2 Revisions to the Draft EIR

This section includes the revisions to the Draft EIR. These revisions have been made in response to comments or based on review by the EIR preparers. The Final EIR includes responses to all comments received during the public comment period as well as late comments received through June 13.

MTC and ABAG have refined the Draft Plan Bay Area ("Draft Plan") based upon agency and public comments. The changes to the Draft Plan as described below do not alter the conclusions presented in the Draft EIR regarding significant environmental impacts or mitigation measures and therefore do not trigger recirculation. However, this section includes revisions to the Draft EIR so that it continues to correspond to the Draft Plan.

2.1 Description of Modifications

Minor modifications have been made to the housing and employment distributions in the Draft Plan. These modifications take into account the considerable local input received on the land use plan to date. Specifically, the modifications reflect: (1) corrections to datasets that were used to develop the jobs and housing distributions in the Draft Plan; (2) adjustments to ensure consistency with Regional Housing Needs Allocation (RHNA); and (3) adjustments to local jurisdictions growth based on corrections to how the distribution methodology was applied. These modifications are described in more detail below. These minor modifications do not affect the conclusions of significance in the Draft EIR, nor do they impact the regional modeling results in a significant way.

CORRECTIONS TO DATA SETS

Several minor errors in the data used to develop the employment and housing distributions were identified both by ABAG staff and local jurisdictions. These include: errors in the number of jobs in specific jurisdictions within the National Establishment Time Series (NETS) data set that was used to develop the job distribution, errors in the U.S. Census housing data used to develop the housing distribution, and errors in local plan data that were used to develop the housing distribution.

NETS Corrections

Corrections to the NETS base data were made for six jurisdictions, including Hayward, Lafayette, Hillsborough, Unincorporated San Mateo County (specifically the San Francisco Airport area), Saratoga, and Los Altos Hills. The corrections to the data set included a reduction of jobs from the year 2010 for Hayward, Lafayette, Hillsborough, Saratoga and Los Altos Hills, and an increase in jobs for the year 2010 in the San Francisco Airport area. The NETS data set is used to calculate the proportion of jobs by sector within each county for 2010. The 2010 county job totals remain the same, so corrections to the NETS data set are contained within each county (reductions in one city mean a proportional increase in 2010 jobs for other cities within the county). This modified base data

was then used to recalculate 2040 jobs, resulting in minor shifts in the 2040 job distribution for all jurisdictions throughout the region. However, the bulk of the shifts were contained within the counties in which the corrections were made. At the regional level, the overall shift of jobs is negligible and does not change any of the impact conclusions in the EIR.

The specific changes to the NETS data set, by Sub-regional Study Area (SSA) and Priority Development Area (PDA), are detailed in Appendix B to this Final EIR (Hayward minus 1,000 jobs, Lafayette minus 702 jobs, Hillsborough minus 338 jobs, unincorporated San Mateo County plus 6,222 jobs, Saratoga minus 1,959 jobs, and Los Altos Hills minus 1,521 jobs). The final modifications to 2010 employment for the jurisdictions noted above are detailed in Appendix B to this Final EIR.

U.S. Census Corrections

Two fixes were made to the U.S. Census 2010 housing unit and household data set that was used in the housing distribution. These include a reduction in the 2010 housing numbers for Colma, per a statement of correction from the U.S. Census Department, and a fix to the split of housing units and households within and outside Orinda's PDA. The result of the first correction was an increase of 2010 units (by 153 units) to the Unincorporated San Mateo County area adjacent to Colma. The result of the second is a change only in the 2010 housing figures for Orinda's PDA (increase of 114 units). In both cases, housing growth for these jurisdictions was not modified. These housing modifications are detailed in Appendix B to this Final EIR.

Corrections to local plan data

A change was made to Cupertino's "local plan feedback" number, which was used to develop the housing distribution. The change corrects an error found after adoption of the Jobs-Housing Connection Strategy in May of 2012. The result of this fix was a reduction of housing growth in Cupertino, by 1,040 units. This housing modification is detailed in Appendix B to this Final EIR.

ADJUSTMENTS TO ACOMMODATE RHNA

Upon development of the Regional Housing Needs Allocation, ABAG found that the eight-year RHNA housing allocation for two jurisdictions, Clayton and Los Altos Hills, was higher than the housing growth for these jurisdictions in the thirty-year Plan Bay Area housing distribution. These jurisdictions received additional housing growth in the Plan Bay Area distribution so that total growth is equivalent to the RHNA number (37 units more for Clayton, 35 more units for Los Altos Hills). These housing modifications are detailed in Appendix B to this Final EIR.

ADJUSTMENTS BASED ON CORRECTIONS TO THE APPLICATION OF THE DISTRIBUTION METHODOLOGY

The formal public comment period for the Draft Plan and the Draft EIR closed on May 16, 2013. A number of jurisdictions commented on the levels of employment and housing growth allocated in the Draft Plan as being too high, too low, or overly concentrated in their cities' PDAs. Twenty jurisdictions requested adjustments to their job number, sixteen requested adjustments to their housing number, and five requested shifts in growth from their PDAs to other areas within their city.

The distribution of employment and housing growth in the Draft Plan takes into account a variety of factors—including input from jurisdictions, level of transit service, vehicle miles traveled by household, in-commuting by low-wage workers, housing values, existing employment base, and concentration of knowledge-based economic activity, among others. ABAG staff thoroughly

reviewed each request for modification and the overall methodology assigning job and housing growth to each jurisdiction. Staff acknowledged that the application of the distribution methodologies in certain instances was not appropriate. Several modifications for a small number of areas are noted below and in Appendix B to this Final EIR.

For all other jurisdictions, staff deemed that the distribution methodology was applied appropriately and consistently. Employment and housing growth in these jurisdictions was found to be consistent with and comparable to similarly-sized cities, and that this growth could be reasonably accommodated over the 28-year time-frame of the Draft Plan.

Job Adjustments

Upon review of the employment methodology and employment figures for Dublin and Livermore, additional job growth was assigned to these cities (2,300 more jobs to Dublin, 1,500 more jobs to Livermore). Staff found that the employment distribution methodology is slightly under-allocating certain sectors of employment growth in these cities, given that the model bases growth largely on the cities' existing jobs bases and does not account well for current and anticipated employment growth rates. Dublin and Livermore are currently small job centers but have growing jobs in the knowledge-based sector. These cities were assigned proportionately fewer jobs than cities with larger current job bases but less capacity and slower expected rates of growth, such as Hayward and Unincorporated Alameda County. Growth in Hayward and Unincorporated Alameda County was reduced commensurate to the increases in Dublin and Livermore Livermore (1,000 fewer jobs to Hayward, 2,800 fewer jobs to unincorporated Alameda County).

Housing Adjustments

Housing growth for the portion of the El Camino Real Priority Development Area (PDA) in Burlingame was reduced by 844 units. This is a reduction of the growth that was assigned to the Burlingame El Camino Real PDA as part of the additional housing growth allocation to several key job centers and locations along the core transit network in the Jobs-Housing Connection Strategy.[1] Staff found that this PDA was inappropriately assigned this additional housing growth given its close proximity to the San Francisco Airport. The balance of housing from this adjustment was distributed to all other cities and towns within the region per the growth distribution methodology.

Housing growth in the Draft Plan was too low for Brentwood. The level of housing was adjusted upward by 1,040 units to reflect a more reasonable rate of growth considering current development rates. The increase in housing growth in Brentwood is commensurate with the decrease in Cupertino.

Housing growth in the PDAs was reduced for the following jurisdictions: Lafayette, Walnut Creek, San Mateo, and Sunnyvale. In the case of Lafayette and Walnut Creek, staff acknowledges that a portion of the housing growth allocated to these jurisdictions' PDAs, given their small size, could be accommodated in the transit-accessible areas adjacent to the PDAs (shift of 35 units for Lafayette, 436 units for Walnut Creek). In the case of San Mateo and Sunnyvale, it was recognized that housing growth was somewhat over-concentrated in the cities' PDAs in relation to the regional concentration of growth in the PDAs. Growth in San Mateo's PDAs was adjusted to achieve a lower concentration of growth, down from 81 percent to 77 percent of total city growth (shift of 368 units), and for Sunnyvale, growth in the PDAs was adjusted down from 83 percent to 79 percent of total city growth (shift of 786 units). The total growth for all four of these cities was not modified.

[1] http://onebayarea.org/pdf/Draft_Plan_Bay_Area/Draft_PBA_Forecast_of_Jobs_Population_and_Housing.pdf, p. 39

These housing and employment modifications are detailed in Appendix B to this Final EIR.

Impact Analysis

Staff have assessed the impact of the noted revisions to the Draft Plan housing and employment distribution on the following impact analysis: (1) transportation, (2) air quality, (3) the urbanized footprint and open space (agricultural lands, farm land, etc.), and (4) greenhouse gas emissions. All adjustments resulting from these minor changes in housing and employment distributions do not affect the impact findings or the conclusion in the Draft EIR.

In addition, minor changes were made to the air quality and greenhouse gas emissions analysis, as documented in Section 2, due to a coding error in EMFAC2011, as described below. Revisions to the analysis of transportation, air quality and greenhouse gas emissions are detailed in Section 2.2 below.

Regarding land use changes, the minor increases in housing or job growth over and above those detailed in the Draft Plan released in March 2013, due any proportional redistribution due to the changes described above, would all occur as additional infill development or within urban boundary lines and do not impact existing open spaces or urbanized footprint.

Conclusions

These changes do not affect the significance conclusions in the Draft EIR, nor do they result in significant changes in the regional modeling results, including the conclusion that the Draft Plan achieves the greenhouse gas emissions reduction targets.

The following attachments referenced above can be found in Appendix B of the Final EIR:

- Employment and Housing Revision Requests by Jurisdiction and Final Modifications
- Detailed Employment and Housing Distribution by Jurisdiction and PDA/Investment Area

REVISIONS TO URBAN GROWTH BOUNDARY TEXT

The changes noted below are made to provide clarity and greater accuracy to the Draft EIR. Similar changes are being made to the Draft Plan document.

In describing the proposed Plan and Alternatives, the term "urban growth boundary" was used in the Draft Plan as part of the description of the land use policy assumptions for each alternative. The term "urban growth boundary" is being replaced with "urban boundary line" to provide consistency in the EIR and Plan documents and to differentiate between "urban boundary lines" as used for the proposed Plan and alternatives land use policy inputs, and "urban growth" boundaries as official development restrictions.

As described in the Supplemental Report *Summary of Predicted Land Use Responses* (page 24), a set of "Urban Boundary Lines" were established for each jurisdiction and used in the UrbanSim land use modeling (see map, Figure 10, *Summary of Predicted Land Use Responses*, page 25). The Urban Boundary Lines functioned similar to urban growth boundaries, beyond which no development would occur in the model except where allowed by current zoning laws. However, because there are a wide variety of policies in place across the region aimed at managing growth, MTC and ABAG sought to identify the most appropriate growth boundary for each jurisdiction or county based on existing local policies. The Urban Boundary Lines were established hierarchically. Wherever possible, actual adopted urban growth boundaries, urban limit lines or similarly adopted boundary lines were used as the Urban

Boundary Lines. In the absence of these adopted boundaries, LAFCO-determined urban service areas were used as the Urban Boundary Line. If urban service areas were not available, LAFCO-determined city spheres of influence (SOI) were used. SOIs were used instead of city limits because SOIs represent a more realistic and likely limit on urban development than city limits. In general, the SOI extends beyond the current city limits, but in some cases, the city limits and SOI are the same. In addition, for some unincorporated areas, LAFCO- or county-determined service areas were also used as part of the Urban Boundary Line.

The term "Urban growth boundary" used in Chapter 2.3, *Land Use and Physical Development*, pages 2.3-47 and 2.3-48 (Table 2.3-14) does not change, as that use of "urban growth boundary" was correct. The changes made in the description of alternatives in Chapter 3.1 of the Draft EIR are detailed in Section 2.2 of this Final EIR below. See the responses to comment B6-9 through B6-11, in Section 3 of this Final EIR, for more details.

2.2 Revisions to the Draft EIR

Revisions listed below make corrections to factual errors or incorrect statements in the Draft EIR or in response to public comments received on the Draft EIR.

The revisions appear here in the order they appear in the Draft EIR. Text additions are noted in underline and text deletions appear in ~~strikeout~~.

REVISIONS TO THE DRAFT EIR EXECUTIVE SUMMARY

The last paragraph on Draft EIR page ES-6 is revised as follows:

> The proposed Plan includes a financially constrained transportation investment plan as required by State and federal planning regulations. It includes transportation projects and programs that would be funded through existing and future revenues that are projected to be reasonably available to the region over the timeframe covered by the proposed Plan. A total of ~~$289~~$292 billion in revenues is available for the financially constrained Plan Bay Area. That is, the proposed Plan and alternatives evaluated in the EIR are financially constrained to be within the ~~$289~~$292 billion envelope.

The bulleted last paragraph on Draft EIR page ES-9 is revised as follows:

- In **Transportation**, Alternative 3 has the least environmental impact as it features shorter commute travel times (three percent shorter than the proposed Plan) and a lesser amount of congested VMT (~~14~~ 17 percent fewer VMT at LOS F as compared to the proposed Plan) and the least potential for transit vehicle crowding (30 percent utilization of public transit systems, the same as the No Project alternative, and three percent less than the proposed Plan). These results are due to shifting regional growth to the Transit Priority Project eligible areas, with the greatest emphasis on growth in the urban core close to high-frequency transit.

The first full paragraph on Draft EIR page ES-11 is revised as follows:

While Alternative 5 is the environmentally preferred alternative due to its overall GHG emissions reductions and estimated reduction in criteria and TAC emissions, the proposed Plan does include some benefits over Alternative 5. For instance, the proposed Plan results in the lowest VMT per capita, with one percent fewer daily VMT per capita than Alternative 5. Alternative 5 also exhibits congested VMT level~~s 18~~ 10 percent higher in the AM peak, ~~seven~~ eight percent higher in the PM peak, and ~~11~~ seven percent higher over the course of a typical weekday as compared to the proposed Plan. Finally, the proposed Plan results in ~~fewer acres of agricultural and open space conversion as compared to Alternative 5 (though more than Alternative 4), and~~ the fewest acres of important farmland (excluding grazing land) of all alternatives, along with Alternative 4.

