3 REVISIONS TO THE DRAFT EIR

This chapter identifies proposed errata, changes, and clarifications to the Draft EIR. The revisions are presented in the order in which they appear in the EIR. These are minor changes that merely clarify, amplify, or make insignificant modifications to text in the Draft EIR. These text revisions make corrections and/or address comments and do not result in substantive changes that would rise to the level of "significant new information" requiring recirculation.

Under Section 15088.5 of the CEQA Guidelines, recirculation of an EIR is required when "significant new information" is added to the EIR after public notice is given of the availability of the Draft EIR for public review but prior to certification of the Final EIR. "Significant new information" requiring recirculation includes, for example, a disclosure showing that:

(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.

(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.

(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.

(4) The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded (CEQA Guidelines Section 15088.5).

Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR. The above standard is intended to avoid "endless rounds of revision and recirculation of EIRs" (*Laurel Heights Improvement Assn. v. Regents of the University of California* (1993) 6 Cal. 4th 1112, 1132). "Recirculation was intended to be an exception, rather than the general rule" (*Ibid*).

CEQA case law emphasizes that "'[t]he CEQA reporting process is not designed to freeze the ultimate proposal in the precise mold of the initial project; indeed, new and unforeseen insights may emerge during investigation, evoking revision of the original proposal'" (*Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 736–737; see also *River Valley Preservation Project v. Metropolitan Transit Development Bd.* (1995) 37 Cal.App.4th 154, 168, fn. 11). "'CEQA compels an interactive process of assessment of environmental impacts and responsive project modification which must be genuine. It must be open to the public, premised upon a full and meaningful disclosure of the scope, purposes, and effect of a consistently described project, with flexibility to respond to unforeseen insights that emerge from the process.' In short, a project must be open for public discussion and subject to agency modification during the CEQA process" (*Concerned Citizens of Costa Mesa, Inc. v. 33rd Dist. Agricultural Assn.* (1986) 42 Cal.3d 929, 936).

As demonstrated in this Final EIR, and summarized below, the revisions to the Draft EIR do not fall into any of the four circumstances identified by CEQA as triggering recirculation. MTC and ABAG have determined that the provisions of Section 15088.5 of the CEQA Guidelines are not triggered and recirculation of this EIR is not required. A more detailed description and substantiation of this determination will be included in the CEQA Findings of Fact.

Of the text changes listed on the following pages: thirteen (13) include minor revisions to the Project Description; approximately 30 make minor clarifications and corrections to environmental and

regulatory setting information; one (1) includes the addition of a reference document; approximately fifteen (15) include minor clarifications to text in impact discussions as a result of comment letters and 24 include minor corrections to impact discussions as a result of the refinements to the travel model assumptions (see "Master Response 8: Refinements of Travel Modeling Assumptions); seven (7) include the addition of text to existing mitigation measures; and 16 include clarifications to alternatives discussions.

As explained in each of the corresponding responses to comments in Chapter 2 of this Final EIR, the revisions and clarifications made in responses to comments serve to amplify and add detail to the existing discussion in the Draft EIR, including the environmental setting, environmental impacts, and mitigation measures. Regarding additional or corrected language in mitigation measures, the edits do not alter the conclusions with respect to the significance of any environmental impact because the impacts were already identified in the Draft EIR, and these edits supplement existing Draft EIR mitigation measures. Regarding revisions to tables related to the travel model refinements, see "Master Response 8: Refinements of Travel Modeling Assumptions," which explains that while there would be minor changes in the overall reduction of VMT because of the model refinements, these changes do not alter the conclusions of the EIR with respect to the significance of impacts or substantially change the severity of significant impacts; nor do the refinements present new information not previously included in the Draft EIR. As noted in Master Response 8, the model refinements are not considered new information as defined in Section 15088.5 of the CEQA Guidelines, because they do not change any impact significance conclusions or result in a substantial increase in the severity of impacts; nor do the refinements present new information not previously included in the Draft EIR.

For the reasons described above, these revisions do not constitute significant new information, as defined under CEQA Guidelines Section 15088.5 , and recirculation of the Draft EIR is not required.

The following pages list the text revisions to the Draft EIR. Each text revision lists the Draft EIR page number(s) where the revision is being made. New text is <u>underlined</u> and deleted text is shown in ~~strikeout~~.

3.1 EXECUTIVE SUMMARY

In addition to the specific text changes listed below for the Draft EIR Executive Summary, Table ES-1, Summary of Impacts and Mitigation Measures, has been revised to reflect the changes from this Final EIR. Revised Table ES-1 is included as Appendix A.

Page ES-18 -- The text on page ES-18, under Mitigation Measure AQ-3(b), is revised as follows:

> 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 <u>on-road</u> mobile-source PM emissions from heavy duty trucks~~, diesel train engines, vessels and harbor craft, and cargo handling equipment~~ as well as entrained PM sources such as tire wear, brake wear, and roadway dust.

Page ES-23 -- The text beginning on page ES-23, under Mitigation Measure BIO-1(a) is revised as follows:

Mitigation Measures

Mitigation Measure BIO-1(a) Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations, that include those identified below:

- Implementing agencies shall require project sponsors to prepare biological resource assessments for specific projects proposed in areas known or likely to contain habitat suitable for special-status plants and wildlife. The assessment shall be conducted by qualified professionals pursuant to adopted protocols and agency guidelines, where applicable. Where the biological resource assessments establish that mitigation is required to avoid and minimize 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 or standards of CEQA, USFWS, CDFW, and local regulations and guidelines, in addition to requirements of any applicable and adopted HCP/NCCP or other applicable plans developed to protect species or habitat.
- In support of CEQA, NEPA, CDFW, USFWS, and NOAA Fisheries 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 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 on 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 presence and distribution of these species. Coordination with CDFW, USFWS, and NOAA Fisheries, as appropriate, 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.
- A species and habitat compensation plan shall be prepared and implemented for unavoidable direct impacts on special-status plant species and shall be reviewed and approved by the resource agencies and lead agency prior to project approval. The plan shall identify effective methods for reestablishing the affected species and habitat, including but not limited to seed collection, salvage of root masses, and planting seeds and/or root masses in an area with suitable conditions. The plan shall also specify a monitoring program designed to evaluate success in reestablishing the affected species and habitat, and remedial measures that shall be followed if the project is not meeting specified performance criteria. The monitoring program shall be designed and implemented to evaluate the current and probable future health of the resources, and their ability to sustain populations in keeping with natural populations following the completion of the program. Remedial measures are highly dependent upon the species and habitats in question, but generally shall include but not be limited to invasive species management, predator control, access control, replanting and reseeding of appropriate habitat elements, regarding, and propagation and seed bulking programs.

- 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.
- Temporary access roads and staging areas shall not be located within the areas containing sensitive plants or wildlife species wherever feasible, to avoid or minimize impacts on these species.
- 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.
- 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.
- If 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.
- 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.
- 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.
- 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.
- Biological monitoring shall be considered for areas near identified habitat for State- and federally listed species, and a “no take” approach shall be taken whenever feasible during construction near special-status plant and wildlife species.
- Mitigation Measure NOISE-1 shall be implemented when permanent or temporary noise has been identified as a potential impact on wildlife.
- Impacts resulting from nighttime lighting associated with construction and future permanent lighting shall be assessed at the project level. This assessment shall include an analysis of current light sources in the vicinity of the project. All feasible measures to reduce impacts from nighttime lighting shall be considered and implemented at the project level based on site-specific conditions. They may include but shall not be limited to the following measures:
  - To the extent feasible, nighttime lighting sources shall not be installed in areas that support highly sensitive natural resources.
  - Nighttime lighting shall be directed at the construction or project site and away from sensitive habitats. Light glare shields shall be used to reduce the extent of illumination onto adjoining areas. Permanent lighting shall be shielded and directed at intended use areas.
  - LEDs or bulbs installed as part of a project shall be rated to emit or produce light at or under 2700 Kelvin, which results in the output of a warm white color spectrum.

- Physical barriers, including solid concrete barriers or privacy slats in cyclone fencing, shall be installed where they have the potential to reduce illumination from overhead lights and vehicle lights. Barriers should only be utilized as a light pollution minimization measure if they do not create a substantial barrier to wildlife movement such that the height and/or width of the barrier do not allow wildfire to move through the area. Additional barrier types should be employed when feasible, such as privacy slats into the spacing of cyclone fencing to create light barriers for areas outside the roadway.
- Reflective highway markers shall be used to reduce raptor collisions on roadways.
- Projects on previously unlit roadways with adjacent sensitive habitat and open space shall explore design options that address safety needs without the use of artificial lighting.
- If nighttime lighting has the potential to result in adverse effects on a listed or candidate wildlife species (e.g., a nest, den, or other important habitat feature is identified near the project site), then consultation with the appropriate natural resource agency may be required.

- Fencing and/or walls shall be built to avoid temporary or permanent access of humans or domestic animals from development areas into areas occupied by special status species. Spoils, trash, or any debris shall be removed offsite to an approved disposal facility.
- 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.
- Compensatory mitigation for unavoidable loss of habitat or other impacts on 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) (i.e., Conservation and Mitigation Banking, natural community conservation planning, Regional Conservation Investment Strategies), as deemed appropriate by the permitting agencies. Projects will prioritize mitigation banking within the same county as the project, if possible (i.e., if mitigation banks or mitigation credits are available in a given county).

The text beginning in first bulleted item on page 3.5-26, under Mitigation Measure BIO-2, is revised as follows:

> Implementing agencies shall require project sponsors to prepare biological resource assessments for specific projects proposed in areas containing, or likely to contain, jurisdictional waters or other sensitive or special-status communities. These assessments shall be conducted by qualified professionals in accordance with agency guidelines and standards. Qualified professionals shall reference applicable regional data sources for wetland mapping, which may include, but not be limited to, the Adaptation Atlas (San Francisco Estuary Institute 2021), *Recovery Plan for Tidal Marsh Ecosystems of Northern and Central California* (USFWS 2013), and the 2015 Bay Ecosystem Habitat Goals Update (Goals Project 2015). Where the biological resource assessments establish that mitigation is required to avoid and minimize direct and indirect adverse effects on State- or federally protected wetlands, or compensate for unavoidable effects, mitigation shall be developed consistent with the requirements or standards of USACE, EPA, RWQCB, and CDFW, and local regulations and guidelines, in addition to requirements of any applicable and adopted HCP/NCCP or other applicable plans developed to protect these resources. In keeping with the "no net loss" policy for jurisdictional

waters (i.e., wetlands and other waters of the United States or State), 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.

The text beginning in first bulleted item on page 3.5-30, under Mitigation Measure BIO-3(a), is revised as follows:

Mitigation Measure BIO-3(a) Implementing agencies shall require project sponsors to prepare detailed analyses for specific projects affecting ECA lands to determine the wildlife species that may use these areas and the habitats those species require. Projects that would not affect ECA lands but that are located within or adjacent to open space lands, including wildlands and agricultural lands, or otherwise may contain land used as wildlife movement corridors (e.g., green belts in urban areas) shall also assess whether 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 with consideration of the local, regional, and global context of landscape connectivity for a given project in a given area.

Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations, that include those identified below:

- Design projects to minimize impacts on wildlife movement and habitat connectivity and preserve existing and functional wildlife corridors.
- Design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches.
- Consult relevant guidance documents regarding wildlife movement and habitat connectivity during the project design phase, including but not limited to statewide and Bay Area region guides (e.g., CLN mapping, CDFW's *California Wildlife Barriers 2020* [CDFW 2020], the California Department of Transportation's *Wildlife Crossings Guidance Manual* [Meese et al. 2007], *Critical Linkages: Bay Area & Beyond* [Penrod et al. 2013]), and local guides (e.g., Gray et al. 2018; Diamond and Snyder 2016).
- Conduct wildlife movement studies for projects that may fragment or constrict regional or local corridors and impede use to nursery sites. These studies will include, but would not be limited to, the following objectives: identify activity levels and directional wildlife movement trends within the study area, consult the California Fish Passage Assessment Database (CALFISH database) to identify potential fish barrier locations and conduct first pass and second pass fish assessments as necessary, assess current functionality of existing underpasses, and determine what species or groups of species exhibit sensitivity to the existing roadways. Movement studies shall identify project-specific measures to avoid or mitigate impacts on corridors and movement to nursery sites that may include, but are not limited to, developing alternative project designs that allow wider movement corridors to remain; provide for buffer zones adjacent to corridors, such as passive recreation zones; implement physical barriers that prevent human and/or domestic predator entry into the corridor or block noise and lighting from development; incorporate shielded and directed lighting in areas near corridors; implement a "natives only" landscaping policy within 200 feet of identified wildlife corridors; incorporate periodic larger habitat patches along a

corridor's length; minimize the number of road crossings of identified wildlife corridors; and replace roadway culverts with bridges to allow for wildlife movement.

- For projects that cannot avoid significant impacts on wildlife movement corridors or native wildlife nursery areas, consult with CDFW to determine appropriate measures to minimize direct and indirect impacts and implement measures to mitigate impacts on wildlife corridors or native wildlife nursery sites.
- Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. Preservation or improvements of habitat on both sides of a wildlife crossing should be prioritized.
- Analyze habitat linkages and wildlife movement corridors on a broad scale for long linear projects with the possibility of adversely affecting wildlife movement to avoid critical narrow choke points that could reduce function of recognized movement corridor.
- Construct wildlife-friendly overpasses and culverts. These structures should be designed to meet the needs of appropriate species, considering factors such as the size or diameter of the structure, interval frequency, and/or physical design to allow conditions similar to the surrounding habitat.
- Upgrade existing culverts or implement directional fencing to guide animals to existing culverts or underpasses when conducting expansion or enhancement projects on existing roads.
- Fence major transportation corridors in the vicinity of identified wildlife corridors.
- Use wildlife-friendly fences that allow larger wildlife, such as deer, to cross over and smaller wildlife to move under.
- For projects that require the placement of stream culverts in a fish spawning stream, follow USACE, NOAA Fisheries, USFWS, and CDFW permit conditions and design requirements to allow fish passage through the culverts.
- Limit wildland conversions in identified wildlife corridors such that the function of the wildlife corridor is not impaired.
- Retain wildlife-friendly vegetation in and around developments.
- Monitor and maintain fencing, under crossings, and/or other crossing structures as needed to ensure corridor permeability and functionality. Development and implementation of a fencing and wildlife crossing structure maintenance plan is recommended to maintain permeability for wildlife across corridors.
- Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 Section 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season.
- Comply with existing local regulations and policies, including applicable HCP/NCCPs, that exceed or reasonably replace any of the above measures to protect wildlife corridors.

3.2 CHAPTER 2, "PROJECT DESCRIPTION"

Page 2-21 -- The text on page 2-21, in Table 2-7, is revised as follows:

T11	Public Transit	Ferry | Service Frequency Boost | GGBHTD | Larkspur-San Francisco	MRN, SF
	Public Transit	Ferry | Service Frequency Boost | WETA	REG
	Public Transit	Ferry | Service Expansion | WETA | Berkeley-San Francisco	ALA, SF
	Public Transit	Ferry | Service Expansion | WETA | San Francisco Mission Bay-Alameda-Richmond-Vallejo	ALA, CC, SF
	Public Transit	Ferry | Service Expansion | WETA | Redwood City-San Francisco-Oakland	ALA, SF, SM
	Public Transit	Rail | Modernization & Electrification | Caltrain/High Speed Rail | San Francisco to San Jose	SF, SM, SCL
	Public Transit	Rail | Service Frequency Boost | ACE | System	ALA, SCL
	Public Transit	Rail | Service Frequency Boost | BART | System ("Core Capacity")	ALA, CC, SF, SM, SCL
	Public Transit	Rail | Service Frequency Boost | Caltrain | System	SF, SM, SCL

Page 2-22 -- The text on page 2-22, in Table 2-8, is replaced by Table 3.2-1:

Table 3.2-1: Transportation System Capacity (2015–2050)

Facility Type	Base Year, 2015	Proposed Plan, 2050	Change, 2015 to 2050	
			Numerical	Percent
Freeway Lane-Miles	5,440	~~5,880~~ 5,840	~~+440~~ +400	~~+8%~~ +7%
Expressway Lane-Miles	1,080	~~1,120~~ 1,140	~~+40~~ +60	~~+4%~~ +5%
Arterial Lane-Miles	8,670	~~8,640~~ 8,670	~~-30~~ +3	-< 1%
Collector Lane-Miles	5,690	5,690	0	0%
Total Roadway Lane-Miles	~~20,880~~ 20,870	~~21,340~~ 21,330	+460	+2%
Daily Local Bus Seat-Miles	~~9,124,000~~ 9,125,000	~~13,213,000~~ 13,231,000	~~+4,089,000~~ +4,106,000	+45%
Daily Express Bus Seat-Miles	~~1,987,000~~ 1,992,000	~~4,759,000~~ 4,758,000	~~+2,772,000~~ +2,765,000	~~+140%~~ +139%
Daily Light Rail Seat-Miles	2,065,000	3,304,000	+1,239,000	+60%
Daily Heavy Rail Seat-Miles	12,113,000	21,343,000	+9,230,000	+76%
Daily Commuter Rail Seat-Miles	4,995,000	19,593,000	+14,598,000	+292%
Daily Ferry Seat-Miles	687,900	2,884,000	+2,196,000	+319%
Total Daily Transit Seat-Miles	~~30,972,000~~ 30,979,000	~~65,097,000~~ 65,114,000	~~+34,125,000~~ +34,134,000	+110%

Notes: Numbers less than 1 are shown as "<1". Whole numbers have been rounded (between 0 and 10 to the nearest whole number, between 11 and 999 to the nearest 10, between 1,000 and 1,000,000 to the nearest 100, above 1,000,000 to the nearest 1,000). Figures may not sum because of independent rounding.
Source: Data compiled by MTC and ABAG in 2021

Page 2-23 -- The text in the first paragraph on page 2-23 is revised as follows:

Roadway Network: The region's base year roadway network (2015 conditions) is composed of about 20,900 lane-miles, with approximately one third of the lane-miles designated as freeways and expressways and two thirds as arterials and collectors. Compared to 2015 conditions, implementing the proposed Plan would add approximately 460 lane-miles, an increase of 2 percent to the region's total roadway lane-miles. New freeway lane-miles would

account for about ~~96~~ 87 percent of the 460 new lane-miles. A major component of these new lane-miles is related to Transportation Strategy T12, "Build an Integrated Regional Express Land and Express Bus Network." Implementing the proposed Plan would result in a net decrease of arterial lane-miles, in part the result of a Transportation Strategy T09, "Advance Regional Vision Zero Policy through Street Design and Reduced Speeds," through actions such as the removal of travel lanes.

Page 2-27 -- The text in the first paragraph on page 2-27 is revised as follows:

Regional Travel

Table 2-11 summarizes the changes in average daily travel metrics from 2015 to proposed Plan conditions. As previously noted, according to the regional growth forecast, demand on the transportation systems would increase. Total trips are forecasted to grow by ~~27~~ 30 percent, which is a smaller amount of growth than that forecasted for population growth, meaning there would be fewer trips per capita in the 2050. Furthermore, commute trips are forecasted to grow by ~~12~~ 21 percent, which is less than the growth in employed residents noted in **Table 2-11**.

The daily number of vehicle trips and vehicle miles traveled (VMT)—a key metric for this program EIR and discussed in more detail in Section 3.15, "Transportation"—are forecasted to increase from 2015, albeit at a rate slower than forecasted population growth. As a result, daily VMT per capita is forecasted to decrease over time, meaning that in 2050, people and workers are forecasted to drive less, either by reducing the length of their trips and/or by making less auto trips by using alternative modes, such as transit, walking, or biking. Transit boardings and transit passenger miles are forecasted to increase by ~~133~~ 145 and ~~168~~ 190 percent, respectively, in part because of the proposed Plan's integrated strategies that change land use activity (forecasted development pattern) and invest in transit systems. Finally, minimal changes to roadway capacity, discussed in the prior section, coupled with a growing region, would lead to more hours of vehicle delay forecasted on the region's roadway systems.

The text in the last paragraph on page 2-27 is revised as follows:

Table 2-12 compares average trip characteristics for commute and non-commute trips between 2015 and proposed Plan 2050 conditions. Implementation of the proposed Plan's integrated strategies results in a more compact forecasted development pattern, where regional subareas (e.g., North Bay) and subarea counties converge toward the regional jobs-housing ratio. Changes to the forecasted development pattern result in an ~~8~~ 7-percent reduction in average trip lengths, for both commute and non-commute trips.

The text in Table 2-11, on page 2-27, is revised as follows:

Table 2-11: Summary of Daily Travel Metrics

	Base Year, 2015	Proposed Plan, 2050	Change, 2015 to 2050	
			Numerical	Percent
Daily Commute Trips	~~8,360,000~~ 8,366,000	~~9,324,000~~ 10,108,000	~~+964,000~~ +1,742,000	~~+12%~~ +21%
Daily Non-commute Trips	~~17,939,000~~ 17,943,000	~~24,197,000~~ 24,095,000	~~+6,258,000~~ +6,152,000	~~+35%~~ +34%
Daily Trips Subtotal	~~26,299,000~~ 26,309,000	~~33,521,000~~ 34,203,000	~~+7,222,000~~ +7,895,000	~~+27%~~ +30%
Daily Vehicle Trips	~~20,896,000~~ 20,921,000	~~23,487,000~~ 23,950,000	~~+2,591,000~~ +2,566,000	~~+12%~~ +14%
Daily Vehicle Trips with Strategy EN09	~~20,896,000~~ 20,921,000	~~23,222,000~~ 23,685,000	~~+2,326,000~~ +2,764,000	~~+11%~~ +13%
Daily VMT	~~155,006,000~~ 155,305,000	~~181,917,000~~ 186,742,000	~~+26,911,000~~ +31,437,000	~~+17%~~ +20%

	Base Year, 2015	Proposed Plan, 2050	Change, 2015 to 2050	
			Numerical	Percent
Daily VMT with Strategy EN09	~~155,006,000~~ 155,305,000	~~175,497,000~~ 180,309,000	~~+20,491,000~~ +25,004,000	~~+13%~~ +16%
Daily VMT per Capita	~~20.4~~ 20.5	~~17.5~~ 18.0	~~-2.9~~ -2.5	~~-14%~~ -12%
Daily VMT per Capita with Strategy EN09	~~20.4~~ 20.5	~~16.9~~ 17.4	~~-3.5~~ -3.1	~~-17%~~ -15%
Daily Vehicle Hours of Recurring Delay	~~264,500~~ 258,900	~~644,200~~ 710,600	~~+379,800~~ +451,700	~~+144%~~ +175%
Daily Transit Boardings	~~1,703,000~~ 1,687,000	~~3,964,000~~ 4,128,000	~~+2,261,000~~ +2,441,000	~~+133%~~ +145%
Daily Transit Passenger Miles	~~11,292,000~~ 11,068,000	~~30,245,000~~ 32,099,000	~~+18,953,000~~ +21,030,000	~~+168%~~ +190%

Notes: Whole numbers have been rounded (between 1,000 and 1,000,000 to the nearest 100, above 1,000,000 to the nearest 1,000). Unless specified, daily travel metrics do not account for effects of implementing Strategy EN09 because of modeling limitations.
Source: Data compiled by MTC and ABAG in 2021

Page 2-28 -- The text in the first paragraph on page 2-28 is revised as follows:

> Conversely, the average trip time is forecasted to increase by ~~11~~ 13 percent between 2015 and proposed Plan 2050 conditions. This increase is not uniform across modes, as summarized in **Table 2-13**. The average auto trip time is forecasted to increase by ~~10~~ 12% over the baseline, whereas walk and bike trip times are forecasted to decrease by 3 and 4 percent, respectively. Transit trip times, which have trip times more than double the regional average, are also forecasted to increase, but at a rate less than for auto trips.

