



Plan BayArea

**Plan Bay Area Environmental Impact Report
Scoping Meetings
June 2012**

Scoping Meeting Agenda

- Plan Bay Area Overview
- SB 375 CEQA Streamlining
- Transportation Improvement Program Overview
- EIR Purpose & Scope
- Issues for Evaluation
- Potential EIR Alternatives
- Comments





BayArea Plan

- First regional plan to integrate transportation, land use, and housing (*Sustainable Communities Strategy*)
- Initiated by California Senate Bill 375
- Primary goal is to meet greenhouse gas emission (GHG) reduction targets
 - Reduction targets are -7% in 2020 and -15% in 2035 from 2005 levels

Plan Bay Area Goals

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

CEQA Streamlining per SB 375

Residential/Mixed Use Project

- At least 75% of building square footage is residential use

Transit Priority Project (TPP)

- At least 50% residential use & minimum of 0.75 floor/area ratio
- Minimum density of 20 units/acre
- ***Within ½ mile of a major transit stop or high-frequency transit corridor (15 minute headways)***





BayArea Plan



If the proposed residential or mixed use project is consistent with the land use designation, density, intensity, and policies of Plan Bay Area...



...and if the project is located in a TPP eligible area and meets all exemption criteria:

Project is fully exempt from CEQA



...and if the project is located in a TPP eligible area but doesn't meet all exemption criteria:

Project qualifies for streamlined environmental review (SCEA)



...and if the project is **not** located in a TPP eligible area:

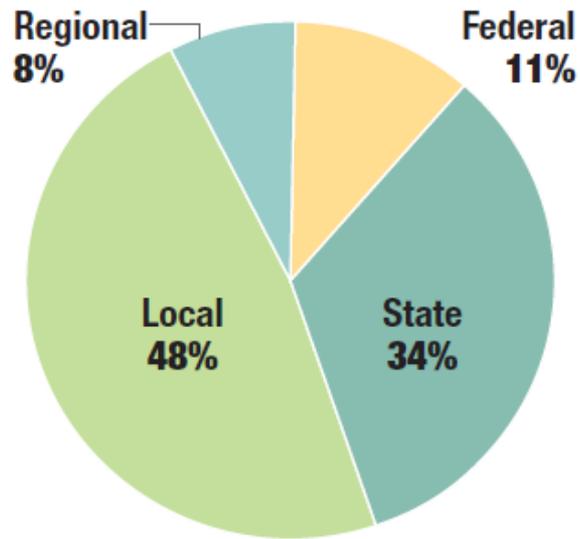
Project is only eligible for limited CEQA streamlining

Transportation Improvement Program (TIP)

- A comprehensive listing of Bay Area surface transportation projects that receive federal funds or are subject to a federally required action, or are regionally significant
- Projects must be consistent with the Regional Transportation Plan
- Consultation occurs simultaneously with development of the RTP, the earliest and key decision point regarding project and programming priorities
- Four-year program of projects
- Full update every two years; periodic interim revisions

Transportation Improvement Program (TIP)

TIP Funds by Source



- Total investment level of approximately \$11.1 billion
- Nearly 1,000 surface transportation projects
- Local funds are largest share, even though TIP is focused on projects with a federal interest
- Current 2011 TIP period is FY 2010-11 through FY 2013-14. Detail of the TIP can be found at <http://www.mtc.ca.gov/funding/tip/>

2013 TIP Development Schedule

June 22	Draft released for Public Review
July 11	Public Hearing on Draft TIP
August 9	Close of Public Review Period
September 26	Final 2013 TIP approved by Commission
December 17	Final 2013 TIP approved by U.S. Department of Transportation

EIR (Environmental Impact Report)

Purpose

- **Identify the Plan's significant impacts on the environment**
- **Evaluate a range of reasonable alternatives to the Plan**
- **Determine how the Plan can avoid or mitigate significant impacts**

EIR (Environmental Impact Report)

Scope

- Presents region-wide assessment of the proposed Plan and alternatives
- Provides CEQA streamlining opportunities for:
 - transportation projects and programs included in the financially constrained Plan
 - development projects as defined by SB 375