The text in Table ES-2 (Draft EIR page ES-13) that describes Mitigation Measure 2.1(c) is revised as follows:

2.1(c) MTC shall ~~pursue~~ implement MTC Resolution No. 4104, a policy that requires ~~the implementation of ramp metering throughout the region's highway network as a condition of discretionary funding~~ all major, new freeway projects included in the Transportation 2030 Plan and subsequent regional transportation plans include the installation and activation of freeway traffic operations system (TOS) to effectively operate the region's freeway system and enables the Commission to consider suspending fund programming actions for discretionary funds to any jurisdiction until MTC deems the requirements of MTC Resolution No. 4104 are met.

The text in table ES-2, Draft EIR page ES-20 is revised as follows:

Impact 2.2-5(c): Implementation of the proposed Plan could cause a localized net increase in sensitive receptors located in Transit Priority Project (TPP) corridors where TACs or fine particulate matter ($PM_{2.5}$) concentrations result in noncompliance with an adopted Community Risk Reduction Plan or adopted Article 38 regulation that incorporates findings from a completed Community Risk Reduction Plan.

The text in Table ES-2 (Draft EIR page ES-18 through ES-20) that describes Mitigation Measure 2.2(d) is revised as follows:

2.2(d) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to best management practices (BMPs), such as the following:

- Installation of air filtration to reduce cancer risks and PM exposure for residents, and other sensitive populations, in buildings that are in close proximity to freeways, major roadways, diesel generators, distribution centers, railyards, railroads or rail stations, and ferry terminals. Air filter devices shall be rated MERV-13 or higher. As part of

implementing this measure, an ongoing maintenance plan for the building's HVAC air filtration system shall be required.

- Phasing of residential developments when proposed within 500 feet of freeways such that homes nearest the freeway are built last, if feasible.
- Sites shall be designed to locate sensitive receptors as far as possible from any freeways, roadways, diesel generators, distribution centers, and railyards. Operable windows, balconies, and building air intakes shall be located as far away from these sources as feasible. If near a distribution center, residents shall not be located immediately adjacent to a loading dock or where trucks concentrate to deliver goods.
- Limiting ground floor uses in residential or mixed-use buildings that are located within the set distance of 500 feet to a non-elevated highway or roadway. Sensitive land uses, such as residential units or day cares, shall be prohibited on the ground floor.
- Planting trees and/or vegetation between sensitive receptors and pollution source, if feasible. Trees that are best suited to trapping PM shall be planted, including one or more of the following: Pine (*Pinus nigra* var. *maritima*), Cypress (*X Cupressocyparis leylandii*), Hybrid popular (*Populus deltoids X trichocarpa*), and Redwoods *(Sequoia sempervirens*).
- Within developments, sensitive receptors shall be separated as far away from truck activity areas, such as loading docks and delivery areas, as feasible. Loading docks shall be required ~~electrification~~ to be electrified and all idling of heavy duty diesel trucks at these locations shall be prohibited.
- If within the project site, diesel generators that are not equipped to meet ARB's Tier 4 emission standards shall be replaced or retrofitted.
- If within the project site, emissions from diesel trucks shall be reduced through the following measures:
  - Installing electrical hook-ups for diesel trucks at loading docks.
  - Requiring trucks to use Transportation Refrigeration Units (TRU) that meet Tier 4 emission standards.
  - Requiring truck-intensive projects to use advanced exhaust technology (e.g. hybrid) or alternative fuels.
  - Prohibiting trucks from idling for more than two minutes as feasible.
  - Establishing truck routes to avoid residential neighborhoods or other land uses serving sensitive populations. A truck route program, along with truck calming, parking and delivery restrictions, shall be implemented to direct traffic activity at non permitted sources and large construction projects.
- For transportation projects that would result in a higher pollutant load in close proximity to existing sensitive receptors, project sponsors shall consider, as appropriate:
  - Adjusting project design to avoid sensitive receptors.
  - Including vegetation and other barriers between sensitive receptors and the project.
  - Providing air filtration devices for residential and other sensitive receptor uses.
- To help determine the appropriateness of project and site-specific mitigation, MTC/ABAG recommends that implementing agencies and/or project sponsors utilize the BAAQMD's most recent *Recommended Methods for Screening and Modeling Local Risks and Hazards* guidance and BAAQMD's Google Earth screening tool to identify areas/sites

that may surpass health-based air quality thresholds and thereby be appropriate for mitigation.

The text in Table ES-2 (Draft EIR page ES-22 and ES-23) that describes Mitigation Measure 2.3(d) and 2.3(e) is revised as follows:

2.3(d) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to the following. All new transportation projects shall be required to incorporate design features such as sidewalks, bike lanes, and bike/pedestrian bridges or tunnels that maintain or improve access and connections within existing communities and to public transit. Implementing agencies shall require project sponsors to comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that reduce community separation.

2.3(e) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to the following. New development projects shall be required to provide connectivity for all modes such that new development does not separate existing uses, and improves access where needed and/or feasible, by incorporating 'complete streets' design features such as pedestrian-oriented streets and sidewalks, improved access to transit, and bike routes where appropriate. 'Complete Streets' describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families. Implementing agencies shall require project sponsors to comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that reduce community separation.

The text in Table ES-2 (Draft EIR page ES-23 through ES-25) that describes Mitigation Measure 2.3(g) is revised as follows:

2.3(g) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:

- Requiring project relocation or corridor realignment, where feasible, to avoid farmland, especially Prime Farmland;
- Acquiring conservation easements on land at least equal in quality and size as partial compensation for the direct loss of agricultural land or contributing funds to a land trust or other entity qualified to preserve Farmland in perpetuity;
- Maintain and expand agricultural land protections such as urban growth boundaries;
- If a Williamson Act contract is terminated, a ratio greater than 1:1 of land equal in quality shall be set aside in a conservation easement, as recommended by the Department of Conservation;

- Instituting new protection of farmland in the project area or elsewhere in the County through the use of less than permanent long-term restrictions on use, such as 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.) or 10-year Williamson Act contracts (Government Code Section 51200 et seq.);
- Assessing mitigation fees that support the commercial viability of the remaining agricultural land in the project area, County, or region through a mitigation bank that invests in agricultural infrastructure, water supplies, marketing, etc.;
- Minimizing isolation, severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access;
- If a project involves acquiring land or easements, it shall be ensured that the remaining nonproject area is of a size sufficient to allow viable farming operations, and the project proponents shall be responsible for acquiring easements, making lot line adjustments, and merging affected land parcels into units suitable for continued commercial agricultural management;
- Requiring agricultural enhancement investments such as supporting farmer education on organic and sustainable practices, assisting with organic soil amendments for improved production, and upgrading irrigation systems for water conservation;
- Reconnecting utilities or infrastructure that service agricultural uses if disturbed by project construction;
- Requiring project proponents to be responsible for restoring access to roadways or utility lines, irrigation features, or other infrastructure disturbed by construction to ensure that economically viable farming operations are not interrupted;
- Managing project operations to minimize the introduction of invasive species or weeds that may affect agricultural production on adjacent agricultural land;
- Requiring buffer zones, which can function as drainage swales, trails, roads, linear parkways, or other uses compatible with ongoing agricultural operations, (the width of buffer zones to be determined on a project-specific basis, taking into account prevailing winds, crop types, agricultural practices, ecological restoration, and infrastructure) between projects and adjacent agricultural land, which should be designed to protect the feasibility of ongoing agricultural operations and protect ecological restoration areas from noise, dust, and the application of agricultural chemicals;
- Requiring berms, ~~buffer zones,~~ setbacks, and fencing to reduce use conflicts between new development and farming uses and to protect the functions of farmland; and
- Requiring other conservation tools available from the California Department of Conservation's Division of Land Resource Protection.
- Requiring compliance with existing local regulations and policies that exceed or reasonably replace any of the above measures that reduce farmland conversion.

The text in Table ES-2 (Draft EIR page ES-27) that describes Mitigation Measure 2.5(a) is revised as follows:

2.5(a) MTC and ABAG shall continue coordinating with BCDC, in partnership with the Joint Policy Committee and regional agencies and other partners who would like to

participate, to conduct vulnerability and risk assessments for the region's transportation infrastructure. These assessments will build upon MTC, ~~and~~ Caltrans, and BCDC's Adapting to Rising Tides Transportation Vulnerability and Risk Assessment Pilot Project focused in Alameda County. Evaluation of regional and project-level vulnerability and risk assessments will assist in the identification of the appropriate adaptation strategies to protect transportation infrastructure and resources, as well as land use development projects, that are likely to be impacted and that are a priority for the region to protect. The Adaptation Strategy sub-section found at the end of this section includes a list of potential adaptation strategies that can mitigate the impacts of sea level rise. In most cases, more than one adaptation strategy will be required to protect a given transportation project or land use development project, and the implementation of the adaptation strategy will require coordination with other agencies and stakeholders. As MTC, BCDC, and ABAG conduct vulnerability and risk assessments for the region's transportation infrastructure, the Adaptation Strategy sub-section should serve as a guide for selecting adaptation strategies, but the list should not be considered ~~all~~ inclusive of all potential adaptation strategies as additional strategies not included in this list may also have the potential to reduce significant impacts.

The text in Table ES-2 (Draft EIR page ES-29) that describes Mitigation Measure 2.5(d) is revised as follows:

2.5(d) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to the following. Executive Order S-13-08 requires all state agencies, including Caltrans, to incorporate sea level rise into planning for all new construction and routine maintenance projects; however, no such requirement exists for local transportation assets and development projects. Implementing agencies shall require project sponsors to incorporate the appropriate adaptation strategy or strategies to reduce the impacts of sea level rise on specific transportation and land use development projects where feasible based on project- and site-specific considerations. Potential adaptation strategies are included in the Adaptation ~~Strategy~~ Strategies sub-section found at the end of this section.

The text in Table ES-2 (Draft EIR page ES-33 and ES-34) that describes Mitigation Measure 2.6(g) is revised as follows:

2.6(g) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to the following. Prior to project approval, the implementing agency for a transportation project shall ensure that the transportation project sponsor applies the following mitigation measures to achieve a site-specific exterior noise performance standard as indicated in **Figure 2.6-6** at sensitive land uses, as applicable for rail extension projects:

- Using sound reduction barriers such as landscaped berms and dense plantings;
- Locating rail extension below grade;
- Using ~~methods to resilient damped wheels~~ damped or resilient wheels;
- Using vehicle skirts;

- Using under car acoustically absorptive material; and
- Installing sound insulation treatments for impacted structures.

The text in Table ES-2 (Draft EIR page ES-34 and ES-35) that describes Mitigation Measure 2.6(i) is revised as follows:

2.6(i) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to the following. Prior to project approval the implementing agency shall ensure that project sponsors apply the following mitigation measures to achieve a vibration performance standard of 72 VdB at residential land uses, as feasible, for rail extension projects:

- Using high resilience (soft) direct fixation fasteners for embedded track; and
- Installing Ballast mat for ballast and tie track.

The text in Table ES-2 (Draft EIR page ES-37) that describes Mitigation Measure 2.7(c) is revised as follows:

2.7(c) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to the following. To reduce the risk of soil erosion, implementing agencies shall require project sponsors to comply with National ~~Pollution~~ Pollutant Discharge Elimination System (NPDES) General Construction Permit requirements. Implementing agencies shall require project sponsors, as part of contract specifications with contractors, to prepare and implement best management practices (BMPs) as part of a Stormwater Pollution Prevention Plan that include erosion control BMPs consistent with California Stormwater Quality Association Handbook for Construction. For the purposes of this mitigation, less than significant means consistent with federal, state, and local regulations and laws related to construction practices.

The first paragraph of text in Table ES-2 (Draft EIR page ES-38) that describes Mitigation Measure 2.8(a) is revised as follows:

2.8(a) To reduce the impact associated with potential water quality standards violations or waste or stormwater discharge requirement violations, implementing agencies shall require project sponsors to comply with the State, and federal water quality regulations for all projects that would alter existing drainage patterns in accordance with the relevant regulatory criteria including but not limited to the National ~~Pollution~~ Pollutant Discharge Elimination System (NPDES) program, Provision C.3, and any applicable Stormwater Management Plans. Erosion control measures shall be consistent with NPDES General Construction Permit requirements including preparation and implementation of a Stormwater Pollution Prevention Plan, and final drainage plans shall be consistent with the San Francisco Regional MS4 NPDES permit or any applicable local drainage control requirements that exceed or reasonably replace any of these measures to ~~project~~ protect receiving waters from pollutants.

The text in Table ES-2 (Draft EIR page ES-41) that describes Mitigation Measure 2.8(b) is revised as follows:

2.8(b) To reduce the impact of flood hazards, implementing agencies shall conduct or require project-specific hydrology studies for projects proposed to be constructed within floodplains to demonstrate compliance with Executive Order 11988, the National Flood Insurance Program, National Flood Insurance Act, Caltrans Highway Design Manual, Cobey-Alquist Floodplain Management Act, the Delta Stewardship Council's Delta Plan, as well as any further Federal Emergency Management Agency (FEMA) or State requirements that are adopted at the local level. These studies shall identify project design features or mitigation measures that reduce impacts to either floodplains or flood flows to a less than significant level such as requiring minimum elevations for finished first floors, typically at least one foot above the 100-year base flood elevation, where feasible based on project- and site-specific considerations. For the purposes of this mitigation, less than significant means consistent with these federal, State, and local regulations and laws related to development in the floodplain. Local jurisdictions shall, to the extent feasible, appropriate, and consistent with local policies, prevent development in flood hazard areas that do not have demonstrable protections.