The text in Table 2-12, on page 2-28, is revised as follows:

Table 2-12: Average Trip Length (Miles) by Purpose

	Base Year, 2015	Proposed Plan, 2050	Change, 2015 to 2050	
			Numerical	Percent
Commute	9.8	9.6	~~-0.3~~ -0.2	~~-3%~~ -2%
Non-commute	4.7	4.3	~~-0.3~~ -0.4	~~-7%~~ -8%
Regional Total	6.3	~~5.8~~ 5.9	~~-0.5~~ -0.4	~~-8%~~ -7%

Note: Average trip lengths do not account for effects of implementing Strategy EN09 because of modeling limitations.
Source: Data compiled by MTC and ABAG in 2021

The text in Table 2-13, on page 2-28, is revised as follows:

Table 2-13: Average Trip Time (Minutes) by Mode

	Base Year, 2015	Proposed Plan, 2050	Change, 2015 to 2050	
			Numerical	Percent
Auto ("Vehicle")	13.5	~~14.9~~ 15.2	~~+1.4~~ +1.6	~~+10%~~ +12%
Transit	~~36.1~~ 35.9	~~36.5~~ 36.8	~~+0.5~~ +0.9	~~+1%~~ +2%
Bike	11.0	10.5	~~-0.5~~ -0.4	-4%
Walk	17.0	16.5	~~-0.4~~ -0.5	-3%
Regional Total	~~15.2~~ 15.1	~~16.8~~ 17.0	~~+1.7~~ +1.9	~~+11%~~ +13%

Note: Average trip times do not account for effects of implementing Strategy EN09 because of modeling limitations.
Source: Data compiled by MTC and ABAG in 2021

The text in the last paragraph on page 2-28 is revised as follows:

Daily Trips by Mode

The transportation strategies discussed in Section 2.2.2, "Proposed Plan Strategies," generally consist of strategies intended to alter the demand on the transportation system or alter the supply of the transportation system. Collectively, these strategies, along with changes from the forecasted development pattern, have the potential to influence mode choice decisions. Implementation of the proposed Plan's integrated strategies facilitate a ~~300~~ 310-percent growth in bike trips and a ~~110~~ 118-percent growth in transit trips by 2050. **Table 2-14** compares the number and share of trips by mode in 2015 and under proposed Plan 2050 conditions. While the forecasted shares of the various travel modes remain similar to 2015 conditions, an increase in transit and bike share modes is evident. Transit mode share is forecasted to increase from 6 percent to 9 percent of total trips by 2050, while bike mode share is forecasted to increase from 2 percent to 7 percent by 2050. The auto mode shares—drive alone, carpool and ride hail—are forecasted to decrease their collective share over time, from ~~79~~ 80 percent in the baseline to 70 percent in 2050.

Page 2-29 -- The text in Table 2-14, on page 2-29, is revised as follows:

Table 2-14: Summary of All Trips by Mode

	Base Year 2015		Proposed Plan, 2050		Change, 2015 to 2050	
	Trips	% of Total	Trips	% of Total	Numerical	Percent
Drive Alone	~~12,030,000~~ 12,053,000	46%	~~13,417,000~~ 13,752,000	40%	~~+1,387,000~~ +1,699,000	~~+12%~~ +14%
Carpool	8,318,000	32%	~~9,190,000~~ 9,281,000	27%	~~+872,800~~ +962,800	~~+10%~~ +12%
Ride Hail	~~548,100~~ 550,400	2%	~~879,300~~ 917,800	3%	~~+331,200~~ +367,400	~~+60%~~ +67%
Auto ("Vehicle") Subtotal	~~20,896,000~~ 20,921,000	~~79%~~ 80%	~~23,487,000~~ 23,950,000	70%	~~+2,591,000~~ +3,029,000	~~+12%~~ +14%
Transit	~~1,472,000~~ 1,465,000	6%	~~3,087,000~~ 3,200,000	9%	~~+1,615,000~~ +1,735,000	~~+110%~~ +118%
Bike	~~583,800~~ 584,600	2%	~~2,336,000~~ 2,397,000	7%	~~+1,753,000~~ +1,812,000	~~+300%~~ +310%
Walk	~~3,348,000~~ 3,338,000	13%	~~4,611,000~~ 4,656,000	14%	~~+1,263,000~~ +1,318,000	~~+38%~~ +39%
Regional Total	~~26,299,000~~ 26,309,000	100%	~~33,521,000~~ 34,203,000	100%	~~+7,222,000~~ +7,895,000	~~+27%~~ +30%

Notes: Whole numbers have been rounded (between 0 and 10 to the nearest whole number, between 11 and 999 to the nearest 10, between 1,000 and 1,000,000 to the nearest 100, above 1,000,000 to the nearest 1,000). Figures may not sum because of independent rounding. Trips and mode share do not account for effects of implementing Strategy EN09 because of modeling limitations.
Source: Data compiled by MTC and ABAG in 2021

The text on page 2-29 is revised as follows:

Under the proposed Plan, commute trips represent approximately ~~28~~ 30 percent of all regional trips (see **Table 2-11**), yet the average distance of commute trips is double the average distance of non-commute trips (see **Table 2-12**). **Table 2-15** summarizes how Bay Area workers

get to their place of work and includes those workers who work from home ("telecommute"). Overall, workers are forecasted to rely less on autos to get to their places of employment. The proposed Plan would result in a net reduction in auto modes, from 71 percent to ~~53~~ 50 percent of all commute trips. The number of commuters driving alone is forecasted to fall by ~~15~~ 17 percent as a share of all commute trips. Telecommuting is forecasted to see the greatest growth from baseline conditions, followed by workers using transit. The increase in telecommuting, both in absolute terms and as a share of total trips, is a direct result of Strategy EN07, "Expand Commute Trip Reduction Programs at Major Employers." Similar to the findings summarized in **Table 2-15,** implementation of the proposed Plan's integrated strategies would lead to fewer workers relying on autos to access their places of work and would facilitate an increase in trips across alternative modes with bike and transit modes forecasted to experience the most growth.

The text in Table 2-15, on page 2-29, is revised as follows:

Table 2-15: Summary of Journey to Work by Mode

	2015 Baseline	2050 Proposed Plan	Change, 2015 to 2050
	% of Total	% of Total	Percent
Drive Alone	~~51%~~ 50%	~~36%~~ 33%	~~-15%~~ -17%
Carpool	19%	~~17%~~ 16%	~~-2%~~ -3%
Ride Hail	1%	< 1%	< -1%
Auto ("Vehicle") Subtotal	~~70%~~71%	~~53%~~ 50%	~~-18%~~ -21%
Transit	13%	~~20%~~ 19%	~~+7%~~ +6%
Bike	3%	7%	+4%
Walk	2%	~~3%~~ 2%	~~+1%~~ 0%
Telecommute	~~10%~~ 11%	~~17%~~ 22%	~~+7%~~ +11%

Notes: ~~Workers and~~ Mode share do not account for effects of implementing Strategy EN09 because of modeling limitations. Mode share limited to workers who are working on the modeled day.
Source: Data compiled by MTC and ABAG in 2021

3.3 DRAFT EIR SECTION 3.2, "AESTHETICS AND VISUAL RESOURCES"

Page 3.2-14 -- The text in the sixth bulleted item under Mitigation Measure AES-1, on page 3.2-14 of the Draft EIR, is revised as follows:

Where highway screening is a required element of a development, design landscaping along all highways, including State-designated scenic highways, locally designated scenic highways, and 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. Retain or replace trees bordering highways so that clear-cutting is not evident.

3.4 DRAFT EIR SECTION 3.4, "AIR QUALITY"

Page 3.4-17 -- The text beginning on page 3.4-17 is revised as follows:

Seaport Air Quality 2020 and Beyond Plan – Port of Oakland

The Port of Oakland (Port) published the Seaport Air Quality 2020 and Beyond Plan in 2019 as the Port's master plan to becoming a zero-emissions seaport. This plan focuses on reducing GHG, criteria air pollutant, and toxic air contaminant emissions, with a focus on reducing diesel PM to improve public health in the surrounding community. The plan evaluates measures to reduce emissions through 2050. The Port intends to regularly update the plan with the first plan update anticipated in 2023. The goals and strategies in the plan build upon the framework for air quality efforts set forth in the MAQIP, focusing on the MAQIP's goal to reduce diesel PM emissions and achieve or exceed the State's 2030 and 2050 GHG reduction targets and zero-emissions initiatives. The strategies included in the plan include: continued reduction of emissions, promotion of the pathway to zero emissions, developing infrastructure, building and strengthening partnerships, engaging stakeholders, and pursuing external funding.

Maritime Air Quality Improvement Plan - Port of Oakland

In collaboration with a task force of diverse stakeholders, the Port of Oakland (Port) developed the Maritime Air Quality Improvement Plan (MAQIP) to guide its efforts to reduce criteria pollutants, notably diesel PM, associated with maritime (seaport) activities at the Port. The MAQIP is the Port's master plan to reduce air pollution from both mobile and stationary on/near-shore and off-shore sources at the seaport. It not only supports current and future State and local emission reduction requirements but enhances these requirements through early implementation goals and by targeting emission reductions that exceed legally mandated requirements.

The MAQIP builds upon the Port Maritime Air Quality Policy Statement (Port Air Quality Statement), adopted by the Board of Port Commissioners in March 2008. The Port Air Quality Statement sets a goal of reducing the excess community cancer health risk related to exposure to diesel PM emissions associated with the Port's maritime operations by 85 percent from 2005 to 2020, through all practicable and feasible means. It also commits the Port to implement early action emissions reduction measures to reduce the duration of the public's exposure to emissions that may cause health risk, through all practical and feasible means.

Comprehensive Truck Management Plan - Port of Oakland

The Port of Oakland initiated development of the Comprehensive Truck Management Plan (CTMP) in early 2007 through the establishment of a technical advisory committee. The purpose of the CTMP is to address air quality, safety and security, business and operations, and community issues associated with drayage trucks serving the Port. As part of implementing the CTMP, the Port has developed a truck registry for trucks serving the seaport, supported compliance with truck-related regulations to reduce emissions of air pollutants, increased safety and security domain awareness, improved operational efficiencies, reduced traffic and congestion, and involved and educated stakeholders.

Waterfront Plan Update - Port of San Francisco

The Port of San Francisco's Waterfront Plan, last updated in 2016, addresses environmental sustainability at the port in areas of air, climate, water, land, community, energy, transportation, and buildings. With respect to air quality, the plan identifies multiple strategies and active programs that would reduce emissions from the port. These include implementing shoreside

power projects that provide zero-emission power for large ships, using renewable diesel fuel in the port's heavy-duty fleet and equipment, and encouraging port employees to use alternative modes of transportation for commuting. The plan targets sustainability goals through 2020 (Port of San Francisco 2016).

Clean Air Action Plan - Port of Richmond

The Port of Richmond published its *Clean Air Action Plan* in 2010. The plan presents the port's emissions inventory and emission reduction measures and identifies the emission reductions from both regulatory and voluntary emission reduction measures (e.g., heavy-duty truck idling rules, vessel speed reduction programs). A 2015 progress report found that SO_X and diesel PM emissions between 2010 and 2014 declined by 95 percent and 90 percent, respectively, primarily resulting from new regulations from CARB requiring the use of very low sulfur fuel in ocean-going vessels (Port of Richmond 2010, 2015).

Vision Plan - Port of Redwood City

The Port of Redwood City completed its 2020 Vision Plan in January 2020. The intent of the plan is to track the port's historical cargo throughput, establish a market forecast of activity at the port, establish land use priorities, prepare for changes in the market, identify operational efficiencies, and achieve sustainability. The plan includes 45 findings and recommendations, two of which could result in air quality improvements:

- Reduce the number of trucks on the road by recommending a Regional Intermodal Network that would carry cargo within the Bay Area and Stockton/Sacramento River System instead of on the highway. Transporting freight along waterways is more efficient per ton of freight than transporting by truck and would also reduce congestion on roadways.
- Propose a feasibility study evaluating the potential for ferry service to Redwood City that would reduce on-road congestion and emissions (Port of Redwood City 2020).

Page 3.4-27 -- The text in Table 3.4-7, on page 3.4-27, is revised as follows:

Table 3.4-7: Bay Area Travel Activity Data

	2015 Baseline	2050 Proposed Plan	Change (2015 to 2050)	
			Numerical	Percent
Total Population	7,581,000	10,368,000	+2,786,000	+42%
Employed Residents	2,841,000	4,027,000	+1,186,000	+37%
Vehicles in Use	~~4,617,000~~ 4,629,000	~~5,295,000~~ 5,435,000	~~+679,000~~ +806,000	~~+15%~~ +17%
Engine Starts	~~23,164,000~~ 23,227,000	~~27,066,000~~ 27,782,000	~~+3,902,000~~ +4,555,000	~~+17%~~ +20%
Daily VMT	~~155,006,000~~ 155,305,000	~~181,917,000~~ 186,742,000	~~+26,911,000~~ +31,437,000	~~+17%~~ +20%

Notes: Whole numbers have been rounded (between 11 and 999 to the nearest 10, above 1,000,000 to the nearest 1,000). Number of vehicles in use, engine starts, and Daily VMT forecasts do not account for expected reductions from the implementation of Strategy EN09 because of modeling limitations.
Source: Data compiled by MTC and ABAG in 2021

Page 3.4-28 -- The text on page 3.4-28, second paragraph under Motor Vehicle Emissions, is revised as follows:

Vehicle activity projections are correlated to changes in demographic, housing, and socioeconomic factors. For calculations relying on outputs from Travel Model 1.5 and population totals (i.e., per capita VMT or per capita energy use), model-simulated population

levels were used to ensure consistency. Simulated population may be slightly different than overall population forecasts for the proposed Plan and alternatives due to slight variability in modeling tools (please refer to Chapter 1 for an explanation of the different modeling tools). As shown in **Table 3.4-5~~-~~7**, between 2015 and 2050, the Bay Area is projected to add about 2.8 million people (a 42-percent increase) and 1.2 million employed residents (a 37-percent increase). Based on expected future growth, the total daily VMT in the region would increase by ~~17~~ 20 percent, meaning VMT is projected to grow at a rate less than half that of population and job growth in the region. The results presented in **Table 3.4-5~~-~~7** do not account for implementation of Strategy EN09, "Expand Transportation Demand Management Initiatives," due to limitations that do not allow for the distribution of the VMT reductions by speed and county, key model outputs for emissions analyses. As such, the mobile source emissions in the following analyses are overstated.

Page 3.4-43 -- The text in Table 3.4-12, on page 3.4-43, is revised as follows:

Table 3.4-12: Emission Estimates for Criteria Pollutants using EMFAC2021 Emission Rates (tons per day)

	Baseline, 2015	Proposed Project, 2050	Change, 2015 to 2050	
			Numerical	Percentage
ROG	~~58.5~~ 58.7	~~17.4~~ 17.9	~~-41.1~~ -40.8	~~-~~70%
NO_X (Summertime)	~~111.6~~ 111.9	~~21.7~~ 22.3	~~-89.9~~ -89.6	~~-81%~~ -80%
NO_X (Wintertime)	~~126.7~~ 127.0	~~24.5~~ 25.1	~~-102.2~~ -101.9	~~-81%~~ -80%
$PM_{2.5}$	6.3	~~5.5~~ 5.7	~~-0.7~~ -0.6	~~-12%~~ -10%
PM_{10}	27.1	~~30.0~~ 30.8	~~+3.0~~ +3.7	~~+11%~~ +14%

Note: Forecasts of mobile-source emissions do not account for expected reductions from the implementation of Strategies EN08 or EN09 because of modeling limitations.
Source: Data compiled by MTC and ABAG in 2021

The text in the third paragraph on page 3.4-43 is revised as follows:

The results in **Table 3.4-12** indicate that mobile-source $PM_{2.5}$ emissions would decrease by ~~12~~ 14 percent (0.7 tons per day), and PM_{10} emissions would increase ~~11~~ 14 percent (3.0 tons per day) during the proposed Plan's timeframe compared to existing conditions. The higher levels of PM_{10} emissions in 2050 conditions are primarily a function of the ~~17~~ 20 percent growth in VMT (**Table 3.4-7**) (which directly affects the occurrence of entrained roadway dust), with some contributions from tire and brake wear and exhaust. Exhaust emissions of PM_{10} would not increase at the same rate as VMT (~~17~~ 20 percent percent) because of the stringent emission controls that would take effect with fleet turnover. Note that daily VMT is projected to increase when comparing the proposed Plan to existing conditions, but to a large degree, these increases would be offset by improvements to the vehicle fleet.

Page 3.4-44 -- The text in Table 3.4-13, on page 3.4-44, is revised as follows:

Table 3.4-1: Net Mobile- and Area-Source Emissions Anticipated under the Plan (Tons per Year)

Source	ROG	NO_X	$PM_{2.5}$	PM_{10}
Mobile	~~-41.1~~ -40.8	~~-89.9~~ -89.6	~~-0.7~~ -0.6	~~3.0~~ 3.7
Area	22.8	5.3	1.5	1.5
Total	~~-18.3~~ -18.0	~~-84.6~~ -84.3	~~0.8~~ 0.9	~~4.5~~ 5.2
Increase from Existing?	No	No	Yes	Yes

Source	ROG	NO_X	$PM_{2.5}$	PM_{10}
Within BAAQMD CEQA Plan Thresholds of Significance	Yes	Yes	No	No

Note: Forecasts of mobile- and area-source emissions do not account for expected reductions from the implementation of strategies EN02, EN03, EN08, or EN09 because of modeling limitations.
Sources: Emissions modeling using EMFAC2021; data compiled by MTC and ABAG in 2021

Page 3.4-45 -- The text on page 3.4-45, under Mitigation Measure AQ-3(b), is revised as follows:

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 on-road mobile-source PM emissions from heavy duty trucks~~, diesel train engines, vessels and harbor craft, and cargo handling equipment~~ as well as entrained PM sources such as tire wear, brake wear, and roadway dust.

Page 3.4-51 -- The text in Table 3.4-15, on page 3.4-51, is revised as follows:

Table 3.4-15: Emission Estimates for Toxic Air Contaminants Pollutants (kilograms per day)

	Baseline, 2015	Proposed Plan, 2050	Change, 2015 to 2050	
			Numerical	Percent
Diesel Particulate Matter	~~1,366.2~~ 1,367.5	~~126.9~~ 129.7	~~-1,239.3~~ -1,237.8	-91%
1,3 Butadiene	~~77.5~~ 77.7	~~22.5~~ 23.2	~~-55.0~~ -54.5	~~-71%~~ -70%
Benzene	~~363.1~~ 363.4	~~90.7~~ 93.4	~~-272.4~~ -270.0	~~-75%~~ -74%

Note: Forecasts of mobile-source emissions do not account for expected reductions from the implementation of Strategies EN08 or EN09 because of modeling limitations.
Source: Data compiled by MTC and ABAG in 2021

Page 3.4-52 -- The text in Table 3.4-16, on page 3.4-52, is revised as follows:

Table 3.4-16: Percent Change in On-Road Mobile Source Exhaust and total $PM_{2.5}$ Emissions, Years 2015-2050

County	CARE Status	Exhaust Emissions				Total $PM_{2.5}$	VMT
		Exhaust Only $PM_{2.5}$	Diesel PM	Benzene	1, 3 Butadiene		
Alameda	CARE Community	~~-89%~~ -88%	-93%	~~-79%~~ -78%	~~-76%~~ -75%	~~-18%~~ -16%	~~10%~~ 12%
	Remainder of County	-74%	~~-90%~~ -89%	~~-73%~~ -72%	~~-73%~~ -72%	~~7%~~ 10%	~~11%~~ 14%
Contra Costa	CARE Community	-88%	-92%	-76%	~~-75%~~ -74%	~~-8%~~ -6%	~~21%~~ 24%
	Remainder of County	~~-71%~~ -70%	-83%	~~-73%~~ -72%	~~-73%~~ -72%	~~14%~~ 17%	~~20%~~ 23%
Marin	Entire County	~~-77%~~ -76%	-91%	~~-74%~~ -73%	~~-74%~~ -73%	~~9%~~ 11%	~~13%~~ 16%
Napa	Entire County	~~-80%~~ -79%	-94%	-80%	-80%	~~2%~~ 4%	~~8%~~ 11%
San Francisco	CARE Community	-90%	-96%	~~-74%~~ -75%	-72%	~~-5%~~ -4%	20%
	Remainder of County	-88%	-98%	~~-73%~~ -72%	~~-73%~~ -72%	~~3%~~ 6%	~~12%~~ 15%
San Mateo	Entire County	~~-69%~~ -68%	~~-84%~~ -83%	~~-34%~~ -32%	~~-34%~~ -32%	~~22%~~ 25%	~~8%~~ 11%
Santa Clara	CARE Community	-86%	-92%	~~-73%~~ -71%	~~-70%~~ -69%	~~4%~~ 6%	~~23%~~ 26%
	Remainder of County	~~-68%~~ -66%	~~-88%~~ -87%	~~-67%~~ -66%	~~-67%~~ -66%	~~25%~~ 30%	~~22%~~ 26%
Solano	CARE Community	-89%	~~-92%~~ -91%	~~-79%~~ -78%	~~-77%~~ -76%	~~-3%~~ 0%	~~24%~~ 28%
	Remainder of County	~~-79%~~ -78%	-89%	~~-77%~~ -76%	~~-77%~~ -76%	~~17%~~ 21%	~~23%~~ 26%
Sonoma	Entire County	~~-80%~~ -79%	-95%	-86%	-86%	~~6%~~ 7%	~~11%~~ 12%

County	CARE Status	Exhaust Emissions				Total $PM_{2.5}$	VMT
		Exhaust Only $PM_{2.5}$	Diesel PM	Benzene	1, 3 Butadiene		
Regional Total	CARE Community	-88%	-93%	-76% ~~-75%~~	~~-73%~~ -72%	~~-8%~~ -6%	~~18%~~ 20%
	Remainder of Region	~~-74%~~ -73%	-91%	~~-71%~~ -70%	~~-70%~~ -69%	~~14%~~ 17%	~~15%~~ 18%
	Total	~~-83%~~ -82%	-93%	~~-74%~~ -73%	~~-71%~~ -70%	9% ~~12%~~	~~17%~~ 19%

Notes: CARE = Community Air Risk Evaluation; $PM_{2.5}$ = fine particulate matter; PM = particulate matter; VMT = vehicle miles travelled. Percentages are rounded to the nearest whole number. Total $PM_{2.5}$ includes vehicle exhaust, entrained road dust, and tire and brake wear. Marin, Napa, San Mateo, and Sonoma Counties do not have CARE-designated areas. Emissions rates from EMFAC. Forecasts of mobile-source emissions and VMT do not account for expected reductions from the implementation of Strategies EN08 or EN09 because of modeling limitations.

