a qualified geotechnical engineer and qualified historic preservation professional (for designated historic buildings only) and/or structural engineer to conduct a pre-construction assessment of existing subsurface conditions and the structural integrity of nearby (i.e., within 50 feet) historic structures that would be exposed to pile-driving activity. If recommended by the pre-construction assessment, for structures or facilities within 50 feet of pile-driving activities, the project sponsors shall require ground vibration monitoring of nearby historic structures. Such methods and technologies shall be based on the specific conditions at the construction site such as, but not limited to, the pre-construction surveying of potentially affected historic structures and underpinning of foundations of potentially affected structures, as necessary. The pre-construction assessment shall include a monitoring program to detect ground settlement or lateral movement of structures in the vicinity of pile-driving activities and identify corrective measures to be taken should monitored vibration levels indicate the potential for building damage. In the event of unacceptable ground movement with the potential to cause structural damage, all impact work shall cease and</li> </ul> |  |  |
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|  |   |  | corrective measures shall be implemented to minimize the risk to the subject, or adjacent, historic structure.  |    |   |
| <b>Impact 2.6-2:</b> Implementation of the proposed Plan could result in long-term permanent increases in traffic-noise levels that exceed applicable thresholds.      | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not result in long-term permanent increases in traffic-noise levels that exceed applicable thresholds. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.6-2. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | <p><b>Mitigation Measure 2.6-2:</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <p>For all new development that could be located within the 70 dBA CNEL noise contour of a roadway (within 270 feet of the roadway's centerline based on freeways with the greatest volumes in the region), a site-specific noise study shall be conducted by a qualified acoustical engineer or noise specialist, to evaluate noise exposure at new receptors and recommend appropriate measures to reduce noise exposure. To reduce exposure from traffic-noise, lead agencies and/or project sponsors shall consider mitigation measures including, but not limited to those identified below:</p> <ul style="list-style-type: none"> <li>  design adjustments to proposed roadway or transit alignments to reduce noise levels in noise sensitive areas (e.g., below-grade roadway alignments can effectively reduce noise levels in nearby areas);</li> <li>  use techniques such as landscaped berms, dense plantings, reduced-noise paving materials, and traffic calming measures in the design of their transportation improvements;</li> <li>  contribute to the insulation of buildings or construction of noise barriers around sensitive receptor properties adjacent to the transportation improvement;</li> <li>  use land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is noise compatible with adjacent transportation facilities and land uses;</li> <li>  construct roadways so that they are depressed below-grade of the existing sensitive land uses to create an effective barrier between new roadway lanes, roadways, rail lines, transit centers, park- n-ride lots, and other new noise generating facilities; and</li> <li>  maximize the distance between noise-sensitive land uses and new noise-generating facilities and transportation systems.</li> </ul> | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |
| <b>Impact 2.6-3:</b> Implementation of the proposed Plan could result in long-term permanent increases in rail transit noise levels that exceed applicable thresholds. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not result in long-term permanent increases in rail transit noise levels that exceed applicable thresholds. No substantial changes have been proposed, no new circumstances have occurred, and no   | <b>Mitigation Measure 2.6-3(a):</b> To reduce transit-related noise exposure to existing or proposed development within 50 feet of a rail transit line, implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:   | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

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|  |   | substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.6-3. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.  | <p>When finalizing development project site plans, noise-sensitive outdoor use areas shall be sited as far away from adjacent noise sources as possible and site plans shall be designed to shield noise-sensitive spaces with buildings or noise barriers whenever possible.</p> <p><b>Mitigation Measure 2.6-3(b):</b> When finalizing development project site plans or transportation project design, sufficient setback between occupied structures and the railroad tracks shall be provided to minimize noise exposure to the extent feasible.</p> <p><b>Mitigation Measure 2.6-3(c):</b> Prior to project approval, the implementing agency for a transportation project shall ensure that the transportation project sponsor applies the following mitigation measures (or other technologically feasible measures) to achieve a site-specific exterior noise level of 70 dBA CNEL (or other applicable local noise standard) and interior noise level of 45 dBA CNEL at sensitive land uses, as applicable for transit projects:</p> <ul style="list-style-type: none"> <li>  use of sound reduction barriers such as landscaped berms and dense plantings,</li> <li>  locate rail extension below grade as feasible,</li> <li>  use of damped wheels on railway cars,</li> <li>  use of vehicle skirts,</li> <li>  use under car acoustically absorptive material, and</li> <li>  install sound insulation treatments for impacted structures.</li> </ul> |    |   |
| <b>Impact 2.6-4:</b> Implementation of the proposed Plan could result in long-term permanent increase in transit-vibration levels that exceed applicable thresholds. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not result in long-term permanent increase in transit-vibration levels that exceed applicable thresholds. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.6-4. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | <p><b>Mitigation Measure 2.6-4(a):</b> To reduce vibration effects from rail operations, implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <p>When finalizing site plans for a development or transportation project, implementing agencies shall conduct a project-level noise and vibration assessments for new residential or other sensitive land uses to be located within 200 feet of an existing rail line. These studies shall be conducted by a qualified acoustical engineer or noise specialist to determine vibration levels at these projects and recommend feasible mitigation measures (e.g., insulated windows and walls, sound walls or barriers, distance setbacks, or other construction or design measures) that would reduce vibration-noise to an acceptable level.</p> <p><b>Mitigation Measure 2.6-4(b):</b> Prior to project approval, the implementing agencies shall ensure that project sponsors apply the following mitigation measures to achieve FTA recommended vibration levels of 72 VdB at residential land uses, or other applicable standard, for rail extension projects:</p>  | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

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|   |   |  | <ul style="list-style-type: none"> <li>  use of high resilience (soft) direct fixation fasteners for embedded track;</li> <li>  install ballast mat, or other approved technology for the purpose of reducing vibration, for ballast and tie track; and</li> <li>  conduct regular rail maintenance including rail grinding, wheel truing to re-contour wheels, providing smooth running surfaces.</li> </ul>  |    |   |
| <b>Impact 2.6-5:</b> Implementation of the proposed Plan could result in general increases in ambient noise and associated exposure of sensitive receptors to new or additional stationary noise sources in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not result in general increases in ambient noise and associated exposure of sensitive receptors to new or additional stationary noise sources in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.6-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | <b>Mitigation Measure 2.6-5:</b> To reduce exposure to new and existing sensitive receptors from non-transportation noise associated with projected development, implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> <li>  Local agencies approving land use projects shall require that routine testing and preventive maintenance of emergency electrical generators be conducted during the less sensitive daytime hours (per the applicable local municipal code). Electrical generators or other mechanical equipment shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications.</li> <li>  Local agencies approving land use projects shall require that external mechanical equipment, including HVAC units, associated with buildings incorporate features designed to reduce noise to below 70 dBA CNEL or the local applicable noise standard. These features may include, but are not limited to, locating equipment within equipment rooms or enclosures that incorporate noise reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors.</li> </ul> | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |
| <b>Impact 2.6-6:</b> Implementation of the proposed Plan could result in exposure of people residing or working in the planning area to excessive noise levels where an airport land use plan is adopted or, where such a plan has not been adopted, within two miles of a public airport, public use airport, or private airstrip. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not result in exposure of people residing or working in the planning area to excessive noise levels where an airport land use plan is adopted or, where such a plan has not been adopted, within two miles of a public airport, public use airport, or private airstrip. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.6-6. The   | <b>Mitigation Measure 2.6-6:</b> To reduce exposure from airport-related noise, implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> <li>  Local lead agencies for all new development proposed to be located within an existing airport influence zone, as defined by the locally adopted airport land use compatibility plan or local general plan, shall require a site-specific noise compatibility. The study shall consider and evaluate existing aircraft noise, based on specific aircraft activity data for the airport in question, and shall include recommendations for site design and building construction to ensure compliance with interior</li> </ul>  | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

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|   |                       | potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.  | noise levels of 45 dBA CNEL, such that the potential for sleep disturbance is minimized. |    |                       |
| <b>2.7 GEOLOGY AND SEISMICITY</b>   |                       |  |  |    |                       |
| <b>Impact 2.7-1:</b> Implementation of the proposed Plan could increase the exposure of people or structures to the risk of property loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area, or based on other substantial evidence of a known fault. | Less than Significant | No. Implementation of the proposed amendment to the Plan would not increase the exposure of people or structures to the risk of property loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.7-1. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required.   | No | Less than Significant |
| <b>Impact 2.7-2:</b> Implementation of the proposed Plan could increase exposure of people or structures to the risk of property loss, injury, or death involving strong seismic ground shaking.  | Less than Significant | No. Implementation of the proposed amendment to the Plan would not increase exposure of people or structures to the risk of property loss, injury, or death involving strong seismic ground shaking. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.7-2. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.   | No mitigation is required.   | No | Less than Significant |
| <b>Impact 2.7-3:</b> Implementation of the proposed Plan could increase exposure of people or structures to the risk of property loss, injury, or death involving seismic-  | Less than Significant | No. Implementation of the proposed amendment to the Plan would not increase exposure of people or structures to the risk of property loss, injury, or death involving seismic-   | No mitigation is required.   | No | Less than Significant |

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| related ground failure, including liquefaction.   |                       | related ground failure, including liquefaction. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.7-3. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.   |                            |    |                       |
| <b>Impact 2.7-4:</b> Implementation of the proposed Plan could increase exposure of people or structures to the risk of property loss, injury, or death involving landslides. | Less than Significant | No. Implementation of the proposed amendment to the Plan would not increase exposure of people or structures to the risk of property loss, injury, or death involving landslides. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.7-4. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required. | No | Less than Significant |
| <b>Impact 2.7-5:</b> Implementation of the proposed Plan could result in substantial soil erosion or topsoil loss.  | Less than Significant | No. Implementation of the proposed amendment to the Plan would not result in substantial soil erosion or topsoil loss. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.7-5. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.  | No mitigation is required. | No | Less than Significant |
| <b>Impact 2.7-6:</b> Implementation of the proposed Plan could result in locating development on a geologic unit or soil that is unstable, contains expansive                 | Less than Significant | No. Implementation of the proposed amendment to the Plan would not result in locating development on a geologic unit or soil that is unstable, contains expansive properties,   | No mitigation is required. | No | Less than Significant |

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| properties, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.   |                       | or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.7-6. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.   |                            |    |                       |
| <b>Impact 2.7-7:</b> Implementation of the proposed Plan could result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State or a locally-important mineral resources recovery site delineated on a local land use plan. | Less than Significant | No. Implementation of the proposed amendment to the Plan would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State or a locally-important mineral resources recovery site delineated on a local land use plan. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.7-7. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required. | No | Less than Significant |