The first paragraph of text in Table ES-2 (Draft EIR page ES-47) that describes Mitigation Measure 2.9(c) is revised as follows:

2.9(c) Implementing agencies shall require project sponsors to conduct a pre-construction breeding bird surveys for specific projects proposed in areas containing, or likely to contain, habitat for nesting birds. The survey shall be conducted by appropriately trained professionals pursuant to adopted protocols and agency guidelines. Where a breeding bird survey establishes that mitigation is required to avoid direct and indirect adverse effects on nesting raptors and other protected birds, mitigation will be developed consistent with the requirements of CEQA, USFWS, and CDFW regulations and guidelines, in addition to requirements of any applicable and adopted HCP/NCCP or other applicable plans developed to protect species or habitat. Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:

The text in Table ES-2 (Draft EIR page ES-52 and ES-53) that describes Mitigation Measure 2.9(e) is revised as follows:

2.9(e) Mitigation measures to reduce impacts on wildlife corridors that shall be required by implementing agencies where feasible based on project- and site- specific considerations include, but are not limited to the following. Implementing agencies shall require project sponsors to prepare detailed analyses for specific projects affecting Essential Connectivity Area (ECA) lands within their sphere of influence to determine what wildlife species may use these areas and what habitats those species require. Projects that would not affect ECA lands but that are located within or adjacent to open lands, including wildlands and agricultural lands, shall also assess whether or not significant wildlife corridors are present, what wildlife species may use them, and what habitat those species require. The assessment

shall be conducted by qualified professionals and according to any applicable agency standards. Mitigation shall be consistent with the requirements of CEQA and/or follow an adopted HCP/NCCP or other relevant plans developed to protect species and their habitat, including migratory linkages.

Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:

- Constructing wildlife friendly overpasses and culverts;
- Fencing major transportation corridors in the vicinity of identified wildlife corridors;
- Using wildlife friendly fences that allow larger wildlife such as deer to get over, and smaller wildlife to go under;
- Locating structures at the edge of a habitat restoration area, rather than in the middle, to improve opportunities for restoring habitat connectivity;
- Elevating structures so that water can flow underneath to allow for restoration of aquatic habitat dependent on tides or periodic flooding;
- Limiting wildland conversions in identified wildlife corridors; ~~and~~
- Retaining wildlife friendly vegetation in and around developments; and
- Compliance with existing local regulations and policies, including applicable HCP/NCCPs. that exceed or reasonably replace any of the above measures protective of jurisdictional wetlands or special-status natural communities.

The text in Table ES-2 (Draft EIR page ES-53) that describes Mitigation Measure 2.9(h) is revised as follows:

2.9(h) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to the following. Implementing agencies and project sponsors whose projects are located within the Coastal Zone or within BCDC jurisdiction shall carefully review the applicable local coastal program or San Francisco Bay Plan for potential conflicts, as well as the Delta Plan, and involve the California Coastal Commission, ~~or~~ BCDC, or the Delta Stewardship Council as early as possible in the project-level EIR process.

The text in Table ES-2 (Draft EIR page ES-56 and ES-57) that describes Mitigation Measure 2.10(b) is revised as follows:

2.10(b) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:

- Project sponsors and implementing agencies shall complete design studies for projects in designated or eligible State Scenic Highway corridors. Implementing agencies shall consider the "complete" highway system and design projects to

minimize impacts on the quality of the views or visual experience that originally qualified the highway for scenic designation.

- Contouring the edges of major cut and fill slopes to provide a more natural looking finished profile that is appropriate to the surrounding context, using natural shapes, textures, colors, and scale to minimize contrasts between the project and surrounding areas.
- Complying with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect visual resources where feasible based on project- and site-specific considerations.

The text in Table ES-2 (Draft EIR page ES-59 and ES-60) that describes Mitigation Measure 2.10(e) is revised as follows:

2.10(e) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:

- Designing projects to minimize light and glare from lights, buildings, and roadways facilities.
- Minimizing and controlling glare from transportation projects through the adoption of project design features that reduce glare. These features include:
  - Planting trees along transportation corridors to reduce glare from the sun;
  - Landscaping off-street parking areas, loading areas, and service areas; and
  - Shielding transportation lighting fixtures to minimize off-site light trespass.
- Minimizing and controlling glare from land use and transportation projects through the adoption of project design features that reduce glare. These features include:
  - Limiting the use of reflective materials, such as metal;
  - Using non-reflective material, such as paint, vegetative screening, matte finish coatings, and masonry;
  - Screening parking areas by using vegetation or trees; and
  - Using low-reflective glass.
- Imposing lighting standards that ensure that minimum safety and security needs are addressed and minimize light trespass and glare associated with land use development. These standards include the following:
  - Minimizing incidental spillover of light onto adjacent private properties and undeveloped open space;
  - Directing luminaries away from habitat and open space areas adjacent to the project site;
  - Installing luminaries that provide good color rendering and natural light qualities; and

  - Minimizing the potential for back scatter into the nighttime sky. ~~and for incidental spillover of light onto adjacent private properties and undeveloped open space~~.

- Complying with existing local regulations and policies that exceed or reasonably replace any of the above measures that reduce light and glare impacts.

The text in Table ES-2 (Draft EIR page ES-60, ES-61 and ES-62) that describes Mitigation Measure 2.11(b) is revised as follows:

2.11(b) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:

- Pursuant to Government Code Sections 65351 and 65352, in-person consultation shall be conducted with Native American tribes and individuals with cultural affiliations where the project is proposed to determine the potential for, or existence of, cultural resources, including cemeteries and sacred places, prior to project design and implementation stages.
- Prior to construction activities, project sponsors shall retain a qualified archaeologist to conduct a record search at the appropriate Information Center of the California Archaeological Inventory to determine whether the project area has been previously surveyed and whether resources were identified. When recommended by the Information Center, project sponsors shall retain a qualified archaeologist to conduct archaeological surveys prior to construction activities.
- Preparation of a research design and testing plan should be developed in advance of implementation of the construction project, in order to efficiently facilitate the avoidance of cultural sites throughout the development process.
- If record searches and field surveys indicate that the project is located in an area rich with archaeological resources, project sponsors should retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.
- Written assessments should be prepared by a qualified tribal representative of sites or corridors with no identified cultural resources but which still have a moderate to high potential for containing tribal cultural resources.
- Upon "late discovery" of prehistoric archaeological resources during construction, project sponsors shall consult with the Native American tribe as well as with the "Most-Likely-Descendant" as designated by the Native American Heritage Commission pursuant to ~~PRC~~ Public Resources Code 5097, 98(a).
- Preservation in place is the preferred manner of mitigating impacts on archeological sites because it maintains the relationship between artifacts and the archeological context, and it may also avoid conflict with religious or cultural values of groups associated with the site. This may be achieved through incorporation within parks, green-space, or other open space by re-designing project using open space or undeveloped lands. This may also be achieved by following procedures for capping the site underneath a paved area. When avoiding and preserving in place are infeasible based on project- and site-specific

considerations, a data recovery plan may be prepared according to CEQA Guidelines Section 15126.4(b)(3)(C). A data recovery plan consists of: the documentation and removal of the archeological deposit from a project site in a manner consistent with professional (and regulatory) standards; the subsequent inventorying, cataloguing, analysis, identification, dating, and interpretation of the artifacts; and the production of a report of findings.

- Complying with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect archaeological resources.

The text in Table ES-2 (Draft EIR page ES-62 and ES-63) that describes Mitigation Measure 2.11(c) is revised as follows:

2.11(c) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:

- Prior to construction activities, project sponsors should retain a qualified paleontologist to conduct a record search using an appropriate database, such as the UC Berkeley Museum of Paleontology to determine whether the project area has been previously surveyed and whether resources were identified. As warranted, project sponsors should retain a qualified paleontologist to conduct paleontological surveys prior to construction activities.
- Preparation of a research design and testing plan should be developed in advance of implementation of the construction project, in order to efficiently facilitate the avoidance of ~~cultural sites~~ paleontological resources and sites and unique geologic features throughout the development process.
- If record searches and field surveys indicate that the project is located in an area rich with paleontological, and/or geological resources, project sponsors should retain a qualified paleontologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.
- Complying with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect paleontological or geologic resources.

The text in Table ES-2 (Draft EIR page ES-63 and ES-64) that describes Mitigation Measure 2.11(d) is revised as follows:

2.11(d) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-_and site-specific considerations include, but are not limited to:

- Under Section 7050.5 of the California Health and Safety Code, as part of project oversight of individual projects, project sponsors can and should, in the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably

suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required.

- Under California Public Resources Code 5097.98, if any discovered remains are of Native American origin:
  - The coroner shall contact the Native American Heritage Commission, which shall notify the most likely descendant(s) of the deceased. ~~in order to ascertain the proper descendants from the deceased individual.~~ The ~~coroner~~ descendant(s) should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains; or
  - ~~If the Native American Heritage Commission is unable to identify a descendant, or the descendant failed to make a recommendation within 24 hours after being notified by the commission, t~~The landowner or their authorized representative shall obtain a ~~-~~Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance where any of the following conditions occurs:
    - The Native American Heritage Commission is unable to identify a descendent; or
    - The descendant identified fails to make a recommendation; or
    - The landowner or their authorized representative rejects the recommendation of the descendant, and ~~the~~ mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

The text in Table ES-2 (Draft EIR page ES-68) that describes Mitigation Measure 2.12(f) is revised as follows:

2.12(f) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to the following. Transportation projects shall incorporate stormwater control, retention, and infiltration features, such as detention basins, bioswales, vegetated median strips, and permeable paving, early into the design process to ensure that adequate acreage and elevation contours are planned. Implementing agencies shall require project sponsors to comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that reduce stormwater drainage impacts.

The text in Table ES-2 (Draft EIR page ES-69) that describes Mitigation Measure 2.12(h) is revised as follows:

2.12(h) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but

are not limited to, the following. For projects that could increase demand on water and wastewater treatment facilities, project sponsors shall coordinate with the relevant service provider to ensure that the existing public services and utilities could be able to handle the increase in demand. If the current infrastructure servicing the project site is found to be inadequate, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.

Further, ~~all of the~~ Mitigation Measures 2.12(2), (b), (c), and (d) ~~mitigation measures listed under Impact 2.12-1 and Impact 2.12-2~~ will help reduce water demand and wastewater generation, and subsequently help reduce the need for new or expanded water and wastewater treatment facilities. Mitigation Measures 2.12(e), (f) and (g) ~~The mitigation measures listed under Impact 2.12-3~~ will also help mitigate the impact of additional stormwater runoff from land use and transportation projects on existing wastewater treatment facilities.

The text in Table ES-2 (Draft EIR page ES-72 and page ES-73) that describes Mitigation Measure 2.13(d) is revised as follows:

2.13(d) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:

- Determining whether specific land use and transportation project sites are listed as a hazardous materials and/or waste site pursuant to Government Code Section 65962.5.
- Requiring preparation of a Phase I ESA in accordance with the American Society for Testing and Materials' ASTM E-1527-05 standards for any listed sites or sites with the potential of residual hazardous materials and/or waste as a result of location and/or prior uses. ~~For work requiring any demolition or renovation, the Phase I ESA shall make recommendations for any hazardous building materials survey work that shall be done.~~
- Implementing recommendations included in a Phase I ESA prepared for a site.
- If a Phase I ESA indicates the presence or likely presence of contamination, the implementing agency shall require a Phase II ESA, and recommendations of the Phase II ESA shall be fully implemented.
- For work requiring any demolition or renovation, the Phase I ESA shall make recommendations for any hazardous building materials survey work that shall be done.
- Requiring construction contractors to prepare and implement soil management contingency plans which provide procedural guidance on the handling, notification, and protective measures to be taken in the event of encountering suspected contamination or naturally occurring asbestos.

The text in Table ES-2 (Draft EIR page ES-75) that describes Mitigation Measure 2.14(a) is revised as follows:

2.14(a) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:

- Ensuring that adequate public services, and related infrastructure and utilities, will be available to meet or satisfy levels identified in the applicable local general plan or service master plan prior to approval of new development projects.
- Complying with existing local regulations and policies that exceed or reasonably replace the above measure~~s that reduce~~ in reducing public service impacts.

The text in Table ES-2 (Draft EIR page ES-75) that describes Mitigation Measure 2.14(b) is revised as follows:

2.14(b) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on ~~project-and~~ project- and site-specific considerations include, but are not limited to:

- Ensuring that adequate parks and recreational facilities will be available to meet or satisfy levels identified in the applicable local general plan or service master plan prior to approval of new development.
- Complying with existing local regulations and policies that exceed or reasonably replace the above measure~~s that reduce~~ in reducing impacts on recreational facilities.

REVISIONS TO DRAFT EIR CHAPTER 1.1: INTRODUCTION AND STUDY APPROACH

None

REVISIONS TO DRAFT EIR CHAPTER 1.2: OVERVIEW OF THE PROPOSED PLAN

The heading "Regional Housing Need Allocation" (Draft EIR page 1.2-9) is revised as follows:

Regional Housing Needs Allocation

Table 1.2-2: Recommended Target for Open Space and Agricultural Preservation (Draft EIR page 1.2-22):

Direct all non-agricultural development within the Year 2010 urban footprint (existing urban development and ~~urban growth boundaries~~ urban boundary lines)

The first paragraph under "Priority Development Areas" (Draft EIR page 1.2-25) is revised as follows:

Priority Development Areas (PDAs) are nominated by local jurisdictions as appropriate places to concentrate future growth; although not all jurisdictions have nominated a PDA. PDAs are existing neighborhoods served by transit and supported by local plans (both existing and to-be-completed) to provide a wider range of housing options along with amenities and services to meet the day-to-day needs of residents in a pedestrian-friendly environment. Under the proposed Plan, the nearly 200 PDAs (including sub-areas) would absorb about 77 percent of new housing and 63 percent of new jobs on about 5 percent of the Bay Area's total land area. Regional centers in Oakland, San Francisco, and San José will account for about 14 percent of new housing and 17 percent of job growth. Medium size cities will also play an important role by adding a mix of new housing, employment, and services in strategic locations. As a result of this focused growth, under the proposed Plan about 99 percent of new housing would be within the region's existing urban footprint, helping retain open space and agricultural land. North Bay counties would also take a very small share of growth—Napa and Marin counties will account for about 1 percent each of the total regional housing growth and Sonoma and Solano counties will account for 5 and 3 percent, respectively.