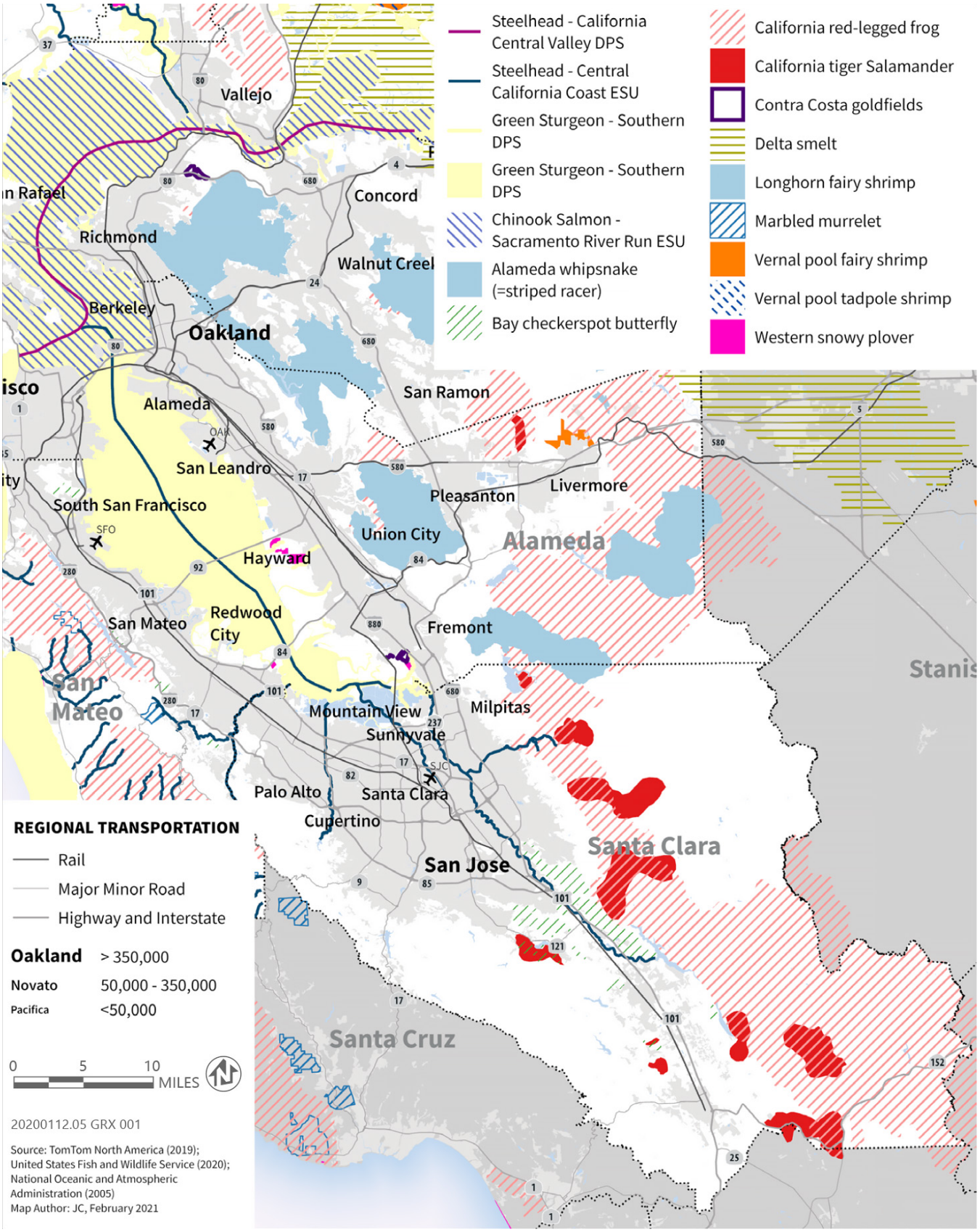
Sources: Data compiled by MTC and ABAG in 2021 based on data from BAAQMD 2020

The text in the third paragraph on page 3.4-52 is revised as follows:

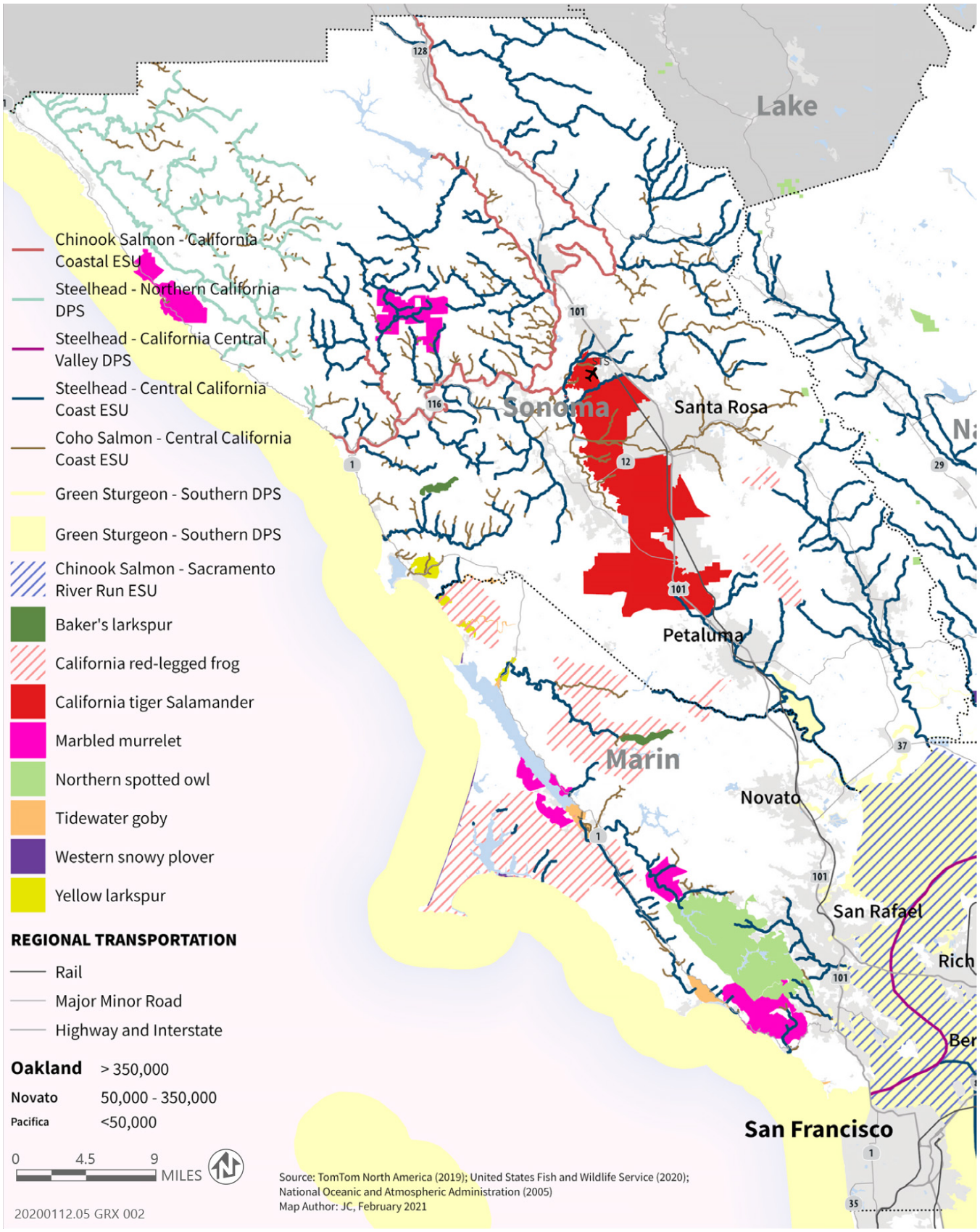
> Overall TAC and $PM_{2.5}$ exhaust emissions from diesel and gasoline vehicles decrease throughout the Bay Area between existing conditions in 2015 and the proposed Plan's horizon year 2050. Region-wide, for all TAC emissions (diesel PM, benzene, and 1, 3 butadiene), on-road vehicle exhaust is estimated to decrease between ~~71~~ 70 and 93 percent. Region-wide $PM_{2.5}$ emissions from all on-road vehicle exhaust are expected to decrease by approximately ~~83~~ 82 percent. The reductions in TAC and $PM_{2.5}$ exhaust emissions expected from 2015 to 2050 within CARE community and within areas without CARE community status vary by county. Areas without CARE status are considered non-CARE communities. As shown in Table 3.4-16, reductions in TAC and $PM_{2.5}$ exhaust emissions are greater in CARE communities than non-CARE Communities.

3.5 DRAFT EIR SECTION 3.5, "BIOLOGICAL RESOURCES

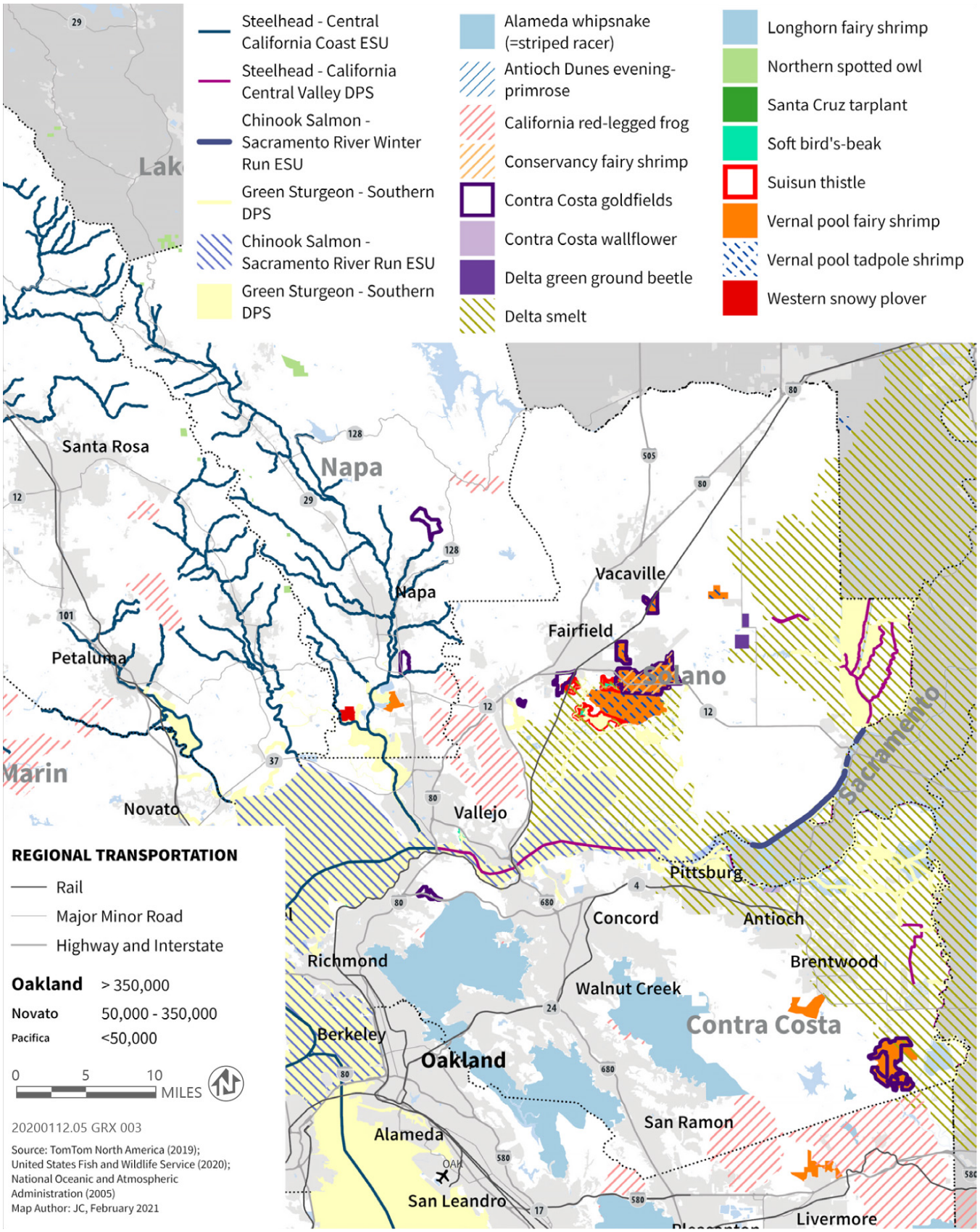
Pages 3.5-4 through 3.5-7 -- Figures 3.5-1 through 3.5-4 on pages 3.5-4 through 3.5-7 are revised as follows.



Revised Figure 3.5-4: Critical Habitat: Alameda and Santa Clara Counties



Revised Figure 3.5-1: Critical Habitat: Sonoma and Marin Counties



Revised Figure 3.5-2: Critical Habitat: Napa, Solano, and Contra Costa Counties

Revised Figure 3.5-3: Critical Habitat: San Francisco and San Mateo Counties

Page 3.5-18 -- The text on pages 3.5-17 and 3.5-18 is revised as follows:

San Francisco Bay Aquatic Resources

Natural Community Summary

The San Francisco Bay and Delta make up the Pacific Coast's largest estuary, encompassing roughly 1,600 square miles of waterways and draining more than 40 percent of California's fresh water. The outer coasts of Sonoma, Marin, San Francisco, and San Mateo Counties host diverse habitats, including sandy beaches, kelp forests, and rocky reefs. The Sacramento and San Joaquin Rivers flow from northern California's inland valleys into the Delta's winding system of islands, sloughs, canals, and channels before emptying into San Francisco Bay and the Pacific Ocean. Major transportation corridors bridge the open waters of San Francisco Bay, and many others are located close to the bay.

The marine environment varies widely between the six transportation corridors that cross the open waters of the San Francisco Bay. Most of the transbay corridors consist of open water habitat—that is, habitat below the low-tide line (also known as subtidal habitat).

Eelgrass (*Zostera marina*) may occur near the footings of bridges in the transbay corridors and is considered a sensitive habitat by CDFW. Eelgrass is an important habitat for many organisms and may influence benthic community structure by stabilizing sediments, providing forage and detritus food sources, and creating a refuge and nursery for small organisms. Eelgrass beds also provide an important attachment substrate for Pacific herring eggs and thus support an important Bay Area commercial fishery (USFWS 1994). As the largest estuary on the west coast, the San Francisco Bay also supports millions of birds that depend on the bay for rest and refueling on migratory routes.

More than 100 species of fish are described from the San Francisco Bay system (USFWS 1983). The majority of these are native species that live year-round in San Francisco Bay, though a few, such as striped bass (*Morone saxatilis*), have been introduced. Anadromous fish also use San Francisco Bay seasonally during their migrations to and from spawning grounds throughout the Bay Area and in California's Central Valley. The species composition within the bay varies by season and changes to reflect the regularly changing physical conditions created by the freshwater flow from the San Joaquin and Sacramento Rivers and other tributaries into San Francisco Bay. Native fish commonly found within the bay include such diverse species as starry flounder (*Platichthys stellatus*), California halibut (*Paralichthys californicus*), leopard shark (*Triakis semifasciata*), tule perch (*Hysterocarpus traski*), Pacific herring (*Clupea harengus pallasi*), northern anchovy (*Engraulis mordax*), ~~and~~ sturgeons (*Acipenser* spp.), steelhead, and Chinook salmon (Central Valley spring-run and Sacramento River winter-run ESUs). Nonnative fish species in the bay include largemouth bass, threadfin shad (*Dorosoma petenense*), and yellowfin goby (*Acanthogobius flavimanus*).

The benthic invertebrate community of the bay is composed of various annelids, mysid shrimp, copepods, amphipods, shrimp, crabs, and other macroinvertebrates. All of these organisms provide important food sources for estuary fish and bird species.

Riprap occurs along many areas of the bay shore and can provide some, but not all, of the habitat values and functions that naturally occurring rocky shore habitat would provide, including a substrate for marine plant and sessile intertidal organisms, such as mussels (*Mytilus* spp.) and barnacles. Rocky shore habitat also provides cover for invertebrates such as rock crabs (*Cancer antennarius* and *Cancer productus*) and for fish such as plainfin midshipmen (*Porichthys notatus*), which are known to seek cover and to spawn under

concrete slabs. The marine plants, clams, mussels, barnacles, annelids, and crustaceans inhabiting rocky shore habitat are food sources for larger marine invertebrates, fishes, birds, and marine mammals.

The marine environment associated with San Francisco Bay also sustains important commercial and recreational fisheries, such as Dungeness crab (*Cancer magister*), Pacific herring, rockfish (*Sebastes* spp.), California halibut, surfperches (*Embiotocidae*), and California grunion (*Leuresthes tenuis*).

Special-Status Wildlife

The two marine mammals most commonly found in San Francisco Bay are the California sea lion (*Zalophus californianus*) and the harbor seal (*Phoca vitulina*). Both species forage in the open waters of the bay and bask on exposed rocks, piers, or wharves throughout the bay. The federal Marine Mammal Protection Act protects both species.

NOAA Fisheries recognizes several threatened and endangered species that occur in San Francisco Bay. These include loggerhead sea turtle (*Caretta caretta*), leatherback turtle (*Dermochelys coriacea*), olive ridley sea turtle (*Lepidochelys olivacea*), and several fish species, including coho salmon, steelhead, Delta smelt, tidewater goby, and Sacramento splittail. The goby, smelt, and splittail are resident species; the salmonids, however, are expected to use open water habitats of the bay only seasonally or infrequently. Although California brown pelican (*Pelecanus occidentalis californicus*) and Steller sea lion (*Eumetopias jubatus*) are now delisted, brown pelican is still a fully protected species under the California Fish and Game Code, and Steller sea lion is still protected under the Marine Mammal Protection Act.

Page 3.5-20 -- The text on page 3.5-20 is revised as follows:

Special-Status Wildlife

Rare and endangered wildlife species that occur in tidal marshes of the Bay Area include California Ridgway's rail (*Rallus obsoletus obsoletus*), California black rail (*Laterallus jamaicensis coturniculus*), western snowy plover (*Charadrius alexandrinus nivosus*), Alameda song sparrow (*Melospiza melodia pusillula*), San Pablo song sparrow (*Melospiza melodia samuelis*), salt marsh common yellowthroat (*Geothlypis trichas sinuosa*), salt marsh harvest mouse (*Reithrodontomys raviventris*), San Pablo vole (*Microtus californicus sanpabloensis*), Suisun shrew (*Sorex ornatus sinuosus*), and salt marsh wandering shrew (*Sorex vagrans*). The wetland-upland transition zone associated with tidal marshes (i.e., areas where the wetlands and uplands meet which contain vegetation types from both habitats) often provide habitat (e.g., refuge, foraging) for these wildlife species.

Freshwater emergent wetlands and adjacent grassland habitats in Solano County support populations of giant garter snake (*Thamnophis gigas*), federally and State listed as threatened. Freshwater emergent wetlands throughout the region support California red-legged frog, and vernal pools and other seasonal wetlands of sufficient depth and duration of inundation support California tiger salamander in the Santa Rosa Plain, East Bay, and elsewhere. Special-status invertebrates found in seasonal wetlands and vernal pools, primarily in the East Bay and Solano County, include longhorn fairy shrimp (*Branchinecta longiantenna),* vernal pool fairy shrimp (*Branchinecta lynchi*), and vernal pool tadpole shrimp (*Lepidurus packardi*).

Pages 3.5-20 and 3.5-21 -- The text on pages 3.5-20 and 3.5-21 is revised as follows:

Urban/Agricultural/Ruderal

Natural Community Summary

Urban

Urban development and landscaped areas support few biological resources and provide limited wildlife habitat but do provide foraging or nesting habitat for generalist, and sometimes nonnative, wildlife species that can tolerate human presence and activities. These include birds and small mammals such as California scrub jay, California towhee, house finch (*Carpodacus mexicanus*), house sparrow (*Passer domesticus*), raccoon, Virginia opossum (*Didelphis virginica*), and house mouse. Although these areas often do not provide suitable habitat for many specialized species of native wildlife because of higher human activity levels and the resources available, they may support a greater diversity of native wildlife species under appropriate conditions. For example, urban areas adjacent to natural habitat areas may be used as low-quality wildlife movement corridors as wildlife species move between these natural habitat areas, especially if urban areas contain open space features.

Page 3.5-26 – The text beginning in the first bulleted item on page 3.5-26, under Mitigation Measure BIO-2, is revised as follows:

Implementing agencies shall require project sponsors to prepare biological resource assessments for specific projects proposed in areas containing, or likely to contain, jurisdictional waters or other sensitive or special-status communities. These assessments shall be conducted by qualified professionals in accordance with agency guidelines and standards. Qualified professionals shall reference applicable regional data sources for wetland mapping, which may include, but not be limited to, the Adaptation Atlas (San Francisco Estuary Institute 2021), *Recovery Plan for Tidal Marsh Ecosystems of Northern and Central California* (USFWS 2013), and the 2015 Bay Ecosystem Habitat Goals Update (Goals Project 2015). Where the biological resource assessments establish that mitigation is required to avoid and minimize direct and indirect adverse effects on State- or federally protected wetlands, or compensate for unavoidable effects, mitigation shall be developed consistent with the requirements or standards of USACE, EPA, RWQCB, and CDFW, and local regulations and guidelines, in addition to requirements of any applicable and adopted HCP/NCCP or other applicable plans developed to protect these resources. In keeping with the "no net loss" policy for jurisdictional waters (i.e., wetlands and other waters of the United States or State), 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.

Page 3.5-29 -- The text at the top of page 3.5-29 is revised to read as follows:

recommendations to further the State's coequal goals for the Delta: Improve Statewide water supply reliability and protect and restore a vibrant and healthy Delta ecosystem, all in a manner that preserves, protects, and enhances the unique agricultural, cultural, and recreational characteristics of the Delta. The Delta Plan was unanimously adopted by DSC on May 16, 2013, and became effective with legally enforceable regulations on September 1, 2013. The following regulatory policies and recommendations are applicable to biological resources:

- ~~Complete Bay Delta Conservation Plan~~ Promote options for conveyance, storage, and the operation of both (Recommendation WR R12).
- Restore Habitats at Appropriate Elevations (23 CCR Section 5006)).
- Protect Opportunities to Restore Habitat (23 CCR Section 5007).
- Expand Floodplains and Riparian Habitats in Levee Projects (23 CCR Section 5008).
- Prioritize and Implement Projects That Restore Delta Habitat (Recommendation ER R2).
- Avoid Introductions of and Habitat Improvements for Invasive Nonnative Species (23 CCR Section 5009).
- Prioritize and Implement Actions to Control Nonnative Invasive Species (Recommendation ER R7).