## 2.8 WATER RESOURCES

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| <b>Impact 2.8-1:</b> Implementation of the proposed Plan could result in violation of water quality standards or waste or stormwater discharge requirements. | Less than Significant | No. Implementation of the proposed amendment to the Plan would not result in violation of water quality standards or waste or stormwater discharge requirements. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.8-1. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously | No mitigation is required. | No | Less than Significant |
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|   |                       | disclosed impacts would not substantially increase.  |                            |    |                       |
| <b>Impact 2.8-2:</b> Implementation of the proposed Plan could substantially interfere with or reduce rates of groundwater recharge because of the increased amount of impervious surfaces, such that there could be a net deficit in aquifer volume or a lowering of the groundwater table.                        | Less than Significant | No. Implementation of the proposed amendment to the Plan would not substantially interfere with or reduce rates of groundwater recharge because of the increased amount of impervious surfaces, such that there could be a net deficit in aquifer volume or a lowering of the groundwater table. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.8-2. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required. | No | Less than Significant |
| <b>Impact 2.8-3:</b> Implementation of the proposed Plan could increase erosion by altering the existing drainage patterns of a site, contributing to sediment loads of streams and drainage facilities, and thereby affecting water quality.   | Less than Significant | No. Implementation of the proposed amendment to the Plan would not increase erosion by altering the existing drainage patterns of a site, contributing to sediment loads of streams and drainage facilities, and thereby affecting water quality. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.8-3. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.  | No mitigation is required. | No | Less than Significant |
| <b>Impact 2.8-4:</b> Implementation of the proposed Plan could increase non-point pollution of stormwater runoff because of litter, fallout from airborne particulate emissions, or discharges of vehicle residues, including petroleum hydrocarbons and metals, that would impact the quality of receiving waters. | Less than Significant | No. Implementation of the proposed amendment to the Plan would not increase non-point pollution of stormwater runoff because of litter, fallout from airborne particulate emissions, or discharges of vehicle residues, including petroleum hydrocarbons and metals, that would impact the quality of receiving waters. No substantial changes have been proposed, no new circumstances have occurred, and no  | No mitigation is required. | No | Less than Significant |

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|   |                       | substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.8-4. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.   |                            |    |                       |
| <b>Impact 2.8-5:</b> Implementation of the proposed Plan could increase non-point-source pollution of stormwater runoff from construction sites because of discharges of sediment, chemicals, and wastes to nearby storm drains and creeks.   | Less than Significant | No. Implementation of the proposed amendment to the Plan would not increase non-point-source pollution of stormwater runoff from construction sites because of discharges of sediment, chemicals, and wastes to nearby storm drains and creeks. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.8-5. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.   | No mitigation is required. | No | Less than Significant |
| <b>Impact 2.8-6:</b> Implementation of the proposed Plan could increase rates and amounts of runoff because of additional impervious surfaces, cut-and-fill slopes, or result in alterations to drainage systems that could cause potential flood hazards and effects on water quality. | Less than Significant | No. Implementation of the proposed amendment to the Plan would not increase rates and amounts of runoff because of additional impervious surfaces, cut-and-fill slopes, or result in alterations to drainage systems that could cause potential flood hazards and effects on water quality. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.8-6. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required. | No | Less than Significant |

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| <b>Impact 2.8-7:</b> Implementation of the proposed Plan could place structures that would impede or redirect flows within a 100-year flood hazard area.  | Less than Significant | No. Implementation of the proposed amendment to the Plan would not place structures that would impede or redirect flows within a 100-year flood hazard area. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.8-7. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.  | No mitigation is required. | No | Less than Significant |
| <b>Impact 2.8-8:</b> Implementation of the proposed Plan could expose people to a significant risk of loss, injury, or death involving flooding (including flooding as a result of the failure of a levee or dam), seiche, tsunami, or mudflow. | Less than Significant | No. Implementation of the proposed amendment to the Plan would not expose people to a significant risk of loss, injury, or death involving flooding (including flooding as a result of the failure of a levee or dam), seiche, tsunami, or mudflow. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.8-8. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required. | No | Less than Significant |

## 2.9 BIOLOGICAL RESOURCES

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| <b>Impact 2.9-1a:</b> Implementation of the proposed Plan could have a substantial adverse effect, either directly or through habitat modifications, on species identified as candidate, sensitive, or special-status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not have a substantial adverse effect, either directly or through habitat modifications, on species identified as candidate, sensitive, or special-status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or | <b>Mitigation Measure 2.9-1(a):</b> Implementing agencies shall require project sponsors to prepare biological resource assessments for specific projects proposed in areas containing, or likely to contain, habitat for special-status plants and wildlife. The assessment shall be conducted by qualified professionals pursuant to adopted protocols and agency guidelines. Where the biological resource assessments establish that mitigation is required to avoid direct and indirect adverse effects on special-status plant and wildlife species, or compensate for unavoidable effects, mitigation shall be developed consistent with the requirements of CEQA, USFWS, CDFW, and local regulations and guidelines, in addition to requirements of any applicable and adopted HCP/NCCP or other applicable plans | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |
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|  |  | <p>verification with respect to Impact 2.9-1a. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p> | <p>developed to protect species or habitat. Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <ul style="list-style-type: none"> <li>  In support of CEQA, NEPA, CDFW, and USFWS review and permitting processes for individual proposed Plan projects, pre-project biological surveys shall be conducted as part of the environmental review process to determine the presence and extent of sensitive habitats and/or species in the project vicinity. Surveys shall follow established methods and shall be conducted at times when the subject species is most likely to be identified. In cases where impacts to state- or federally-listed plant or wildlife species are possible, formal protocol-level surveys may be required on a species-by-species basis to determine the local distribution of these species. Coordination with the USFWS and/or CDFW shall be conducted early in the planning process at an informal level for projects that could adversely affect federal or state candidate, proposed, threatened, or endangered species to determine the need for consultation or permitting actions. Projects shall obtain incidental take authorization from the permitting agencies as required before project implementation.</li> <li>  Project designs shall be reconfigured, whenever practicable, to avoid special-status species and sensitive habitats. Projects shall minimize ground disturbances and transportation project footprints near sensitive areas to the extent practicable.</li> <li>  Project activities in the vicinity of sensitive resources shall be completed during the period that best avoids disturbance to plant and wildlife species present to the extent feasible.</li> <li>  Individual projects shall minimize the use of in-water construction methods in areas that support sensitive aquatic species, especially when listed species could be present.</li> <li>  In the event that equipment needs to operate in any watercourse with flowing or standing water where special-status species may be affected, a qualified biological resource monitor shall be present to alert construction crews to the possible presence of such special-status species.</li> <li>  If project activities involve pile driving or vibratory hammering in or near water, interim hydroacoustic threshold criteria for protected fish species shall be adopted as set forth by the Interagency Fisheries Hydroacoustic Working Group, as well as other avoidance methods to reduce the adverse effects of construction to sensitive fish, piscivorous birds, and marine mammal species.</li> </ul> |  |  |
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|  |                       |  | <ul style="list-style-type: none"> <li>  Construction shall not occur during the breeding season near riparian habitat, freshwater marshlands, and salt marsh habitats that support nesting bird species protected under the Endangered Species Act, Migratory Bird Treaty Act, or California Fish and Game Code (e.g., yellow warbler, tricolored blackbird, Ridgway's rail, etc.).</li> <li>  A qualified biologist shall locate and fence off sensitive resources before construction activities begin and, where required, shall inspect areas to ensure that barrier fencing, stakes, and setback buffers are maintained during construction.</li> <li>  For work sites located adjacent to special-status plant or wildlife populations, a biological resource education program shall be provided for construction crews and contractors (primarily crew and construction foremen) before construction activities begin.</li> <li>  Biological monitoring shall be considered for areas near identified habitat for federal- and state-listed species, and a "no take" approach shall be taken whenever feasible during construction near special-status plant and wildlife species.</li> <li>  Efforts shall be made to minimize the adverse effects of light and noise on listed and sensitive wildlife.</li> <li>  Project activities shall comply with existing local regulations and policies, including applicable HCP/NCCPs, that exceed or reasonably replace any of the above measures protective of special-status species.</li> <li>  Compensatory mitigation for unavoidable loss of habitat or other impacts to special-status species may be achieved in advance of impacts through the purchase or creation of mitigation credits or the implementation of mitigation projects through Regional Advance Mitigation Planning (RAMP), as deemed appropriate by the permitting agencies.</li> </ul> |    |                       |
| <b>Impact 2.9-1b:</b> Implementation of the proposed Plan could have substantial adverse impacts on designated critical habitat for federally listed plant and wildlife species. | Less than Significant | No. Implementation of the proposed amendment to the Plan would not have substantial adverse impacts on designated critical habitat for federally listed plant and wildlife species. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.9-1b. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would | <b>Mitigation Measure 2.9-1(b):</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> <li>  Coordination with the USFWS and/or NMFS shall be conducted early in the environmental review process to determine the need for further mitigation, consultation, or permitting actions. Formal consultation is required for any project with a federal nexus when a species is likely to be adversely affected.</li> <li>  Reconfigure project designs to avoid or minimize adverse effects on protected species within designated critical habitats.</li> </ul>  | No | Less than Significant |

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|  |  | incorporate the mitigation measures identified in the Final EIR as applicable.  | <p>Compliance with existing local regulations and policies, including applicable HCP/NCCPs.</p> <p>Additionally, implementation of Mitigation Measure 2.9-1(a), above, which includes an initial biological resource assessment and, if necessary, compensatory mitigation for unavoidable loss of habitat or other impacts to special-status species. Compensatory mitigation may be achieved in advance of impacts through the purchase or creation of mitigation credits or the implementation of mitigation projects through Regional Advance Mitigation Planning (RAMP), as deemed appropriate by the permitting agencies.</p>  |    |  |
| <p><b>Impact 2.9-2:</b> Implementation of the proposed Plan could have a substantial adverse effect on riparian habitat, federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal), or other sensitive natural communities identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, through direct removal, filling, hydrological interruption, or other means.</p> | <p>Significant and Unavoidable</p> <p>*Less than Significant with Mitigation</p> | <p>No. Implementation of the proposed amendment to the Plan would not have a substantial adverse effect on riparian habitat, federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal), or other sensitive natural communities identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, through direct removal, filling, hydrological interruption, or other means. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.9-2. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p> | <p><b>Mitigation Measure 2.9-2:</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <p>Mitigation measures that shall be considered by implementing agencies and/or project sponsors based on project- and site-specific considerations include, but are not limited to:</p> <ul style="list-style-type: none"> <li>Implementing agencies shall require project sponsors to prepare biological resource assessments for specific projects proposed in areas containing, or likely to contain, jurisdictional waters and/or other sensitive or special-status communities. These assessments shall be conducted by qualified professionals in accordance with agency guidelines and standards.</li> <li>In keeping with the “no net loss” policy for wetlands and other waters, project designs shall be configured, whenever possible, to avoid wetlands and other waters and avoid disturbances to wetlands and riparian corridors to preserve both the habitat and the overall ecological functions of these areas. Projects shall minimize ground disturbances and transportation project footprints near such areas to the extent practicable.</li> <li>Where avoidance of jurisdictional waters is not feasible, project sponsors shall minimize fill and the use of in-water construction methods, and place fill only with express permit approval from the appropriate resources agencies (e.g., USACE, RWQCB, CDFW, BCDC, and CCC) and in accordance with applicable existing regulations, such as the Clean Water Act or local stream protection ordinances.</li> <li>Project sponsors shall arrange for compensatory mitigation in the form of mitigation bank credits, on-site or off-site enhancement of existing waters or wetland creation in accordance with applicable existing regulations and subject to approval by the USACE, RWQCB,</li> </ul> | No | <p>Significant and Unavoidable</p> <p>*Less than Significant with Mitigation</p> |