The full paragraph on the page (the description of Priority Conservation Areas) (Draft EIR page 1.2-26) is revised as follows:

Priority Conservation Areas (PCAs) comprise over 100 regionally significant open spaces for which there exists broad consensus for long-term protection but face nearer-term development pressure. PCAs are the primary vehicle being used as part of Plan Bay Area to support conservation. The PCAs designated in the proposed Plan will expand a regional greenbelt dedicated for preservation or protected by federal, state, and local policies. PCAs play a particularly important role in implementing the growth strategy in the North Bay—where they are central to the character and economy of many communities. ABAG and MTC hope to partner with local jurisdictions, stakeholders and members of the public to strengthen the PCA framework in the coming years. This will involve defining the role of different kinds of PCAs in supporting agriculture, recreation, habitat, and other ecological functions and using this analysis to refine the regional program and seek additional funding.

Figure 1.2-2B has been added (Draft EIR page 1.2-28) as pictured on the following page:

Priority Conservation Areas

Figure 1.2-2B

Page intentionally left blank.

The text under "Distribution of Funds" on Draft EIR page 1.2-49 is revised as follows:

MTC estimates that it will have about ~~$289~~ **$292** billion in revenues to spend on transportation in the Bay Area through the year 2040, a ~~28~~ **34** percent increase over the Transportation 2035 Plan budget of ~~$226~~ **$218** billion. These revenues are anticipated to come from the following sources:

- Federal—$33 billion (11 percent)
- State—~~$45~~$48 billion (16 percent)
- Regional—$43 billion (15 percent)
- Local—$154 billion (53 percent)
- Anticipated/Unspecified—$14 billion (5 percent)

Most of the expected transportation revenues through 2040 are allocated to already-committed projects and conditioned discretionary expenditures, mainly transit operations and maintenance. Around ~~20~~ 21 percent of the available budget is available for new transportation programs and strategies. Of the ~~$289~~ $292 billion in anticipated funds for Plan Bay Area, the majority, $232 billion, is dedicated to committed projects. That leaves ~~$57~~ $60 billion in discretionary revenues available for new investments.

The Transportation Investment Strategy allocates its discretionary funds to prioritize transportation projects that support focused growth, mainly "fix it first" projects that maintain and enhance existing infrastructure and transit service. Around ~~88~~ 87 percent of discretionary funds will go to operations and maintenance—distributed roughly 40/60 between roadways and transit, respectively—with the remainder split between expansion of road, transit, and bike/pedestrian networks. Compared to Transportation 2035, the proposed Plan Bay Area would spend a higher percentage of its budget on transit and roadway operations and maintenance, less on expansion of transit network, and roughly the same percent on road and bridge expansion.

Given the larger budget of Plan Bay Area, this actually means a significant increase in money allocated to operations and maintenance and a decline in money budgeted for expansion, as shown in **Table 1.2-10**. For example, the 4 percent increase in the proportion of funds allocated to transit operations and maintenance, when applied to a budget that is ~~27~~ 34 percent larger, translates into a ~~36~~ 43 percent increase in actual dollars. Measured in dollars, compared to ~~RTP~~ Transportation 2035 the proposed Plan would increase operations and maintenance expenditures by ~~$69~~ $76 billion (up by ~~37.5~~ 43 percent) and decrease money for system expansion by ~~$7~~ $5 billion (down by ~~16~~ 14 percent).

Table 1.2-10 (Draft EIR page 1.2-50) is revised as follows:

TABLE 1.2-10: TRANSPORTATION INVESTMENTS OF PLAN BAY AREA VS. RTP 2035

	Plan Bay Area		*RTP 2035*		*Change*	
	% of Revenues	*$ billion*	*% of Revenues*	*$ billion*	*% Change in Total $*	*$ billion*
O&M-Transit	55%	$159	51%	~~$116~~	~~+ 37%~~	~~+ $43~~
				$111	**+ 43%**	**+ $48**
O&M-Roads/Bridges	~~33%~~	$94	30%	~~$68~~	~~+ 38%~~	~~+ $26~~
	32%			**$66**	**+ 42%**	**+ $28**
Expansion-Transit	7%	$21	14%	~~$32~~	~~- 34%~~	~~- $11~~
				$30	**- 30%**	**- $9**
Expansion-Roads/Bridges	5%	$15	5%	$11	+ 36%	+ $4
Reserve-Cap & Trade	**1%**	**$3**	**0%**	**$0**		**+ $3**
TOTAL		~~**$289**~~		~~**$227**~~		~~**+ $62**~~
		$292		**$218**		**+ $74**

Source: MTC, 2013.

The first full paragraph, under "Strategy," on Draft EIR page 1.2-50, is revised as follows:

The proposed investment plan is guided by six strategies which support the "three E's" of sustainability (economy, environment and equity) that stand at the top of Plan Bay Area's goals. The estimated ~~$57~~ $60 billion in discretionary revenues will be distributed among the following strategies, plus a ~~$2~~ $5 billion reserve:

REVISIONS TO DRAFT EIR CHAPTER 2.0: IMPACTS INTRODUCTION

None

REVISIONS TO DRAFT EIR CHAPTER 2.1: TRANSPORTATION

The first paragraph, which includes the following list on page 2.1-22 of the Draft EIR is revised as follows:

Transportation Plan adopted by MTC; many of these CMAs intend on updating their countywide plans following the adoption of Plan Bay Area. The most recent county transportation plans are listed below.

- Alameda County Transportation Commission: 2012 Alameda Countywide Transportation Plan
- Contra Costa Transportation Authority: 2009 Countywide Comprehensive Transportation Plan

- San Francisco County Transportation Authority: ~~San Francisco Transportation Plan 2035~~ 2030 Countywide Transportation Plan adopted in 2004; the 2040 San Francisco Transportation Plan is expected to be adopted in Fall 2013
- Santa Clara Valley Transportation Authority: Valley Transportation Plan 2035
- Solano Transportation Authority: 2009 Comprehensive Transportation Plan 2035 Update
- Sonoma County Transportation Authority: 2009 Comprehensive Transportation Plan for Sonoma County
- Federated Indians of Graton Rancheria: Draft Tribal Transportation Plan

The text describing the "Roadway Network" (Draft EIR page 2.1-26) is revised as follows:

The region's existing roadway network is composed of about 20,751 lane-miles, with 31 percent of those miles on freeways and expressways and 69 percent of those miles on arterials and collectors (**Figure 2.1-1** from earlier in this chapter illustrates the major existing Bay Area roadway facilities). Compared to existing conditions, the proposed Plan adds ~~three~~ four percent to the total roadway lane-miles. A significant component of the roadway capacity increases is the Regional Express Lanes Network, which builds new high-occupancy/toll (HOT) lanes on many of the region's most congested freeway corridors. Highway widening projects, including capacity improvements to SR-4 in eastern Contra Costa County, US-101 in the North Bay, and I-680 in eastern Alameda County and eastern Contra Costa County, are responsible for the remainder of the freeway capacity increases.

The text describing "Public Transit Systems" (Draft EIR page 2.1-26) is revised as follows:

Transit seat-miles, a measure of transit capacity, are the miles that transit vehicles travel multiplied by the number of seats in each vehicle. The existing transit network (2010 conditions) consists of three dominant modes: heavy rail (e.g., BART—39 percent of seat-miles), local bus (30 percent of seat-miles), and commuter rail (e.g., Caltrain—13 percent of seat-miles). Daily transit seat-miles will increase by 27 percent from existing conditions due to the transit expansion and frequency improvement projects included in the proposed Plan. The largest increases in seat-miles in the proposed Plan are for heavy rail transit which adds ~~12,609,000~~ 4,991,000 seat-miles from 2010 conditions (a 29 percent increase) and for commuter rail transit which adds ~~8,379,000~~ 3,317,000 seat-miles from 2010 conditions (a 58 percent increase). These specific significant increases are primarily the result of projects such as BART to San José, eBART, SMART, and Caltrain Electrification/Frequency Improvements.

Table 2.1-11 (Draft EIR page 2.1-27) is revised as follows:

TABLE 2.1-11: TRANSPORTATION SYSTEM CAPACITY (2010-2040)

	2010	*2040 Plan*	*Change (2010 to 2040 Plan)*	
			Numerical	*Percent*
Freeway Lane-Miles	5,495	6,056	561	+10%
Expressway Lane-Miles	1,019	~~1,132~~1,150	~~113~~131	~~+11%~~+13 %
Arterial Lane-Miles	8,710	~~8,749~~8,801	~~39~~91	~~+0%~~+1%
Collector Lane-Miles	5,528	~~5,502~~5,536	~~-26[2]~~8	0%
Total Roadway Lane-Miles	**20,751**	**~~21,438~~21,542**	**~~687~~791**	**~~+3%~~+4%**
Daily[1] Local Bus Seat-Miles	~~34,477,000~~ 13,647,000	~~37,828,000~~ 14,971,000	~~3,351,000~~ 1,324,000	+10%
Daily Express Bus Seat-Miles	~~7,560,000~~ 2,993,000	~~9,050,000~~ 3,582,000	~~1,490,000~~ 589,000	+20%
Daily Light Rail Seat-Miles	~~8,114,000~~ 3,212,000	~~10,781,000~~ 4,268,000	~~2,667,000~~ 1,056,000	+33%
Daily Heavy Rail Seat-Miles	~~44,134,000~~ 17,470,000	~~56,743,000~~ 22,461,000	~~12,609,000~~ 4,991,000	+29%
Daily Commuter Rail Seat-Miles	~~14,463,000~~ 5,725,000	~~22,842,000~~ 9,042,000	~~8,379,000~~ 3,317,000	+58%
Daily Ferry Seat-Miles	~~4,612,000~~ 1,826,000	~~7,099,000~~ 2,810,000	~~2,487,000~~ 984,000	+54%
Total Daily Transit Seat-Miles	**~~113,361,000~~ 44,872,000**	**~~144,344,000~~ 57,133,000**	**~~30,983,000~~ 12,261,000**	**+27%**

Notes:

1. Daily metrics are measured for a typical weekday.

~~2. Decrease in lane-miles is a result of general-purpose lanes being converted to bus-only facilities.~~

Source: Metropolitan Transportation Commission Travel Demand Forecasts, ~~2012~~2013.

The first paragraph under "Regional Travel Patterns" (Draft EIR page 2.1-27) is revised as follows:

When comparing year 2040 conditions under the proposed Plan to existing conditions, daily vehicle trips increase by 22 percent and daily transit use increases by ~~93~~ 92 percent. Note that the increases in total regional travel activity are primarily due to projected regional growth in population, jobs, and workers; investments in transportation infrastructure and implementation of the proposed land use pattern are only minor contributors to changes in total regional travel activity. However, as the analysis of the proposed Plan considers cumulative regional impacts, Bay Area population and employment growth are fundamental components of those impacts.

The second paragraph under "Regional Travel Patterns" (Draft EIR page 2.1-27) is revised as follows:

Table 2.1-12 displays vehicle hours of delay by facility type (i.e., freeways, expressways, arterials) and the breakdown of recurrent and non-recurrent delay. Overall, total vehicle hours of delay are forecasted to increase through year 2040 under the proposed Plan. Arterials and expressways will experience a larger increase in recurrent vehicle hours of delay relative to freeways (79 percent increase compared to a 48 percent increase). Non-recurrent delay on freeways will increase by ~~36~~ 35 percent over existing conditions assuming implementation of the proposed Plan.

The second paragraph under Impact 2.1-3 (Draft EIR page 2.1-32) is revised as follows:

Under the proposed Plan, per capita VMT on severely congested facilities (LOS F) would increase compared to existing conditions. Congested per capita VMT would increase by ~~29~~38 percent during the AM peak hours, by ~~71~~69 percent during the PM peak hours, and by ~~51~~57 percent for the day as a whole. These roadway traffic service levels reflect the impact of total VMT growth far exceeding the growth of roadway capacity.

Table 2.1-12 (Draft EIR page 2.1-28) is revised as follows:

TABLE 2.1-12: BAY AREA TRAVEL BEHAVIOR, 2010-2040

	2010	*2040 Plan*	*Change (2010 to 2040 Plan)*	
			Numerical	*Percent*
Daily[1] Transit Boardings	1,581,000	~~3,054,000~~ 3,032,000	~~1,473,000~~ 1,451,000	~~+93%~~+92%
Daily Vehicle Trips[2]	16,912,000	~~20,677,000~~ 20,674,000	~~3,765,000~~ 3,762,000	+22%
Daily Vehicle Miles of Travel (VMT)[2]	149,046,000	~~179,408,000~~ 179,397,000	~~30,362,000~~ 30,351,000	+20%
Daily[1] Vehicle Miles of Travel[2] per Capita[3]	20.8	19.6	-1.2	-6%
Daily Vehicle Hours of Recurring Delay (overall)	266,000	409,000	143,000	+54%
Daily Vehicle Hours of Recurring Delay (Freeways)	141,000	208,000	67,000	+48%
Daily Vehicle Hours of Recurring Delay (Expressways and Arterials)	58,000	104,000	46,000	+79%
Daily Vehicle Hours of Recurring Delay (Other Facilities)	67,000	97,000	30,000	+45%

Daily Vehicle Hours of Non-Recurrent Delay[4]	108,000	~~147,000~~ 146,000	39,000	~~+36%~~+35%
Total Daily Vehicle Hours of Delay	**374,000**	**~~556,000~~ 555,000**	**~~182,000~~ 181,000**	**~~+49%~~+48%**
Average Delay per Vehicle (Minutes)	**4.6**	**5.6**	**1.0**	**~~+22%~~+21%**

Notes:

1. Daily metrics are measured for a typical weekday.
2. Only reflects interzonal trips (assigned directly to the highway network); includes intraregional, interregional, airport-bound, and commercial vehicle trips.
3. Total daily VMT is calculated using Travel Model One; therefore, to calculate per-capita VMT, it is essential to use simulated population levels to ensure consistency. Simulated population may be slightly different than overall population forecasts for Plan Bay Area EIR alternatives due to slight variability in modeling tools. Further clarification on this issue is found in the Plan Bay Area EIR technical appendices.
4. Only includes non-recurrent delay on freeway facilities.

Source: Metropolitan Transportation Commission Travel Demand Forecasts, ~~2012~~2013.