Page 3.5-30 – The text beginning in the first bulleted item on page 3.5-30, under Mitigation Measure BIO-3(a), is revised as follows:

Mitigation Measure BIO-3(a) Implementing agencies shall require project sponsors to prepare detailed analyses for specific projects affecting ECA lands to determine the wildlife species that may use these areas and the habitats those species require. Projects that would not affect ECA lands but that are located within or adjacent to open space lands, including wildlands and agricultural lands, or otherwise may contain land used as wildlife movement corridors (e.g., green belts in urban areas) shall also assess whether 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 with consideration of the local, regional, and global context of landscape connectivity for a given project in a given area.

Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations, that include those identified below:

- Design projects to minimize impacts on wildlife movement and habitat connectivity and preserve existing and functional wildlife corridors.
- Design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches.
- Consult relevant guidance documents regarding wildlife movement and habitat connectivity during the project design phase, including but not limited to statewide and Bay Area region guides (e.g., CLN mapping, CDFW's *California Wildlife Barriers 2020* [CDFW 2020], the California Department of Transportation's *Wildlife Crossings Guidance Manual* [Meese et al. 2007], *Critical Linkages: Bay Area & Beyond* [Penrod et al. 2013]), and local guides (e.g., Gray et al. 2018; Diamond and Snyder 2016).
- Conduct wildlife movement studies for projects that may fragment or constrict regional or local corridors and impede use to nursery sites. These studies will include, but would not be limited to, the following objectives: identify activity levels and directional wildlife movement trends within the study area, consult the California Fish Passage Assessment Database (CALFISH database) to identify potential fish barrier locations and conduct first pass and second pass fish assessments as necessary, assess current functionality of existing underpasses, and determine what species or groups of species exhibit sensitivity to the existing roadways. Movement studies shall identify project-specific measures to avoid or

mitigate impacts on corridors and movement to nursery sites that may include, but are not limited to, developing alternative project designs that allow wider movement corridors to remain; provide for buffer zones adjacent to corridors, such as passive recreation zones; implement physical barriers that prevent human and/or domestic predator entry into the corridor or block noise and lighting from development; incorporate shielded and directed lighting in areas near corridors; implement a "natives only" landscaping policy within 200 feet of identified wildlife corridors; incorporate periodic larger habitat patches along a corridor's length; minimize the number of road crossings of identified wildlife corridors; and replace roadway culverts with bridges to allow for wildlife movement.

- For projects that cannot avoid significant impacts on wildlife movement corridors or native wildlife nursery areas, consult with CDFW to determine appropriate measures to minimize direct and indirect impacts and implement measures to mitigate impacts on wildlife corridors or native wildlife nursery sites.
- Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. Preservation or improvements of habitat on both sides of a wildlife crossing should be prioritized.
- Analyze habitat linkages and wildlife movement corridors on a broad scale for long linear projects with the possibility of adversely affecting wildlife movement to avoid critical narrow choke points that could reduce function of recognized movement corridor.
- Construct wildlife-friendly overpasses and culverts. These structures should be designed to meet the needs of appropriate species, considering factors such as the size or diameter of the structure, interval frequency, and/or physical design to allow conditions similar to the surrounding habitat.
- Upgrade existing culverts or implement directional fencing to guide animals to existing culverts or underpasses when conducting expansion or enhancement projects on existing roads.
- Fence major transportation corridors in the vicinity of identified wildlife corridors.
- Use wildlife-friendly fences that allow larger wildlife, such as deer, to cross over and smaller wildlife to move under.
- For projects that require the placement of stream culverts in a fish spawning stream, follow USACE, NOAA Fisheries, USFWS, and CDFW permit conditions and design requirements to allow fish passage through the culverts.
- Limit wildland conversions in identified wildlife corridors such that the function of the wildlife corridor is not impaired.
- Retain wildlife-friendly vegetation in and around developments.
- Monitor and maintain fencing, under crossings, and/or other crossing structures as needed to ensure corridor permeability and functionality. Development and implementation of a fencing and wildlife crossing structure maintenance plan is recommended to maintain permeability for wildlife across corridors.
- Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 Section 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season.

- Comply with existing local regulations and policies, including applicable HCP/NCCPs, that exceed or reasonably replace any of the above measures to protect wildlife corridors.

Pages 3.5-38 and 3.5-39 -- The text on pages 3.5-38 through 3.5-39, under Mitigation Measure BIO-1(a) is revised as follows:

- A species and habitat compensation plan shall be prepared and implemented for unavoidable direct impacts on special-status plant species and shall be reviewed and approved by the resource agencies and lead agency prior to project approval. The plan shall identify effective methods for reestablishing the affected species and habitat, including but not limited to seed collection, salvage of root masses, and planting seeds and/or root masses in an area with suitable conditions. The plan shall also specify a monitoring program designed to evaluate success in reestablishing the affected species and habitat, and remedial measures that shall be followed if the project is not meeting specified performance criteria. The monitoring program shall be designed and implemented to evaluate the current and probable future health of the resources, and their ability to sustain populations in keeping with natural populations following the completion of the program. Remedial measures are highly dependent upon the species and habitats in question, but generally shall include but not be limited to invasive species management, predator control, access control, replanting and reseeding of appropriate habitat elements, regarding, and propagation and seed bulking programs.
- 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.
- Temporary access roads and staging areas shall not be located within the areas containing sensitive plants or wildlife species wherever feasible, to avoid or minimize impacts on these species.
- 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.
- 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.
- If 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.
- 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.
- 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.
- 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.

- Biological monitoring shall be considered for areas near identified habitat for State- and federally listed species, and a "no take" approach shall be taken whenever feasible during construction near special-status plant and wildlife species.
- Mitigation Measure NOISE-1 shall be implemented when permanent or temporary noise has been identified as a potential impact on wildlife.
- Impacts resulting from nighttime lighting associated with construction and future permanent lighting shall be assessed at the project level. This assessment shall include an analysis of current light sources in the vicinity of the project. All feasible measures to reduce impacts from nighttime lighting shall be considered and implemented at the project level based on site-specific conditions. They may include but shall not be limited to the following measures:
  - To the extent feasible, nighttime lighting sources shall not be installed in areas that support highly sensitive natural resources.
  - Nighttime lighting shall be directed at the construction or project site and away from sensitive habitats. Light glare shields shall be used to reduce the extent of illumination onto adjoining areas. Permanent lighting shall be shielded and directed at intended use areas.
  - LEDs or bulbs installed as part of a project shall be rated to emit or produce light at or under 2700 Kelvin, which results in the output of a warm white color spectrum.
  - Physical barriers, including solid concrete barriers or privacy slats in cyclone fencing, shall be installed where they have the potential to reduce illumination from overhead lights and vehicle lights. Barriers should only be utilized as a light pollution minimization measure if they do not create a substantial barrier to wildlife movement such that the height and/or width of the barrier do not allow wildfire to move through the area. Additional barrier types should be employed when feasible, such as privacy slats into the spacing of cyclone fencing to create light barriers for areas outside the roadway.
  - Reflective highway markers shall be used to reduce raptor collisions on roadways.
  - Projects on previously unlit roadways with adjacent sensitive habitat and open space shall explore design options that address safety needs without the use of artificial lighting.
  - If nighttime lighting has the potential to result in adverse effects on a listed or candidate wildlife species (e.g., a nest, den, or other important habitat feature is identified near the project site), then consultation with the appropriate natural resource agency may be required.
- Fencing and/or walls shall be built to avoid temporary or permanent access of humans or domestic animals from development areas into areas occupied by special status species. Spoils, trash, or any debris shall be removed offsite to an approved disposal facility.
- 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.
- Compensatory mitigation for unavoidable loss of habitat or other impacts on 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) (i.e., Conservation and Mitigation Banking, natural community conservation planning, Regional Conservation Investment Strategies), as deemed appropriate by the permitting agencies. Projects will prioritize mitigation banking within the same county as the project, if possible (i.e., if mitigation banks or mitigation credits are available in a given county).

Pages 3.5-46 and 3.5-47 -- The text on pages 3.5-46 and 3.5-47 under subheading, "Sea Level Rise Adaptation Impacts," is revised as follows:

Potential effects of sea level rise adaptation infrastructure projects on wetlands and other waters are generally similar to those described above for land use development under the proposed Plan. In this case, most impacts on wetlands and other waters would occur in association with sea level rise adaptation infrastructure projects that would result in earthmoving activities (e.g., elevated highway/roadway, levees, sea walls, tidal gates) in areas that contain or are adjacent to wetlands or other waters. ~~Additionally,~~ ~~w~~ While marshland restoration projects would likely result in an overall beneficial impact on wetlands and other waters, these projects could also result in temporary adverse effects on these resources. Additionally, if sea walls or levees are sited in areas containing or adjacent to wetland habitat (e.g., estuarine and marine wetlands), indirect effects on these resources may occur, including disruption of the existing hydrology of these habitats.

Page 3.5-48 -- The text on page 3.5-48, in the first bulleted item of Mitigation Measure BIO-2, is revised as follows:

- Implementing agencies shall require project sponsors to prepare biological resource assessments for specific projects proposed in areas containing, or likely to contain, jurisdictional waters or other sensitive or special-status communities. These assessments shall be conducted by qualified professionals in accordance with agency guidelines and standards. Qualified professionals shall reference applicable regional data sources for wetland mapping, which may include, but not be limited to, the Adaptation Atlas (San Francisco Estuary Institute 2021), *Recovery Plan for Tidal Marsh Ecosystems of Northern and Central California* (USFWS 2013), and the 2015 Bay Ecosystem Habitat Goals Update (Goals Project 2015). Where the biological resource assessments establish that mitigation is required to avoid and minimize direct and indirect adverse effects on State- or federally protected wetlands, or compensate for unavoidable effects, mitigation shall be developed consistent with the requirements or standards of USACE, EPA, RWQCB, and CDFW, and local regulations and guidelines, in addition to requirements of any applicable and adopted HCP/NCCP or other applicable plans developed to protect these resources. In keeping with the "no net loss" policy for jurisdictional waters (i.e., wetlands and other waters of the United States or State), 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.

Page 3.5-51 -- The text in the second paragraph on pages 3.5-51 under Impact BIO-3 is revised as follows:

The proposed Plan's land use growth footprint overlaps with approximately 1,700 acres of mapped ECAs, primarily in Contra Costa (700 acres), Solano (330 acres), Santa Clara (210 acres), San Mateo (170 acres), Alameda (150 acres), and Napa Counties (150 acres) (**Table 3.5-10**). However, the land use growth footprint is concentrated primarily in or adjacent to already urban and built-up areas and along existing transit corridors where migratory corridors for

wildlife have already been fragmented and degraded to the point that their function as linkages is either limited or lost entirely. On a local level, waterways, riparian corridors, and contiguous or semicontiguous expanses of habitat are likely to facilitate wildlife movement, even through urbanized areas in the region. In some cases, land use development projects may directly encroach on wildlife corridors, particularly when direct habitat removal occurs or when sites are located adjacent to open space or streams.

Long-term increases in the volume of vehicular traffic and major expansions of existing roads or development of new roads in rural areas are expected to result in increased vehicle-related wildlife mortalities and injuries of common and special-status wildlife species. Degradation of areas that have high value as wildlife movement corridors could also occur in association with proposed Plan development, where such development occurs adjacent to these corridors, through increases in ambient noise levels and fire frequency, as well as the introduction of lighting, domestic pets, pollution, and invasive species.

The text on pages 3.5-53 and 3.5-54, under Pages 3.5-53 and 3.5-54 -- Mitigation Measure BIO-3(a) is revised as follows:

Mitigation Measure BIO-3(a) Implementing agencies shall require project sponsors to prepare detailed analyses for specific projects affecting ECA lands to determine the wildlife species that may use these areas and the habitats those species require. Projects that would not affect ECA lands but that are located within or adjacent to open space lands, including wildlands and agricultural lands, or otherwise may contain land used as wildlife movement corridors (e.g., green belts in urban areas) shall also assess whether 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 with consideration of the local, regional, and global context of landscape connectivity for a given project in a given area.

Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations, that include those identified below:

- Design projects to minimize impacts on wildlife movement and habitat connectivity and preserve existing and functional wildlife corridors.
- Design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches.
- Consult relevant guidance documents regarding wildlife movement and habitat connectivity during the project design phase, including but not limited to statewide and Bay Area region guides (e.g., CLN mapping, CDFW's *California Wildlife Barriers 2020* [CDFW 2020], the California Department of Transportation's *Wildlife Crossings Guidance Manual* [Meese et al. 2007], *Critical Linkages: Bay Area & Beyond* [Penrod et al. 2013]), and local guides (e.g., Gray et al. 2018; Diamond and Snyder 2016).
- Conduct wildlife movement studies for projects that may fragment or constrict regional or local corridors and impede use to nursery sites. These studies will include, but would not be limited to, the following objectives: identify activity levels and directional wildlife movement trends within the study area, consult the California Fish Passage Assessment Database (CALFISH database) to identify potential fish barrier locations and conduct first pass and second pass fish assessments as necessary, assess current functionality of existing underpasses, and determine what species or groups of species exhibit sensitivity to the existing roadways. Movement studies shall identify project-specific measures to avoid or

mitigate impacts on corridors and movement to nursery sites that may include, but are not limited to, developing alternative project designs that allow wider movement corridors to remain; provide for buffer zones adjacent to corridors, such as passive recreation zones; implement physical barriers that prevent human and/or domestic predator entry into the corridor or block noise and lighting from development; incorporate shielded and directed lighting in areas near corridors; implement a "natives only" landscaping policy within 200 feet of identified wildlife corridors; incorporate periodic larger habitat patches along a corridor's length; minimize the number of road crossings of identified wildlife corridors; and replace roadway culverts with bridges to allow for wildlife movement.

- For projects that cannot avoid significant impacts on wildlife movement corridors or native wildlife nursery areas, consult with CDFW to determine appropriate measures to minimize direct and indirect impacts and implement measures to mitigate impacts on wildlife corridors or native wildlife nursery sites.
- Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. Preservation or improvements of habitat on both sides of a wildlife crossing should be prioritized.
- Analyze habitat linkages and wildlife movement corridors on a broad scale for long linear projects with the possibility of adversely affecting wildlife movement to avoid critical narrow choke points that could reduce function of recognized movement corridor.
- Construct wildlife-friendly overpasses and culverts. These structures should be designed to meet the needs of appropriate species, considering factors such as the size or diameter of the structure, interval frequency, and/or physical design to allow conditions similar to the surrounding habitat.
- Upgrade existing culverts or implement directional fencing to guide animals to existing culverts or underpasses when conducting expansion or enhancement projects on existing roads.
- Fence major transportation corridors in the vicinity of identified wildlife corridors.
- Use wildlife-friendly fences that allow larger wildlife, such as deer, to cross over and smaller wildlife to move under.
- For projects that require the placement of stream culverts in a fish spawning stream, follow USACE, NOAA Fisheries, USFWS, and CDFW permit conditions and design requirements to allow fish passage through the culverts.
- Limit wildland conversions in identified wildlife corridors such that the function of the wildlife corridor is not impaired.

3.6 DRAFT EIR SECTION 3.6, "CLIMATE CHANGE, GREENHOUSE GASES, AND ENERGY"

Page 3.6-2 -- The text in the first full paragraph on page 3.6-2 is revised as follows:

"IPCC predicts that the global mean surface temperature increase by the end of the 21st century (2081–2100), relative to 1986–2005, could range from 0.5 to 8.7 degrees Fahrenheit. Additionally, IPCC projects that global mean sea level rise will continue during the 21st century, very likely at a faster rate than observed from 1901 to 2015~~1971 to 2010~~. By 2010 ~~For the period~~

~~2081–2100 relative to 1986–2005~~, the rise will likely range from 18~~10~~ to 33~~32~~ inches (0.48~~0.26~~ to 0.84~~0.82~~ meters) (IPCC 2019:323-4~~ IPCC 2014:10, 13~~)."

Pages 3.6-7 and 3.6-8 -- The text on page 3.6-7 and 3.6-8 is revised as follows:

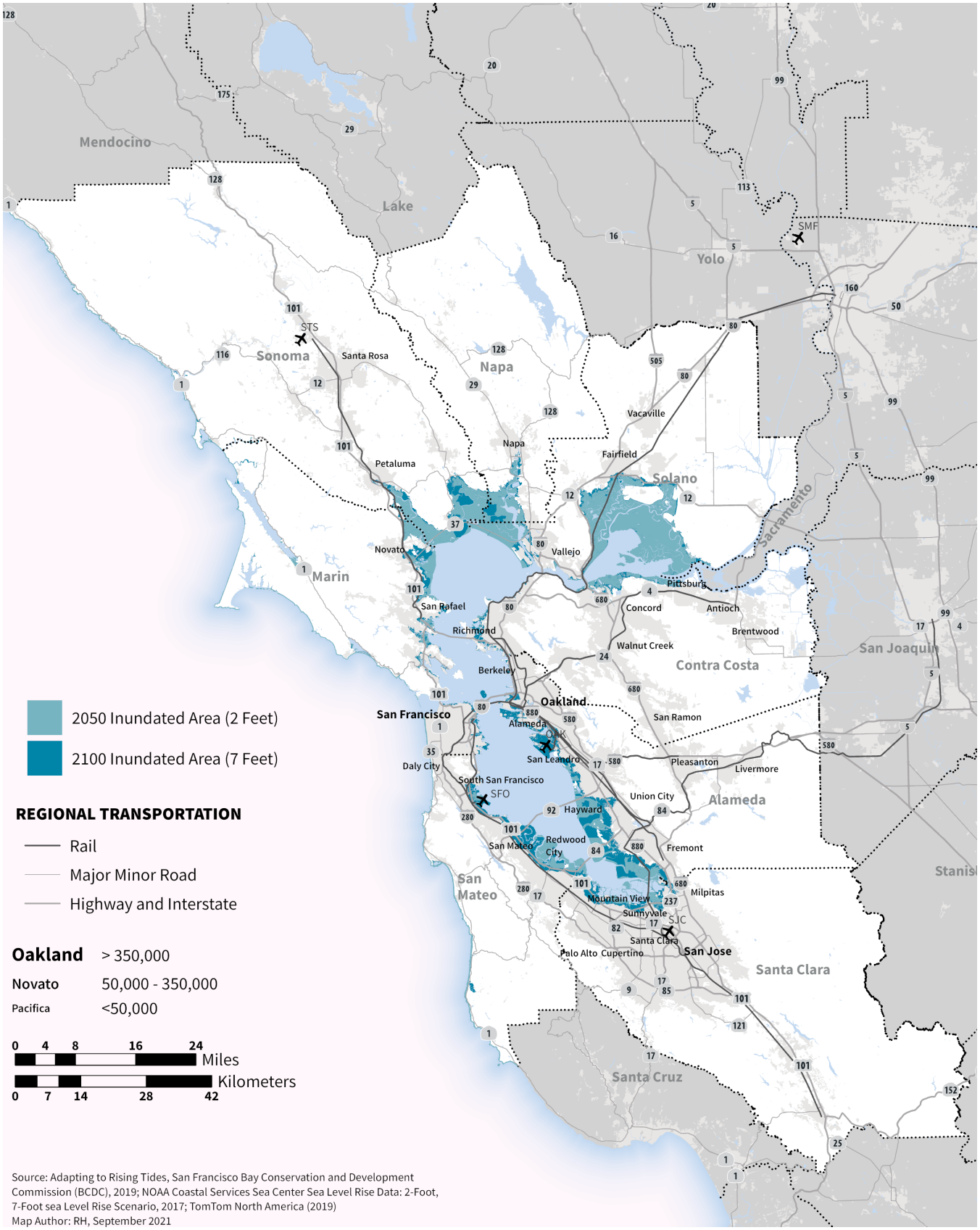
Sea Level Rise Projections

IPCC projects that global mean sea level rise will likely range from 10 to 32 inches (0.26 to 0.82 meter) for the period 2081–2100 relative to 1986–2005. It is very likely that by the end of the 21st century, sea level will rise in more than 95 percent of the ocean area worldwide. About 70 percent of the coastlines worldwide are projected to experience a sea level change within ±20 percent of the global mean. Based on current understanding, only the collapse of marine-based sectors of the Antarctic ice sheet could cause global mean sea level to rise substantially above the likely range during the 21st century (IPCC 2014:13, 1140). Statewide guidance has also been issued by the California Ocean Protection Council (OPC) to help the region prepare for sea level rise. The State of California Sea-Level Rise Guidance Document: 2018 Update (OPC Guidance) offers a series of projections for the state using a set of probability distributions. The OPC Guidance used IPCC projections as a starting point, and includes the emissions scenarios; however, the absence of local projections and a lack of probabilities led to more localized projection analysis. The OPC Guidance specifies the projections of Kopp et. al 2014 as the best available for California. California projections are measured by emissions, time, and risk aversion. For 2050, the sea level rise projections are all still considered to be in a high emissions timeframe and range from 1.1 feet as the low risk averse choice, 1.9 feet as the medium-high risk averse choice, and 2.7 feet as the extreme risk averse choice. The OPC Guidance projection referenced in the proposed Plan comes from the projection that a 1-in-200 chance of exceeding 1.9 feet by the year 2050, characterizing this projection as a medium-high risk averse choice (OPC 2018). Figure 3.6-3 presents the approximate medium-high risk projections for the region, including 24 inches representing sea level rise inundation by 2050, and 83 inches, or 7 feet, representing the sea level rise inundation projected by 2100. For more information on the document, see Regulatory Settings.

Sea Level Rise in San Francisco Bay

Overall sea level rise projections in the Bay Area were developed using two map sets. The San Francisco Bay Conservation and Development Commission's (BCDC's) Adapting to Rising Tides program has developed county-specific analyses of sea level rise projects for the nine Bay Area counties: Alameda, Contra Costa, Marin, Napa, San Mateo, San Francisco, Santa Clara, Solano, and Sonoma (BCDC 2021). Sea level rise projections for coastal areas outside of the bay were based on the National Oceanic and Atmospheric Administration (NOAA) Coastal Service Center's sea level rise inundation maps for the San Francisco Bay Area in 2017. Both maps depict sea level rise relative to a mean higher high-water condition in the bay. **Table 3.6-4** present NOAA and BCDC sea level rise inundation information with 24 inches of sea level rise, as based on the OPC Guidance above for 2050.

Page 3.6-9 -- Figure 3.6-3 on page 3.6-9 is revised as follows.



Source: Adapting to Rising Tides, San Francisco Bay Conservation and Development Commission (BCDC), 2019; NOAA Coastal Services Sea Center Sea Level Rise Data: 2-Foot, 7-Foot sea Level Rise Scenario, 2017; TomTom North America (2019)
Map Author: RH, September 2021

New Revised Figure 3.6-3: Sea Level Rise at Mean Higher High Water

Page 3.6-30 -- The text in Table 3.6-7 on Draft EIR page 3.6-30 is revised to read as follows:

Solano County	X	~~X~~

Page 3.6-33 –The text on page 3.6-33 is revised as follows:

San Mateo County Sea Level Rise Vulnerability Assessment

Point Blue Conservation Science and the San Francisco Estuary Institute, in partnership with the County of Marin, developed a framework and resources to enable planners and other coastal decision makers to identify, evaluate, and prioritize adaptation strategies to manage risk in a way that transparently considers multiple benefits. The resources in the user guide are intended to help coastal decision-makers (1) efficiently identify a range of natural and nature-based, landscape-scale adaptation strategies that can address coastal climate change vulnerabilities, and (2) evaluate how well these adaptation strategies achieve coastal community and stakeholder objectives, and prioritize their implementation. The framework, case studies, and resources presented in the Sea Level Rise Adaptation Framework are a step toward addressing the challenges in transitioning from community vulnerability assessment to action. The adaptation phase of Marin County's Bay Waterfront Adaptation and Vulnerability Evaluation (BayWAVE) project was used as a test case with the intent that the framework developed be applicable around the entire San Francisco Estuary and beyond.