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|  |  |  | <p>CDFW, BCDC, and CCC. If compensatory mitigation is required by the implementing agency, the project sponsor shall develop a restoration and monitoring plan that describes how compensatory mitigation will be achieved, implemented, maintained, and monitored. At a minimum, the restoration and monitoring plan shall include clear goals and objectives, success criteria, specifics on restoration/creation/enhancement (plant palette, soils, irrigation, etc.), specific monitoring periods and reporting guidelines, and a maintenance plan. The following minimum performance standards (or other standards as required by the permitting agencies) shall apply to any wetland compensatory mitigation:</p> <ul style="list-style-type: none"> <li>I Compensation shall be provided at a minimum 1:1 ratio for restoration and preservation but shall in all cases be consistent with mitigation ratios set forth in locally applicable plans (e.g., general plans, HCP/NCCPs, etc.), or in project-specific permitting documentation. Compensatory mitigation may be a combination of onsite restoration/creation/enhancement or offsite restoration, preservation, and/or enhancement. Compensatory mitigation may be achieved in advance of impacts through the purchase or creation of mitigation credits or the implementation of mitigation projects through Regional Advance Mitigation Planning (RAMP), as deemed appropriate by the permitting agencies.</li> <li>I In general, any compensatory mitigation shall be monitored for a minimum of five years and will be considered successful when at least 75 percent cover (or other percent cover considered appropriate for the vegetation type) of installed vegetation has become successfully established.</li> <li>I In accordance with CDFW guidelines and other instruments protective of sensitive or special-status natural communities, project sponsors shall avoid and minimize impacts on sensitive natural communities when designing and permitting projects. Where applicable, projects shall conform to the provisions of special area management or restoration plans, such as the Suisun Marsh Protection Plan or the East Contra Costa County HCP, which outline specific measures to protect sensitive vegetation communities.</li> <li>I If any portion of a special-status natural community is permanently removed or temporarily disturbed, the project sponsor shall compensate for the loss. If such mitigation is required by the implementing agency, the project sponsor shall develop a restoration and monitoring plan that describes how compensatory</li> </ul> |  |  |
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|   |   |  | <p>mitigation will be achieved, implemented, maintained, and monitored. At a minimum, the restoration and monitoring plan shall include clear goals and objectives, success criteria, specifics on restoration/creation/ enhancement (plant palette, soils, irrigation, etc.), specific monitoring periods and reporting guidelines, and a maintenance plan. The following minimum performance standards (or other standards as required by the permitting agencies) shall apply to any compensatory mitigation for special-status natural communities:</p> <ul style="list-style-type: none"> <li>I Compensation shall be provided at a minimum 1:1 ratio for restoration and preservation but shall in all cases be consistent with mitigation ratios set forth in locally applicable plans (e.g., general plans, HCP/NCCPs, etc.) or in project-specific permitting documentation. Compensatory mitigation may be a combination of onsite restoration/creation/enhancement or offsite restoration, preservation, and/or enhancement. Compensatory mitigation may be achieved in advance of impacts through the purchase or creation of mitigation credits or the implementation of mitigation projects through Regional Advance Mitigation Planning (RAMP), as deemed appropriate by the permitting agencies.</li> <li>I In general, any compensatory mitigation shall be monitored for a minimum of five years and will be considered successful when at least 75 percent cover (or other percent cover considered appropriate for the vegetation type) of installed vegetation has become successfully established.</li> <li>I Compliance with existing local regulations and policies, including applicable HCP/NCCPs, that exceed or reasonably replace any of the above measures protective of jurisdictional wetlands or special-status natural communities.</li> </ul> |    |   |
| <p><b>Impact 2.9-3:</b> Implementation of the proposed Plan could interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridor or impede the use of native wildlife nursery sites.</p> | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> | <p>No. Implementation of the proposed amendment to the Plan would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridor or impede the use of native wildlife nursery sites. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to</p> | <p><b>Mitigation Measure 2.9-3:</b> Implementing agencies shall require project sponsors to prepare detailed analyses for specific projects affecting ECA lands to determine what wildlife species may use these areas and what habitats those species require. Projects that would not affect ECA lands but that are located within or adjacent to open lands, including wildlands and agricultural lands, shall also assess whether or not significant wildlife corridors are present, what wildlife species may use them, and what habitat those species require. The assessment shall be conducted by qualified professionals and according to applicable agency standards.</p>  | No | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> |



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|   |   | Impact 2.9-3. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.   | Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> <li>constructing wildlife friendly overpasses and culverts;</li> <li>fencing major transportation corridors in the vicinity of identified wildlife corridors;</li> <li>using wildlife-friendly fences that allow larger wildlife such as deer to get over, and smaller wildlife to go under;</li> <li>limiting wildland conversions in identified wildlife corridors;</li> <li>retaining wildlife-friendly vegetation in and around developments; and</li> <li>complying with existing local regulations and policies, including applicable HCP/NCCPs, that exceed or reasonably replace any of the above measures to protect wildlife corridors.</li> </ul> |    |   |
| <b>Impact 2.9-4:</b> Implementation of the proposed Plan could conflict with adopted local conservation policies, such as a tree protection ordinance, or resource protection and conservation plans, such as a Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other adopted local, regional, or state habitat conservation plans. | Less than Significant   | No. Implementation of the proposed amendment to the Plan would not conflict with adopted local conservation policies, such as a tree protection ordinance, or resource protection and conservation plans, such as a Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other adopted local, regional, or state habitat conservation plans. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.9-4. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required.  | No | Less than Significant   |
| <b>Impact 2.9-5:</b> Implementation of the proposed Plan could have the potential to substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or substantially reduce the number or restrict the range of                       | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not have the potential to substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or substantially reduce the number or restrict the range of an endangered, rare, or threatened species. No substantial changes  | <b>Mitigation Measure 2.9-5:</b> Implementing agencies and/or project sponsors shall implement mitigation measures, where feasible and necessary based on project-specific and site-specific considerations that include but are not limited to:<br>Implement Mitigation Measures 2.9-1(a), 2.9-1(b), 2.9-2, and 2.9-3.   | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

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| an endangered, rare, or threatened species.   |                             | have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.9-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.   |  |    |                             |
| <b>2.10 VISUAL RESOURCES</b>  |                             |   |  |    |                             |
| <b>Impact 2.10-1:</b> Implementation of the proposed Plan could have a substantial adverse effect on a scenic vista.  | Significant and Unavoidable | No. Implementation of the proposed amendment to the Plan would not have a substantial adverse effect on a scenic vista. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.10-1. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | <b>Mitigation Measure 2.10-1:</b> Implementing agencies and/or project sponsors shall implement measures where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> <li>reduce the visibility of construction staging areas by fencing and screening these areas with low contrast materials consistent with the surrounding environment, and by revegetating graded slopes and exposed earth surfaces at the earliest opportunity;</li> <li>site or design projects to minimize their intrusion into important viewsheds;</li> <li>use see-through safety barrier designs (e.g. railings rather than walls);</li> <li>develop interchanges and transit lines at the grade of the surrounding land to limit view blockage;</li> <li>design landscaping along highway corridors in rural and open space areas to add natural elements and visual interest to soften the hard edged, linear travel experience that would otherwise occur; and</li> <li>identify, preserve, and enhance scenic vistas to and from hillside areas and other visual resources.</li> </ul> | No | Significant and Unavoidable |
| <b>Impact 2.10-2:</b> Implementation of the proposed Plan could substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historical buildings within a state scenic highway. | Less than Significant       | No. Implementation of the proposed amendment to the Plan would not substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historical buildings within a state scenic highway. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.10-2. The potential impacts of the proposed amendment  | No mitigation is required.   | No | Less than Significant       |

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|   |   | to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.  |  |    |   |
| <b>Impact 2.10-3:</b> Implementation of the proposed Plan could substantially degrade the existing visual character or quality of the site and its surroundings.                            | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not substantially degrade the existing visual character or quality of the site and its surroundings. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.10-3. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | <b>Mitigation Measure 2.10-3:</b> Implementing agencies and/or project sponsors shall implement measures where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> <li>minimize impacts of design through compliance with MTC's Station Area Planning Manual;</li> <li>require that the scale, massing, and design of new development provide appropriate transitions in building height, bulk, and architectural style that are sensitive to the physical and visual character of surrounding areas;</li> <li>contour the edges of major cut and fill slopes to provide a finished profile that is appropriate to the surrounding context, using shapes, textures, colors, and scale to minimize contrasts between the project and surrounding areas; and</li> <li>implementing agencies shall require project sponsors to conduct shadow studies for four-story high (and higher) buildings and roadway facilities to identify and implement development strategies for reducing the impact of shadows on public open space, where feasible. Study considerations shall include, but are not limited to, the placement, massing, and height of structures, surrounding land uses, time of day and seasonal variation, and reflectivity of materials. Study recommendations for reducing shadow impacts shall be incorporated into the project design as feasible based on project- and site-specific considerations.</li> </ul> | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |
| <b>Impact 2.10-4:</b> Implementation of the proposed Plan could add a visual element of urban character to an existing rural or open space area or add a modern element to a historic area. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not add a visual element of urban character to an existing rural or open space area or add a modern element to a historic area. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.10-4. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would   | <b>Mitigation Measure 2.10-4:</b> In addition to Mitigation Measure 2.10-3, the following measure would apply to impacts on visual resources in rural or historic areas.<br>Implementing agencies and/or project sponsors shall implement measures where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> <li>Conduct project-specific review of new development in rural or historic areas to ensure that new development is compatible in scale and character with the surrounding area by: <ul style="list-style-type: none"> <li>promoting a transition in scale and architecture character between new buildings and established neighborhoods;</li> <li>and</li> </ul> </li> </ul>   | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

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|   |   | incorporate the mitigation measures identified in the Final EIR as applicable.   | <ul style="list-style-type: none"> <li>  requiring pedestrian circulation and vehicular routes to be well integrated.</li> <li>  Where sound walls are proposed, require sound wall construction and design methods that account for visual impacts as follows:               <ul style="list-style-type: none"> <li>  use transparent panels to preserve views where sound walls would block views from residences;</li> <li>  use landscaped earth berm or a combination wall and berm to minimize the apparent sound wall height;</li> <li>  construct sound walls of materials whose color and texture complements the surrounding landscape and development;</li> <li>  design sound walls to increase visual interest, reduce apparent height, and be visually compatible with the surrounding area; and</li> <li>  landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas.</li> </ul> </li> </ul>   |    |   |
| <b>Impact 2.10-5:</b> Implementation of the proposed Plan could create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.10-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | <b>Mitigation Measure 2.10-5:</b> Implementing agencies and/or project sponsors shall implement measures where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> <li>  Design projects to minimize light and glare from lights, buildings, and roadways facilities.</li> <li>  Minimize and control glare from transportation projects through the adoption of project design features that reduce glare. These features include:               <ul style="list-style-type: none"> <li>  planting trees along transportation corridors to reduce glare from the sun;</li> <li>  landscaping off-street parking areas, loading areas, and service areas; and</li> <li>  shielding transportation lighting fixtures to minimize off-site light trespass.</li> </ul> </li> <li>  Minimize and control glare from land use and transportation projects through the adoption of project design features that reduce glare. These features include:               <ul style="list-style-type: none"> <li>  limiting the use of reflective materials, such as metal;</li> <li>  using non-reflective material, such as paint, vegetative screening, matte finish coatings, and masonry;</li> </ul> </li> </ul> | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