Table 2.1-13 (Draft EIR page 2.1-29) is revised as follows:

TABLE 2.1-13: TYPICAL WEEKDAY DAILY PERSON TRIPS, BY MODE

Purpose	*2010*		*2040 Plan*	
	Trips	*% of Total*	*Trips*	*% of Total*
Drive Alone	11,717,000	50%	~~14,020,000~~ 14,017,000	48%
Carpool	8,052,000	34%	~~9,433,000~~ 9,430,000	32%
Transit	1,186,000	5%	~~2,151,000~~ 2,157,000	7%
Walk	2,383,000	10%	~~3,429,000~~ 3,430,000	12%
Bike	254,000	1%	~~393,000~~ 389,000	1%
Total Trips[1]	**23,592,000**	**100%**	**~~29,426,000~~ ~~0~~ 29,422,000**	**100%**

Note:

1. Excludes commercial and interregional trips.

Source: Metropolitan Transportation Commission Travel Demand Forecasts, ~~2012~~2013.

Table 2.1-14 (Draft EIR page 2.1-31) is revised as follows:

TABLE 2.1-14: PER-TRIP COMMUTE TRAVEL TIME[1], BY MODE

Mode	*2010*	*2040 Plan*	*Change (2010 to 2040 Plan)*	
			Numerical	*Percent*
Drive Alone	18.7	~~18.0~~18.1	~~-0.7~~ -0.6	~~-4%~~ -3%
Carpool	14.2	13.7	-0.5	-4%
Transit	44.0	44.3	0.3	+1%
Walk	19.5	19.3	-0.2	-1%
Bike	12.5	12.8	0.3	+2%
All Modes	**19.8**	**20.4**	**~~0.6~~0.7**	**+3%**

Note:

1. Travel times are shown in minutes.

Source: Metropolitan Transportation Commission Travel Demand Forecasts, ~~2012~~2013.

Table 2.1-15 (Draft EIR page 2.1-32) is revised as follows:

TABLE 2.1-15: PER-TRIP NON-COMMUTE TRAVEL TIME,[1] BY MODE

Mode	*2010*	*2040 Plan*	*Change (2010 to 2040 Plan)*	
			Numerical	*Percent*
Drive Alone	11.6	11.4	-0.2	~~-2%~~ -1%
Carpool	11.4	11.3	-0.1	-1%
Transit	36.2	~~35.5~~35.3	~~-0.7~~ -0.9	-2%
Walk	18.3	18.1	-0.2	-1%
Bike	11.0	11.1	0.1	+1%
All Modes	**12.7**	**12.9**	**0.2**	**+2%**

Note:

1. Travel times are shown in minutes.

Source: Metropolitan Transportation Commission Travel Demand Forecasts, ~~2012~~2013.

Table 2.1-16 (Draft EIR page 2.1-33) is revised as follows:

TABLE 2.1-16: PER-CAPITA DAILY VEHICLE MILES OF TRAVEL BY LEVEL OF SERVICE (2010-2040)

LOS[1] (V/C Ratio)	*2010*	*2040 Plan*	*Change (2010 to 2040 Plan)*	
			Numerical	*Percent*
AM Peak Period (6 AM to 10 AM)				
A-C (< 0.75)	4.19	~~3.70~~3.69	-0.50	-12%
D-E (0.75-1.00)	1.05	~~1.16~~1.15	0.10	+10%
F (> 1.00)	**0.06**	**~~0.08~~0.09**	**0.02**	**~~+29%~~+38%**
Total	5.31	4.93	~~-0.37~~-0.38	-7%
PM Peak Period (3 PM to 7 PM)				
A-C (< 0.75)	4.68	4.11	-0.57	-12%
D-E (0.75-1.00)	1.20	1.35	0.15	+12%
F (> 1.00)	**0.06**	**0.10**	**0.04**	**~~+71%~~+69%**
Total	5.94	5.56	-0.39	~~-7%~~-6%
Daily				
A-C (< 0.75)	18.27	~~16.56~~16.57	~~-1.71~~-1.70	-9%
D-E (0.75-1.00)	2.45	~~2.88~~2.86	~~0.44~~0.41	~~+18%~~+17%
F (> 1.00)	**0.12**	**~~0.19~~0.20**	**~~0.06~~0.07**	**~~+51%~~+57%**
Total	20.84	19.63	-1.21	-6%

Note:

1. LOS (level of service) measures traffic density with a range of A to F. LOS A-C reflect free-flow conditions with minimal delay. LOS D-E reflect somewhat congested conditions with some possible delays. LOS F reflects very congested conditions with significant volumes greater than roadway capacity, leading to significant delays.

Source: Metropolitan Transportation Commission Travel Demand Forecasts, ~~2012~~2013.

The text under Impact 2.1-3 (Draft EIR page 2.1-33) is revised as follows:

The proposed Plan works to minimize congestion impacts through a number of regional policies and investment strategies, including:

- Implementation of significant transit capacity increases along fixed guideways to provide congestion-immune alternatives to freeway and arterial corridors (including projects such as BART Metro, BART to San José, Central Subway, Van Ness Bus Rapid Transit, Geary Bus Rapid Transit, and East Bay Bus Rapid Transit);
- ~~Expansion of the~~ Implementation of the Freeway Performance Initiative to ~~go beyond~~ include ~~existing~~ freeway ramp meters ~~to focus heavily on~~ and signal coordination along congested arterials;
- The proposed land use pattern, which would emphasize focused growth in Priority Development Areas and shorten commute distances by bringing jobs and housing closer together; and

- Continued funding of the OneBayArea Grant (OBAG) program to accelerate development initiatives in Priority Development Areas through infrastructure improvements.

Mitigation Measure 2.1(c) (Draft EIR page 2.1-34) is revised to include the following:

2.1(c) MTC shall ~~pursue~~ implement MTC Resolution No. 4104, a policy that requires ~~the implementation of ramp metering throughout the region's highway network as a condition of discretionary funding~~ all major, new freeway projects included in the Transportation 2030 Plan and subsequent regional transportation plans include the installation and activation of freeway traffic operations system (TOS) to effectively operate the region's freeway system and enables the Commission to consider suspending fund programming actions for discretionary funds to any jurisdiction until MTC deems the requirements of MTC Resolution No. 4104 are met.

Table 2.1-17 (Draft EIR page 2.1-35) is revised as follows:

TABLE 2.1-17: DAILY VEHICLE MILES OF TRAVEL PER CAPITA (2010-2040)

	2010	*2040 Plan*	*Change (2010 to 2040 Plan)*	
			Numerical	*Percent*
Daily[1] Vehicle Miles of Travel (VMT)[2]	149,046,000	~~179,408,000~~ 179,397,000	~~30,362,000~~ 30,351,000	+20%
Daily[1] Vehicle Miles of Travel[2] per Capita[3]	**20.8**	**19.6**	**-1.2**	**-6%**

Notes:

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

Source: Metropolitan Transportation Commission Travel Demand Forecasts, ~~2012~~2013.

The first paragraph of the Draft EIR page 2.1-36 is revised as follows:

As shown in **Table 2.1-18**, in the AM peak period (when demand for transit is greatest), utilization of transit capacity (transit demand divided by transit supply) increases from 28 percent in year 2010 to 44 percent in year 2040; in the PM peak period, utilization increases from 25 percent in year 2010 to 39 percent in year 2040. For the day as a whole, utilization rises from 21 percent in year 2010 to 33 percent in year 2040. Light rail services have the greatest level of demand compared to service levels supplied, followed closely by heavy rail services. Commuter rail service demand approximately triples, but commuter rail services still only fill ~~17~~18 percent of their total seat-miles.

Table 2.1-18 (Draft EIR page 2.1-37) is revised as follows:

TABLE 2.1-18: UTILIZATION OF PUBLIC TRANSIT SYSTEMS, BY MODE (2010-2040)

	2010 Percent Utilization[1]	*2040 Plan Percent Utilization*[1]
AM Peak Period (6 AM to 10 AM)		
Local bus	24%	42%
Light rail[2]	35%	~~57%~~58%
Ferry	19%	~~23%~~24%
Express bus	30%	~~44%~~43%
Heavy rail[3]	40%	57%
Commuter rail[4]	7%	22%
All modes	28%	44%
PM Peak Period (3 PM to 7 PM)		
Local bus	25%	~~42%~~43%
Light rail[2]	34%	59%
Ferry	9%	12%
Express bus	26%	~~37%~~38%
Heavy rail[3]	36%	~~46%~~47%
Commuter rail[4]	5%	20%
All modes	25%	39%
Daily		
Local bus	19%	34%
Light rail[2]	27%	49%
Ferry	8%	13%
Express bus	25%	~~37%~~38%
Heavy rail[3]	27%	~~46%~~37%
Commuter rail[4]	6%	18%
All modes	21%	33%

Notes:

1. Percent utilization measures the passenger seat-miles required by forecasted transit patrons as a percentage of total passenger seat-miles provided by transit operators (i.e. the percentage of seats on transit vehicles filled with passengers). Utilization levels greater than 80 percent reflect conditions where passengers either would have difficulty finding a seat or would have to stand during all or part of their ride.
2. Reflects utilization of Muni Metro and VTA light rail systems.
3. Reflects utilization of BART heavy rail system.
4. Reflects utilization of Caltrain, SMART, Capitol Corridor, and ACE commuter rail systems.

Source: Metropolitan Transportation Commission Travel Demand Forecasts, ~~2012~~2013.

REVISIONS TO DRAFT EIR CHAPTER 2.2: AIR QUALITY

In addition to the minor modifications made to the housing and employment distributions in the Draft Plan Bay Area, as explained in Section 2.1, one change was made to the EMFAC2011 model since the Draft EIR emissions analysis was completed.

Changes to the EMFAC2011

EMFAC2011 is the new version of CARB's emission model and provides planners a tool for assessing emissions under different forecast scenarios. This includes conformity analyses of transportation plans and programs with the State Implementation Plans (SIPs) required by federal law, SIP inventories, alternative growth scenarios associated with regional transportation planning for greenhouse gas reductions (SB375), and regional transportation plan, environmental impact report (EIR) emission inventories.

In July 2012, ARB staff identified a typographical error in the EMFAC2011-LDV module code that incorrectly assigned trips in gasoline powered school buses, urban transit buses, other buses, motorcycles, and motorhomes in Santa Clara County. These trips were overestimated as a result, which led to an overestimate of ROG emissions in the Bay Area and for the statewide total. The EMFAC2011-LDV module has been corrected and re-released. New input files to SG were generated for Santa Clara County. The module code and algorithms in the EMFAC2011-SG module were not otherwise affected by this change.

The United States Environmental Protection Agency (USEPA) approved the EMFAC2011 emissions model for SIP and conformity purposes effective March 6, 2013. EMFAC2011 must be used for all new regional emissions analyses and CO, PM_{10} and $PM_{2.5}$ hotspot analyses that are started on or after September 6, 2013.

The revisions identified in Section 2.2 to this Final EIR are the result of the updated Santa Clara County trip assignment as well as the revisions to the housing and employment data made in June 2013.

The following paragraph is added under "Regulatory Setting" (Draft EIR page 2.2-12):

Senate Bill 25

The Children's Environmental Health Protection Act (SB 25), passed by the California state legislature in 1999, requires ARB, in consultation with OEHHA, to review all existing health-based ambient air quality standards to determine whether, based on public health, scientific literature and exposure pattern data, these standards adequately protect the public, including infants and children, with an adequate margin of safety. As a result of the review requirement, in 2002 ARB adopted an annual average California Ambient Air Quality Standard (CAAQS) for $PM_{2.5}$ of 12 ug/m^3 that is not to be exceeded (California Code of Regulations, Title 17 § 70200, Table of Standards). The National Ambient Air Quality Standard (NAAQS) established an annual standard for $PM_{2.5}$ (15 ug/m^3) that is less stringent than the CAAQS, but also set a 24-hour average standard (35 ug/m^3), which is not included in the CAAQS (Code of Federal Regulations, Title 40, Part 50.7).

Criterion 2.2-5(c) (Draft EIR page 2.2-17) is revised as follows:

Criterion 5: Cause a localized net increase in sensitive receptors located in Transit Priority Project (TPP) corridors where: (a) TACs or fine particulate matter ($PM_{2.5}$) concentrations result in a cancer risk greater than 100/million or a concentration of $PM_{2.5}$ greater than 0.8 $\mu g/m^3$ of $PM_{2.5}$; or (b) sensitive receptors are located within set distances (**Table 2.2-10**) to mobile or stationary sources of TAC or $PM_{2.5}$ emissions; or (c) TACs or fine particulate matter ($PM_{2.5}$) concentrations result in noncompliance with an adopted Community Risk Reduction Plan <u>or adopted Article 38 regulation that incorporates findings from a completed Community Risk Reduction Plan.</u>

Table 2.2-5 (Draft EIR page 2.2-18) is revised as follows:

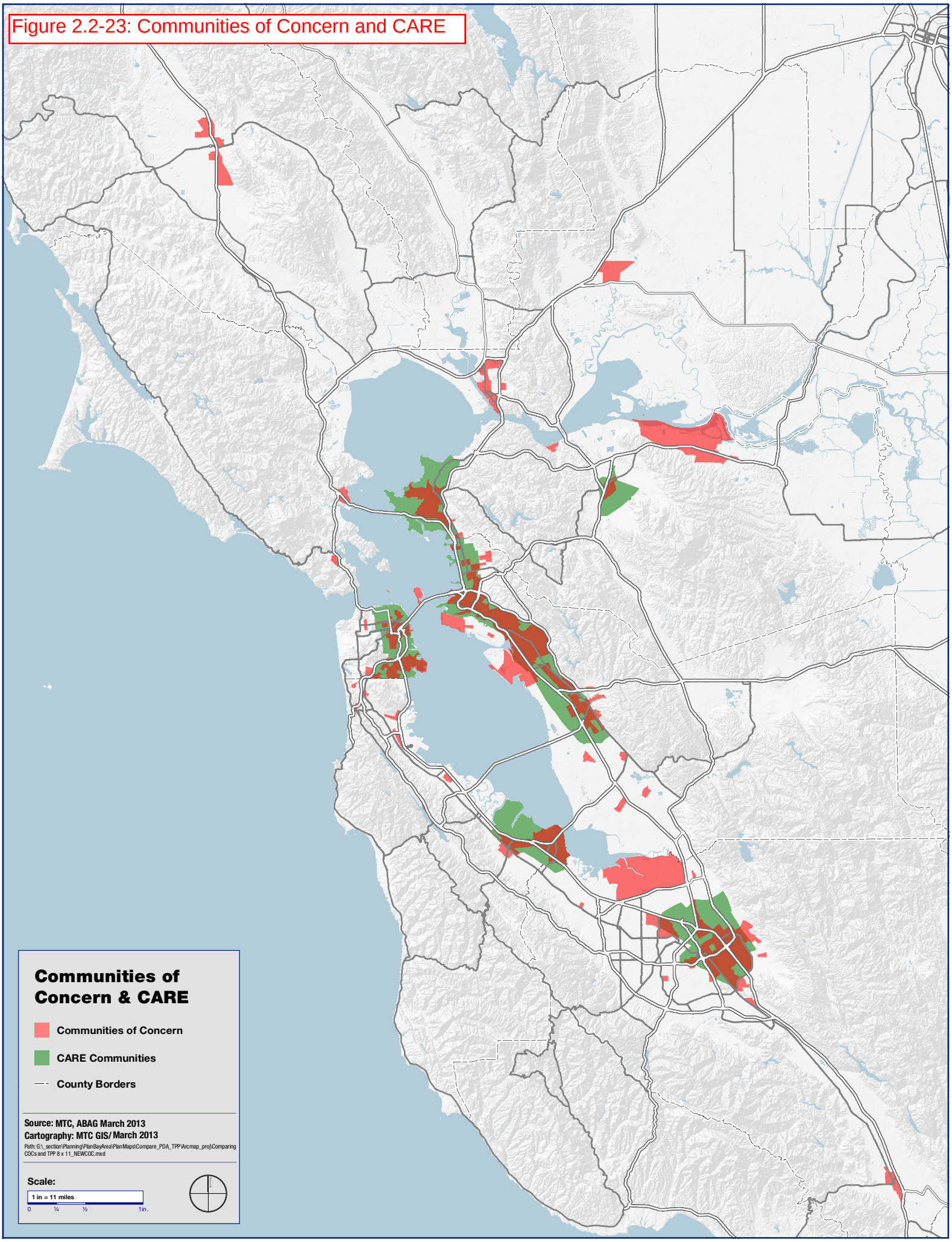
TABLE 2.2-5: TRAVEL DATA

	2010	*2040 Plan*	*Change 2010 to 2040 Plan*	
			Numerical	*Percent*
Vehicles in Use	4,608,722	~~5,463,760~~<u>5,463,106</u>	~~855,038~~<u>854,384</u>	19%
Daily Vehicle Miles Traveled (VMT)	163,903,095	~~196,927,122~~<u>196,911,394</u>	~~33,024,027~~<u>33,008,299</u>	20%
Engine Starts	30,834,375	~~36,362,648~~<u>34,443,678</u>	~~5,528,273~~<u>5,058,853</u>	~~18%~~<u>17%</u>
Total Population	**7,091,000**	**9,196,000**	**2,105,000**	**30%**
Total Employment	**3,385,000**	**4,505,000**	**1,120,000**	**33%**

Source: Metropolitan Transportation Commission, 2012.

Figure 2.23, "Communities of Concern and Care" (Draft EIR page 2.2-25) is replaced with the figure on the following page:

Figure 2.2-23: Communities of Concern and CARE



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The first paragraph on Draft EIR page 2.2-36 is revised as follows:

As shown in **Table 2.2-7**, the emissions for criteria pollutants ROG, NO_x (summertime and wintertime), CO, and $PM_{2.5}$ from mobile sources would decrease between 2010 and the 2040 horizon for the proposed Plan (emissions of PM_{10} would increase and are described under Impact 2.2-3b). When compared to existing conditions (2010), the proposed Plan reduces ROG emissions by ~~61~~64 percent, summertime NO_x emissions by ~~70~~71 percent, wintertime NO_x emissions by 71 percent, CO emissions by ~~70~~72 percent, and $PM_{2.5}$ emissions by five percent. A major reason for these reductions is the increasingly stringent emission controls ARB has adopted for new vehicle engines and fuels over the past few decades. This includes the Truck and Bus Regulation which requires diesel trucks and buses to be upgraded to reduce emissions. As of January 1, 2012, heavier trucks must be retrofitted with PM filters; older trucks must be replaced starting January 1, 2015, and nearly all trucks and buses will need to have 2010 model year engines or equivalent by January 1, 2023. Other contributors include emission-control devices, the Enhanced Smog Check Program, and fleet turnover wherein older polluting cars are retired and replaced with newer and substantially less polluting cars. Additionally, the land use pattern in the proposed Plan includes concentrating future growth at higher densities around existing and proposed transit investments, which would reduce driving and motor vehicle emissions. Therefore, there is no adverse impact (NI).

Table 2.2-7 (Draft EIR page 2.2-36) is revised as follows:

TABLE 2.2-7: EMISSION ESTIMATES FOR CRITERIA POLLUTANTS USING EMFAC2011 EMISSION RATES (TONS PER DAY)

	2010	*2040 Plan*	*Change 2010 to 2040 Plan*	
			Numerical	*Percent*
ROG	~~93.7~~85.0	~~36.5~~30.2	~~-57.1~~ -54.8	~~-61%~~ -64%
NOx (Summertime)	~~164.3~~163.5	~~48.5~~47.8	~~-115.8~~ -115.7	~~-70%~~ -71%
NOx (Wintertime)	~~185.3~~184.4	~~53.7~~52.9	-131.5	-71%
CO	~~879.9~~857.7	~~266.5~~241.0	~~-613.4~~ -616.8	~~-70%~~ -72%
$PM_{2.5}$	10.4	9.9	-0.5	-5%

Source: Metropolitan Transportation Commission, 2012.

Table 2.2-8 (Draft EIR page 2.2-37) is revised as follows:

TABLE 2.2-8: EMISSION ESTIMATES FOR CRITERIA POLLUTANTS USING EMFAC2011 EMISSION RATES (TONS PER DAY)

	2010	*2040 Plan*	*Change 2010 to 2040 Plan*	
			Numerical	*Percent*
PM_{10}	36.4	~~41.0~~40.9	4.5	12%

Source: Metropolitan Transportation Commission, 2012.

Mitigation Measure 2.2(d) (Draft EIR page 2.2-81) is revised as follows:

2.2(d) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to best management practices (BMPs), such as the following:

- Installation of air filtration to reduce cancer risks and PM exposure for residents, and other sensitive populations, in buildings that are in close proximity to freeways, major roadways, diesel generators, distribution centers, railyards, railroads or rail stations, and ferry terminals. Air filter devices shall be rated MERV-13 or higher. As part of implementing this measure, an ongoing maintenance plan for the building's HVAC air filtration system shall be required.
- Phasing of residential developments when proposed within 500 feet of freeways such that homes nearest the freeway are built last, if feasible.
- Sites shall be designed to locate sensitive receptors as far as possible from any freeways, roadways, diesel generators, distribution centers, and railyards. Operable windows, balconies, and building air intakes shall be located as far away from these sources as feasible. If near a distribution center, residents shall not be located immediately adjacent to a loading dock or where trucks concentrate to deliver goods.
- Limiting ground floor uses in residential or mixed-use buildings that are located within the set distance of 500 feet to a non-elevated highway or roadway. Sensitive land uses, such as residential units or day cares, shall be prohibited on the ground floor.
- Planting trees and/or vegetation between sensitive receptors and pollution source, if feasible. Trees that are best suited to trapping PM shall be planted, including one or more of the following: Pine (*Pinus nigra* var. *maritima*), Cypress (*X Cupressocyparis leylandii*), Hybrid popular (*Populus deltoids X trichocarpa*), and Redwoods *(Sequoia sempervirens*).
- Within developments, sensitive receptors shall be separated as far away from truck activity areas, such as loading docks and delivery areas, as feasible. Loading docks shall be required ~~electrification~~to be electrified and all idling of heavy duty diesel trucks at these locations shall be prohibited.
- If within the project site, diesel generators that are not equipped to meet ARB's Tier 4 emission standards shall be replaced or retrofitted.
- If within the project site, emissions from diesel trucks shall be reduced through the following measures:
  - Installing electrical hook-ups for diesel trucks at loading docks.
  - Requiring trucks to use Transportation Refrigeration Units (TRU) that meet Tier 4 emission standards.
  - Requiring truck-intensive projects to use advanced exhaust technology (e.g. hybrid) or alternative fuels.
  - Prohibiting trucks from idling for more than two minutes as feasible.
  - Establishing truck routes to avoid residential neighborhoods or other land uses serving sensitive populations. A truck route program, along with truck calming,

parking and delivery restrictions, shall be implemented to direct traffic activity at non permitted sources and large construction projects.

- For transportation projects that would result in a higher pollutant load in close proximity to existing sensitive receptors, project sponsors shall consider, as appropriate:
  - Adjusting project design to avoid sensitive receptors.
  - Including vegetation and other barriers between sensitive receptors and the project.
  - Providing air filtration devices for residential and other sensitive receptor uses.
- To help determine the appropriateness of project and site-specific mitigation, MTC/ABAG recommends that implementing agencies and/or project sponsors utilize the BAAQMD's most recent *Recommended Methods for Screening and Modeling Local Risks and Hazards* guidance and BAAQMD's Google Earth screening tool to identify areas/sites that may surpass health-based air quality thresholds and thereby be appropriate for mitigation.

Impact statement 2.2-5(c) on Draft EIR page 2.2-82 is revised as follows:

Impact 2.2-5(c): Implementation of the proposed Plan could cause a localized net increase in sensitive receptors located in Transit Priority Project (TPP) corridors where TACs or fine particulate matter ($PM_{2.5}$) concentrations result in noncompliance with an adopted Community Risk Reduction Plan or adopted Article 38 regulation that incorporates findings from a completed Community Risk Reduction Plan.

The first paragraph on Draft EIR page 2.2-83 is revised as follows:

In jurisdictions with an adopted CRRP or adopted Article 38 regulation that incorporates findings from a completed Community Risk Reduction Plan, any proposed project that includes sensitive land uses and or receptors should be evaluated against the standards, thresholds and mitigation measures in those adopted plans. Where a proposed project is consistent with an adopted CRRP or adopted Article 38 regulation that incorporates findings from a completed Community Risk Reduction Plan, the impact would be less than significant (LS).

Table 2.2-11 (Draft EIR page 2.2-84) is revised as follows:

TABLE 2.2-11: PERCENT CHANGE IN ON-ROAD MOBILE SOURCE EXHAUST EMISSIONS, YEARS 2010 - 2040

	Exhaust Only $PM_{2.5}$	*Diesel PM*	*Benzene*	*1, 3 Butadiene*	*VMT*
Alameda CARE Community	-56.11%	-69.23%	-71.16%	-71.56%	~~18.64%~~18.48%
Remainder of County	~~-55.13%~~-55.01%	-67.24%	-69.27%	-69.58%	~~24.69%~~24.85%
Contra Costa CARE Community	~~-57.54%~~-57.34%	-69.35%	-71.82%	-72.15%	~~14.56%~~14.94%
Remainder of County	~~-57.69%~~-57.52%	-68.71%	-70.57%	-70.84%	~~15.92%~~16.25%
San Francisco CARE Community	~~-53.23%~~-53.13%	-70.01%	-74.02%	-74.47%	~~11.57%~~11.59%
Remainder of County	~~-46.22%~~-46.24%	-69.78%	-75.53%	-75.80%	~~7.89%~~7.61%
San Mateo CARE Community	~~-56.91%~~-57.00%	-69.90%	-70.68%	-71.19%	~~19.00%~~18.53%
Remainder of County	~~-57.67%~~-57.68%	-69.16%	-71.20%	-71.51%	~~15.53%~~15.32%
Santa Clara CARE Community	~~-50.86%~~-50.85%	-66.16%	-67.58%	-68.08%	~~31.63%~~31.55%
Remainder of County	-54.14%	-67.23%	-69.55%	-69.92%	~~23.00%~~22.84%
Regionwide CARE Communities	~~-54.49%~~-54.45%	-68.43%	-70.55%	-70.99%	~~21.12%~~21.06%
Remainder of Region	~~-55.64%~~-55.58%	-67.66%	-69.97%	-70.27%	~~20.21%~~20.20%

Source: The Bay Area Air Quality Management District, 2013.

Table 2.2-12 (Draft EIR page 2.2-85) is revised as follows:

TABLE 2.2-12: PERCENT CHANGE IN ON-ROAD MOBILE SOURCE TOTAL PM EMISSIONS, YEARS 2010–2040 (TOTAL $PM_{2.5}$ INCLUDES VEHICLE EXHAUST, RE-ENTRAINED ROAD DUST, TIRE AND BRAKE WEAR)

Alameda CARE Community	~~-1.36%~~-1.44%
Remainder of County	~~2.49%~~-2.67%
Contra Costa CARE Community	~~-3.64%~~-3.28%
Remainder of County	~~-3.70%~~-3.38%
San Francisco CARE Community	~~-3.62%~~-3.55%
Remainder of County	~~-2.35%~~-2.55%
San Mateo CARE Community	~~-1.53%~~-1.85%
Remainder of County	~~-4.82%~~-4.93%
Santa Clara CARE Community	~~10.53%~~10.51%
Remainder of County	~~2.89%~~2.80%
Regionwide CARE Communities	~~1.65%~~1.66%
Remainder of Region	~~-0.23%~~-0.18%

Source: The Bay Area Air Quality Management District, 2013.

REVISIONS TO DRAFT EIR CHAPTER 2.3: LAND USE AND PHYSICAL DEVELOPMENT

Table 2.3-6 (Draft EIR page 2.3-15) is revised as follows:

TABLE 2.3-6: BAY AREA PARKS AND OPEN SPACE

County	*Parks and Open Space (acres)**
Alameda	~~116,000~~ 110,000
Contra Costa	~~130,000~~120,000
Marin	~~162,000~~160,000
Napa	~~129,000~~121,000
San Francisco	~~6,000~~5,600
San Mateo	~~108,000~~85,000
Santa Clara	~~201,000~~178,000
Solano	~~53,000~~40,000
Sonoma	~~110,000~~117,000
TOTAL	**~~1,015,000~~940,000**

* Includes publicly owned lands and privately owned lands that are accessible to the public.

Note: Figures may not sum due to independent rounding.