Page 3.6-34 -- The text on page 3.6-34 is revised as follows:

Motor Vehicle Emissions

Motor vehicle, or mobile source, emissions were calculated using MTC's travel demand forecasting model, Travel Model 1.5, and mobile source emission factors developed by the California Air Resources Board (CARB). Vehicle activity projections are correlated to changes in demographic, housing, and socioeconomic factors. As shown in **Table 2-11**, between 2015 and 2050, the Bay Area is projected to add about 2.8 million people (a 37 percent increase) and 1.4 million jobs (a 40 percent increase). Based on expected future growth, the total vehicles miles traveled would increase by ~~18~~ 20 percent, which means that VMT is projected to grow at a much slower rate than both population and jobs in the region. This can be attributed to the anticipated job growth in the region, consistent with recent trends. MTC also projects that much of the region's housing will grow along transit corridors and near job centers, further reducing VMT. For more information on the land use development pattern see Chapter 2, "Project Description."

Page 3.6-38 -- The text in Table 3.6-9, on page 3.6-38, is revised as follows:

Table 3.6-9: Daily Levels of Gasoline and Diesel Consumption[1]

Vehicle Category	2015			2050			Net Change		
	Gasoline (thousands gal/day)[2]	Diesel (thousands gal/day)[2]	Natural Gas (thousands gal/day)[2]	Gasoline (thousands gal/day)[2]	Diesel (thousands gal/day[2]	Natural Gas (thousands gal/day)[2]	Gasoline (thousands gal/day)[2]	Diesel (thousands gal/day)[2]	Natural Gas (thousands gal/day)[2]
Passenger Vehicles	6,200	40	0	~~4,800~~ 5,000	10	0	-1,200	-30	0
Trucks	400	1,100	20	~~190~~ 200	~~950~~ 1,000	40	-200 -210	~~-150~~ -130	20
Buses	40	80	2	10	30	1	-30	-40	-1

Vehicle Category	2015			2050			Net Change		
	Gasoline (thousands gal/day)[2]	Diesel (thousands gal/day)[2]	Natural Gas (thousands gal/day)[2]	Gasoline (thousands gal/day)[2]	Diesel (thousands gal/day[2]	Natural Gas (thousands gal/day)[2]	Gasoline (thousands gal/day)[2]	Diesel (thousands gal/day)[2]	Natural Gas (thousands gal/day)[2]
Other Vehicles	40	4	0	30	4	0	-10	1	0
All Vehicle Types	6,700	1,200	20	~~4,300~~ 5,200	~~1,100~~ 1,000	40	-1,500	~~-160~~ -200	20

Notes: Gal/yea = gallons per year.

[1] Whole numbers have been rounded (between 0 and 10 to the nearest whole number, between 11 and 999 to the nearest 10, between 1,000 and 1,000,000 to the nearest 100, above 1,000,000 to the nearest 1,000). Figures may not sum due to independent rounding.

[2] Gasoline and diesel consumption forecasts do not account for expected reductions from the implementation of Strategies EN08 or EN09 because of modeling limitations.

Source: Data compiled by MTC/ABAG in 2021.

Page 3.6-41 -- The text in the first paragraph on page 3.6-41 is revised as follows:

The proposed Plan would result in a number of strategies aimed at reducing GHG emissions from mobile sources through reducing commute trips, expanding clean vehicle initiatives, and expanding transportation demand programs. However, with the operation of new transportation projects, as well as the growing number of residents and jobs in the region, total on-road transportation GHG emissions would be expected to increase over time if no standards were put in place. This analysis incorporates implementation of Pavley regulations over the life of the proposed Plan. As shown in **Table** , when these standards are considered, overall on-road vehicle GHG emissions decline by ~~21~~ 19 percent for passenger vehicles. Pavley standards only affect passenger vehicles, but emissions of other vehicles decline by 64 percent for buses, by ~~21~~ 19 percent for trucks, and by 25 percent for "Other Vehicles" due to recently adopted regulations such as Advanced Clean Trucks (ACT) and Heavy Duty Omnibus regulations (CARB 2021f).

The text in Table 3.6-12, on page 3.6-41, is revised as follows:

Table 3.6-12: Existing and Forecasted Daily Transportation GHG Emissions by Vehicle Source ($MTCO_2e$)

Emission Source	2015 Baseline	2050 Proposed Plan	Change from Baseline	Percent Change from Baseline
Passenger Vehicles	53,300	~~41,900~~ 43,100	~~-11,400~~ -10,200	~~-21%~~ -19%
Trucks	14,900	~~11,700~~ 12,000	~~-3,200~~ -2,900	~~-21%~~ -19%
Buses	1,100	400	-700	-64%
Other Vehicles	400	300	-100	-25%
Total	69,700	~~54,300~~ 55,800	~~-15,400~~ -13,900	~~-22%~~ -20%

Notes: Values include clean car standards. Whole numbers have been rounded (between 0 and 10 to the nearest whole number, between 11 and 999 to the nearest 10, between 1,000 and 1,000,000 to the nearest 100, above 1,000,000 to the nearest 1,000). Figures may not sum due to independent rounding. Estimates calculated using EMFAC 2021. MTC applied a ratio of 1:00:1:02 to all EMFAC2021 generated CO_2 estimates for conversion to CO_2e. Emissions were annualized by multiplying by 300 to take account for the fact that there is less traffic on weekends. Emission estimates do not account for expected reductions from the implementation of Strategies EN08 or EN09 because of modeling limitations.

Source: Data compiled by MTC 2021

Page 3.6-42 -- The text in the first paragraph on page 3.6-42 is revised as follows:

Emissions are reported on a regional basis, with respect to mobile sources. Changes in land use and transportation activity under the proposed Plan would result in a net reduction of ~~4.0~~ 3.6 MMTCO2e, or ~~9~~ 8 percent, from 2015 to 2050, as shown in **Table 3.6-1**. Therefore, there would be a less-than-significant (LS) impact.

The text in Table 3.6-13, on page 3.6-42, is revised as follows:

Table 3.6-1: Annual GHG Emissions from Projected Land Use and Transportation Sources ($MTCO_2e$/year)

Sources	2015 Baseline	2030 Proposed Plan[1]	2050 Proposed Plan	Change from 2050 to Baseline	Percent Change from 2050 to Baseline
Land Use	23,810,000[2]	24,100,000	24,399,000[3]	+589,400	+2%
Transportation	20,910,000[4]	18,600,000	~~16,320,000~~[4] 16,740,000[4]	~~-4,590,000~~ -4,170,000	~~-22%~~ -20%
Regional Total	44,720,000	42,700,000	~~40,719,000~~ 41,139,000	~~-4,001,000~~ -3,580,600	~~-9%~~ -8%

Notes: Whole numbers have been rounded (between 0 and 10 to the nearest whole number, between 11 and 999 to the nearest 10, between 1,000 and 1,000,000 to the nearest 100, above 1,000,000 to the nearest 1,000). Figures may not sum due to independent rounding. Emission estimates do not account for expected reductions from the implementation of strategies EN02, EN03, EN08, or EN09 because of modeling limitations.

[1] Interpolated between 2015 and 2050.

[2] 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: Table 3-2).

[3] Calculated by adding the calculated net change in to 2015 values. Calculations assume residential and nonresidential land uses built between 2015 and 2050 would be built to 2019 Title 24 building energy efficiency standards.

[4] Calculated by MTC using EMFAC2021.

Source: Data compiled by MTC 2021

Page 3.6-43 -- The text in the fifth paragraph on page 3.6-43, is revised as follows:

The proposed Plan would also result in the implementation of transportation projects. However, several strategies in the proposed Plan would reduce emissions from cars and light duty trucks. As shown in **Table 3.6-2**, Strategy EN08, "Expand Clean Vehicle Initiatives" includes strategies to support electric vehicle (EV) adoption and charging infrastructure and Strategy EN09, "Expand Transportation Demand Management Initiatives" includes strategies that are expected to reduce vehicle trips and, subsequently, on-road passenger vehicle emissions by nearly 6,300 MTCO2 per day in 2035. As noted in the methodology, Travel Model 1.5 is not sensitive to the full range of strategies in the proposed Plan. As a result, the emissions reduction benefits of Strategy EN08 and Strategy EN09 are calculated "off-model" consistent with guidance from CARB.

The text in Table 3.6-14, on page 3.6-43, is revised as follows:

Table 3.6-2: Plan Bay Area 2050 Strategy EN08: Clean Vehicle Initiatives and Strategy EN09: Transportation Demand Management Initiatives $MTCO_2$ Reductions

Strategy	2035	
	Daily Reductions ($MTCO_2$)	Annual Reductions ($MTCO_2$)
Bike Share	~~10~~ 14	4,100
Car Share	~~1,800~~ 1,700	~~537,500~~ 524,800
Targeted Transportation Alternatives	800	~~238,300~~ 240,300

Strategy	2035	
	Daily Reductions ($MTCO_2$)	Annual Reductions ($MTCO_2$)
Vanpool Incentives	120	~~35,600~~ 35,700
Regional EV Charger Network	670	201,600
Vehicle Buyback Program	~~2,900~~ 3,000	~~864,000~~ 890,100
Total	6,300	~~1,881,000~~ 1,897,000

Notes: Whole numbers have been rounded (between 0 and 10 to the nearest whole number, between 11 and 999 to the nearest 10, between 1,000 and 1,000,000 to the nearest 100, above 1,000,000 to the nearest 1,000). Figures may not sum due to independent rounding. Emissions are annualized by multiplying by 300 to take account for the fact that there is less traffic on weekends.
Source: Data compiled by MTC/ABAG 2021

Page 3.6-44 -- The text in the first paragraph on page 3.6-44 is revised as follows:

Table 3.6-3 shows the change in daily and per-capita car and light duty truck CO_2 emissions between 2005 and future years. Emissions are expected to decline over time with and without the implementation of Strategy EN08 and Strategy EN09. With Strategy EN08 and Strategy EN09, the proposed Plan is expected to result in ~~nearly~~ a ~~22~~ 20 percent decline in per capita CO_2 emissions from 2005 to 2035, exceeding the SB 375 target of 19 percent. This decline is attributable to numerous factors, most importantly the integrated land use and transportation strategies reflected in the proposed Plan that result in a land use development pattern that focuses growth into higher-density locations near transit services. This "focused growth" approach allows more efficient use of the existing transportation infrastructure. The integrated land use development pattern and transportation strategies are described in greater detail in Chapter 2, "Project Description."

The text in Table 3.6-15, on page 3.6-44, is revised as follows:

Table 3.6-3: Analysis of Passenger Vehicle and Light Duty Truck CO_2 Emissions[1] Pursuant to SB 375

Year	Population	Modeled GHG Emissions ($MTCO_2$/ day)	Strategy EN08 and EN09 Reductions relative to 2005 ($MTCO_2$/ day)	Emissions per Capita (kg CO_2)	Percent Reduction in Per Capita CO_2 Emissions Relative to 2005		
					Proposed Plan without Strategy EN08 and EN09	Proposed Plan with Strategy EN08 and EN09	Reduction Target Pursuant to SB 375 Target
2005	6,979,000	54,800	0	~~7.9~~ 7.8	0	0	n/a
2035	9,167,000	~~62,600~~ 63,900	-6,300	~~6.8~~ 6.3	~~-13%~~ -11%	~~-22%~~ -20%	-19%

Notes: Whole numbers have been rounded (between 0 and 10 to the nearest whole number, between 11 and 999 to the nearest 10, between 1,000 and 1,000,000 to the nearest 100, above 1,000,000 to the nearest 1,000). Figures may not sum due to independent rounding.
[1] Estimates calculated using EMFAC 2014, as per SB 375 protocol.
Source: Data compiled by MTC/ABAG 2021

Pages 3.6-44 and 3.6-45 -- The text on page 3.6-44 and 3.6-45 is revised as follows:

Land Use, Sea Level Rise Adaptation, and Transportation System Impacts

As discussed under Impact GHG-1, implementation of the proposed Plan would result in a net reduction in GHG emissions from land use and transportation sources combined. As shown in

Table 3.6-1, the net land use and transportation emissions under the Plan would be reduced by ~~9~~ 5 percent from 2015 to 2030 and ~~9~~ 8 percent from 2015 to 2050.

In order to determine whether the net land use and transportation emission reductions under the proposed Plan would conflict with implementation of state policies and plans, including statewide goals set by SB 32 and EO S-3-05 and the *2017 Scoping Plan*, the proposed Plan's reductions must be correlated to the statewide reduction of GHG emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 by 2050, respectively. Based on the available data and assumptions described above under Method of Analysis, which include recommendations from CARB and BAAQMD for determining plan level significance of GHG emissions in relation to the State's goals, a reduction of 41 percent below 2015 levels by 2030 and 83 percent below 2015 levels would be needed for the proposed Plan to be consistent with the State's 2030 and 2050 target, respectively. See Appendix E for detailed quantification of this weighted target. As shown in **Table 3.6-1,** in 2015, land use and transportation accounted for nearly ~~48~~ 5 $MMCO_2e$ in the Bay Area. Consequently, the proposed Plan would need to achieve a net reduction in land use and transportation emissions of ~~20~~ 18 $MMTCO_2e$ from 2015 by 2030 and ~~40~~ 37 $MMTCO_2e$ from 2015 by 2050 to be consistent with the State's 2030 and 2050 targets. As shown in **Table 3.6-3 16**, the proposed Plan would achieve an annual reduction of 2.0 $MMTCO_2e$ from 2015 land use and on-road transportation emissions by 2030 and ~~4.0~~ 3.6 $MMTCO_2e$ by 2050, which does not achieve the necessary reductions to be consistent with the State's targets. Error! Reference source not found. below presents these calculations.

Page 3.6-45 -- The text in Table 3.6-16, on page 3.6-45, is revised as follows:

Table 3.6-4: Calculation of GHG Reduction and Targets from Land Use and Transportation relative to 1990 and 2015 levels

Year	Target Percent below 2015 Levels ($MTCO_2e$/year)	Historical and Targeted Bay Area Transportation and Land Use Emissions ($MTCO_2e$/year)	Reductions needed from 2015 ($MTCO_2e$/year)	Reductions from 2015 Proposed Plan ($MTCO_2e$/year)	Additional Reductions Needed ($MTCO_2e$/year)
2015	n/a	44,720,000[1]	n/a	n/a	n/a
2030	-41%[2]	26,385,000	-18,335,000	-2,020,000	-16,315,000
2050	-83%[3]	7,602,000	-37,118,000	~~-4,001,000~~ -3,581,000	-33,117,000 -33,537,000

Notes: Whole numbers have been rounded (between 0 and 10 to the nearest whole number, between 11 and 999 to the nearest 10, between 1,000 and 1,000,000 to the nearest 100, above 1,000,000 to the nearest 1,000). Figures may not sum due to independent rounding. Emission estimates do not account for expected reductions from the implementation of strategies EN02, EN03, EN08, or EN09 because of modeling limitations.

[1] Based on land use emissions from BAAQMD's 2017 Clean Air Plan (electricity consumption, building energy usage (e.g. natural gas, propane), and waste management emissions) and transportation estimates from MTC.

[2] Based on Reflects the SB 32 Target. See Appendix E for calculations of Plan-adjusted target.

[3] Reflects B-30-15 Target. See Appendix E for calculations of Plan-adjusted target.

Source: Data compiled by MTC/ABAG 2021

3.7 DRAFT EIR SECTION 3.10, "HYDROLOGY AND WATER QUALITY"

Page 3.10-5 -- The text in the last paragraph on page 3.10-5 is revised as follows:

> Groundwater is used for numerous purposes, including municipal and industrial water supply, in the Bay Area; however, it accounts for only about ~~5~~ 20 percent of total water consumption (San Francisco Bay RWQCB 2021).

Page 3.10-14 -- The text on page 3.10-14 in the second bulleted item under the heading "Sustainable Groundwater Management Act," is revised as follows:

- requires all groundwater basins found to be of "high" or "medium" priority to prepare Groundwater Sustainability Plans (GSPs) or submit an alternative to a GSP that demonstrates how water managers have already achieved or will achieve sustainable groundwater management. Sonoma, Napa, Solano, Contra Costa, Alameda, and Santa Clara Counties include basins designated as high or medium priority (see **Figure 3.10-4**);

Pages 3.10-16 and 3.10-17 -- The text on pages 3.10-16 and 3.10-17 is revised as follows:

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (Porter-Cologne Act) established SWRCB and divided the State into nine regions, each overseen by an RWQCB. The nine regional boards have the primary responsibility for the coordination and control of water quality within their respective jurisdictional boundaries. Under the Porter-Cologne Act, water quality objectives are limits or levels of water quality constituents or characteristics established for the purpose of protecting beneficial uses. Each RWQCB must develop, adopt, and implement a Water Quality Control Plan (Basin Plan) for its region. ~~The act requires the~~ RWQCBs must ~~to~~ establish water quality objectives while acknowledging that water quality may be changed to some degree without unreasonably affecting beneficial uses. Designated beneficial uses, together with the corresponding water quality objectives, also constitute water quality standards under the federal CWA. Therefore, the water quality objectives form the regulatory references for meeting State and federal requirements for water quality control.

SWRCB also has adopted several statewide Water Quality Control Plans, including the Bay-Delta Plan. SWRCB adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary in 2018. The amendments established water quality objectives to maintain Bay-Delta ecosystem health. SWRCB intends to implement the Bay-Delta Plan Amendment on the Tuolumne River by 2022; however, its implementation is uncertain for several reasons, including ongoing litigation and because the Bay-Delta Plan Amendment provides a regulatory framework for flow allocation, which must be achieved through other proceedings (SFPUC 2021).

Page 3.10-18 -- The text in the last paragraph on page 3.10-18 is revised as follows:

> The California Department of Transportation's (Caltrans') ~~was originally issued a~~ current Statewide NPDES permit (Order 112-0011 ~~99-06~~-DWQ) ~~in 1999~~, which requires Caltrans to regulate nonpoint-source discharge from its properties, facilities, and activities, became effective in July of 2013 and has been subsequently amended. The Caltrans permit requires development of a program for communication with local agencies, and coordination with other MS4 programs where those programs overlap geographically with Caltrans facilities. As part of the permit, Caltrans is required to ~~create and annually update~~ maintain and implement

a Stormwater Management Plan (SWMP) that is used to outline the regulation of pollutant discharge caused by current and future construction and maintenance activities. SWMP requirements apply to discharges from Caltrans stormwater conveyances, including catch basins and drain inlets, curbs, gutters, ditches, channels, and storm drains.

Page 3.10-19 -- The text in the fourth paragraph on page 3.10-19 of the Draft EIR is revised as follows:

The SWMP must be approved by SWRCB, and as specified in the permit, it is an enforceable document. Compliance with the permit is measured by implementation of the SWMP. Caltrans' policies, manuals, and other guidance related to stormwater are intended to facilitate implementation of the SWMP. Caltrans also requires all contractors to prepare and implement a program to control water pollution effectively during the construction of all projects. Caltrans projects must also meet the requirements in the Caltrans San Francisco Bay Trash Work Plan to meet San Francisco Bay Regional Water Quality Control Board Cease and Desist Order No. R2-2019-0007. Caltrans continues to modify its policies and procedures to be consistent with the SWRCB's General Construction Permit, described above.

The text in the sixth paragraph on page 3.10-19 is revised as follows:

The Project Planning and Design Guide provides guidance on the process and procedures for evaluating project scope and site conditions to determine the need for and feasibility of incorporating BMPs into projects within Caltrans right-of-way. It provides design guidance for incorporating those stormwater quality controls into projects during the planning and project development process. The Project Planning and Design Guide was prepared in support of the Statewide Stormwater Management Plan. The document addresses key regulatory, policy, and technical requirements by providing direction on the procedures to incorporate stormwater BMPs into the design of all Caltrans projects. Construction projects within Caltrans' right-of-way that would disturb less than 1 acre of soil would be subject to Caltrans' Project Planning and Design Guide requirement to implement a Water Pollution Control Plan.

Page 3.10-24 -- The text in the last paragraph on page 3.10-24 is revised as follows:

The following provides an analysis of the potential for implementation of the Plan to result in degradation of surface water and groundwater quality, including the potential to conflict with or obstruct implementation of a water quality control plan. The discussion is focused on potential adverse effects on surface water quality associated with discharge to waters listed under Section 303(d) of the CWA. The potential water quality implications of drainage pattern alterations and construction activities are also analyzed in Impacts HYDRO-3 (with respect to erosion) and HYDRO-4 (with respect to rates and amounts of urban runoff caused by an increase in the extent of impervious surfaces). The potential for construction activities to encounter, and potentially spread, existing groundwater contamination is addressed in Section 3.9, "Hazards and Wildfire," in Impact HAZ-4.

Page 3.10-30 -- The text of the last full paragraph on page 3.10-30 is revised as follows:

As discussed above, SGMA requires the formation of GSAs to manage local groundwater basins; this includes the development of GSPs or alternatives to GSPs by 2022. Groundwater basins throughout much of the Plan area, including TPAs where development could occur, have been classified as high- or medium-priority basins under SGMA (see **Figure 3.10-4**). Under SGMA, agencies high- and medium-priority basins are required to be managed to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. As noted above, GSPs or alternative GSPs have not been submitted to DWR for most of these basins (see **Table 3.10-4**).

3.8 DRAFT EIR SECTION 3.11, "LAND USE, POPULATION, AND HOUSING"

Page 3.11-5 -- The text on page 3.11-15 is revised as follows:

San Francisco Bay Area Seaport Plan

The San Francisco Bay Conservation and Development Commission (BCDC) developed the San Francisco Bay Area Seaport Plan in 1996, last amended in 2012, to forecast cargo activity, assess port terminal handling capacity, and coordinate port area development. The plan assists in coordinating Bay Area maritime activities with the region's surface transportation system. The plan uses Port Priority Use Areas as a land use designation for port development planning and establishing policies to achieve goals for the port system and surrounding areas. However, the projections and plan horizon was 2020, and BCDC is in the process of updating the plan.