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|  |   |   | <ul style="list-style-type: none"> <li>  screening parking areas by using vegetation or trees; and</li> <li>  using low-reflective glass.</li> <li>  Impose lighting standards that ensure that minimum safety and security needs are addressed and minimize light trespass and glare associated with land use development. These standards include the following:               <ul style="list-style-type: none"> <li>  minimizing incidental spillover of light onto adjacent private properties and undeveloped open space;</li> <li>  directing luminaries away from habitat and open space areas adjacent to the project site;</li> <li>  installing luminaries that provide good color rendering and natural light qualities; and</li> <li>  minimizing the potential for back scatter into the nighttime sky and for incidental spillover of light onto adjacent private properties and undeveloped open space.</li> </ul> </li> </ul>  |    |   |
| <b>2.11 CULTURAL RESOURCES</b>   |   |   |   |    |   |
| <b>Impact 2.11-1:</b> The proposed Plan could cause a substantial adverse change in the significance of a historic resource as defined in Guidelines Section 15064.5 or eliminate important examples of major periods of California history. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not cause a substantial adverse change in the significance of a historic resource as defined in Guidelines Section 15064.5 or eliminate important examples of major periods of California history. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.11-1. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | <b>Mitigation Measure 2.11-1:</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> <li>  Realign or redesign projects to avoid impacts on known historic resources where possible.</li> <li>  Require a survey and evaluation of structures greater than 45 years in age within the area of potential effect to determine their eligibility for recognition under State, federal, or local historic preservation criteria. The evaluation shall be prepared by an architectural historian, or historical architect meeting the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation, Professional Qualification Standards. The evaluation should comply with CEQA Guidelines section 15064.5(b), and, if federal funding or permits are required, with Section 106 of the National Historic Preservation Act (NHPA) of 1966 (16 U.S.C. § 470 et seq.). Study recommendations shall be implemented.</li> <li>  If avoidance of a significant architectural/built environment resource is not feasible, additional mitigation options include, but are not limited to, specific design plans for historic districts, or plans for alteration or adaptive re-use of a historical resource that follows the Secretary of the Interior's Standards for the Treatment</li> </ul> | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

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|  |   |   | <p>of Historic Properties with Guidelines for Preserving, Rehabilitation, Restoring, and Reconstructing Historic Buildings.</p> <p>Comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect historic resources.</p>  |    |   |
| <p><b>Impact 2.11-2:</b> The proposed Plan could cause a substantial adverse change in the significance of a unique archaeological resource as defined in Guidelines Section 15064.5 or eliminate important examples of major periods of California history or prehistory.</p> | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> | <p>No. Implementation of the proposed amendment to the Plan would not cause a substantial adverse change in the significance of a unique archaeological resource as defined in Guidelines Section 15064.5 or eliminate important examples of major periods of California history or prehistory. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.11-2. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p> | <p><b>Mitigation Measure 2.11-2:</b> Implementing agencies and/or project sponsors shall implement the following measures where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <p>Before construction activities, project sponsors shall retain a qualified archaeologist to conduct a record search at the appropriate Information Center to determine whether the project area has been previously surveyed and whether resources were identified. When recommended by the Information Center, project sponsors shall retain a qualified archaeologist to conduct archaeological surveys before construction activities. Project sponsors shall follow recommendations identified in the survey, which may include activities such as subsurface testing, designing and implementing a Worker Environmental Awareness Program, construction monitoring by a qualified archaeologist, avoidance of sites, or preservation in place.</p> <p>In the event that evidence of any prehistoric or historic-era subsurface archaeological features or deposits are discovered during construction-related earth-moving activities (e.g., ceramic shard, trash scatters, lithic scatters), all ground-disturbing activity in the area of the discovery shall be halted until a qualified archaeologist can assess the significance of the find. If the find is a prehistoric archeological site, the appropriate Native American group shall be notified. If the archaeologist determines that the find does not meet the CRHR standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, a data recovery plan shall be prepared. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall work with the project applicant to avoid disturbance to the resources, and if complete avoidance is not feasible in light of project design, economics, logistics, and other factors, follow accepted professional standards in recording any find including submittal of the standard DPR Primary Record forms (Form DPR</p> | No | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> |

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|   |   |  | <p>523) and location information to the appropriate California Historical Resources Information System office for the project area.</p> <p>Project sponsors shall comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect archaeological resources.</p>  |    |   |
| <p><b>Impact 2.11-3:</b> The proposed Plan could have the potential to destroy, directly or indirectly, a unique paleontological resource or site or unique geologic feature.</p> | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> | <p>No. Implementation of the proposed amendment to the Plan would not have the potential to destroy, directly or indirectly, a unique paleontological resource or site or unique geologic feature. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.11-3. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p> | <p><b>Mitigation Measure 2.11-3:</b> Implementing agencies and/or project sponsors shall implement measures where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <ul style="list-style-type: none"> <li>Before construction activities, project sponsors shall conduct a record search using an appropriate database, such as the UC Berkeley Museum of Paleontology to determine whether the project area has been previously surveyed and whether resources were identified.</li> <li>If record searches indicate that the project is located in an area likely to contain important paleontological, and/or geological resources, such as sedimentary rocks which have yielded significant terrestrial and other fossils, project sponsors shall retain a qualified paleontologist to train all construction personnel involved with earthmoving activities about the possibility of encountering fossils. The appearance and types of fossils likely to be seen during construction will be described. Construction personnel will be trained about the proper notification procedures should fossils be encountered.</li> <li>If paleontological resources are discovered during earthmoving activities, the construction crew will be directed to immediately cease work in the vicinity of the find and notify the implementing agencies and/or project sponsors. The project sponsor will retain a qualified paleontologist for identification and salvage of fossils so that construction delays can be minimized. The paleontologist will be responsible for implementing a recovery plan which could include the following: <ul style="list-style-type: none"> <li>in the event of discovery, salvage of unearthed fossil remains, typically involving simple excavation of the exposed specimen but possibly also plaster-jacketing of large and/or fragile specimens, or more elaborate quarry excavations of richly fossiliferous deposits;</li> <li>recovery of stratigraphic and geologic data to provide a context for the recovered fossil remains, typically including description of lithologies of fossil-bearing strata, measurement and description of the overall stratigraphic</li> </ul> </li> </ul> | No | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> |

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|   |   |   | <p>section, and photographic documentation of the geologic setting;</p> <ul style="list-style-type: none"> <li>  laboratory preparation (cleaning and repair) of collected fossil remains to a point of curation, generally involving removal of enclosing rock material, stabilization of fragile specimens (using glues and other hardeners), and repair of broken specimens;</li> <li>  cataloging and identification of prepared fossil remains, typically involving scientific identification of specimens, inventory of specimens, assignment of catalog numbers, and entry of data into an inventory database;</li> <li>  transferal, for storage, of cataloged fossil remains to an appropriate repository, with consent of property owner;</li> <li>  preparation of a final report summarizing the field and laboratory methods used, the stratigraphic units inspected, the types of fossils recovered, and the significance of the curated collection; and</li> <li>  project sponsors shall comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect paleontological or geologic resources.</li> </ul> |    |   |
| <b>Impact 2.11-4:</b> The proposed Plan could have the potential to disturb human remains, including those interred outside dedicated cemeteries. | Less than Significant   | No. Implementation of the proposed amendment to the Plan would not have the potential to disturb human remains, including those interred outside dedicated cemeteries. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.11-4. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required.  | No | Less than Significant   |
| <b>Impact 2.11-5:</b> The proposed Plan could cause a substantial adverse change in the significance of a TCR as defined in PRC Section 21074.    | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not cause a substantial adverse change in the significance of a TCR as defined in PRC Section 21074. No substantial changes have been proposed, no new circumstances have occurred, and no   | <b>Mitigation Measure 2.11-5:</b> If the implementing agency determines that a project may cause a substantial adverse change to a TCR, and measures are not otherwise identified in the consultation process required under PRC Section 21080.3.2, implementing agencies and/or project sponsors shall implement the following measures  | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |



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|  |  | <p>substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.11-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p> | <p>where feasible and necessary to address site-specific impacts to avoid or minimize the significant adverse impacts:</p> <ul style="list-style-type: none"> <li>I Within 14 days of determining that a project application is complete, or to undertake a project, the lead agency must provide formal notification, in writing, to the tribes that have requested notification of proposed projects in the lead agency's jurisdiction. If it wishes to engage in consultation on the project, the tribe must respond to the lead agency within 30 days of receipt of the formal notification. The lead agency must begin the consultation process with the tribes that have requested consultation within 30 days of receiving the request for consultation. Consultation concludes when either: 1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource, or 2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.</li> <li>I Public agencies shall, when feasible, avoid damaging effects to any TCR (PRC Section 21084.3 (a)). If the lead agency determines that a project may cause a substantial adverse change to a tribal cultural resource, and measures are not otherwise identified in the consultation process, new provisions in the PRC describe mitigation measures that, if determined by the lead agency to be feasible, may avoid or minimize the significant adverse impacts (PRC Section 21084.3 (b)). Examples include: <ul style="list-style-type: none"> <li>(1) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.</li> <li>(2) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: <ul style="list-style-type: none"> <li>(A) Protecting the cultural character and integrity of the resource</li> <li>(B) Protecting the traditional use of the resource</li> <li>(C) Protecting the confidentiality of the resource.</li> </ul> </li> <li>(3) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.</li> <li>(4) Protecting the resource.</li> </ul> </li> </ul> |  |  |
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**2.12 PUBLIC UTILITIES AND FACILITIES**

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| <p><b>Impact 2.12-1:</b> Implementation of the proposed Plan could result in insufficient water supplies available to serve development implemented as part of the Plan from existing entitlements and resources.</p> | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> | <p>No. Implementation of the proposed amendment to the Plan would not result in insufficient water supplies available to serve development implemented as part of the Plan from existing entitlements and resources. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.12-1. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p> | <p><b>Mitigation Measure 2.12-1(a):</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <ul style="list-style-type: none"> <li>  For projects that could increase demand for water, project sponsors shall coordinate with the relevant water service provider to ensure that the provider has adequate supplies and infrastructure to accommodate the increase in demand. If the current infrastructure servicing the project site is found to be inadequate, infrastructure improvements shall be identified in each project's CEQA documentation.</li> <li>  Implement water conservation measures which result in reduced demand for potable water. This could include reducing the use of potable water for landscape irrigation (such as through drought-tolerant plantings, water-efficient irrigation systems, the capture and use of rainwater) and the use of water-conserving fixtures (such as dual-flush toilets, waterless urinals, reduced flow faucets).</li> <li>  Coordinate with the water provider to identify an appropriate water consumption budget for the size and type of project, and designing and operating the project accordingly.</li> <li>  For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for non-potable uses, especially landscape irrigation. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite.</li> </ul> <p><b>Mitigation Measure 2.12-1(b):</b> Implementing agencies and/or project sponsors shall require the construction phase of transportation projects to connect to reclaimed water distribution systems for non-potable water needs, when feasible based on project- and site-specific considerations.</p> <p><b>Mitigation Measure 2.12-1(c):</b> Implementing agencies and/or project sponsors shall require transportation projects with landscaping to use drought-resistant plantings or connect to reclaimed water distribution systems for irrigation and other non-potable water needs when available and feasible based on project- and site-specific considerations.</p> | <p>No</p> | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> |
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| <p><b>Impact 2.12-2:</b> Implementation of the proposed Plan could result in a determination by the wastewater treatment provider which serves or may serve development implemented as part of the Plan that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.</p> | <p>Less than Significant</p>  | <p>No. Implementation of the proposed amendment to the Plan would not result in a determination by the wastewater treatment provider which serves or may serve development implemented as part of the Plan that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.12-2. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p> | <p><b>Mitigation Measure 2.12-2:</b> Implementing agencies and/or project sponsors shall implement mitigations measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <ul style="list-style-type: none"> <li>1 During the design and CEQA review of individual future projects, implementing agencies and project sponsors shall determine whether sufficient wastewater treatment capacity exists for a proposed project. These CEQA determinations must ensure that the proposed development can be served by its existing or planned treatment capacity. If adequate capacity does not exist, project sponsors shall coordinate with the relevant service provider to ensure that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.</li> <li>1 Implementing agencies and/or project sponsors shall also require compliance with Mitigation Measure 2.12(a), and MTC shall require implementation of Mitigation Measures 2.12(b), and/or 2.12(c) listed under Impact 2.12-1, as feasible based on project- and site-specific considerations to reduce water usage and, subsequently, wastewater flows.</li> </ul> | <p>No</p> | <p>Less than Significant</p>  |
| <p><b>Impact 2.12-3:</b> Implementation of the proposed Plan could require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts.</p>  | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> | <p>No. Implementation of the proposed amendment to the Plan would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.12-3. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p>  | <p><b>Mitigation Measure 2.12-3(a):</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <ul style="list-style-type: none"> <li>1 During the design and CEQA review of individual future projects, implementing agencies and project sponsors shall determine whether sufficient stormwater drainage facilities exist for a proposed project. These CEQA determinations must ensure that the proposed development can be served by its existing or planned drainage capacity. If adequate stormwater drainage facilities do not exist, project sponsors shall coordinate with the appropriate utility and service provider to ensure that adequate facilities could accommodate the increased demand, and if not, infrastructure and facility improvements shall be identified in each project's CEQA determination. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.</li> </ul>  | <p>No</p> | <p>Significant and Unavoidable<br/>*Less than Significant with Mitigation</p> |