NEW

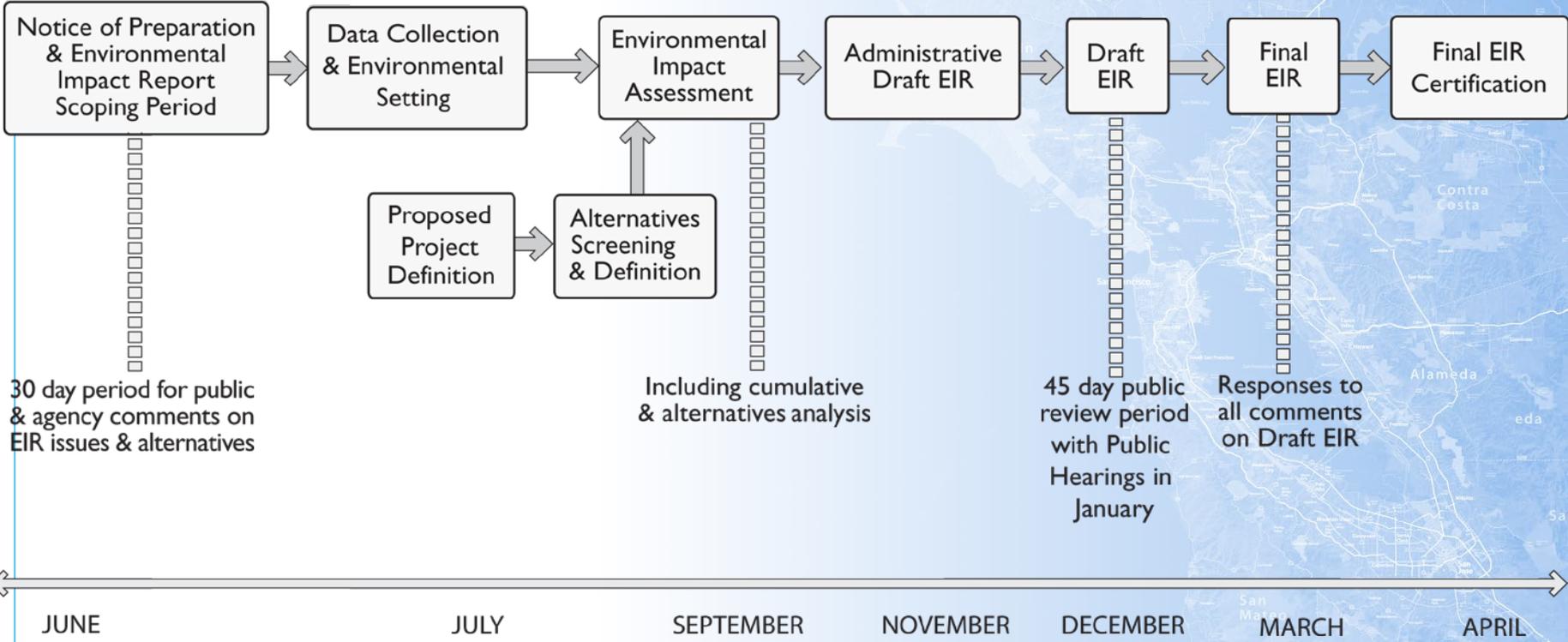
Economy

- **Purpose**
 - Assess economic impacts of Plan Bay Area's land use patterns and transportation investments on regional economy
- **Key Areas of Interest**
 - State of Good Repair
 - Pricing
 - Housing Policy
 - PDA Land Use & Development
 - Goods Movement
- **Timeline**
 - Analysis slated for completion in fall 2012
 - Results will inform future economic analysis efforts

Equity

- **Purpose**
 - Assess the equity implications of all alternatives included in the Plan Bay Area EIR
 - Identify the benefits and burdens of land use impacts and transportation investments for different socioeconomic groups
- **Timeline**
 - Analysis takes place in parallel with EIR
 - Equity Analysis Report slated for completion in early 2013