Page 3.11-24 -- The text beginning in the last paragraph on page 3.11-24 is revised to read as follows:

Portions of Alameda, Contra Costa, and Solano Counties overlap with areas covered by the Delta Plan. The boundaries, which are described in Delta Plan Policy DP Pl, Locate New Urban Development Wisely (23 CCR Section 5010), are intended to strengthen existing Delta communities while protecting farmland and open space, providing land for ecosystem restoration needs, and reducing flood risk. Delta Plan Policy DP Pl is consistent with the Delta Reform Act (PRC Section 29702), which states that one of the basic goals of the State for the Delta is to "[p]rotect, maintain, and, where possible, enhance and restore the overall quality of the Delta environment, including, but not limited to, agriculture, wildlife habitat, and recreational activities. Projected development could affect consistency with the Delta Plan adopted by the Delta Stewardship Council because development at the urban edge could adversely impact agriculture, natural resources, recreational land, and water quality in the Delta. In order to be consistent with Delta Plan Policy DP P1, new residential, commercial, or industrial development must be limited to areas that city or county general plans designate for such development as of the date of the Delta Plan's adoption (May 16, 2013) In Contra Costa County, new residential, commercial, and industrial development within the Delta must be limited to areas within the 2006 voter-approved urban limit line. ~~is permitted outside the urban boundaries only if it is consistent with the land use designated in the relevant county general plan as of the date of the Delta Plan's adoption (January 2019).~~ Jurisdictions with land in the Primary Zone are required by PRC Section 29763 to adopt general plans with land uses consistent with the goals and policies in the Delta Plan, subject to review by the Delta Stewardship Council. Therefore, subsequent projects within the proposed Plan that fall within the Delta Plan boundaries would be required to demonstrate consistency with the plan and satisfy mitigation requirements.121-7

3.9 DRAFT EIR SECTION 3.14, PUBLIC UTILITIES AND FACILITIES

Page 3.14-2 -- The text in last paragraph on page 3.14-2 is revised as follows:

The Bay Area Water Supply & Conservation Agency (BAWSCA) was created on May 7, 2003, and represents 26 water suppliers that purchase water from the San Francisco Regional Water

System on a wholesale basis and deliver water to people, businesses, and community organizations in San Mateo, Santa Clara, and Alameda Counties. BAWSCA's goals are to ensure a reliable water supply~~,~~ of high-quality water~~, and~~ at a fair price for its service area~~customers~~. BAWSCA has the authority to coordinate water conservation, supply, and recycling activities for its agencies; acquire water and make it available to other agencies on a wholesale basis; finance projects, including improvements to the regional water system; and build facilities jointly with other local public agencies or on its own to carry out the agency's purposes. It should be noted that the other water agencies discussed herein contain members of BAWSCA.

Page 3.14-5 -- The text in the second paragraph on page 3.14-5 is revised as follows:

The San Francisco Public Utilities Commission (SFPUC) operates the Regional Water System, which provides water to nearly 2.6 million people within San Francisco, San Mateo, Santa Clara, Alameda, and Tuolumne Counties. The Regional Water System consists of more than 280 miles of pipeline and 60 miles of tunnels, 11 reservoirs, five pump stations, and two water treatment plants. The SFPUC provides water to both retail and wholesale customers (approximately 35 and 65 percent, respectively) (SFPUC 2016).

Page 3.14-6 -- The text in the second paragraph on page 3.14-6 is revised as follows:

The SCVWD manages groundwater and provides comprehensive water management as authorized by the Santa Clara Valley District Act. SCVWD's water supply system comprises storage, conveyance, recharge, treatment, and distribution facilities that include ~~11~~ 10 local reservoirs, the groundwater basin, groundwater recharge facilities, treatment plants, imported supply, and raw treated water conveyance facilities. The primary source of water for SCVWD is groundwater and surface water stored in the reservoirs. The reservoirs store up to 25 percent of Santa Clara County's water supply. The capacity of all the local reservoirs of SCVWD is 169,009 acre-feet, with 122, 924 acre-feet of restricted capacity (SCVWD 2016).

Page 3.14-7 -- The text in the first paragraph on page 3.14-7 is revised as follows:

The Sonoma County Water Agency (Sonoma Water) is a water wholesaler that provides drinking water to nine cities and special districts and to more than 630,000 residents in portions of Sonoma and Marin Counties. ~~Sonoma Water, formerly known as the Sonoma County Water Agency, serves a large portion of Sonoma County, as well as the northern portion of Marin County.~~ The primary water source for Sonoma Water is the Russian River. The Russian River originates in central Mendocino County and discharges into the Pacific Ocean near Jenner, about 20 miles west of Santa Rosa, and it is approximately 110 miles in length. Additionally, the Santa Rosa Plain provides groundwater. Groundwater is an important source of water in Sonoma County because it provides the domestic water supply for most of the unincorporated portion of the county and is a primary source of water for agricultural users. Three water agency wells located along the Russian River- Cotati Intertie Pipeline in the Santa Rosa Plain also provide a portion of the agency's water supply. Sonoma Water diverts water from the Russian River and delivers it to customers through a transmission system. The transmission system consists of six radial collector wells at the Wohler and Mirabel production facilities adjacent to the Russian River. In 2015, Sonoma Water provided 44,733 afy to its customers and contractors (including surplus and non-surplus customers) (Sonoma County Water Agency 2016).

Page 3.14-10 -- The text in the second paragraph on page 3.14-10 is revised as follows:

> In 2003, ACWD opened the Newark Desalination Facility, the first brackish water desalination facility in northern California, with a capacity of 5 mgd, and it doubled the production to 10 mgd for a total blended production of 12.5 mgd to the distribution system. Eight water agencies in the Bay Area (ACWD, BAWSCA, CCWD, EBMUD, MMWD, SFPUC, SCVWD, and Zone 7 Water Agency) are working together to investigate opportunities for collaboration. The purpose of this planning effort, known as Bay Area Regional Reliability (BARR), is to identify projects and processes to enhance water supply reliability across the region, leverage existing infrastructure investments, facilitate water transfers during critical shortages, and improve climate change resiliency. Projects to be considered will include interagency interties and pipelines, treatment plant improvements and expansion, groundwater management and recharge, potable reuse, desalination, and water transfers. While no specific capacity or supply has been identified, this program may result in additional ~~of~~ future supplies that would benefit Bay Area Customers (Brown and Caldwell 2017).

Page 3.14-14 -- The text beginning in the last paragraph on page 3.14-14 is revised as follows:

> Urbanized and unincorporated areas of cities and counties throughout the Bay Area provide wastewater treatment facilities. These facilities include systems made up of pipelines, ~~pipe~~pump stations, interceptor stations, and discharge stations. Treatment plants send wastewater through up to three treatment processes (primary, secondary, tertiary) depending on treatment requirements established by the pertinent RWQCB for the particular plant. The level of treatment is often dictated by where treated effluent is discharged (land, water body) and if there is an end use that requires higher treatment levels (recycling).

Pages 3.14-15 and 3.15-16 -- The text on pages 3.14-15 and 3.14-16 in Table 3.14-4 is revised as follows:

Table Error! No text of specified style in document.: Wastewater Treatment Facilities in the Region

Treatment Agency	Service Area
Alameda County	
City of Hayward	City of Hayward
City of Livermore	City of Livermore and surrounding unincorporated areas
City of San Leandro, Environmental Services Division	City of San Leandro
Dublin San Ramon Services District	Cities of Pleasanton and Dublin
East Bay Municipal Utility District	Cities of Alameda, Albany, Berkeley, Emeryville, Oakland, and Piedmont
Oro Loma Sanitary District	City of San Leandro, City of Hayward and unincorporated areas San Lorenzo, Ashland, Cherryland, Fairview, and portions of Castro Valley
Union Sanitary District	Cities of Fremont, Newark, and Union City
Contra Costa County	
Central Contra Costa Sanitary District	Cities of Clayton, Concord, Lafayette, Orinda, Pleasant Hill, San Ramon, Walnut Creek, Towns of Danville, Moraga, and unincorporated area of Alamo
City of Brentwood	City of Brentwood
City of Hercules / City of Pinole	City of Hercules
City of Richmond Municipal Services District	City of Richmond
Crockett-Valona Sanitary District	Unincorporated area of Crockett
Delta Diablo Sanitation District	Cities of Antioch, Pittsburg, and unincorporated Bay Point area
East Bay Municipal Utility District	Cities of El Cerrito~~, and~~ Richmond and unincorporated Kensington

Treatment Agency	Service Area
Ironhorse Sanitary District	City of Oakley and unincorporated area of Bethel Island
Mt. View Sanitary Eastern District	City of Martinez and surrounding unincorporated areas
Rodeo Sanitary District	Unincorporated Rodeo area
West County Wastewater District	City of Richmond and unincorporated El Sobrante area
Marin County	
Central Marin Sanitation Agency	~~City San Rafael and Towns of Corte Madera and Fairfax~~Service areas of Sanitary District No. 2, San Rafael Sanitation District, Ross Valley Sanitary District
Las Gallinas Valley Sanitary District	City of San Rafael and surrounding unincorporated areas
Marin County Sanitary District #5	Town of Tiburon
Novato Sanitary District	City of Novato and unincorporated Bel Marin, Ignacio and Hamilton areas
Ross Valley Sanitation District	City of Larkspur, Town of San Anselmo, and surrounding unincorporated areas
Sausalito Marin City Sanitary District	City of Sausalito and unincorporated Marin City area
Sewerage Agency of Southern Marin	City of Mill Valley and surrounding unincorporated areas
Napa County	
City of American Canyon	City of American Canyon
City of Calistoga	City of Calistoga
City of St. Helena	City of St. Helena
Napa Sanitation District	City of Napa and unincorporated surrounding areas
Town of Yountville	Town of Yountville
San Francisco County	
San Francisco Public Utilities Commission	City and County of San Francisco
San Mateo County	
City of Burlingame	City of Burlingame, Town of Hillsborough and unincorporated Burlingame Hills area
City of Millbrae	City of Millbrae
City of Pacifica	City of Pacifica
City of San Mateo/ Estero Municipal Improvement District	Cities of San Mateo and Foster City
Cities of South San Francisco and San Bruno	Cities of South San Francisco, San Bruno, Daly City and Millbrae and Town of Colma
North San Mateo County Sanitation District	Cities of Daly City and South San Francisco
Sewer Authority Mid- Coastside	City of Half Moon Bay and unincorporated Granada, Moss Beach and Montero areas
San Francisco Public Utilities Commission	Cities of Brisbane and Daly City
Silicon Valley Clean Water	Cities of Belmont, San Carlos, Redwood City, Menlo Park and Towns of Atherton, Portola Valley, Woodside
Santa Clara County	
City of Sunnyvale Water Pollution Control Plant	City of Sunnyvale
Palo Alto Regional Water Quality Control Plant	Cities of East Palo Alto, Los Altos, Mountain View, Palo Alto, Town of Los Altos Hills and unincorporated Stanford University area
San José/ Santa Clara County Water Pollution Control Plant	Cities of San José, Campbell, Saratoga, Monte Sereno, Cupertino, Milpitas and Town of Los Gatos

Treatment Agency	Service Area
South County Regional Waste Water Authority	Cities of Morgan Hill and Gilroy
Solano County	
City of Benicia	City of Benicia
City of Dixon	City of Dixon
City of Rio Vista	City of Rio Vista
City of Vacaville	City of Vacaville
Fairfield-Suisun Sewer District	Cities of Fairfield and Suisun City
Vallejo Sanitation and Flood Control District	City of Vallejo
Sonoma County	
Airport/Larkfield/Wikiup Sanitation Zone	Unincorporated areas of Larkfield and Wikiup
City of Cloverdale	City of Cloverdale
City of Petaluma	City of Petaluma and unincorporated Penngrove area
Geyserville Sanitation Zone	Unincorporated Geyserville area
Penngrove Sanitation Zone	Unincorporated Penngrove area
Occidental County Sanitation District	Unincorporated Occidental area
Russian River County Sanitation District	Unincorporated areas of Guerneville and Rio Nido
~~Sonoma Water~~ Sonoma Valley County Sanitation District	~~Town of Sonoma and surrounding unincorporated areas~~ Areas covered by Airport/Larkfield/Wikiup Sanitation Zone, Geyserville Sanitation Zone, Penngrove Sanitation Zone, Occidental County Sanitation District, Russian River County Sanitation District, Sonoma Valley County Sanitation District, South Park County Sanitation District
Santa Rosa Water	Cities of Santa Rosa, Rohnert Park, Sebastopol, Cotati, and surrounding unincorporated areas
Sonoma Valley County Sanitation District	Town of Sonoma and surrounding unincorporated areas
South Park County Sanitation District	Southern portion of City of Santa Rosa.
Town of Windsor	Town of Windsor
Occidental County Sanitation District	Unincorporated Occidental area
Russian River County Sanitation District	Unincorporated Sonoma County
South Park County Sanitation District	Unincorporated Sonoma County
Airport/Larkfield/Wikiup Sanitation District	Unincorporated Larkfield and Wikiup area
Geyserville Sanitation Zone	Unincorporated Geyserville area
Penngrove Sanitation Zone	Unincorporated Penngrove area

Source: ABAG 2016

Page 3.14-31 -- The text on page 3.14-31 is revised as follows:

State Water Resources Control Board and Regional Water Quality Control Boards

SWRCB issues individual and general NPDES permits for wastewater and stormwater through the authorization of EPA. Discharges that may affect surface water or groundwater, and that are not regulated by an NPDES permit, are issued a WDR that serves as a permit under the authority of the California Water Code. The RWQCBs issue land disposal WDRs that permit certain solid and liquid waste discharges to land to ensure that wastes do not reach surface

water or groundwater. Land disposal WDRs contain requirements for liners, covers, monitoring, cleanup, and closure. The RWQCBs also permit certain point source discharges of waste to land that have the potential to affect surface water or groundwater quality. This category of discharges, known as "Non-15" discharges, are the most diverse and include sewage sludge and biosolids, industrial wastewater from power plants, wastes from water supply treatment plants, treated wastewater for aquifer storage and recovery, treated groundwater from cleanup sites, and many others.

The State Water Resources Control Board adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary in 2018. The amendments established water quality objectives to maintain Bay-Delta ecosystem health. The SWRCB intends to implement the Bay-Delta Plan Amendment on the Tuolumne River by 2022; however, its implementation is uncertain for several reasons, including ongoing litigation and because the Bay-Delta Plan Amendment provides a regulatory framework for flow allocation, which must be achieved through other proceedings (SFPUC 2021).

Page 3.14-34 -- The text in the third paragraph on page 3.14-34 is revised as follows:

The California Model Water Efficient Landscape Ordinance (MWELO) sets restrictions on outdoor landscaping. The Bay Area contains several local agencies under the MWELO that require project applicants to prepare plans consistent with the requirements of the MWELO for review and approval. The MWELO was most recently updated by DWR and approved by the California Water Commission on July 15, 2015. All provisions became effective on February 1, 2016. The revisions, which apply to new construction with a landscape area greater than 500 square feet, reduced the allowable coverage of high-water-use plants to 25 percent of the landscaped area. The MWELO also requires use of a dedicated landscape meter on landscape areas for residential landscape areas greater than 5,000 square feet or nonresidential landscape areas greater than 1,000 square feet, it and requires weather-based irrigation controllers or soil moisture–based controllers or other self-adjusting irrigation controllers for irrigation scheduling in all irrigation systems. Local agencies must either adopt the MWELO or may adopt a more stringent local ordinance~~s if they are at least as effective in conserving water as MWELO~~.

Page 3.14-38 -- The text between the third and fourth paragraph on page 3.14-38 is revised to add the "Construction" subheading as follows:

Construction

Environmental impacts could occur from both construction and the conversion of undeveloped land to accommodate new, expanded, or relocated water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities. The construction process could result in environmental impacts related to air quality, greenhouse gas emissions, hazardous materials, stormwater runoff, cultural and tribal cultural resources, and noise. Moreover, it may be necessary to relocate existing electrical, natural gas, and telecommunication infrastructure if the proposed Plan's development pattern would require re-routing infrastructure. It is foreseeable that the removal or relocation of this infrastructure could result in potentially significant construction impacts related to aesthetics, agriculture and forest land, air quality, greenhouse gas emissions, hazardous materials, emergency response or evacuation plans, wildfire, stormwater runoff, cultural resources, and noise.

Page 3.14-41 -- The text on page 3.14-41 is revised to read as follows:

Conclusion

Potential impacts on water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities would occur primarily from the land use development pattern that would result from implementation of the proposed Plan and increased electricity demand related to electrification of the transportation fleet. Relocation impacts on electrical, natural gas, and telecommunications infrastructure could occur from transportation projects. Stormwater i~~I~~mpacts from transportation projects would only be expected to occur in the case of a combined stormwater and wastewater conveyance system. Development outside of urbanized areas could require the construction of new stormwater drainage systems, and this impact would be potentially significant. Transportation projects that aren't subject to Caltrans NPDES Stormwater Regulations or in areas lacking adequate stormwater drainage capacity or hardened sea level rise adaptation infrastructure could result in impacts that would be potentially significant. Additionally, implementation of the proposed Plan may require new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities or the relocation of existing facilities. The construction or relocation of these facilities may have effects related to construction and to conversion of undeveloped land. Therefore, these impacts would be **potentially significant (PS**). Mitigation Measures PUF-1(a) through PUF-1(f) address these impacts and are described below.

Page 3.14-44 -- The text on page 3.14-44, in the footnote of Table 3.14-8, is revised as follows:

[2] San Francisco Public Utilities Commission is a wholesale water provider to BAWSCA member agencies; however, the agencies' service populations are listed separately.

3.10 DRAFT EIR SECTION 3.15, "TRANSPORTATION"

Page 3.15-4 -- The text on page 3.15-4 is in Table 3.15-2 revised as follows:

Table Error! No text of specified style in document.-1: Public Transit Operators in the Bay Area

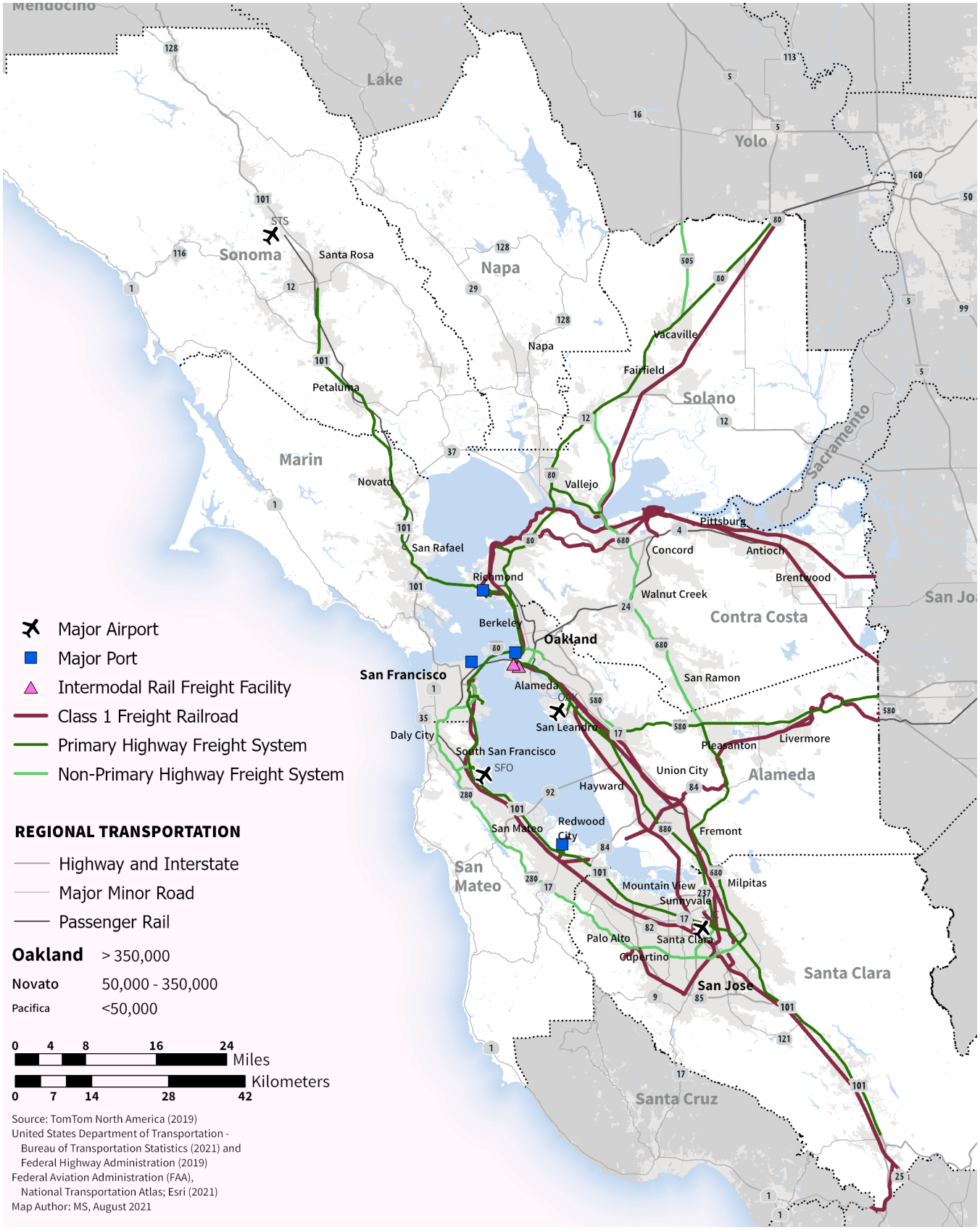
Transit System	Mode	Average Weekday Ridership	Bay Area Counties Served
SFMTA	Local/express bus; Light rail; Cable car/streetcar/trolley	744,000	MRN, **SF**, SM
BART	Heavy rail	427,000	ALA, CC, SCL, SF, SM
AC Transit	Local/transbay bus	180,000	**ALA, CC**, SCL, SF, SM
VTA	Local/express bus; Light rail	121,000	ALA, **SCL**, SM
Caltrain	Commuter rail	61,000	SCL, SF, SM
SamTrans	Local/express bus	38,000	SCL, SF, **SM**
Golden Gate Transit	Local/express bus; Ferry	19,000	**MRN**, SF, **SON, CC**
County Connection	Local/express bus	11,000	ALA, **CC**
Marin Transit	Local bus	10,000	MRN
WETA	Ferry	10,000	ALA, CC, SF, SM, SOL
Tri Delta Transit	Local/express bus	7,000	CC
Santa Rosa CityBus	Local bus	6,000	SON

Transit System	Mode	Average Weekday Ridership	Bay Area Counties Served
LAVTA Wheels	Local/express bus	6,000	**ALA**, CC
ACE	Commuter rail	5,000	ALA, SCL
SolTrans	Local/express bus	5,000	CC, **SOL**
WestCAT	Local bus; Express/transbay bus	4,000	**CC**, SF
VINE	Local/express bus	4,000	**NAP**, SOL
Sonoma County Transit	Local/express bus	3,000	SON
FAST	Local/express bus	3,000	CC, **SOL**
SMART	Commuter rail	2,000	MRN, SON
Vacaville City Coach	Local bus	1,000	SOL
Petaluma Transit	Local bus	1,000	SON
Union City Transit	Local bus	1,000	ALA
Dixon Readi-Ride	Local bus	< 1,000	SOL
Rio Vista Delta Breeze	Local/express bus	< 1,000	CC, **SOL**
Pleasanton Paratransit	Local bus	< 1,000	CC

Note: Average weekday ridership has been rounded to the nearest 1,000; Figures may not sum due to independent rounding; Average weekday ridership is calculated by taking the total annual ridership and dividing by 300, an assumption which is consistent with MTC travel modeling procedure; Primary counties served by operator are marked in bold.