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|  |   |   | <ul style="list-style-type: none"> <li>  For projects of greater than 1 acre in size, reduce stormwater runoff caused by construction by implementing stormwater control best practices, based on those required for a SWPPP.</li> <li>  Model and implement a stormwater management plan or site design that prevents the post-development peak discharge rate and quantity from exceeding pre-development rates.</li> </ul> <p><b>Mitigation Measure 2.12-3(b):</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <ul style="list-style-type: none"> <li>  Transportation projects shall incorporate stormwater control, retention, and infiltration features, such as detention basins, bioswales, vegetated median strips, and permeable paving, early into the design process to ensure that adequate acreage and elevation contours are planned.</li> </ul> <p><b>Mitigation Measure 2.12-3(c):</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <ul style="list-style-type: none"> <li>  Transportation projects implemented by Caltrans or subject to Caltrans review shall adhere to Caltrans' Stormwater Management Plan, which includes best practices to reduce the volume of stormwater runoff and pollutants in the design, construction and maintenance of highway facilities.</li> </ul> |    |   |
| <b>Impact 2.12-4:</b> Implementation of the proposed Plan could require or result in the construction of new or expanded water and wastewater treatment facilities, the construction of which could cause significant environmental effects. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not require or result in the construction of new or expanded water and wastewater treatment facilities, the construction of which could cause significant environmental effects. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.12-4. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | <p><b>Mitigation Measure 2.12-4:</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <ul style="list-style-type: none"> <li>  For projects that could increase demand on water and wastewater treatment facilities, project sponsors shall coordinate with the relevant service provider to ensure that the existing public services and utilities could accommodate the increase in demand. If the current infrastructure servicing the project site is found to be inadequate, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.</li> </ul> <p>Further, Mitigation Measures 2.12-1(a), 2.12-1(b), 2.12-1(c), and 2.12-2 would reduce water demand and wastewater generation, and subsequently reduce the need for new or expanded water and</p>  | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

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|   |   |  | wastewater treatment facilities. Mitigation Measures 2.12-3(a), 2.12-3(b), and 2.12-3(c) would also mitigate the impact of additional stormwater runoff from land use and transportation projects on existing wastewater treatment facilities.  |    |   |
| <b>Impact 2.12-5:</b> The proposed Plan would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and comply with federal, state, and local statutes and regulations related to solid waste. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and comply with federal, state, and local statutes and regulations related to solid waste. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.12-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable. | <b>Mitigation Measure 2.12-5:</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> <li>  providing an easily accessible area that is dedicated to the collection and storage of non-hazardous recycling materials</li> <li>  maintaining or re-using existing building structures and materials during building renovations and redevelopment</li> <li>  using salvaged, refurbished or reused materials, to help divert such items from landfills</li> <li>  for transportation projects, diverting construction waste from landfills, where feasible, through means such as:               <ul style="list-style-type: none"> <li>  the submission and implementation of a construction waste management plan that identifies materials to be diverted from disposal</li> <li>  establishing diversion targets, possibly with different targets for different types and scales of development</li> <li>  helping developments share information on available materials with one another, to aid in the transfer and use of salvaged materials; and</li> </ul> </li> <li>  applying the specifications developed by the Construction Materials Recycling Association (CMRA) to assist contractors and developers in diverting materials from construction and demolition projects, where feasible (RMC 2006).</li> </ul> | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

**2.13 HAZARDS**

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| <b>Impact 2.13-1:</b> Implementation of the proposed Plan could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. | Less than Significant | No. Implementation of the proposed amendment to the Plan would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.13-1. The potential impacts of the proposed amendment | No mitigation is required. | No | Less than Significant |
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|  |   | to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.   |  |    |   |
| <b>Impact 2.13-2:</b> Implementation of the proposed Plan could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. | Less than Significant   | No. Implementation of the proposed amendment to the Plan would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.13-2. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required.   | No | Less than Significant   |
| <b>Impact 2.13-3:</b> Implementation of the proposed Plan could result in hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.                              | Less than Significant   | No. Implementation of the proposed amendment to the Plan would not result in hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.13-3. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.                              | No mitigation is required.   | No | Less than Significant   |
| <b>Impact 2.13-4:</b> Implementation of the proposed Plan could result in projects located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a          | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not result in projects located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment. No   | <b>Mitigation Measure 2.13-4:</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:<br><br>If the project is located on or near a hazardous materials and/or waste site pursuant to Government Code Section 65962.5, or has the potential for residual hazardous materials and/or waste as a | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |

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| significant hazard to the public or the environment.   |                       | substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.13-4. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.   | result of location and/or prior uses, the project sponsor shall prepare a Phase I ESA in accordance with the American Society for Testing and Materials' E-1527-05 standard. For work requiring any demolition or renovation, the Phase I ESA shall make recommendations for any hazardous building materials survey work that shall be done. All recommendations included in a Phase I ESA prepared for a site shall be implemented. If a Phase I ESA indicates the presence or likely presence of contamination, the implementing agency shall require a Phase II ESA, and recommendations of the Phase II ESA shall be fully implemented. |    |                       |
| <b>Impact 2.13-5:</b> Implementation of the proposed Plan could result in a safety hazard for people residing or working in the planning area for projects located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport. | Less than Significant | No. Implementation of the proposed amendment to the Plan would not result in a safety hazard for people residing or working in the planning area for projects located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.13-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required.   | No | Less than Significant |
| <b>Impact 2.13-6:</b> Implementation of the proposed Plan could result in a safety hazard for people residing or working in the planning area for projects within the vicinity of a private airstrip.  | Less than Significant | No. Implementation of the proposed amendment to the Plan would not result in a safety hazard for people residing or working in the planning area for projects within the vicinity of a private airstrip. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.13-6. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.  | No mitigation is required.   | No | Less than Significant |

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| <b>Impact 2.13-7:</b> Implementation of the proposed Plan could impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.   | Less than Significant   | No. Implementation of the proposed amendment to the Plan would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.13-7. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.   | No mitigation is required.  | No | Less than Significant   |
| <b>Impact 2.13-8:</b> Implementation of the proposed Plan could expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.   | Less than Significant   | No. Implementation of the proposed amendment to the Plan would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.13-8. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase. | No mitigation is required.  | No | Less than Significant   |
| <b>2.14 PUBLIC SERVICES AND RECREATION</b>   |   |  |   |    |   |
| <b>Impact 2.14-1:</b> Implementation of the proposed Plan could result in the need for new or modified facilities, the construction of which causes significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools, police protection, fire protection, emergency medical, and other public facilities. | Significant and Unavoidable<br>*Less than Significant with Mitigation | No. Implementation of the proposed amendment to the Plan would not result in the need for new or modified facilities, the construction of which causes significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools, police protection, fire protection, emergency medical, and other public facilities. No substantial changes have been proposed, no new  | <b>Mitigation Measure 2.14-1:</b> Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include but are not limited to:<br><br>Prior to approval of new development projects, local agencies shall ensure that adequate public services, and related infrastructure and utilities, will be available to meet or satisfy levels identified in the applicable local general plan or service master plan, through compliance with existing local policies related to minimum levels of service for schools, police protection, fire protection, medical | No | Significant and Unavoidable<br>*Less than Significant with Mitigation |



|   |                              |   |   |           |                              |
|---|------------------------------|---|---|-----------|------------------------------|
|   |                              | <p>circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.14-1. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p>  | <p>emergency services, and other government services (e.g., libraries, prisons, social services). Compliance may include requiring projects to either provide the additional services required to meet service levels or pay fees towards the project's fair share portion of the required services pursuant to adopted fee programs and State law.</p> |           |                              |
| <p><b>Impact 2.14-2:</b> Implementation of the proposed Plan could result in the need for new or modified facilities, the construction of which causes significant environmental impacts; or may result in significant increase in use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.</p> | <p>Less than Significant</p> | <p>No. Implementation of the proposed amendment to the Plan would not result in the need for new or modified facilities, the construction of which causes significant environmental impacts; or may result in significant increase in use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.14-2. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.</p> | <p>No mitigation is required.</p>   | <p>No</p> | <p>Less than Significant</p> |

## 4 TECHNICAL REVISIONS

Technical revisions have been made to key tables in the Final EIR's Transportation, Air Quality, and Climate Change and GHGs sections that reflect the incorporation of the Amendment to the Plan, as presented below. This data informed the analysis presented above in Table 1. The information presented in the tables from the Final EIR are included in the tables set forth in this Addendum in ~~strikeout~~ for comparative purposes.

### 4.1 TRANSPORTATION

Several tables included in the Transportation section (Section 2.1) of the Final EIR have been revised to reflect changes as a result of the Amendment to the Plan as well as to include Final EIR data, where applicable. Because the Amendment is limited to a single highway corridor in Alameda County, the traffic impacts of the Amendment are also expected to be limited to Alameda County and/or its adjacent counties of Contra Costa (north) and Santa Clara (south). As a result, the following tables reflect revisions to regional impacts and revisions to the county impacts in Alameda, Contra Costa, and Santa Clara, where applicable. The revised tables are presented below.

**Table 2 Revised Table 2.1-13 Roadway Transportation System Capacity by County (2015-2040)**

| Facility Type             | County                | Year 2015 (Baseline) | Year 2040<br>(Plan Amendment)          | Change (2015 to 2040)            |                                  |
|---------------------------|-----------------------|----------------------|--|----------------------------------|----------------------------------|
|                           |                       |                      |  | Numerical                        | Percent                          |
| Freeway Lane-Miles        | Alameda               | 1,320                | <del>1,390</del> <u>1,410</u>          | <del>70</del> <u>90</u>          | <del>+5%</del> <u>+7%</u>        |
|                           | Contra Costa          | 820                  | 910                                    | 90                               | +11%                             |
|                           | Santa Clara           | 1,310                | 1,490                                  | 180                              | +14%                             |
|                           | <b>Regional Total</b> | <b>5,660</b>         | <b><del>6,130</del> <u>6,150</u></b>   | <b><del>470</del> <u>490</u></b> | <b><del>+8%</del> <u>+9%</u></b> |
| Expressway Lane-Miles     | Alameda               | 100                  | 110                                    | 10                               | +10%                             |
|                           | Contra Costa          | 110                  | 130                                    | 20                               | +18%                             |
|                           | Santa Clara           | 560                  | 550                                    | -10                              | -2%                              |
|                           | <b>Regional Total</b> | <b>1,070</b>         | <b>1,130</b>                           | <b>60</b>                        | <b>+6%</b>                       |
| Major Arterial Lane-Miles | Alameda               | 1,700                | 1,740                                  | 40                               | +2%                              |
|                           | Contra Costa          | 1,320                | 1,360                                  | 40                               | +3%                              |
|                           | Santa Clara           | 2,410                | 2,400                                  | -10                              | 0%                               |
|                           | <b>Regional Total</b> | <b>8,630</b>         | <b>8,700</b>                           | <b>70</b>                        | <b>+1%</b>                       |
| Other Lane-Miles          | Alameda               | 960                  | 970                                    | 10                               | +1%                              |
|                           | Contra Costa          | 810                  | 830                                    | 20                               | +2%                              |
|                           | Santa Clara           | 980                  | 990                                    | 10                               | +1%                              |
|                           | <b>Regional Total</b> | <b>5,480</b>         | <b>5,520</b>                           | <b>40</b>                        | <b>+3%</b>                       |
| <b>Total Lane-Miles</b>   | Alameda               | 4,080                | <del>4,210</del> <u>4,230</u>          | <del>130</del> <u>150</u>        | <del>+3%</del> <u>+4%</u>        |
|                           | Contra Costa          | 3,060                | 3,230                                  | 170                              | +6%                              |
|                           | Santa Clara           | 5,260                | 5,430                                  | 170                              | +3%                              |
|                           | <b>Regional Total</b> | <b>20,840</b>        | <b><del>21,480</del> <u>21,500</u></b> | <b><del>640</del> <u>660</u></b> | <b>+3%</b>                       |

**Notes:**

1 Daily metrics are measured for a typical weekday.

Figures may not sum because of independent rounding.