Plan Bay Area Environmental Impact Report (EIR) Process



EIR Scoping Questions

- **What potential environmental issues should be analyzed?**
- **What alternatives should be evaluated?**
- **What types of mitigation measures should be considered that would help avoid or minimize potential environmental impacts of the proposed Project and alternatives?**
- **What elements of this EIR would help your agency with CEQA exemptions and tiering?**

Issues for Evaluation

Transportation

- Decrease in the average number of jobs within 15, 30, or 45 minutes from home by auto or transit
- Increase in vehicle miles traveled (VMT) on facilities experiencing level of service F
- Increase in per-capita VMT

Air Quality

- Short-term construction-related emissions
- Increase of emissions of criteria pollutants and toxic air contaminants (TACs) from on-road mobile sources
- Increase in health risks due to increased particulate matter and TACs from mobile and stationary sources within transit corridors
- Conflict with air quality plans or violation of standards

Issues for Evaluation (continued)

Land Use and Physical Development

- Conversion of agricultural lands and open space to transportation & urban uses
- Conflict with locally adopted land use plans
- Disruption of residential or business uses or displacement of population and housing
- Alterations to the characteristics and qualities of existing neighborhood or community by separating residences from facilities and services

Energy

- Increase in non-renewable energy consumption
- Inconsistency with energy conservation plans or policies

Issues for Evaluation (continued)

Greenhouse Gases and Climate Change

- Increase in net and per-capita CO₂ emissions from on-road mobile sources
- Vulnerability of land uses and transportation network to sea level rise
- Conflict with greenhouse gas reduction plans, policies, or regulations

Noise

- Exposure to construction, highway, transit noise levels or ground borne vibration in excess of standards

Issues for Evaluation (continued)

Geology and Seismicity

- Increase in exposure of people or structures to risk of injury or loss of life due to earthquakes, landslides, or ground failure, including liquefaction
- Soil erosion or loss of topsoil
- Increased development on expansive soils or on weak, unconsolidated soils

Biological Resources

- Adverse effect on sensitive or special status species (disturbance or reduction of important habitats)
- Adverse effect on riparian habitat, wetlands, or other sensitive natural community
- Interference with the movement of any native resident, migratory fish, or wildlife species
- Conflict with adopted local conservation policies and resource plans

Issues for Evaluation (continued)

Water Resources

- Violation of water quality standards, wastewater and storm water discharge requirements
- Interference with groundwater recharge due to increased impervious surfaces
- Erosion caused by changes in drainage patterns
- Increase in non-point pollution of storm water runoff
- Increase in rates and amounts of runoff due to additional impervious surfaces
- Placement of structures within a 100-year flood hazard area
- Exposure of people to significant risk or loss, injury, or death involving flooding, seiche, tsunami, or mudflows

Issues for Evaluation (continued)

Visual Resources

- Adverse effects on scenic vistas
- Damage to scenic resources within a scenic highway
- Degradation of existing visual character of communities and open space areas
- Creation of a new source of substantial light or glare

Cultural Resources

- Adverse change or damage of archaeological, historical, or paleontological resources
- Disruption of human remains

Issues for Evaluation (continued)

Public Utilities

- Adverse effects on:
 - Water supply
 - Wastewater and stormwater facilities
 - Solid waste

Growth-Inducing Effects

- Direct or indirect substantial unanticipated population growth beyond rates currently projected

No Expected Impacts of Regional Importance

The following impact categories are not expected to be addressed in Plan Bay Area EIR:

Hazardous Materials

Public Services

Recreation

Mineral Resources

Defining EIR Alternatives

LAND USE

Objectives

- Meet key goals of the Plan

Approach

- Locally adopted General Plans and zoning policies provide the base
- Assess preferred land use strategy (Jobs-Housing Connection)
- Assess various land use policies to consider a range of future growth distribution scenarios for alternatives

TRANSPORTATION

Objectives

- Meet key goals of the Plan, subject to the financially constrained transportation investment strategy

Approach

- Existing transportation network provides the base
- Assess preferred Transportation Investment Strategy, or modify it to reflect shifts in investment priorities
- Assess explicit transportation demand management policies (e.g. pricing) for alternatives