Source: Bay Area Open Space Council and GreenInfo Network, Bay Area Protected Areas Database, 2011

The last paragraph on Draft EIR page 2.3-27 is revised as follows:

The most comprehensive land use planning for the San Francisco Bay Area region is provided by city and county general plans, which local governments are required by State law (California Government Code Section 65300 et seq.) to prepare as a guide for future development. The general plan contains goals and policies concerning topics that are mandated by State law or which the jurisdiction has chosen to include. Required topics are: land use, circulation, housing, conservation, open space, noise, and safety. Other topics that local governments frequently choose to address are: public facilities, parks and recreation, community design, and/or growth management. City and county general plans must be consistent with each other. County general plans must cover areas not included by city general plans (i.e., unincorporated areas). Additional information about General Plan housing elements and update cycles is available on the California Department of Housing and Community Development website's housing element page: http://www.hcd.ca.gov/hpd/hrc/plan/he/.

The first paragraph on Draft EIR page 2.3-34 is revised as follows:

The agricultural lands and open space analysis identifies factors affecting development impacts at the county level and determines whether the proposed Plan would affect the relative ability of local jurisdictions to protect agriculture and open space designated as ~~"permanent."~~ protected. The overall goal is to minimize the adverse effect of increased demand for public facilities and services on prime farmland and other important farmland slated to be preserved. The analysis considers direct and indirect impacts and focuses on identified priority agricultural areas. The analysis also identifies areas that may be subject to conversion of Williamson Act contract lands.

The text under "Mitigation Measures" on Draft EIR page 2.3-40 is revised as follows:

Implementing agencies and/or project sponsors shall consider implementation of ~~mitigations~~ mitigation measures including but not limited to those identified below.

2.3(a) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:

- Regulating construction operations on existing facilities to minimize traffic disruptions and detours, and to maintain safe traffic operations.
- Ensuring construction operations are limited to regular business hours where feasible.
- Controlling construction dust and noise. See "Construction Best Practices for Dust" under Mitigation Measure 2.2(a) in *Chapter 2.2: Air Quality*.
- Controlling erosion and sediment transport in stormwater runoff from construction sites. See "Construction Best Practices for Dust" under Mitigation Measure 2.2(a) in *Chapter 2.2: Air Quality*.

- Complying with existing local regulations and policies that exceed or reasonably replace any of the above measures that reduce short-term disruption and displacement.

Mitigation Measure 2.2(a) ~~in *Chapter 2.2: Air Quality*~~ includes additional applicable measures related to this impact, which are ~~included~~ incorporated here by reference.

The first paragraph on page 2.3-47 of the Draft EIR is revised as follows:

With the exception of San Francisco, all counties in the Bay Area protect open space and agricultural lands by county-wide land use measures, such as urban service areas, environmental corridors, slope/density restrictions, stream conservation areas, or riparian buffers. Additionally, some cities have Urban Growth Boundaries (UGB) to limit sprawl and protect agricultural land. Protected open space is defined as publicly owned parkland and undeveloped land, including regional parks and other land in public ownership, as well as such lands subject to permanent restrictions on use to which owners have voluntarily agreed, as defined by a land use authority. Generally, this means that if a project falls outside a UGB, there are regulatory measures in place to aid local jurisdictions in farmland protection. Still, there are many communities without growth limits in place, and those that do exist vary in quality, effectiveness, and enforcement. According to MTC/ABAG, of 101 Bay Area municipalities, 27 have UGBs as of January 2013. Additionally, countywide growth boundaries in Contra Costa and San Mateo counties apply to all cities within their jurisdiction. Counties and cities with measures protecting open space are summarized in **Table 2.3-14.** The Urban Growth Boundary in the proposed Plan reflects locally designated urban growth boundaries.

The first paragraph under "Impact Analysis" (Draft EIR page 2.3-31) is revised as follows:

The land use impact analysis assesses the potential for significant adverse impacts related to conversion or loss of important agricultural lands and open space; community displacement and disruptions, including potential loss of housing and separation of people from community resources; and Plan consistency with adopted land use plans. "Community separation" refers to permanent alterations to an existing neighborhood or community that separate residences from community facilities and services, restrict access to commercial or residential areas, or eliminate community amenities.

The first paragraph under "Consistency With Land Use Plans" (Draft EIR page 2.3-33) is revised as follows:

The proposed Plan focuses regional growth into PDA areas. In preparation for the drafting of the proposed Plan, local jurisdictions, which have land use authority, nominated areas within their borders as potential PDAs appropriate to concentrate future growth. Not all jurisdictions have nominated PDAs. Local jurisdictions identified the appropriate Place Type for each PDA (such as regional center, transit neighborhood, or rural town), which provides a general set of guidelines for the character, scale, and density of future growth and best

matches the community vision for the area.[2] Regional land use and housing allocations, particularly as related to PDAs, were based on extensive dialogue between ABAG and local jurisdictions and the proposed Plan will only be implemented insofar as local jurisdictions adopt its policies and recommendations. A qualitative discussion related to the generalized effects of these changes is outlined below.

The last paragraph on Draft EIR page 2.3-38 (continuing on to Draft EIR page 2.3-39) is revised as follows:

While it is unlikely that multiple construction projects would occur in the same location and timeframe over the life of the proposed Plan, there is the possibility that short-term displacement and disruption from construction of a combination of transportation and land use projects could result in compounded short-term impacts in some locations. Similarly, while long-term impacts would likely not be worsened by concurrent land use and transportation improvements, there could be worsened impacts in some locations. For instance, redevelopment near a transit station could push shifts in building and market type resulting in displacement. Further, if over time land use and transportation projects that require demolition of existing homes occur in the same area, the impact could be worsened by displacing a larger number of units locally. This type of displacement or disruption would only occur locally since regionally more units and jobs would be created to replace any lost jobs and housing overall. In addition, numerous policy initiatives are incorporated in the Plan to provide additional resources for addressing displacement pressure. First, several tasks in the Bay Area Prosperity Strategy will specifically research displacement pressures and trends and what actions can be taken to affect displacement pressure. The One Bay Area Grant (OBAG) program requires both cities and counties wishing to receive these funds to have an adopted housing element and for the Congestion Management Agencies (CMAs) to review what housing policies are currently in place throughout the region. As noted, MTC is making a direct investment of $10 million to increase the Bay Area Transit Oriented Affordable Housing to at least $90 million. This fund can finance both the preservation of existing housing that is affordable, land banking, or the construction of new affordable housing. Overall, ~~impacts in the long-term would be potentially significant (PS)~~ the Plan incorporates strategies to reduce displacement pressure; however, the impact remains potentially significant (PS). Mitigation measures 2.3(a), 2.3(b), and 2.3(c) are described below.

The text (Draft EIR page 2.3-41) that describes Mitigation Measures 2.3(d) and 2.3(e) under "Mitigation Measures" is revised as follows:

2.3(d) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to the following. All new transportation projects shall be required to incorporate design features such as sidewalks, bike lanes, and bike/pedestrian bridges or tunnels that maintain or improve access and connections within existing communities and to public transit. Implementing agencies shall require project sponsors to comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that reduce community separation.

[2] Association of Bay Area Governments, Plan Bay Area Jobs-Housing Connection Strategy, revised May 16, 2012.

2.3(e) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to the following. New development projects shall be required to provide connectivity for all modes such that new development does not separate existing uses, and improves access where needed and/or feasible, by incorporating 'complete streets' design features such as pedestrian-oriented streets and sidewalks, improved access to transit, and bike routes where appropriate. 'Complete Streets' describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families. Implementing agencies shall require project sponsors to comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that reduce community separation.

The first paragraph under "Combined Effects" (last paragraph on page 2.3-51 of the Draft EIR) is revised as follows:

Together, land use and transportation projects in the proposed Plan have the potential to convert 5,941 acres of agricultural land to urbanized uses, which represents 0.3 percent of all agricultural land in the Bay Area. Of this, 1,184 acres are identified as Prime or Unique Farmland, or Farmland of Statewide Importance (assuming no overlap). Further, 723 acres of Williamson Act lands are identified as potentially converted by combined land use and transportation projects. This represents 0.06 percent of all Williamson Act lands in the Bay Area. Finally, 2,022 acres of protected open space land (excluding agricultural land, forest land, or timberland, which are addressed separately) are identified as potentially converted by combined land use and transportation projects. This represents ~~0.5~~ 0.6 percent of ~~368,400~~327,700 acres of open space land in the Bay Area that is not also agricultural, timberland, or forest land. The overall proportion of these conversions relative to Bay Area resources is negligible. However, any conversion of agricultural or open space land as a result of land use or transportation projects is considered significant, therefore the impact on agricultural and open space acreage is considered potentially significant (PS). Mitigation Measures 2.3(g) and 2.3(h) are described below.

The text under Mitigation Measure 2.3(g) (Draft EIR page 2.3-52) is revised as follows:

2.3(g) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:

- Requiring project relocation or corridor realignment, where feasible, to avoid farmland, especially Prime Farmland;
- Acquiring conservation easements on land at least equal in quality and size as partial compensation for the direct loss of agricultural land or contributing funds to a land trust or other entity qualified to preserve Farmland in perpetuity;
- Maintain and expand agricultural land protections such as urban growth boundaries;

- If a Williamson Act contract is terminated, a ratio greater than 1:1 of land equal in quality shall be set aside in a conservation easement, as recommended by the Department of Conservation;
- Instituting new protection of farmland in the project area or elsewhere in the County through the use of less than permanent long-term restrictions on use, such as 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.) or 10-year Williamson Act contracts (Government Code Section 51200 et seq.);
- Assessing mitigation fees that support the commercial viability of the remaining agricultural land in the project area, County, or region through a mitigation bank that invests in agricultural infrastructure, water supplies, marketing, etc.;
- Minimizing isolation, severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access;
- If a project involves acquiring land or easements, it shall be ensured that the remaining nonproject area is of a size sufficient to allow viable farming operations, and the project proponents shall be responsible for acquiring easements, making lot line adjustments, and merging affected land parcels into units suitable for continued commercial agricultural management;
- Requiring agricultural enhancement investments such as supporting farmer education on organic and sustainable practices, assisting with organic soil amendments for improved production, and upgrading irrigation systems for water conservation;
- Reconnecting utilities or infrastructure that service agricultural uses if disturbed by project construction;
- Requiring project proponents to be responsible for restoring access to roadways or utility lines, irrigation features, or other infrastructure disturbed by construction to ensure that economically viable farming operations are not interrupted;
- Managing project operations to minimize the introduction of invasive species or weeds that may affect agricultural production on adjacent agricultural land;
- Requiring buffer zones, which can function as drainage swales, trails, roads, linear parkways, or other uses compatible with ongoing agricultural operations, (the width of buffer zones to be determined on a project-specific basis, taking into account prevailing winds, crop types, agricultural practices, ecological restoration, and infrastructure) between projects and adjacent agricultural land, which should be designed to protect the feasibility of ongoing agricultural operations and protect ecological restoration areas from noise, dust, and the application of agricultural chemicals;
- Requiring berms, ~~buffer zones,~~ setbacks, and fencing to reduce use conflicts between new development and farming uses and to protect the functions of farmland; and
- Requiring other conservation tools available from the California Department of Conservation's Division of Land Resource Protection.
- Requiring compliance with existing local regulations and policies that exceed or reasonably replace any of the above measures that reduce farmland conversion.

The sentence under "Mitigation Measures" on Draft EIR page 2.3-53 is revised as follows:

> Implementing agencies and/or project sponsors shall consider implementation of ~~mitigations~~ mitigation measures including but not limited to those identified below.

The first paragraph on Draft EIR page 2.3-55 is revised as follows:

> Overall, there are transportation projects in eight counties (excluding Contra Costa) with the potential to impact ~~62~~ 58 acres of forest land or timberland, assuming the worst-case disturbance, which is a negligible proportion of overall forest and land timberland acres in the Bay Area.[3] San Francisco, Sonoma, and San Mateo counties are the most impacted, with 22, 22, and 12 acres of potentially threatened forest land and timberland, respectively. Impacted acreage in the other five counties is negligible (less than three acres).

The sentence under "Mitigation Measures" on Draft EIR page 2.3-56 is revised as follows:

> Implementing agencies and/or project sponsors shall consider implementation of ~~mitigations~~ mitigation measures including, but not limited to, ~~those~~ the measure identified below.

REVISIONS TO DRAFT EIR CHAPTER 2.4: ENERGY

None

REVISIONS TO DRAFT EIR CHAPTER 2.5: CLIMATE CHANGE AND GREENHOUSE GASES

In addition to the minor modifications made to the housing and employment distributions in the Draft Plan Bay Area, as explained in Section 2.1, one change was made to the EMFAC2011 model since the Draft EIR emissions analysis was completed.

Changes to the EMFAC2011

EMFAC2011 is the new version of CARB's emission model and provides planners a tool for assessing emissions under different forecast scenarios. This includes conformity analyses of transportation plans and programs with the State Implementation Plans (SIPs) required by federal law, SIP inventories, alternative growth scenarios associated with regional transportation planning for greenhouse gas reductions (SB375), and regional transportation plan, environmental impact report (EIR) emission inventories.

In July 2012, ARB staff identified a typographical error in the EMFAC2011-LDV module code that incorrectly assigned trips in gasoline powered school buses, urban transit buses, other buses, motorcycles, and motorhomes in Santa Clara County. These trips were overestimated as a result,

[3] The acreage calculation is based on a 100 foot buffer on either side of the centerline of a linear project and a 100 foot radius around the center of a point project, such as an intersection improvement resulting in a new configuration. Existing roadway is categorized as "roadway" and thus not counted in timberland impact totals.

which led to an overestimate of ROG emissions in the Bay Area and for the statewide total. The EMFAC2011-LDV module has been corrected and re-released. New input files to SG were generated for Santa Clara County. The module code and algorithms in the EMFAC2011-SG module were not otherwise affected by this change.

The United States Environmental Protection Agency (USEPA) approved the EMFAC2011 emissions model for SIP and conformity purposes effective March 6, 2013. EMFAC2011 must be used for all new regional emissions analyses and CO, PM_{10} and $PM_{2.5}$ hotspot analyses that are started on or after September 6, 2013.