Source: Metropolitan Transportation Commission Travel Demand Forecasts 2016 and 2018

**Table 3      Revised Table 2.1-14      Bay Area Travel Behavior (2015-2040)**

|   | Year 2015<br>(Baseline) | Year 2040<br>(Plan Amendment)                      | Change (2015 to 2040)                              |  |
|---|-------------------------|--|--|--|
|   |                         |  | Numerical  | Percent                                      |
| Daily <sup>1</sup> Transit Boardings  | 2,279,000               | <del>3,208,600</del><br><u>3,175,100</u>           | <del>929,600</del><br><u>896,100</u>               | <del>+41%</del><br><u>+39%</u>               |
| Daily <sup>1</sup> Vehicle Trips <sup>2</sup>                                 | 21,227,800              | <del>26,018,100</del><br><u>26,191,700</u>         | <del>4,790,300</del><br><u>4,963,900</u>           | <del>+23%</del><br><u>+23%</u>               |
| Daily <sup>1</sup> Vehicle Miles of Travel (VMT) <sup>2</sup>                 | 158,406,800             | <del>191,503,300</del><br><u>192,744,400</u>       | <del>33,096,500</del><br><u>34,337,600</u>         | <del>+21%</del><br><u>+22%</u>               |
| Daily <sup>1</sup> Vehicle Miles of Travel per Capita <sup>3</sup>            | 20.9                    | <del>20.0</del><br><u>20.3</u>                     | <del>-0.9</del><br><u>-0.6</u>                     | <del>-4%</del><br><u>-3%</u>                 |
| Daily <sup>1</sup> Vehicle Hours of Recurring Delay                           | 353,200                 | <del>530,900</del><br><u>584,500</u>               | <del>177,700</del><br><u>231,300</u>               | <del>+50%</del><br><u>+65%</u>               |
| Daily <sup>1</sup> Vehicle Hours of Recurring Delay (Freeways)                | 222,800                 | <del>323,200</del><br><u>348,300</u>               | <del>100,400</del><br><u>125,500</u>               | <del>+45%</del><br><u>+56%</u>               |
| Daily <sup>1</sup> Vehicle Hours of Recurring Delay (Expressways & Arterials) | 99,200                  | <del>126,500</del><br><u>139,900</u>               | <del>27,300</del><br><u>40,700</u>                 | <del>+28%</del><br><u>+41%</u>               |
| Daily <sup>1</sup> Vehicle Hours of Recurring Delay (Other Facilities)        | 31,300                  | <del>81,200</del><br><u>96,300</u>                 | <del>49,900</del><br><u>65,000</u>                 | <del>+159%</del><br><u>+208%</u>             |
| Daily <sup>1</sup> Vehicle Hours of Non-Recurrent Delay <sup>4</sup>          | 144,900                 | <del>187,800</del><br><u>196,600</u>               | <del>42,900</del><br><u>51,700</u>                 | <del>+30%</del><br><u>+36%</u>               |
| <b>Total Daily Vehicle Hours of Delay (Recurring + Non-Recurrent)</b>         | <b>498,100</b>          | <del><b>718,700</b></del><br><u><b>781,000</b></u> | <del><b>220,600</b></del><br><u><b>282,900</b></u> | <del><b>+44%</b></del><br><u><b>+57%</b></u> |

**Notes:**

<sup>1</sup> Daily metrics are measured for a typical weekday and rounded to the nearest 100.

<sup>2</sup> Only reflects interzonal trips (assigned directly to the highway network); includes intraregional, interregional, and commercial vehicle trips, and trips to and from the airport and future high-speed rail stations.

<sup>3</sup> Total daily VMT is calculated using *Travel Model One*; therefore, to calculate per-capita VMT, it is essential to use simulated population levels to ensure consistency. Simulated population may be slightly different than overall population forecasts for Plan Bay Area EIR alternatives because of slight variability in modeling tools. Further clarification on this issue is found in the Plan Bay Area EIR technical appendices.

<sup>4</sup> Only includes non-recurrent delay on freeway facilities.

Figures may not sum because of independent rounding.

Source: Metropolitan Transportation Commission Travel Demand Forecasts 2016 and 2018

**Table 4 Revised Table 2.1-15 Typical Weekday Daily Person Trips, by Mode (2015-2040)**

| Purpose                        | Year 2015 (Baseline) |             | Year 2040 (Plan Amendment)                     |             |
|--------------------------------|----------------------|-------------|--|-------------|
|                                | Trips                | % of Total  | Trips  | % of Total  |
| Drive Alone                    | 12,310,000           | 48%         | <del>14,877,500</del> <u>15,011,700</u>        | 47%         |
| Carpool                        | 8,917,700            | 34%         | <del>11,140,600</del> <u>11,180,000</u>        | 35%         |
| Transit                        | 1,660,900            | 6%          | <del>2,208,500</del> <u>2,188,400</u>          | 7%          |
| Walk                           | 2,695,600            | 10%         | <del>3,322,400</del> <u>3,291,600</u>          | 10%         |
| Bike                           | 305,500              | 1%          | <del>359,400</del> <u>352,400</u>              | 1%          |
| <b>Total Trips<sup>1</sup></b> | <b>25,889,700</b>    | <b>100%</b> | <b><del>31,908,400</del> <u>32,024,100</u></b> | <b>100%</b> |

Note: 1 Excludes commercial and interregional trips.

Figures may not sum because of independent rounding.

Source: Metropolitan Transportation Commission Travel Demand Forecasts 2016 and 2018

**Table 5 Revised Table 2.1-16 Per-Trip Commute Travel Time, by Mode (2015-2040)**

| Mode             | Year 2015<br>(Baseline) | Year 2040<br>(Plan Amendment)      | Change (2015 to 2040)            |                                  |
|------------------|-------------------------|------------------------------------|----------------------------------|----------------------------------|
|                  |                         |                                    | Numerical                        | Percent                          |
| Drive Alone      | 19.6                    | <del>19.9</del> <u>20.2</u>        | <del>0.3</del> <u>0.6</u>        | <del>+2%</del> <u>+3%</u>        |
| Carpool          | 21.8                    | <del>22.0</del> <u>22.2</u>        | <del>0.2</del> <u>0.4</u>        | <del>+1%</del> <u>+2%</u>        |
| Transit          | 38.9                    | <del>38.0</del> <u>38.3</u>        | <del>-0.9</del> <u>-0.6</u>      | <del>-2%</del>                   |
| Walk             | 21.5                    | <del>21.2</del> <u>21.1</u>        | <del>-0.3</del> <u>-0.4</u>      | <del>-1%</del> <u>-2%</u>        |
| Bike             | 13.4                    | 13.4                               | 0.0                              | 0%                               |
| <b>All Modes</b> | <b>22.3</b>             | <b><del>22.6</del> <u>22.9</u></b> | <b><del>0.3</del> <u>0.6</u></b> | <b><del>+1%</del> <u>+3%</u></b> |

Note: Travel times are shown in minutes.

Source: Metropolitan Transportation Commission Travel Demand Forecasts 2016 and 2018

Tables 2 through 4 revise information presented in the Final EIR regarding Year 2040 conditions under the Plan that were not tied to a particular analysis of Plan impacts but provided background information that informed the assessment of potential impacts. Table 5, Revised Final EIR Table 2.1-16, reflects changes to per-trip commute travel times by mode as a result of the Amendment to the Plan, which was analyzed under Impact 2.1-1. The Final EIR found that the Plan's shorter average distances between home and employment correlates with reduced walk and transit and commute travel times. This impact was considered less than significant. The Amendment results in a minor increase in per-trip commute travel times for drive alone and carpool modes; however, the increases were not significant (greater than 5 percent) relative to baseline conditions (2015). All other modes' travel times remained constant or improved relative to the Final EIR. The Amendment does not result in any changes to the significance conclusions regarding per-trip commute travel times relative to the Final EIR.

**Table 6 Revised Table 2.1-17 Per-Trip Non-Commute Travel Time, by Mode (2015-2040)**

| Mode        | Year 2015<br>(Baseline) | Year 2040<br>(Plan Amendment) | Change (2015 to 2040) |         |
|-------------|-------------------------|-------------------------------|-----------------------|---------|
|             |                         |                               | Numerical             | Percent |
| Drive Alone | 11.5                    | <del>11.9</del> 12.0          | 0.4 0.5               | +3% +4% |
| Carpool     | 11.1                    | <del>11.4</del> 11.6          | 0.3 0.5               | +3% +5% |
| Transit     | 33.9                    | <del>33.2</del> 33.3          | -0.7 -0.6             | -2%     |
| Walk        | 17.9                    | <del>17.9</del> 17.8          | 0.0 -0.1              | 0% -1%  |
| Bike        | 10.8                    | <del>11.0</del> 10.9          | 0.2 0.1               | +2% +1% |
| All Modes   | 12.9                    | <del>13.3</del> 13.4          | 0.4 0.5               | +3% +4% |

Note: Travel times are shown in minutes.

Source: Metropolitan Transportation Commission Travel Demand Forecasts 2016 and 2018

Table 6, Revised Final EIR Table 2.1-17, reflects changes to per-trip non-commute travel times by mode as a result of the Amendment to the Plan, which was analyzed under Impact 2.1-2. The Final EIR found that this impact was considered less than significant. The Amendment results in a minor increase in per-trip non-commute travel times for drive alone and carpool modes; however, the increases were not significant (greater than 5 percent) relative to baseline conditions (2015). All other modes' travel times remained constant or improved relative to the Final EIR. The Amendment does not result in any changes to the significance conclusions regarding per-trip non-commute travel times relative to the Final EIR.