Source: Data compiled by MTC and ABAG in 2020 based on data from Unlinked Passenger Trips and National Transit Database 2019

The following figure has been added.



New Figure: Goods Movement

Page 3.15-6 -- The text in the first paragraph on page 3.15-6 is revised as follows:

~~Amtrak provides long-distance passenger rail services to the Bay Area via the Capitol Corridor, San Joaquin, Coast Starlight, and California Zephyr lines, connecting the region to the Central Valley, Southern California, the Pacific Northwest, and the Midwest.~~

Amtrak provides once-daily long-distance passenger rail service to the Bay Area via the Coast Starlight and California Zephyr lines, connecting the region to southern California, the Pacific Northwest, and the Midwest. The two State-supported intercity routes in the region, the Capitol Corridor and the San Joaquins, provide more frequent regional and interregional service and provide additional connections to the Central Valley.

Page 3.15-7 -- The title to Figure 3.15-3 on page 3.15-7 is revised as follows

Figure 3.15-3: ~~Bay Area Bicycle Facilities~~ Regional Bike Network

Page 3.15-9 -- The text in the last paragraph on page 3.15-9 is revised as follows:

As shown in **Table 3.15-3**, the region sees 155 million VMT on a typical weekday in the 2015 base year, or ~~20.4~~ 20.5 VMT per capita.

The text on page 3.15-9 in Table 3.15-3 is revised as follows:

Table 3.15-3: Modeled Bay Area Travel Behavior (2015)

Daily Trips	
Commute Trips	~~8,360,000~~ 8,366,000
Non-Commute Trips	~~17,939,000~~ 17,943,000
Total Daily Trips	~~26,299,000~~ 26,309,000
Daily Vehicle Trips	~~20,896,000~~ 20,921,000
Daily Vehicle Miles Traveled (VMT)	~~155,006,000~~ 155,305,000
Daily Vehicle Miles Traveled per Capita	~~20.4~~ 20.5
Daily Vehicle Hours of Recurring Delay	~~264,500~~ 258,900
Daily Transit Boardings	~~1,703,000~~ 1,687,000
Daily Transit Passenger Miles	~~11,292,000~~ 11,068,000

Note: Figures may not sum due to independent rounding. Daily metrics are measures for a typical weekday. Vehicle trips reflect interzonal trips assigned directly to the network and includes intraregional and commercial vehicle trips; Population statistics reflect the total Bay Area population able to travel on the region's transport network and does not include immobile, involuntary populations such as prison inmates.
Source: Data compiled by MTC and ABAG in 2021.

Page 3.15-10 -- The text in the first paragraph on page 3.15-10 is revised as follows:

Mode Share and Daily Trips

Of the trips made by Bay Area residents, the MTC travel model forecasts that 32 percent are for work, ~~14~~ 13 percent for college or school, and 13 percent for shopping, as shown below in **Table 3.15-4**. The average one-way commute trip for the region is about 10 miles and takes 20 minutes, as shown in **Table 3.15-5**. The average one-way transit commute trip is just above the regional average distance, but almost double the regional average time.

The text on page 3.15-10 in Table 3.15-4 is revised as follows:

Table 3.15-4: Modeled Typical Weekday Daily Person Trips by Purpose (2015)

Purpose	Trips	Percent of Total
Commute	~~8,360,000~~ 8,366,000	32%
Shopping	~~3,478,000~~ 3,487,000	13%
School	~~2,764,000~~ 2,761,000	~~11%~~ 10%
Escort (pick-up/drop-off passengers)	~~2,393,000~~ 2,391,000	9%
At Work	~~1,900,000~~ 1,896,000	7%
Eat Out	~~1,088,000~~ 1,090,000	4%
Social/Recreational	~~827,800~~ 827,500	3%
College	~~663,600~~ 661,900	3%
Other	~~4,826,000~~ 4,829,000	18%
Non-Commute Subtotal	~~17,939,000~~ 17,943,000	68%
Regional Total	~~26,299,000~~ 26,309,000	100%

Note: Whole numbers have been rounded (between 1,000 and 1,000,000 to the nearest 100 and over 1,000,000 to the nearest 1,000). Figures may not sum due to independent rounding. Metrics are measures for a typical weekday.
Source: Data compiled by MTC and ABAG 2021.

The text on page 3.15-10 in Table 3.15-5 is revised as follows:

Table 3.15-5: Average One-Way Commute Trip by Mode (2015)

Purpose	Average Commute Distance (miles)	Average Commute Time (minutes)
Auto	10.3	~~18.0~~ 17.9
Transit	~~11.0~~ 10.9	~~37.2~~ 37.0
Bicycle	2.4	12.0
Walk	0.8	~~16.2~~ 16.3
Regional Average	9.8	19.7

Note: Metrics are measures for a typical weekday.
Source: Data compiled by MTC and ABAG in 2021.

Page 3.15-12 -- The text on page 3.15-12 of the Draft EIR is revised as follows:

California Transportation Plan 2050

The California Transportation Plan (CTP) serves as the state's comprehensive long-range transportation plan and provides a common framework for guiding transportation decisions and investments in the state. CTP 2050 was adopted February 2021 as the state transportation plan, as required by federal and state law. CTP 2050 defines performance-based goals, policies, and strategies to achieve the state's vision for a statewide integrated multimodal transportation system over a 25-year timeframe. The CTP must plan for a system that reduces greenhouse gas emissions 80 percent below the 1990 levels by 2050 as described by Assembly Bill 32 and Executive Order S-03-05. Unlike, regional transportation plans, CTP 2050 is not fiscally constrained. CTP 2050 identifies opportunities for coordinating planning between major metropolitan areas, rural areas, and state agencies to achieve shared goals.

California Freight Mobility Plan 2020

The California Freight Mobility Plan (CFMP) 2020 serves as the state's immediate and long-range freight plan, identifying activities and capital investments that support statewide goals associated with freight movement in California. The CFMP complies with freight provisions included in the Fixing America's Surface Transportation (FAST) Act. The CFMP's vision is to plan for sustainability, in terms of economic vitality, environmental stewardship, and social equity, in the freight sector. The CFMP articulates a vision of having "the world's most innovative, economically-competitive multimodal freight network that is efficient, reliable, modern, integrated, resilient, safe, and sustainable, where social and environmental impacts are considered equally." The CFMP is guided by goals to improve efficiency, reduce pollution, and increase capacity in its freight facilities, equipment, and operations. It assesses current conditions and performance, identifies trends and challenges, and lays out immediate and long-range strategies to achieve the identified goals.

Pages 3.15-19 and 3.15-20 -- The text in the last paragraph on page 3.15-19 and first paragraph on page 3.15-20 is revised as follows:

Table 2-11 in Chapter 2, "Project Description," summarizes the change in forecasted daily transit boardings and daily transit passenger miles. Both transit metrics are forecasted to more than double, ~~133~~ 145 percent and ~~168~~ 190 percent respectively, from baseline (2015) to proposed Plan conditions (2050). Similarly, transit trips are forecasted to double between 2015 and 2050 and increase transit mode share from six to nine percent of all trips in 2050 (see **Table 2-14**).

Page 3.15-25 -- The text in the third paragraph on page 3.15-25 is revised as follows:

The housing and economy strategies result in the proposed Plan's forecasted development pattern, which informs travel patterns in 2050. These travel patterns, when coupled with the transportation strategies, are simulated in the regional travel model, Travel Model 1.5, to derive a series of forecasted travel metrics to contrast to simulated baseline conditions (2015). Metrics include summaries of trips by mode, their average travel time and distance, and the purpose of the trip. **Table 3.10-2** summarizes auto trips by purpose—commute versus non-commute—and their respective average travel distances. Overall, implementation of the proposed Plan would lead to shorter auto trip distances for both commute and non-commute trips. Auto commute trip distances are expected to decrease by ~~four~~ three percent and non-commute trips are forecasted to decrease by five percent between 2015 and 2050.

The text on page 3.15-25 in Table 3.15-7 is revised as follows:

Table 3.10-2: Average Travel Distance per Auto Trip by Purpose

	2015 Baseline (miles)	2050 Proposed Plan (miles)	Change (2015 to 2050)	
			Numerical	Percent
Commute	10.3	~~9.9~~ 10.0	~~-0.4~~ -0.3	~~-4%~~ -3%
Non-Commute	5.5	5.2	-0.3	-5%

Note: Metrics are measures for a typical weekday.
Source: Data compiled by MTC and ABAG in 2021

Page 3.15-26 -- The text in the second paragraph on page 3.15-26 is revised as follows:

These transportation and environmental strategies in combination with the housing and economy strategies described earlier, would shift trips throughout the Bay Area away from driving and towards transit, walk, and bike modes. As shown in **Table** , auto trips (drive alone,

carpool, and ride hail) make up ~~79~~ 80 percent of all trips in 2015 and would make up 70 percent in 2050 under the proposed Plan.

Page 3.15-26 -- The text on page 3.15-26 in Table 3.15-9 is revised as follows:

Table 3.15-9 Count and Share of Daily Trips by Mode

Mode	2015 Baseline		2050 Proposed Plan	
	Trips	% of Total	Trips	% of Total
Drive Alone	~~12,030,000~~ 12,053,000	46%	~~13,417,000~~ 13,752,000	40%
Carpool	8,318,000	32%	~~9,190,000~~ 9,281,000	27%
Ride Hail	~~548,100~~ 550,400	2%	~~879,300~~ 917,800	3%
Auto "Vehicle" Subtotal	~~20,896,000~~ 20,921,000	~~79%~~ 80%	~~23,487,000~~ 23,950,000	70%
Transit	~~1,472,000~~ 1,465,000	6%	~~3,087,000~~ 3,200,000	9%
Bike	~~583,800~~ 584,600	2%	~~2,336,000~~ 2,397,000	7%
Walk	~~3,348,000~~ 3,338,000	13%	~~4,611,000~~ 4,656,000	14%
Total Trips	~~26,299,000~~ 26,309,000	100%	~~33,521,000~~ 34,203,000	100%

Note: Whole numbers have been rounded (between 0 and 10 to the nearest whole number, between 11 and 999 to the nearest 10, between 1,000 and 1,000,000 to the nearest 100, above 1,000,000 to the nearest 1,000). Figures may not sum due to independent rounding. Metrics are measures for a typical weekday. Trips and mode share do not account for expected trip reductions from the implementation of Strategy EN09 because of modeling limitations.
Source: Data compiled by MTC and ABAG in 2021

Page 3.15-27 -- The text in the first paragraph on page 3.15-27 is revised as follows:

Similarly, the proposed Plan results in a lower share of workers in the Bay Area commuting by auto in 2050 compared to 2015. As shown in **Table 3.15-10** is revised as follows:

Table , the share of workers commuting to work by auto (drive alone, carpool, and ride hail) would drop from ~~70~~ 71 percent in 2015 to ~~53~~ 50 percent in 2050 in the proposed Plan. Despite the addition of 1.4 million new jobs in the region, implementation of the proposed Plan would result in fewer workers commuting by driving alone relative to baseline conditions. In addition to shifting to transit, walk, and bike modes, a greater share of workers in the proposed Plan are expected to telecommute in 2050. The mode shift in commute trips is particularly impactful on overall VMT as commute trips are longer on average than trips for other purposes (see **Table 3.10-2**).

The text on page 3.15-27 in Table 3.15-10 is revised as follows:

Table 3.15-10: Share of Workers by Commute Mode

Mode	2015 Baseline	2050 Proposed Plan
	% of Total	% of Total
Drive Alone	~~51%~~ 50%	~~36%~~ 33%
Carpool	19%	~~17%~~ 16%
Ride Hail	1%	< 1%
Auto "Vehicle" Subtotal	~~70%~~71%	~~53%~~ 50%
Transit	13%	~~20%~~ 19%
Bike	3%	7%
Walk	2%	~~3%~~ 2%

Mode	2015 Baseline	2050 Proposed Plan
	% of Total	% of Total
Telecommute	~~10%~~ 11%	~~17%~~ 22%

Notes: ~~Whole numbers have been rounded (between 0 and 10 to the nearest whole number, between 11 and 999 to the nearest 10, between 1,000 and 1,000,000 to the nearest 100, above 1,000,000 to the nearest 1,000). Figures may not sum due to independent rounding; Trips and.~~ Mode share is for a typical weekday and limited to workers who are working on the modeled day. Mode share does not account for the effect from the implementation of Strategy EN09 because of modeling limitations.
Source: Data compiled by MTC and ABAG in 2021

The text in the last paragraph on page 3.15-27 is revised as follows:

These strategies help reduce regional daily vehicle trips per capita by ~~19~~ 17 percent and VMT per capita by ~~17~~ 15 percent, as shown in **Table** , below. The net impact of the transportation strategies, including investments in transit, bicycle and pedestrian infrastructure expansion, priced roads, and other strategies is an overall reduction in VMT per capita relative to baseline conditions.

Page 3.15-28 -- The text on page 3.15-28 is revised as follows:

Conclusion

Overall, the impact of the proposed Plan's forecasted land use growth pattern, sea level rise adaptation infrastructure, and proposed transportation projects and strategies result in an increase in total regional VMT and a decrease in regional per-capita VMT between the base year and 2050, as shown in **Table 2-12** of Chapter 2, "Project Description," and combined in part in **Table** above. Implementation of the proposed Plan would result in a VMT per capita rate ~~17~~ 15 percent lower in 2050 than in 2015.

The text on page 3.15-28 in Table 3.15-11 is revised as follows:

Table 3.15-11: Summary of Baseline and Proposed Plan 2050 Vehicle Trips and VMT

	2015 Baseline	2050 Proposed Plan	Change (2015 to 2050)	
			Numerical	Percent
Total Population	7,581,000	10,368,000	+2,786,000	+37%
Daily Vehicle Trips without Strategy EN09	~~20,896,000~~ 20,921,000	~~23,487,000~~ 23,950,000	~~+2,591,000~~ +2,566,000	~~+12%~~ +14%
Daily Vehicle Trips with Strategy EN09	~~20,896,000~~ 20,921,000	~~23,222,000~~ 23,685,000	~~+2,326,000~~ +2,764,000	~~+11%~~ +13%
Daily Vehicle Trips per Capita without Strategy EN09	2.8	2.3	~~-0.5~~ -0.4	~~-18%~~ -16%
Daily Vehicle Trips per Capita with Strategy EN09	2.8	~~2.2~~ 2.3	-0.5	~~-19%~~ -17%
Daily VMT without Strategy EN09	~~155,006,000~~ 155,305,000	~~181,917,000~~ 186,742,000	~~+26,911,000~~ +31,437,000	~~+17%~~ +20%
Daily VMT with Strategy EN09	~~155,006,000~~ 155,305,000	~~175,497,000~~ 180,309,000	~~+20,491,000~~ +25,004,000	~~+13%~~ +16%
Daily VMT per Capita without Strategy EN09	~~20.4~~ 20.5	~~17.5~~ 18.0	~~-2.9~~ -2.5	~~-14%~~ -12%
Daily VMT per Capita with Strategy EN09	~~20.4~~ 20.5	~~16.9~~ 17.4	~~-3.5~~ -3.1	~~-17%~~ -15%

Note: Whole numbers have been rounded (between 1,000 and 1,000,000 to the nearest 100, above 1,000,000 to the nearest 1,000). Figures may not sum due to independent rounding. Population statistics reflect the total Bay Area population able to travel on the region's transport network and does not include immobile, involuntary populations such as prison inmates. Daily metrics are measures for a typical weekday and do not account for the effect from the implementation of Strategy EN09 because of modeling limitations.
Source: Data compiled by MTC and ABAG in 2021

3.11 DRAFT EIR CHAPTER 4, "ALTERNATIVES TO THE PROPOSED PLAN"

Page 4-23 -- The text on page 4-23 in Table 4-13 is revised as follows:

Table 4-13: Added Transportation System Capacity by Alternative (2015–2050)

	Proposed Plan	No Project Alternative	Alternative 1	Alternative 2
Freeway Lane-Miles	~~440~~ 400	60	~~220~~ 200	~~450~~ 410
Expressway Lane-Miles	~~40~~ 60	-20	~~40~~ 9	~~40~~ 60
Arterial Lane-Miles	-30 3	-40	-20 9	-20 5
Collector Lane-Miles	0	-10	-10	0
Total Roadway Lane-Miles	460	-20	~~230~~ 210	470
Daily Local Bus Seat-Miles	~~4,089,000~~ 4,106,000	~~833,000~~ 861,900	~~5,459,000~~ 5,464,000	~~6,308,000~~ 6,300,000
Daily Express Bus Seat-Miles	~~2,772,000~~ 2,765,000	~~524,000~~ 519,600	~~2,715,000~~ 2,708,000	~~7,350,000~~ 7,346,000
Daily Light Rail Seat-Miles	1,239,000	~~50,000~~ 59,700	1,239,000	1,655,000
Daily Heavy Rail Seat-Miles	9,230,000	~~3,667,000~~ 3,666,000	9,230,000	9,230,000
Daily Commuter Rail Seat-Miles	14,598,000	~~968,000~~ 968,100	14,598,000	3,397,000
Daily Ferry Seat-Miles	2,196,000	-37,000	2,196,000	2,196,000
Total Daily Transit Seat-Miles	~~34,125,000~~ 34,134,000	~~6,016,000~~ 6,039,000	~~35,438,000~~ 35,435,000	~~30,136,000~~ 30,124,000

Notes: Numbers less than 1 are shown as "<1"; whole numbers have been rounded (between 11 and 999 to the nearest 10, between 1,000 and 1,000,000 to the nearest 100). Figures may not sum because of independent rounding. Negative values in No Project alternative represent reductions due closures from sea level rise inundation.
Source: Data compiled by MTC and ABAG in 2021

Pages 4-31 and 4-32 -- The text on pages 4-31 and 4-32 in Table 4-18 is revised as follows:

Table 4-18: CARE Communities and Region Analysis by Alternative Compared to Existing Conditions

County	CARE Status	Exhaust Emissions				Total $PM_{2.5}$	VMT
		Exhaust Only $PM_{2.5}$	Diesel PM	Benzene	1, 3 Butadiene		
Proposed Plan	CARE Community	-88%	-93%	~~-76%~~ -75%	~~-73%~~ -72%	~~-8%~~ -6%	~~+18%~~ +20%
	Remainder of Region	~~-74%~~ -73%	-91%	~~-71%~~ -70%	-70% -69%	~~+14%~~ +17%	~~+15%~~ +18%
	Total	~~-83%~~ -82%	-93%	~~-74%~~ -73%	~~-71%~~ -70%	~~+9%~~ +12%	~~+16%~~ +19%
No Project Alternative	CARE Community	-84%	-90%	~~-69%~~ -68%	~~-66%~~ -65%	~~+12%~~ +13%	+44% +45%
	Remainder of Region	~~-69%~~ -68%	-88%	~~-65%~~ -64%	-64%	~~+28%~~+30%	~~+33%~~ +35%
	Total	-78%	-90%	~~-67%~~ -66%	~~-65%~~ -64%	~~+24%~~ +26%	~~+36%~~ +38%
Alternative 1 – TRA Focus Alternative	CARE Community	-88%	-93%	~~-76%~~ -75%	-73%	~~-9%~~ -7%	~~+16%~~ +18%

County	CARE Status	Exhaust Emissions				Total $PM_{2.5}$	VMT
		Exhaust Only $PM_{2.5}$	Diesel PM	Benzene	1, 3 Butadiene		
	Remainder of Region	~~-66%~~ -74%	-91%	~~-72%~~ -71%	~~-71%~~ -70%	~~+12%~~ +15%	~~+14%~~ +16%
	Total	~~-83%~~ -82%	-93%	~~-74%~~ -73%	~~-71%~~ -70%	~~+7%~~ +10%	~~+14%~~ +17%
Alternative 2 – HRA Focus Alternative	CARE Community	-88%	-93%	~~-76%~~ -75%	~~-73%~~ -72%	~~-8%~~ -6%	~~+17%~~ +20%
	Remainder of Region	~~-66%~~ -73%	-91%	~~-72%~~ -71%	~~-71%~~ -70%	~~+13%~~ +16%	~~+14%~~ +17%
	Total	~~-83%~~ -82%	-93%	~~-74%~~ -73%	~~-71%~~ -70%	~~+8%~~ +11%	~~+15%~~ +18%

Notes: CARE = Community Air Risk Evaluation, $PM_{2.5}$ = fine particulate matter, PM = particulate matter, VMT = vehicle miles travelled; Percentages rounded to nearest whole number; Total $PM_{2.5}$ includes vehicle exhaust, re-entrained road dust, tire and brake wear; Marin, Napa, San Mateo and Sonoma Counties do not have CARE-designated areas; Emissions rates from EMFAC2021. Forecasts of mobile-source emissions and VMT do not account for expected reductions from the implementation of Strategies EN08 or EN09 because of modeling limitations.
Sources: Data compiled by MTC and ABAG in 2021; BAAQMD 2014

Page 4-33 -- The text in the last paragraph on page 4-32 and first paragraph on page 4-33 is revised as follows:

> The area-source emissions of criteria pollutants and precursors would increase over the planning horizon of the Plan due to the net increase in land use development and transportation projects. As shown in **Table 4-18**, the increase of regional VMT would be greater under the No Project Alternative than under the proposed Plan (~~36~~ 38-percent regional increase versus ~~16~~ 19-percent regional increase). Because the No Project Alternative would emit a greater level of criteria air pollutants than the proposed Plan, due to greater VMT, this impact would be significant and unavoidable for the reasons described under Impact AQ-3 and **greater** than the impact that would occur under the proposed Plan.
>
> TAC Risk Areas are locations where cancer risk levels and/or PM2.5 concentrations are exceeded. In general, TAC Risk Areas tend to occur along high-volume freeways and roadways, high-use rail lines, locations near numerous stationary-sources, and locations where a single stationary-source has very high estimated cancer risk levels or PM2.5 concentration. As indicated in **Table 4-19**, the No Project Alternative would result in a greater land use growth footprint within TAC risk areas than the proposed Plan (10,400 acres versus 8,800 acres). In addition, as shown in **Table 4-18**, there would be an increase of ~~12~~ 15 percent in total PM2.5 in CARE Communities under the No Project Alternative, which indicates a greater level of PM2.5 emissions than the decrease of ~~8~~ 6 percent in total PM2.5 expected under the proposed Plan. This impact would be significant and unavoidable for the reasons described under Impact AQ-4 and **greater** than the impact that would occur under the proposed Plan because emissions would be greater.

Pages 4-33 and 4-34 -- The text in the last paragraph on page 4-33 and first paragraph on page 4-34 is revised as follows:

> The area-source emissions of criteria pollutants and precursors would increase over the planning horizon of the Plan due to the net increase in land use development and transportation projects. As shown in **Table 4-18**, the increase of regional VMT would be less

under the TRA Focus Alternative than the proposed Plan (~~14~~ 17-percent regional increase versus ~~16~~ 19 -percent regional increase). Because the TRA Focus Alternative would emit a lower level of criteria air pollutant than the proposed Plan, due to a lower VMT, this impact would be significant and unavoidable for the reasons described under Impact AQ-3 and **less** than the impact that would occur under the proposed Plan because emissions would be less.