Jobs-Housing Connection Strategy

Priority Development Areas

- Nearly 200 city nominated-areas in over 60 cities and counties
 - Within an existing community / Infill development area
 - Near existing/planned transit
 - Providing housing and/or jobs
 - Diversity of densities and community identities



Jobs-Housing Connection Strategy

Priority Conservation Areas

- Areas to be retained for agriculture or open space to maintain quality of life

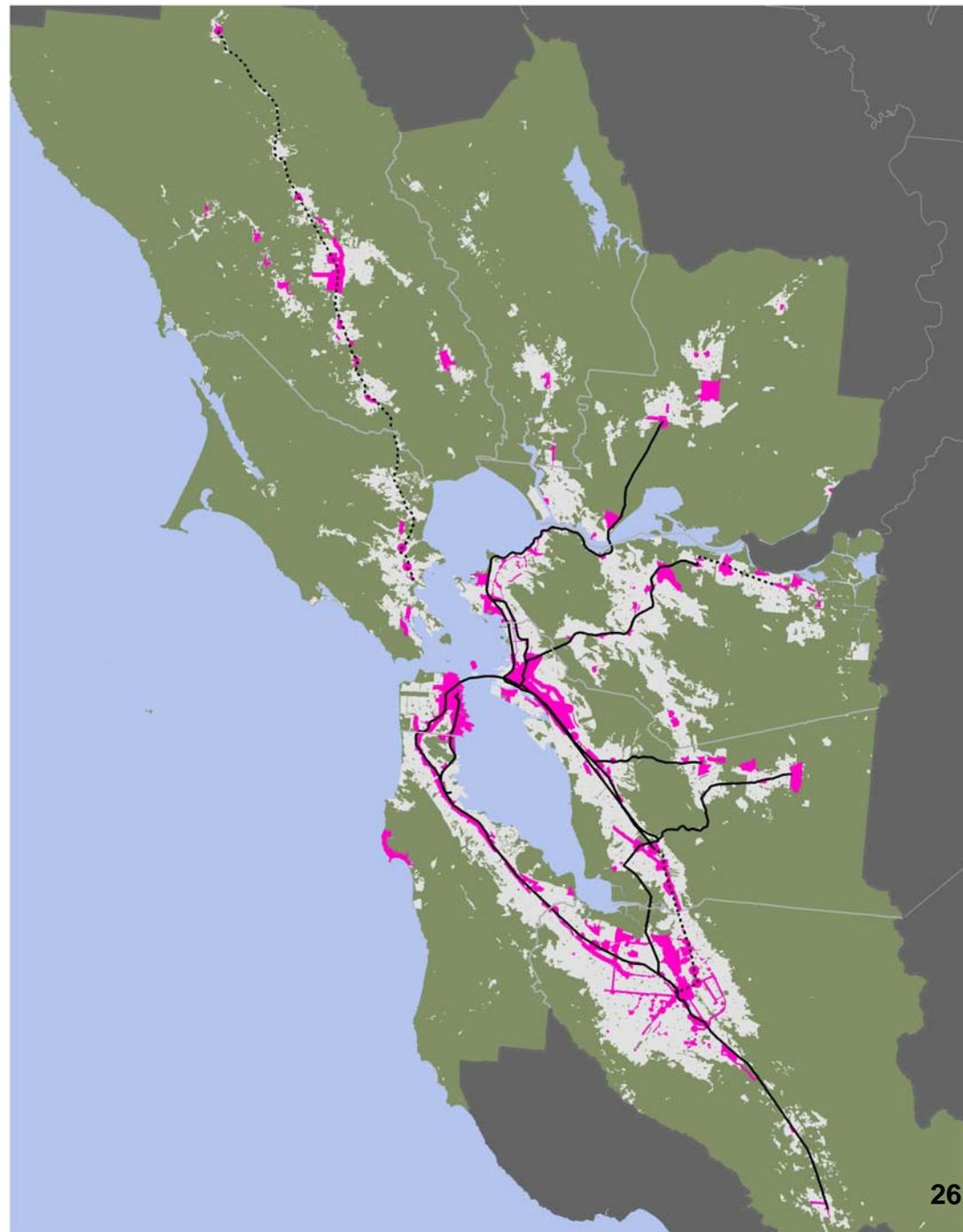
Investment Areas

- Areas that support regional objectives by preserving rural communities, reducing pressure on open space, and increasing access to employment