**Table 7 Revised Table 2.1-20 Daily Vehicle Miles of Travel Per-Capita (2015-2040)**

| Vehicle Miles Traveled  | County         | Year 2015<br>(Baseline) | Year 2040<br>(Plan Amendment)         | Change (2015 to 2040)               |           |
|---|----------------|-------------------------|---------------------------------------|-------------------------------------|-----------|
|   |                |                         |                                       | Numerical                           | Percent   |
| Daily <sup>1</sup> Vehicle Miles of Travel (VMT) <sup>2</sup>                   | Alameda        | 38,343,700              | <del>46,929,000</del><br>47,619,700   | <del>8,585,300</del><br>9,276,000   | +22% +24% |
|   | Contra Costa   | 22,212,100              | <del>26,891,700</del><br>27,407,100   | <del>4,679,600</del><br>5,195,000   | +21% +23% |
|   | Santa Clara    | 40,657,200              | <del>50,069,800</del><br>50,640,100   | <del>9,412,600</del><br>9,982,900   | +23% +24% |
|   | Regional Total | 158,029,000             | <del>190,958,400</del><br>193,370,400 | <del>32,929,400</del><br>35,506,400 | +21% +22% |
| Daily <sup>1</sup> Vehicle Miles of Travel <sup>2</sup> per Capita <sup>3</sup> | Alameda        | 23.5                    | <del>22.5</del> 22.7                  | -1.0 -0.8                           | -4% -3%   |
|   | Contra Costa   | 20.7                    | <del>19.7</del> 19.9                  | -0.9 -0.7                           | -4%       |
|   | Santa Clara    | 21.4                    | <del>19.9</del> 20.1                  | -1.5 -1.3                           | -7% -6%   |
|   | Regional Total | 20.9                    | <del>20.0</del> 20.2                  | -0.9 -0.7                           | -4% -3%   |

Notes: Figures may not sum because of independent rounding.

<sup>1</sup> Daily metrics are measured for a typical weekday.<sup>2</sup> Only reflects interzonal trips (assigned directly to the highway network); includes intraregional, interregional, and commercial vehicle trips, and trips to and from the airport and future high-speed rail stations.<sup>3</sup> Total daily VMT is calculated using *Travel Model One*; therefore, to calculate per-capita VMT, it is essential to use simulated population levels to ensure consistency. Simulated population may be slightly different than overall population forecasts for Plan Bay Area EIR alternatives because of slight variability in modeling tools. Further clarification on this issue can be found in the Plan Bay Area EIR technical appendices.

Source: Metropolitan Transportation Commission Travel Demand Forecasts 2016 and 2018

Table 7 reflects changes in daily vehicle miles of travel (VMT) per-capita by County as a result of the Amendment. Impact 2.1-4 in the Final EIR found that regional per-capita VMT would decrease as a result of the Plan and there would not be a significant increase (greater than 5 percent) in per-capita VMT at the

county level, and therefore the impact would be less than significant (LS). The Amendment results in minor increases in regional daily VMT and daily VMT in Alameda, Contra Costa, and Santa Clara counties relative to the Final EIR. However, the Amendment results in reductions to regional per-capita VMT and reductions to per-capita VMT in Alameda, Contra Costa, and Santa Clara counties relative to baseline conditions (2015). The Amendment does not result in any changes to the significance conclusions regarding per-capita VMT relative to the Final EIR.

| <b>Table 8      Revised Table 2.1-21      Utilization of Public Transit Systems, By Mode (2015-2040)</b>  |   |   |
|---|---|---|
| <b>Mode</b>   | <b>Year 2015 (Baseline)<sup>1</sup></b> | <b>Year 2040 (Plan Amendment)<sup>1</sup></b> |
| <b>AM Peak Period (6 AM to 10 AM)</b>   |   |   |
| Local bus   | 36%                                     | 42%   |
| Light rail <sup>2</sup>   | 57%                                     | <del>55%</del> <u>54%</u>                     |
| Ferry   | 36%                                     | <del>49%</del> <u>45%</u>                     |
| Express bus   | 51%                                     | <del>37%</del> <u>58%</u>                     |
| Heavy rail <sup>3</sup>   | 60%                                     | <del>49%</del> <u>48%</u>                     |
| Commuter rail <sup>4</sup>  | 7%                                      | <del>14%</del> <u>16%</u>                     |
| <b>All modes</b>  | <b>41%</b>                              | <b>40% <u>41%</u></b>                         |
| <b>PM Peak Period (3 PM to 7 PM)</b>  |   |   |
| Local bus   | 34%                                     | 42%   |
| Light rail <sup>2</sup>   | 56%                                     | 55%   |
| Ferry   | 24%                                     | <del>30%</del> <u>27%</u>                     |
| Express bus   | 49%                                     | <del>39%</del> <u>59%</u>                     |
| Heavy rail <sup>3</sup>   | 46%                                     | <del>40%</del> <u>39%</u>                     |
| Commuter rail <sup>4</sup>  | 6%                                      | <del>12%</del> <u>13%</u>                     |
| <b>All modes</b>  | <b>35%</b>                              | <b>36%</b>                                    |
| <b>Daily</b>  |   |   |
| Local bus   | 26%                                     | 33%   |
| Light rail <sup>2</sup>   | 44%                                     | <del>41%</del> <u>39%</u>                     |
| Ferry   | 17%                                     | <del>24%</del> <u>22%</u>                     |
| Express bus   | 41%                                     | <del>31%</del> <u>47%</u>                     |
| Heavy rail <sup>3</sup>   | 37%                                     | <del>33%</del> <u>32%</u>                     |
| Commuter rail <sup>4</sup>  | 5%                                      | <del>12%</del> <u>13%</u>                     |
| <b>All modes</b>  | <b>29%</b>                              | <b>30%</b>                                    |
| <b>Notes:</b><br><sup>1</sup> Percent utilization measures the passenger seat-miles required by forecasted transit patrons as a percentage of total passenger seat-miles provided by transit operators (i.e. the percentage of seats on transit vehicles filled with passengers). Utilization levels greater than 80 percent reflect conditions where passengers either would have difficulty finding a seat or would have to stand during all or part of their ride.<br><sup>2</sup> Reflects utilization of Muni Metro and VTA light rail systems.<br><sup>3</sup> Reflects utilization of BART heavy rail system.<br><sup>4</sup> Reflects utilization of Caltrain, SMART, Capitol Corridor, and ACE commuter rail systems.<br>Source: Metropolitan Transportation Commission Travel Demand Forecasts 2015 |   |   |

Table 8 reflects changes in transit utilization levels for all public transit modes as a result of the Amendment. Impact 2.1-5 in the Final EIR found that transit utilization levels for all public transit modes, during both peak

periods and for the day as a whole, would remain below 80 percent. Therefore, the impact would be less than significant (LS). The Amendment results in minor changes in transit utilization across modes. The Amendment results in higher utilization of express busses and a minor increase in overall transit utilization in the morning peak relative to the Final EIR. The Amendment does not result in any changes to the significance conclusions regarding transit utilization relative to the Final EIR.

As discussed in Table 1, and shown above in Tables 2 through 8, the Amendment results in minor differences relative to the Final EIR; however, the Amendment does not result in any changes to the significance conclusions relative to the impacts analyzed in the Final EIR. There would be no new significant impacts related to transportation from the Amendment to the Plan, nor would the severity of any previously identified significant impacts increase. Furthermore, the revised data shown above is very similar to the findings of the Final EIR. The Amendment would also incorporate the same mitigation measures identified in the Final EIR, as applicable. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to transportation impacts.

## 4.2 AIR QUALITY

Several tables included in the Air Quality section (Section 2.2) of the Final EIR have been revised to reflect changes as a result of the Amendment to the Plan as well as to include Final EIR data, where applicable. The revised tables are presented below.

**Table 9 Revised Table 2.2-6 Bay Area Travel Activity Data**

|                  | Year 2015<br>(Baseline) | Year 2040<br>(Plan Amendment)             | Change (2015 to 2040)                   |                           |
|------------------|-------------------------|---|---|---------------------------|
|                  |                         |   | Numerical                               | Percent                   |
| Vehicles in Use  | 4,651,300               | <del>6,226,900</del> <u>6,287,300</u>     | <del>1,575,600</del> <u>1,636,000</u>   | <del>34%</del> <u>35%</u> |
| Daily VMT        | 161,151,800             | <del>195,507,300</del> <u>197,367,400</u> | <del>34,355,500</del> <u>36,215,600</u> | <del>21%</del> <u>22%</u> |
| Engine Starts    | 29,080,900              | <del>38,355,500</del> <u>38,862,400</u>   | <del>9,408,600</del> <u>9,781,500</u>   | <del>32%</del> <u>34%</u> |
| Total Population | 7,570,500               | 9,560,800                                 | 2,056,200                               | 27%                       |
| Total Employment | 4,010,100               | 4,698,400                                 | 688,200                                 | 17%                       |

Notes: VMT = vehicle miles traveled

Source: Metropolitan Transportation Commission 2017 and 2018

**Table 10 Revised Table 2.2-12 Net Mobile- and Area-Source Emissions Forecasted under the Plan<sup>1</sup>**

| Source                  | ROG | NO <sub>x</sub> <sup>2</sup> | CO                          | PM <sub>10</sub> | PM <sub>2.5</sub> |
|-------------------------|-----|------------------------------|-----------------------------|------------------|-------------------|
| Mobile                  | -37 | -76                          | <del>-302</del> <u>-301</u> | 5                | <1                |
| Area                    | 16  | 5                            | 68                          | 7                | 7                 |
| Total                   | -21 | -71                          | -233                        | 13               | 7                 |
| Increase from Existing? | No  | No                           | No                          | Yes              | Yes               |

Source: Data provided by Ascent Environmental, Inc. in 2017 based on modeling using CalEEMod 2016.3.1 and land use estimates from Metropolitan Transportation Commission.

<sup>1</sup> "New land uses" are the net change in land uses between 2015 and 2040 anticipated under the proposed Plan.

<sup>2</sup> Summertime emissions.

Table 9 presents background information on travel data that informs the EIR analysis but is not tied to a specific air quality impact analysis. Table 10 reflects the net mobile and area source emissions forecasted as a result of the Amendment to the Plan used to analyze Impact 2.2-3 in the Final EIR, which found that there would be a net increase in PM emissions. Therefore, the Final EIR concluded the Plan could cause a net increase of emissions of criteria pollutants from mobile and area-sources. The Amendment results in a minor increase in net mobile emissions of CO relative to the Final EIR. However, the Amendment does not result in any changes to the significance conclusions relative to the Final EIR.

As discussed in Table 1, and shown above in Tables 9 through 10, the Amendment results in minor differences relative to the Final EIR; however, the Amendment does not result in any changes to the significance conclusions relative to the impacts analyzed in the Final EIR. There would be no new significant impacts related to transportation from the Amendment to the Plan, nor would the severity of any previously identified significant impacts increase. Furthermore, the revised data shown above is very similar to the findings of the Final EIR. The Amendment would also incorporate the same mitigation measures identified in the Final EIR, as applicable. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to air quality impacts.



## 4.3 CLIMATE CHANGE AND GREENHOUSE GASES

Several tables included in the Climate Change and Greenhouse Gases section (Section 2.5) of the Final EIR have been revised to reflect changes as a result of the Amendment to the Plan as well as to include Final EIR data, where applicable. The revised tables are presented below.

**Table 11 Revised Table 2.5-7 SB 375 Target Analysis of Passenger Vehicle and Light Duty Truck CO<sub>2</sub> Emissions<sup>1</sup>**

| Year | Population | VMT                                   | Emissions with Climate Initiatives Program Reductions (tons CO <sub>2</sub> /day) <sup>1</sup> | Emissions per Capita (lb CO <sub>2</sub> ) <sup>2</sup> | Percent Reduction in Per Capita CO <sub>2</sub> Emissions Relative to 2005 <sup>2</sup> |               |
|------|------------|---------------------------------------|--|---|---|---------------|
|      |            |                                       |  |   | With Climate Initiatives Program <sup>3</sup>   | SB 375 Target |
| 2005 | 6,979,000  | 149,164,000                           | 63,500   | 18.2  | 0.0%  | NA            |
| 2020 | 7,890,000  | 164,346,000                           | 64,900   | 16.4  | 9.1%  | -7%           |
| 2035 | 9,076,000  | <del>185,948,000</del><br>185,810,000 | <del>69,600</del><br>69,500  | 15.3  | -15.6%  | -15%          |
| 2040 | 9,561,000  | <del>191,503,000</del><br>193,124,000 | <del>72,200</del><br>73,100  | <del>15.1</del> 15.3                                    | <del>-17.0%</del> -16.0%  | NA            |

Note: "—" = not applicable, lb = pound, CO<sub>2</sub> = carbon dioxide, NA = not available, SB = Senate Bill, VMT = vehicle miles travelled

<sup>1</sup> Baseline emissions calculated using EMFAC2007, forecasted emissions calculated using EMFAC2014.