TAC Risk Areas are locations where cancer risk levels and/or $PM_{2.5}$ concentrations are exceeded. In general, TAC Risk Areas tend to occur along high-volume freeways and roadways, high-use rail lines, locations near numerous stationary-sources, and locations where a single stationary-source has very high estimated cancer risk levels or $PM_{2.5}$ concentration. As indicated in **Table 4-19**, the TRA Focus Alternative would result in a smaller land use growth footprint within TAC risk areas than the proposed Plan (7,800 acres versus 8,800 acres). In addition, as shown in **Table 4-18**, there would be a decrease of ~~9~~ 7 percent in total $PM_{2.5}$ in CARE Communities under the TRA Focus Alternative, which indicates a greater reduction in $PM_{2.5}$ than the decrease of ~~8~~ 6 percent in total $PM_{2.5}$ expected under the proposed Plan. This impact would be significant and unavoidable for the reasons described under Impact AQ-4 and **less** than the impact that would occur under the proposed Plan because emissions would be less in TAC Risk Areas under the TRA Focus Alternative.

Pages 4-34 and 4-35 -- The text in the last two paragraphs on page 4-34 and first paragraph on page 4-35 is revised as follows:

The area-source emissions of criteria pollutants and precursors would increase over the planning horizon of the Plan due to the net increase in land use development and transportation projects. As shown in **Table 4-18**, the increase of regional VMT would be less under the HRA Focus Alternative than the proposed Plan (~~15~~ 18-percent regional increase versus ~~16~~ 19 -percent regional increase). Because the HRA Focus Alternative would emit a lower level of criteria air pollutant than the proposed Plan, due to a lower VMT, this impact would be significant and unavoidable for the reasons described under Impact AQ-3 and **less** than the impact that would occur under the proposed Plan because emissions would be less.

TAC Risk Areas are locations where cancer risk levels and/or $PM_{2.5}$ concentrations are exceeded. In general, TAC Risk Areas tend to occur along high-volume freeways and roadways, high-use rail lines, locations near numerous stationary-sources, and locations where a single stationary-source has very high estimated cancer risk levels or $PM_{2.5}$ concentration. As indicated in **Table 4-19**, the HRA Focus Alternative would result in a greater land use growth footprint within TAC risk areas than the proposed Plan (8,900 acres versus 8,800 acres). In addition, as shown in **Table 4-18**, there would be a decrease of ~~8~~ 6 percent in total $PM_{2.5}$ in CARE Communities under the HRA Focus Alternative, which indicates a similar reduction in $PM_{2.5}$ as the decrease of ~~8~~ 6 percent in total $PM_{2.5}$ expected under the proposed Plan. This impact would be significant and unavoidable for the reasons described under Impact AQ-4 and **similar** to the impact that would occur under the proposed Plan.

Page 4-40 -- The text on page 4-40 in Table 4-22 is revised as follows:

Table 3-22: Mobile Source Emissions by Vehicle Source ($MTCO_2e$) for Each Alternative

	2015 Baseline	Proposed Plan	No Project Alternative	Alternative 1	Alternative 2
Passenger Vehicles	~~15,518,000~~ 16,050,000	~~10,223,000~~ 12,930,000	~~12,126,000~~ 15,180,000	~~10,055,000~~ 12,690,000	~~10,158,000~~ 12,840,000
Trucks	~~4,102,000~~ 4,470,000	~~3,672,000~~ 3,600,000	~~4,280,000~~ 4,140,000	~~3,610,000~~ 3,510,000	~~3,651,000~~ 3,600,000

	2015 Baseline	Proposed Plan	No Project Alternative	Alternative 1	Alternative 2
Buses	~~345,000~~ 330,000	~~265,000~~ 120,000	~~311,000~~ 150,000	~~262,000~~ 120,000	~~262,000~~ 120,000
Other Vehicles	~~129,000~~ 120,000	~~109,000~~ 90,000	~~129,000~~ 90,000	~~107,000~~ 90,000	~~108,000~~ 90,000
Total	~~20,094,000~~ 20,970,000	~~14,269,000~~ 16,740,000	~~16,846,000~~ 19,560,000	~~14,034,000~~ 16,410,000	~~14,179,000~~ 16,650,000

Note: Numbers are rounded. Figures may not sum due to independent rounding. Population statistics reflect the total Bay Area population able to travel on the region's transport network; it does not include immobile, involuntary populations such as prison inmates.
Source: data compiled by MTC and ABAG in 2021

Page 4-41 -- The text in the first paragraph on page 4-41 is revised as follows:

NO PROJECT ALTERNATIVE

Construction-related and operational GHG emissions associated with the forecasted development pattern, sea level rise adaptation infrastructure, and transportation projects would contribute to GHG emissions. In terms of operational GHG emissions, the Plan alternatives primarily differ due to the number and type of transportation projects and types of mobile source-based GHG emission reduction programs. As shown in **Table 4-22**, relative to baseline (~~20,094,000~~ 20,970,000 $MTCO_2e$) mobile source emissions under the No Project Alternative would be reduced (~~16,846,000~~ 19,560,000), although to a lesser extent than under the proposed Plan (~~14,269,000~~ 16,740,000). Similarly to the proposed Plan, construction emissions may not be reduced to net zero in all cases. This impact would be significant and unavoidable for the reasons described in Impact GHG-1 and **greater** than the impact that would occur under the proposed Plan because mobile source emissions would be greater under the No Project Alternative.

The text on page 4-41 in Table 4-23 is revised as follows:

Table 3-23: SB 375 GHG Emissions Reductions Relative to 2005 Baseline for Each Alternative

	Proposed Plan	No Project Alternative	Alternative 1	Alternative 2
Modeled Passenger Vehicles Emissions (2035)	~~69,000~~ 70,400	~~79,900~~ 80,600	~~68,600~~ 69,800	~~68,300~~ 69,600
Emissions Per Capita (2035)	~~13.5~~ 13.8	~~17.4~~ 17.6	~~13.4~~ 13.7	~~13.4~~ 13.7
Reductions in Emissions Per Capita Relative to 2005	~~-22%~~ -20%	~~+1%~~ +2%	~~-22%~~ -21%	~~-23%~~ -21%

Note: Numbers are rounded. Population statistics reflect the total Bay Area population able to travel on the region's transport network; it does not include immobile, involuntary populations such as prison inmates.
Source: data compiled by MTC and ABAG in 2021

Page 4-42 -- The text beginning in the third paragraph on page 4-42 is revised as follows:

ALTERNATIVE 1 – TRA FOCUS ALTERNATIVE

Construction-related and operational GHG emissions associated with the forecasted development pattern, sea level rise adaptation infrastructure, and transportation projects would contribute to GHG emissions. In terms of operational GHG emissions, the Plan alternatives primarily differ due to the number and type of transportation projects and types of mobile source-based GHG emission reduction programs. As shown in **Table 4-22**, relative to baseline (~~20,094,000~~ 20,970,000 $MTCO_2e$) mobile source emissions under the TRA Focus Alternative would be reduced (~~14,034,000~~ 16,410,000) to a greater extent than under the proposed Plan (~~14,269,000~~ 16,740,000). Similar to the proposed Plan, construction emissions

may not be reduced to net zero in all cases. This impact would be significant and unavoidable for the reasons described in Impact GHG-1 and **less** than the impact that would occur under the proposed Plan because mobile-source emissions would be lower under the TRA Focus Alternative.

The TRA Focus Alternative would decrease CO_2 emissions per capita passenger vehicle and light trucks by ~~22~~ 21 percent between 2005 and 2035, thereby meeting SB 375 goals to reduce per capita passenger vehicle and light duty truck CO_2 emissions by over 19 percent by 2035 as compared to 2005 baseline (**Table 4-23**). This impact would be less than significant for the reasons described under Impact GHG-2 and **similar** to the impact that would occur under the proposed Plan because per capita emissions from passenger vehicles and light trucks would be the same.

The proposed Plan meets SB 375 goals and places the Bay Area on a downward trajectory in GHG emissions, but CARB has identified that meeting SB 375 goals alone will not meet Statewide goals under the Scoping Plan. Compared to the proposed Plan, the TRA Focus Alternative includes higher levels of household and job growth in the growth geographies, with substantially more housing growth in TRAs. As shown in **Table 4-23**, the TRA Focus Alternative would reduce GHG emissions per capita by ~~22~~ 21 percent, relative to the 2005 baseline, which is the same as the proposed Plan. However, this would not provide enough of a reduction in GHG emissions to meet Statewide goals under the Scoping Plan. This impact would be significant and unavoidable for the reasons described in Impact GHG-3 and **similar** to the impact that would occur under the proposed Plan because emissions would be similar.

Page 4-43 -- The text beginning in the third paragraph on page 4-43 is revised as follows:

ALTERNATIVE 2 – HRA FOCUS ALTERNATIVE

Construction-related GHG emissions associated with the forecasted development pattern, sea level rise adaptation infrastructure, and transportation projects would contribute to GHG emissions. In terms of operational GHG emissions, the Plan alternatives primarily differ due to the number and type of transportation projects and types of mobile source-based GHG emission reduction programs. As shown in **Table 4-22**, relative to baseline (~~20,094,000~~ 20,970,000 $MTCO_2e$) mobile source emissions under the HRA Focus Alternative would be reduced (~~14,179,000~~ 16,650,000) to a greater extent than under the proposed Plan (~~14,269,000~~ 16,740,000). Similar to the proposed Plan, construction emissions may not be reduced to net zero in all cases. This impact would be significant and unavoidable for the reasons described in Impact GHG-1 and **less** than the impact that would occur under the proposed Plan because emissions would be less.

The HRA Focus Alternative would decrease CO_2 emissions per capita passenger vehicle and light trucks by ~~23~~ 21 percent between 2005 and 2035, thereby meeting SB 375 goals to reduce per capita passenger vehicle and light duty truck CO_2 emissions by over 19 percent by 2035 as compared to 2005 baseline (**Table 4-23**). This impact would be less than significant for the reasons described in Impact GHG-2 and **less** than the impact that would occur under the proposed Plan because per capita emissions from passenger vehicles and light trucks would be comparatively lower under the HRA Focus Alternative.

The proposed Plan meets SB 375 goals and places the Bay Area on a downward trajectory in GHG emissions, but CARB has identified that meeting SB 375 goals alone will not meet Statewide goals under the Scoping Plan. Compared to the proposed Plan, the HRA Focus Alternative includes higher levels of household and job growth in the growth geographies, with substantially more housing growth in HRAs. As shown in **Table 4-23**, the HRA Focus

Alternative would reduce GHG emissions per capita by ~~23~~ 21 percent, relative to the 2005 baseline, which represents a comparatively greater reduction than the proposed Plan. However, this would not provide enough of a reduction in GHG emissions to meet Statewide goals under the Scoping Plan. This impact would be significant and unavoidable for the reasons described in Impact GHG-3 and **less** than the impact that would occur under the proposed Plan because emissions would be less.

Page 4-75 -- The text on page 4-75 in Table 4-31 is revised as follows:

Table 3-31: Comparison of Bay Area Travel Behavior by Alternative in 2050

	Proposed Plan	No Project Alternative	Alternative 1	Alternative 2
Daily Commute Trips	~~9,324,000~~ 10,108,000	~~10,709,000~~ 11,227,000	~~9,317,000~~ 10,125,000	~~9,302,000~~ 10,135,000
Daily Non-Commute Trips	~~24,197,000~~ 24,095,000	~~24,211,000~~ 24,173,000	~~24,166,000~~ 24,073,000	~~24,229,000~~ 24,133,000
Total Daily Trips	~~33,521,000~~ 34,203,000	~~34,920,000~~ 35,400,000	~~33,482,000~~ 34,198,000	~~33,531,000~~ 34,268,000
Daily Vehicle Trips	~~23,487,000~~ 23,950,000	~~26,466,000~~ 26,813,000	~~23,258,000~~ 23,706,000	~~23,488,000~~ 23,970,000
Daily Vehicle Miles Traveled (VMT)	~~181,917,000~~ 186,742,000	~~212,110,000~~ 215,239,000	~~179,094,000~~ 183,283,000	~~180,701,000~~ 185,392,000
Daily Vehicle Miles Traveled per Capita	~~17.5~~ 18.0	~~20.5~~ 20.8	~~17.3~~ 17.7	~~17.4~~ 17.9
Daily Vehicle Hours of Recurring Delay	~~644,200~~ 710,600	~~1,277,000~~ 1,379,000	~~613,100~~ 678,100	~~622,500~~ 684,000
Daily Transit Boardings	~~3,964,000~~ 4,128,000	~~3,146,000~~ 3,226,000	~~4,155,000~~ 4,346,000	~~4,177,000~~ 4,374,000
Daily Transit Passenger Miles	~~30,245,000~~ 32,099,000	~~24,051,000~~ 24,967,000	~~30,667,000~~ 32,738,000	~~33,133,000~~ 35,158,000

Note: Whole numbers have been rounded, with the exception of VMT. Population statistics reflect the total Bay Area population able to travel on the region's transport network; it does not include immobile, involuntary populations such as prison inmates. Daily metrics are measures for a typical weekday and do not account for the effect from the implementation of Strategy EN09 because of modeling limitations.
Source: Data compiled by MTC and ABAG in 2021

The text on page 4-75 in Table 4-32 is revised as follows:

Table 3-32: Comparison of Average Trip Length (Miles) by Purpose by Alternative in 2050

	Proposed Plan	No Project Alternative	Alternative 1	Alternative 2
Commute	9.6	10.1	~~9.3~~ 9.4	~~9.7~~ 9.8
Non-Commute	4.3	~~4.4~~ 4.3	4.3	4.4
Total	~~5.8~~ 5.9	~~6.1~~ 6.2	~~5.7~~ 5.8	~~5.9~~ 6.0

Notes: ~~Figures may not sum due to independent rounding. Population statistics reflect the total Bay Area population able to travel on the region's transport network; it does not include immobile, involuntary populations such as prison inmates.~~ Average trip length does not account for the effects of the implementation of Strategy EN09 because of modeling limitations.
Source: Data compiled by MTC and ABAG in 2021

The text on page 4-75 in Table 4-33 is revised as follows:

Table 3-33: Comparison of Journey to Work by Mode by Alternative in 2050

	Proposed Plan	No Project Alternative	Alternative 1	Alternative 2
Auto ("Vehicle") – Drive Alone	~~36%~~ 33%	~~45%~~ 44%	~~35%~~ 33%	~~35%~~ 33%
Auto – Other	17%	~~18%~~ 19%	17%	17%
Transit	~~20%~~ 19%	17%	~~20%~~ 19%	~~21%~~ 20%

	Proposed Plan	No Project Alternative	Alternative 1	Alternative 2
Active Modes (Bike/Walk)	~~10%~~ 9%	6%	~~10%~~ 9%	9%
Telecommute	~~17%~~ 22%	~~13%~~ 15%	~~17%~~ 22%	~~17%~~ 21%

Notes: ~~Figures may not sum due to independent rounding. Population statistics reflect the total Bay Area population able to travel on the region's transport network; it does not include immobile, involuntary populations such as prison inmates.~~ Mode share does not account for the effects of the implementation of Strategy EN09 because of modeling limitations. Mode share limited to workers who are working on the modeled day.

Source: Data compiled by MTC and ABAG in 2021

Page 4-76 -- The text in the second paragraph on page 4-76 is revised as follows:

> The No Project Alternative would result in substantially lower levels of household growth in the proposed Plan's growth geographies than the proposed Plan and slightly higher levels of job growth in growth geographies. This means that housing growth would be more dispersed, while job growth would be slightly more concentrated in the region's two largest job centers of San Francisco and Silicon Valley. As shown above in **Table 4-31,** modeling indicates that the No Project Alternative would result in more daily trips (approximately ~~34.9~~ 35.4 million versus ~~33.5~~ 34.2 million) and less transit passenger use than the proposed Plan (approximately ~~24.1~~ 25.1 daily passenger miles versus ~~30.2~~ 32.1 daily passenger miles). In addition, under the No Project Alternative there would be longer trips (~~6.1~~ 6.2 miles versus ~~5.8~~ 5.9 miles [**Table 4-32**]) and a larger share of drive along, auto-based commuting (~~45~~ 44 percent versus ~~36~~ 33 percent [**Table 4-33**]). Overall, because VMT per capita would be greater under the No Project Alternative than the proposed Plan (~~20.5~~ 20.8 versus ~~17.5~~ 18.0, **Table 4-31**), this impact would be significant and unavoidable for the reasons described under Impact TRA-2 and **greater** than the impact that would occur under the proposed Plan.

Page 4-77 -- The text in the first full paragraph on page 4-77 is revised as follows:

> The TRA Focus Alternative features the most compact growth pattern, with the greatest share of housing and job growth in TRAs—especially within walking distance of regional rail stations. To support this more urban-oriented growth pattern, additional core capacity transit investments are funded in lieu of highway projects that add lane-mileage to the system. As shown above in **Table 4-31,** modeling indicates that the TRA Focus Alternative would result in ~~slightly fewer~~ similar daily trips (approximately ~~33.48~~ 34.2 million versus ~~33.52~~ 34.2 million) and slightly more transit passenger use than the proposed Plan (approximately ~~30.67~~ 32.7 daily passenger miles versus ~~30.25~~ 32.1 daily passenger miles). In addition, under the TRA Focus Alternative there would be slightly shorter average trips (~~5.7~~ 5.8 miles versus ~~5.8~~ 5.9 miles [**Table 4-32**]) and a slightly smaller share of drive along auto-based commuting (~~35~~ 33 percent versus ~~36~~ 33 percent, **Table 4-33**). Because VMT would be less under the TRA Focus Alternative than the proposed Plan (~~17.3~~ 17.7 versus ~~17.5~~ 18.0, **Table 4-31),** this impact would be significant and unavoidable for the reasons described under Impact TRA-2 and **similar** to the impact that would occur under the proposed Plan.

The text in the last paragraph on page 4-77 is revised as follows:

> The HRA Focus Alternative would result in substantially lower levels of household growth in the proposed Plan's growth geographies than the proposed Plan and slightly higher levels of job growth in growth geographies. This means that housing growth would be more dispersed, while job growth would be slightly more concentrated in the region's two largest job centers of San Francisco and Silicon Valley. As shown above in **Table 4-31,** modeling indicates that the HRA Focus Alternative would result in slightly more daily trips (approximately ~~33.53~~ 34.3 million

versus ~~33.52~~ 34.2 million) and more transit passenger use than the proposed Plan (approximately ~~33.13~~ 35.2 daily passenger miles versus ~~30.25~~ 32.1 daily passenger miles). In addition, under the HRA Focus Alternative there would be slightly longer average trips (~~5.9~~ 6.0 miles versus ~~5.8~~ 5.9 miles [**Table 4-32**]) and a slightly smaller share of auto-based commuting (~~35~~ 33 percent versus ~~36~~ 33 percent, **Table 4-33**). Because VMT would be less under the HRA Focus Alternative than the proposed Plan (~~17.4~~ 17.9 versus ~~17.5~~ 18.0, **Table 4-31),** this impact would be significant and unavoidable for the reasons described under Impact TRA-2 and **similar** to the impact that would occur under the proposed Plan.

3.12 DRAFT EIR CHAPTER 7, "REFERENCES"

Pages 7-15 and 7-20 -- The text on pages 7-15 and 7-20 are revised to add the reference cited:

San Francisco Public Utilities Commission. 2021 (June). *2020 Urban Water Management Plan for the City and County of San Francisco*. Available https://sfpuc.org/sites/default/files/programs/local-water/SFPUC_2020_UWMP2020_%20FINAL.pdf. Accessed August 4, 2021.

3.13 DRAFT EIR APPENDIX C, "BIOLOGICAL RESOURCES DATA"

Pages C-15 and C-16 -- The "Fish" section, on pages C-15 through C-16 of Appendix C of the Draft EIR, is revised as follows:

Fish						
Green sturgeon	*Acipenser medirostris*	FT	–	–	SSC	Spawns in the Sacramento, Klamath, and Trinity Rivers. Preferred spawning substrate is large cobble but can range from clean sand to bedrock.
Sacramento perch	*Archoplites interruptus*	–	–	–	SSC	Historically found in the sloughs, slow-moving rivers, and lakes of the Central Valley.
Tidewater goby	*Eucyclogobius newberryi*	E	–	–	SSC	Brackish water habitats along the California coast from Agua Hedionda Lagoon, San Diego County to the mouth of the Smith River.
Delta smelt	*Hypomesus transpacificus*	T	E	–	–	Sacramento-San Joaquin Delta. Seasonally in Suisun Bay, Carquinez Strait and San Pablo Bay.
Russian River tule perch	*Hysterocarpus traski pomo*	–	–	–	SSC	Low elevation streams of the Russian River system.
Navarro roach	*Lavinia symmetricus navarroensis*	–	–	–	SSC	Habitat generalists. Found in warm intermittent streams as well as cold, well-aerated streams.
Gualala roach	*Lavinia symmetricus parvipinnis*	–	–	–	SSC	Found only in the Gualala River.
Tomales roach	*Lavinia symmetricus ssp. 2*	–	–	–	SSC	Tributaries to Tomales Bay.

Monterey roach	*Lavinia symmetricus subditus*	—	—	—	SSC	Tributaries to Monterey Bay, specifically the Salinas, Pajaro, and San Lorenzo drainages.
Hardhead	*Mylopharodon conocephalus*	—	—	—	SSC	Low to mid-elevation streams in the Sacramento-San Joaquin drainage. Also present in the Russian River.
Coho salmon - central California coast ESU	*Oncorhynchus kisutch*	E	E	—	—	Aquatic.
Steelhead - central California coast DPS	*Oncorhynchus mykiss irideus*	T	—	—	—	Aquatic, Sacramento/San Joaquin flowing waters
Steelhead - south-central California coast DPS	*Oncorhynchus mykiss irideus*	T	—	—	—	Aquatic, Sacramento/San Joaquin flowing waters
Steelhead - Central Valley DPS	*Oncorhynchus mykiss irideus*	T	—	—	—	Aquatic, Sacramento/San Joaquin flowing waters
Chinook salmon – Central Valley spring-run ESU	*Oncorhynchus tshawytscha pop. 11*	T	T	—	—	Aquatic, Sacramento/San Joaquin flowing waters
Chinook salmon – Sacramento River winter-run ESU	*Oncorhynchus tshawytscha pop. 7*	E	E	—	—	Aquatic, Sacramento/San Joaquin flowing waters
Sacramento splittail	*Pogonichthys macrolepidotus*	—	—	—	SSC	Endemic to the lakes and rivers of the Central Valley, but now confined to the Delta, Suisun Bay and associated marshes.
Longfin smelt	*Spirinchus thaleichthys*	C	T	—	SSC	Euryhaline, nektonic and anadromous. Found in open waters of estuaries, mostly in middle or bottom of water column.
Eulachon	*Thaleichthys pacificus*	T	—	—	—	Eulachon range from Monterey Bay, California, to the Bering Sea and Pribilof Islands. Spawn in lower reaches of coastal rivers with moderate water velocities and bottom of pea-sized gravel, sand, and woody debris

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