Jobs-Housing Connection Strategy

-  Non-urbanized land
-  Urbanized land
-  PDAs
 - 4% of region's land
 - 80% of new homes
 - 66% of new jobs



Potential EIR Alternatives per Notice of Preparation

1

No Project

(CEQA Required)

2

Jobs-Housing Connection Strategy

("Preferred Scenario" – CEQA Project)

3

Lower Concentrations of PDA Growth

4

Eliminate Inter-Regional Commute

5

Environment, Equity and Jobs

1

No Project

(CEQA Required)

Land Use

- No Priority Development Areas
- Dispersed job and housing growth supported by existing General Plans and zoning

Transportation

- Base on 2010 existing transportation network
- Only include projects that have either already received funding and have environmental clearance as of May 1, 2011

2

Jobs-Housing Connection Strategy

("Preferred Scenario" – CEQA Project)

Land Use

- 80% of new housing and 66% of new employment in locally designated Priority Designated Areas (PDAs)
- Focused investment in PDAs
- Affordable housing retained in PDAs

Transportation

- Preferred Transportation Investment Strategy
 - \$277 billion Plan budget
 - 88 percent directed to operations and maintenance of existing system
 - Advances key investment strategies
 - Close the GHG Gap
 - Fix-It first
 - OneBayArea Grant Framework
 - Fund High Performers
 - Squeeze More Efficiency Out of Our Existing System
 - Make the Transit System Sustainable

3

Lower Concentrations of PDA Growth

Land Use

- Fewer new jobs and housing in PDAs
- Additional growth close to transit outside of PDAs
- Decentralized jobs and single family construction supported by General Plans

Transportation

- Preferred Transportation Investment Strategy

4

Eliminate Inter-Regional Commute

Land Use

- All jobs filled by Bay Area residents
- Major subsidies for housing close to employment centers at the edges of the region

Transportation

- Modified Preferred Transportation Investment Strategy #1:
 - Transit Comprehensive Operations Analyses (COA) Implementation
 - Only HOV lane conversions for Express Lanes
- Implement Priority Policies
 - Road Pricing
 - Parking Pricing

5

Environment, Equity and Jobs

Land Use

- Additional affordable housing in locations with high levels of low-income commuting
- Additional affordable housing in locations with high-performing schools and local services

Transportation

- Modified Preferred Transportation Investment Strategy #2:
 - 2005 Transit Service Level Restoration
 - Only HOV lane conversions for Express Lanes

Land Use/Transportation Policy Toolbox



Other Ideas About the Alternatives?

- Are we applying the appropriate policy levers to better encourage sustainable development?
- Are there missing land use policy or transportation strategies that should be included in the draft alternatives?
- Should we test an entirely different alternative? If yes, what are the land use policy or transportation strategies to be tested?



EIR Schedule

June 8	Present Draft EIR Alternatives for review by the Joint MTC Planning/ABAG Administrative Committees
June 11	Release Notice of Preparation for 30-Day Public Review Period
June 20-28	Hold Regionwide Scoping Meetings
July 13	Present Final Alternatives for review by Joint MTC Planning/ABAG Administrative Committees and recommendation to Commission and ABAG Executive Board
July 19	Commission and ABAG Executive Board Approve Final Alternatives
July – December	Prepare Draft EIR
December 14	Release Draft EIR and Draft Plan for 45- and 55-Day Public Review Periods by Joint MTC Planning/ABAG Administrative Committees
January 2013	Hold Public Hearings on Draft Plan and Draft EIR
February – March	Prepare Final EIR (including Response to Comments)
April 2013	Commission and ABAG Executive Board Certify Final EIR and Adopt Final Plan

Scoping Comments - DUE July 11, 2012

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Oral and written comments will be accepted at the scoping meetings. Written comments must be received by July 11, 2012.