<sup>2</sup> Figures may not sum because of independent rounding.

<sup>3</sup> Percent reduction adjusted to EMFAC2007 equivalents based on ARB guidance.

Source: MTC 2017 and 2018

Table 11 reflects the SB 375 target analysis of passenger vehicle and light duty truck CO<sub>2</sub> emissions as a result of the Amendment to the Plan. Impact 2.5-1 in the Final EIR found that because implementation of the Plan would reduce per-capita passenger vehicle and light duty truck CO<sub>2</sub> emissions by over seven percent by 2020 and by over 15 percent by 2035 as compared to the 2005 baseline, per SB 375, the impact would be less than significant (LS). The Amendment results in minor increases in CO<sub>2</sub> emissions relative to the Final EIR and also an increase in the per-capita reduction in passenger vehicle and light duty truck CO<sub>2</sub> relative to the Final EIR. However, the Amendment does not result in any change to the significance conclusions in the Final EIR.

**Table 12 Revised Table 2.5-10 Existing and Forecasted Annual Transportation GHG Emissions by Vehicle Source (MTCO<sub>2</sub>e)<sup>1</sup>**

| Emissions Source                   | Year 2015<br>(Baseline) | Year 2040<br>(Plan Amendment)              | Change (2015 to 2040)                    |                           |
|------------------------------------|-------------------------|--|--|---------------------------|
|                                    |                         |  | Numerical <sup>1</sup>                   | Percent <sup>2</sup>      |
| Without Pavley Regulations         |                         |  |  |                           |
| Passenger Vehicles                 | 19,358,000              | <del>23,408,000</del><br><u>23,669,000</u> | <del>4,050,000</del><br><u>4,311,000</u> | <del>21%</del> 22%        |
| Trucks                             | 4,484,000               | <del>5,360,000</del><br><u>5,408,000</u>   | <del>876,000</del><br><u>924,000</u>     | <del>20%</del> 21%        |
| Buses                              | 599,000                 | <del>475,000</del><br><u>479,000</u>       | <del>-124,000</del><br><u>-120,000</u>   | <del>-21%</del> -20%      |
| Other Vehicles                     | 122,000                 | <del>113,000</del><br><u>115,000</u>       | <del>-9,000</del><br><u>-7,000</u>       | <del>-7%</del> -6%        |
| MTC Climate Initiatives Program    | 0                       | -2,350,000                                 | -2,350,000                               | -                         |
| Total (without Pavley regulations) | 24,563,000              | <del>27,006,000</del><br><u>27,321,000</u> | <del>2,443,000</del><br><u>2,758,000</u> | <del>10%</del> <u>11%</u> |

**Table 12**      **Revised Table 2.5-10**      **Existing and Forecasted Annual Transportation GHG Emissions by Vehicle Source (MTCO<sub>2e</sub>)<sup>1</sup>**

| Emissions Source                                  | Year 2015<br>(Baseline) | Year 2040<br>(Plan Amendment)              | Change (2015 to 2040)                      |                             |
|---|-------------------------|--|--|-----------------------------|
|   |                         |  | Numerical <sup>1</sup>                     | Percent <sup>2</sup>        |
| With Pavley Regulations                           |                         |  |  |                             |
| Passenger Vehicles                                | 18,222,000              | <del>11,710,000</del><br><u>11,840,000</u> | <del>6,512,000</del><br><u>-6,382,000</u>  | <del>-36%</del> -35%        |
| Trucks  | 4,484,000               | <del>5,360,000</del><br><u>5,408,000</u>   | <del>876,000</del><br><u>924,000</u>       | <del>20%</del> <u>21%</u>   |
| Buses   | 599,000                 | <del>475,000</del><br><u>479,000</u>       | <del>-124,000</del><br><u>-120,000</u>     | <del>-21%</del> <u>-20%</u> |
| Other Vehicles                                    | 122,000                 | <del>113,000</del><br><u>115,000</u>       | <del>-9,000</del><br><u>-7,000</u>         | <del>-7%</del> <u>-6%</u>   |
| MTC Climate Initiatives Program                   | 0                       | -2,350,000                                 | -2,350,000                                 | -                           |
| Total (with Pavley regulations) <sup>1</sup>      | 23,427,000              | <del>15,308,000</del><br><u>15,492,000</u> | <del>-8,119,000</del><br><u>-7,935,000</u> | <del>-35%</del> <u>-34%</u> |
| Emission Reductions because of Pavley regulations | 1,136,000               | <del>11,698,000</del><br><u>11,829,000</u> | <del>10,562,000</del><br><u>10,693,000</u> | -                           |

Notes: MTCO<sub>2e</sub> = metric tons of carbon dioxide equivalent, MTC = Metropolitan Transportation Commission, “-” = not applicable

<sup>1</sup> Estimates calculated using EMFAC2014. MTC applied a ratio of 1.00:1.02 to all EMFAC2014 generated CO<sub>2</sub> estimates for conversion to CO<sub>2e</sub>. Emissions were annualized by multiplying by 300 to take account for the fact that there is less traffic on weekends.

<sup>2</sup> Figures may not sum because of independent rounding.

Source: MTC 2017 and 2018

**Table 13**      **Revised Table 2.5-11**      **Annual GHG Emissions from Forecasted Land Use and Transportation Sources (MTCO<sub>2e</sub>/year)<sup>1</sup>**

| Sources                         | Year 2015<br>(Baseline) | Year 2040<br>(Plan Amendment)                                      | Change (2015 to 2040)                                    |                             |
|---------------------------------|-------------------------|--|--|-----------------------------|
|                                 |                         |  | Numerical  | Percent                     |
| Land Use                        | 28,140,000 <sup>2</sup> | 29,604,400 <sup>3</sup>  | 1,464,400  | 5%                          |
| Transportation                  | 23,427,000 <sup>4</sup> | <del>15,308,000<sup>4</sup></del><br><u>15,492,000<sup>4</sup></u> | <del>-8,119,000</del><br><u>-7,935,000</u>               | <del>-35%</del> <u>-34%</u> |
| <b>Regional Emissions Total</b> | <b>51,567,000</b>       | <del><b>44,912,400</b></del><br><u><b>45,096,400</b></u>           | <del><b>-6,654,600</b></del><br><u><b>-6,470,600</b></u> | <b>-13%</b>                 |

Note: MTCO<sub>2e</sub> = metric tons of carbon dioxide equivalent

<sup>1</sup> Figures may not sum because of independent rounding.

<sup>2</sup> Based on emissions from electricity consumption, building energy usage (e.g., natural gas, propane), and waste management emissions from BAAQMD's 2015 Bay Area GHG Inventory (BAAQMD 2017:Table3-2).

<sup>3</sup> Calculated by adding net change to 2015 values. Calculations assume residential and non-residential land uses built between 2015 and 2040 would be built to 2016 building energy efficiency standards.

<sup>4</sup> Calculated by MTC using EMFAC2014, 2017 and 2018.

Source: BAAQMD 2017, MTC 2017, Data compiled by Ascent Environmental 2017

Tables 12 and 13 reflect existing and forecasted annual transportation GHG emissions by vehicle source as a result of the Amendment to the Plan. Impact 2.5-2 in the Final EIR found that implementation of the Plan would result in a net reduction in GHG emissions in 2050 when compared to existing conditions, and therefore the impact was less than significant (LS). The Amendment results in decreases to transportation emissions relative to baseline conditions (2015); however, the reductions are minor increases relative to the Final EIR. Nonetheless, the Amendment does not result in any changes to the significance conclusions in the Final EIR.

**Table 14**      **Revised Table 2.5-12    Calculation of GHG Reductions and Targets from Land use and Transportation Relative to 1990 and 2015 Levels**

| Year | Bay Area<br>Transportation and<br>Land Use<br>Emissions with<br>Targets<br>(MTCO <sub>2</sub> e/year) | Percent over 1990<br>Levels | Reductions<br>needed from 1990<br>(MTCO <sub>2</sub> e/year) | Reductions<br>needed from 2015<br>(MTCO <sub>2</sub> e/year) | Reductions from<br>Proposed Plan<br>(MTCO <sub>2</sub> e/year) | Additional<br>Reductions<br>Needed from 2015 |
|------|---|-----------------------------|--|--|--|--|
| 1990 | 50,555,900 <sup>1</sup>   | 0%                          | NA   | NA   | NA   | NA   |
| 2015 | 51,567,000 <sup>2</sup>   | 2%                          | NA   | NA   | NA   | NA   |
| 2030 | 30,333,500  | -40% <sup>3</sup>           | 20,222,400   | 21,333,500   | NA   | NA   |
| 2040 | 20,222,400  | -60% <sup>4</sup>           | 30,333,500   | 31,344,600   | <del>6,654,600</del><br>6,470,600                              | <del>24,690,000</del><br>24,874,000          |
| 2050 | 10,111,200  | -80% <sup>5</sup>           | 40,444,700   | 41,455,800   | <del>6,654,600</del><br>6,470,600                              | <del>34,801,200</del><br>34,985,200          |

<sup>1</sup> Calculated assuming a 2% increase between 1990 and 2015, based on statewide trends

<sup>2</sup> Based on land use emissions from BAAQMD's 2017 Clean Air Plan and transportation estimates from MTC.

<sup>3</sup> Reflects the SB32 Target

<sup>4</sup> Interpolated target between 2030 and 2050.

<sup>5</sup> Reflects B-30-15 Target.

Source: Compiled by Ascent Environmental in 2017 with data from BAAQMD 2017 and MTC 2017

Table 14, Revised EIR Table 2.5-12, reflects a calculation of GHG reductions and targets from land use and transportation relative to 1990 and 2015 levels used to analyze Impact 2.5-3 in the Final EIR. The Final EIR concluded there would be a significant impact because the Plan would need to achieve additional reductions in the emissions to meet statewide GHG reduction goals for 2040 and 2050. The Amendment would decrease the Plan's reductions of GHG emissions relative to the Final EIR so that more reductions are needed to achieve the statewide GHG goals, but by only a minor amount. Therefore, the impact remains significant and the Amendment does not result in any change to the significance conclusion in the Final EIR.

As discussed in Table 1, and shown above in Tables 11 through 14, the Amendment results in minor differences relative to the Final EIR; however, the Amendment does not result in any changes to the significance conclusions relative to the impacts analyzed in the Final EIR. There would be no new significant impacts related to transportation from the Amendment to the Plan, nor would the severity of any previously identified significant impacts increase. Furthermore, the revised data shown above is very similar to the findings of the Final EIR. The Amendment would also incorporate the same mitigation measures identified in the Final EIR, as applicable. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to climate change impacts.

## 5 CONCLUSION

The addition of the Amendment to the Plan would not result in any new significant environmental effects or substantial increases in the severity of the previously identified significant effects disclosed in the Final EIR completed for the Plan.

None of the conditions described in §15162 of the CEQA Guidelines requiring the preparation of a subsequent Final EIR have occurred. Therefore, this Addendum to the Final EIR is an appropriate level of environmental review for the Amendment to the Plan as identified in §15164 of the CEQA Guidelines.