The revisions identified in Section 2.2 to this Final EIR are the result of the updated Santa Clara County trip assignment as well as the revisions to the housing and employment data made in June 2013.

Greenhouse Gas Emissions Revision

Two minor modifications were made to the analysis of greenhouse gas emissions reductions from the Climate Program. The revisions were:

1. **Carsharing**: for the 2035 analysis, Criterion 2.5-1, updated population according to 2035 data (previous analysis mistakenly used 2040 population data). Note that the adjustments yield a reduction the percent GHG reduction benefits from 2.8 percent to 2.6 percent.

2. **General**: Updated GHG emissions for each year. Updated methodology to calculate the GHG reductions from the feebate and vehicle buyback components of the Climate Program Initiatives to be consistent with other strategies. Note that this adjustment reduced the percent GHG reductions reported for the vehicle buyback and the feebate program were reduced very slightly, from 480 typical weekday tons in 2035 to 470 typical weekday tons, and from 640 typical weekday tons in 2035 to 590 typical weekday tons, respectively.

The revisions to the GHG analysis identified in Section 2.2 to this Final EIR are the result of the updated EMFAC2011 data, the revisions to the housing and employment data made in June 2013, and these two minor updates of the GHG emissions reductions for the Climate Program Initiatives. These changes do not affect the significance conclusions in the Draft EIR, nor do they result in significant changes in the regional modeling results, including the conclusion that the Draft Plan achieves the greenhouse gas emissions reduction targets.

Table 2.5-1 on Draft EIR page 2.5-5 is revised as follows:

TABLE 2.5-1: 2007 BAY AREA CO_2E EMISSIONS BY POLLUTANT

Pollutant	*Percentage*	*CO_2e (Million Metric Tons/Year)*
Carbon Dioxide	92	88
Methane	3	3
Nitrous Oxide	2	2
HFC, PFC, SF_6	4	4
Total	**100**	**96**

***Note:** MMTCO2E stands for million metric tons of CO2 equivalents. MTCO2E stands for metric tons of CO2 equivalents.

Source: Bay Area Air Quality Management District, Source Inventory of Bay Area Greenhouse Gas Emissions, Updated 2010.

The first paragraph under "California Sea Level Rise Interim Guidance Document" (Draft EIR page 2.5-27) is revised as follows:

EO S-13-08 directs the California Natural Resources Agency, in coordination with other state agencies and the National Academy of Sciences, to assess sea level rise for the Pacific Coast and create official sea level rise estimates for state agencies in California, Oregon and Washington. The assessment and official estimates ~~are expected in 2012~~ were released on March 15, 2013—in the interim, the California Ocean Protection Council convened the Sea Level Rise Task Force, comprised of representatives from 16 state agencies, to provide guidance to state agencies on incorporating sea level rise into planning decisions. The California Sea Level Rise Interim Guidance Document, released in October 2010, seeks to enhance consistency across agencies as each develops its respective approach to planning for sea level rise.

The paragraph under "Greenhouse Gas Emissions" (Draft EIR page 2.5-42) is revised as follows:

MTC generates vehicle activity data from its travel demand forecasting models, and uses EMFAC 2011 to calculate the CO_2 emissions from motor vehicle sources. Because the emissions model is based on the travel demand forecast model outputs, it accounts for the land use pattern as well as transportation improvements outlined in the proposed Plan. The emissions model also accounts for the effects of congestion (changes in average vehicle speeds) on CO_2 emissions. A detailed description of EMFAC 2011 is included in *Chapter 2.2: Air Quality* and a detailed description of the MTC travel demand forecasting model is included in *Chapter 2.1: Transportation*. EMFAC 2011 CO_2 output was subsequently adjusted to account for MTC's Climate Policy Initiatives, which are part of the proposed Plan and are expected to reduce overall emissions in 2020 by ~~3,950~~ 3,900 tons of CO_2 per day, and by ~~5,900~~ 5,700 tons of CO_2 per day in 2035 and 2040. **Table 2.5-5** shows these reduction assumptions by policy and corresponding reductions in annual Metric Tons of CO_2 equivalent ($MTCO_2e$). Detailed information on how the policy reductions were calculated and details on the assumed implementation year for each policy are included in MTC's

supplemental technical report, *Summary of Predicted Traveler Responses*, available on the project website www.onebayarea.org.

Table 2.5-5 (Draft EIR page 2.5-43) is revised as follows:

TABLE 2.5-5: PLAN BAY AREA CLIMATE POLICY INITIATIVES AND REDUCTIONS

Policy	*2020*			*2035 /2040*		
	% Per Capita Reduction from 2005	*Daily Tons of CO_2*	*Annual $MTCO_2e$[1]*	*% Per Capita Reduction from 2005*	*Daily Tons of CO_2*	*Annual $MTCO_2e$*
Regional Electric Vehicle Public Charger Network	-0.1%	~~-90~~ -76	~~-25,800~~ -21,100	-0.3%	~~-270~~ -280	~~-75,000~~ -78,300
Vehicle Buy-Back and Plug-In/ Electric Vehicles Purchase Incentives	0.0%	-	-	-0.5%	~~-480~~ -470	~~-133,500~~ -130,500
Car Sharing	-2.6%	~~-2060~~ -2,040	~~-572,400~~ -566,300	~~-2.8%~~ -2.6%	~~-2,540~~ -2,350	~~-703,700~~ -651,200
Vanpool Incentives	-0.3%	-230	-63,800	-0.4%	-360	-98,500
Clean Vehicles Feebate Program	0.00%	-	-	-0.7%	~~-640~~ -590	~~-176,300~~ -163,000
Smart Driving Strategy	~~-1.9%~~ -1.8%	-1,450	-403,100	~~-1.6%~~ -1.5%	-1,390	-384,800
Commuter Benefits Ordinance	~~-0.2%~~ -0.1%	-120	-32,500	-0.3%	-230	-64,700
Total	**~~-5.1%~~ -5.0%**	**~~-3,950~~ -3,920**	**~~-1,097,600~~ -1,086,800**	**~~-6.6%~~ -6.3%**	**~~-5,900~~ -5,660**	**~~-1,636,500~~ -1,582,300**

Note: Figures may not sum due to independent rounding.

1. A ratio of 1.00:1.02 was applied to all EMFAC 2011 generated CO_2 estimates to convert them to CO_2e. Emissions are annualized by multiplying by 300 to take account for the fact that there is less traffic on weekends. Conversion factors are taken from the California Air Resource Board Local Government Operations Protocol, Version 1.1, May 2010.

Source: MTC, 2013, Dyett & Bhatia, 2013.

The first paragraph under Impact 2.5-1 (Draft EIR page 2.5-50) is revised as follows:

Table 2.5-7 shows total daily and per capita car and light duty truck CO_2 emissions, which are expected to decline over time. The proposed Plan is expected to result in a ~~10.3~~ 10.4 percent decline in per capita emssions from 2005 to 2020, and a ~~16.4~~ 16.2 percent decline in per capita CO_2 emissions from 2005 to 2035, exceeding the SB 375 targets (of seven and 15 percent, respectively). This decline is attributable to numerous factors, most importantly the integrated land use and transporation plan in which the land use pattern focuses growth in higher-density locations near transit services. This compact approach to growth allows more efficient use of the existing transportation infrasturcture. The land use development pattern is described in greater detail in *Chapter 1.2: Overview of the Proposed Plan Bay Area.*

Table 2.5-7 (Draft EIR pages 2.5-50 and 2.5-51) is revised as follows:

TABLE 2.5-7: TOTAL AND PER CAPITA PASSENGER VEHICLE AND LIGHT DUTY TRUCK CO_2 EMISSIONS

Year	*Population*	*Modeled GHG Emissions (daily tons of CO_2)*	*Policy Initiatives Reduction (daily tons of CO_2)*	*CO_2 Emissions Per Capita (lb)*	*Per Capita CO_2 Emissions Relative to 2005*	*SB 375 Target*
2005	7,008,000	72,000	0	20.5	0.0%	n/a
2020	~~7,694,000~~ 7,698,000	~~75,000~~ 74,000	-4,000	18.3	~~-10.3%~~ -10.4%	-7.0%
2035	8,749,000	81,000	~~-5,900~~ -5,700	17.1	~~-16.4%~~ -16.2%	-15.0%
2040	~~9,137,000~~ 9,139,000	~~83,000~~ 83,000	~~-5,900~~ -5,700	16.8	~~-10.0%~~ -17.7%	n/a

Source: MTC, 2013.

The "Transportation GHG Emissions" section (Draft EIR pages 2.5-55 through 2.5-56) is revised as follows:

Overall, as a result of 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. However, consistent with State legislation, the analysis incorporates implementation of Pavley and LCFS regulations over the life of the proposed Plan. As shown in **Table 2.5-9**, when these standards are taken into account overall GHG emissions decline by 25 percent for passenger vehicles and by 7 percent for buses. While trucks and other vehicles GHG emissions continue to increase over time, these modes make a relatively small contribution to overall on-road GHG emissions.

Other regional GHG emissions are expected to occur from airport use. While airports can be expected to increase the number of flights to serve the increase in population and jobs, airports will also continue to have access to new technology and be required to comply with BAAQMD General Conformity rules for criteria air pollutants,[4] which would likely also have benefits for GHG emissions. Based on trends from the region's three commercial airports (San Francisco, Oakland, and San Jose), GHG emissions from airport operations are expected to increase by 71 percent between 2010 and 2040. This increase in airport emissions, which would occur regardless of the proposed Plan, offsets some of the decreases from Pavley and LCFS regulations.

In sum, annual GHG emissions are expected to decrease by over ~~4.6~~ 3.4 million $MTCO_2e$ from 2010 to 2040 under the proposed Plan, a ~~19~~ 13 percent decline.

[4] A requirement in federal law and administrative practice that requires that projects will not be approved if they do not conform with the State Implementation Plan by: causing or contributing to an increase in air pollutant emissions, violating an air pollutant standard, or increasing the frequency of violations of an air pollutant standard.

TABLE 2.5-9: EXISITNG AND FORECASTED ANNUAL TRANSPORTATION GHG EMISSIONS ($MTCO_2e$)

	2010 Baseline $MTCO_2e$	*2040 Proposed Plan $MTCO_2e$*	*Change from Existing*	*Percent Change from Existing*
Vehicle GHG Emissions (No Reductions)				
Passenger Vehicles	19,457,000	~~22,919,000~~ 22,916,000	~~3,462,000~~ 3,459,000	18%
Trucks	4,447,000	6,908,000	2,461,000	55%
Buses	615,000	~~634,000~~ 633,000	~~19,000~~ 18,000	3%
Other Vehicles	~~136,000~~ 114,000	~~177,000~~ 154,000	~~41,000~~ 40,000	~~30%~~ 35%
Airports	1,634,000	2,809,000	1,175,000	72%
MTC Climate Policy Initiative	--	~~-1,636,000~~ -1,582,000	-1,582,000	--
	~~**24,655,000**~~	~~**29,002,000**~~	~~**4,347,000**~~	~~**18%**~~
Total (No Reductions)	**26,267,000**	**31,838,000**	**5,571,000**	**21%**
Vehicle GHG Emissions (Pavley + LCFS)				
Passenger Vehicles	19,383,000	~~14,631,000~~ 14,629,000	~~-4,752,000~~ -4,754,000	-25%
Trucks	4,447,000	6,217,000	1,770,000	40%
Buses	615,000	~~571,000~~ 570,000	-44,000	-7%
Other Vehicles	~~136,000~~ 114,000	~~159,000~~ 138,000	~~23,000~~ 24,000	~~17%~~ 21%
Airports	1,634,000	2,809,000	1,175,000	72%
MTC Climate Policy Initiative	--	~~-1,636,000~~ -1,582,000	-1,582,000	--
	~~**24,581,000**~~	~~**19,942,000**~~	~~**-4,639,000**~~	~~**-19%**~~
Total (Pavley + LCFS)	**26,193,000**	**22,781,000**	**-3,411,000**	**-13%**

Note: Figures may not sum due to independent rounding.

Source: MTC, 2013; Dyett & Bhatia, 2013, BAAQMD, 2013.

~~Other regional GHG emissions are expected to occur from airport use. While airports can be expected to increase the number of flights to serve the increase in population and jobs, airports will also continue to have access to new technology and be required to comply with BAAQMD General Conformity rules for criteria air pollutants,[5] which would likely also have benefits for GHG emissions. For instance, as a result of development of newer engine technology and the continuing trend in the use of larger aircraft by the airlines, in the long~~

[5] A requirement in federal law and administrative practice that requires that projects will not be approved if they do not conform with the State Implementation Plan by: causing or contributing to an increase in air pollutant emissions, violating an air pollutant standard, or increasing the frequency of violations of an air pollutant standard.

~~term, the reduction in organic compound (ORG) and carbon monoxide (CO) emissions will offset some of the effects of the overall increase in the number of aircraft operations.[6] While criteria pollutants are not primary GHG pollutants, trends in criteria pollutants, ORG, and CO may have implications for CO_2 emissions and other GHG pollutants over time. These effects are not currently quantified, and therefore are not incorporated into a quantitative analysis.~~

The second full paragraph on Draft EIR page 2.5-56 and Table 2.5-10 are revised as follows:

With land use GHG emissions (electricity, natural gas, and waste GHG emissions) expected to decline by 12 percent and transportation GHG emissions expected to decline by ~~19~~ 13 percent, the combined effect of land use and transportation GHG emissions would result in a ~~15~~ 12 percent reduction in total GHG emissions from 2010 to 2040, as shown in **Table 2.5-10**.

TABLE 2.5-10: TOTAL REGIONAL ANNUAL GHG EMISSIONS

	2010 $MTCO_2e$	*2040 $MTCO_2e$*	*Change from 2010 to 2040*	*Percent Change from 2010 to 2040*
Land Use Emissions Subtotal[1]	24,266,000	21,402,000	-2,864,000	-12%
Transportation Emissions Subtotal[2]	~~24,581,000~~	~~19,942,000~~	~~-4,639,000~~	~~-19%~~
	26,193,000	22,781,000	-3,411,000	-13%
Regional Emissions Total	**~~48,847,000~~**	**~~41,344,000~~**	**~~-7,503,000~~**	**~~-15%~~**
	50,459,000	**44,183,000**	**-6,275,000**	**-12%**

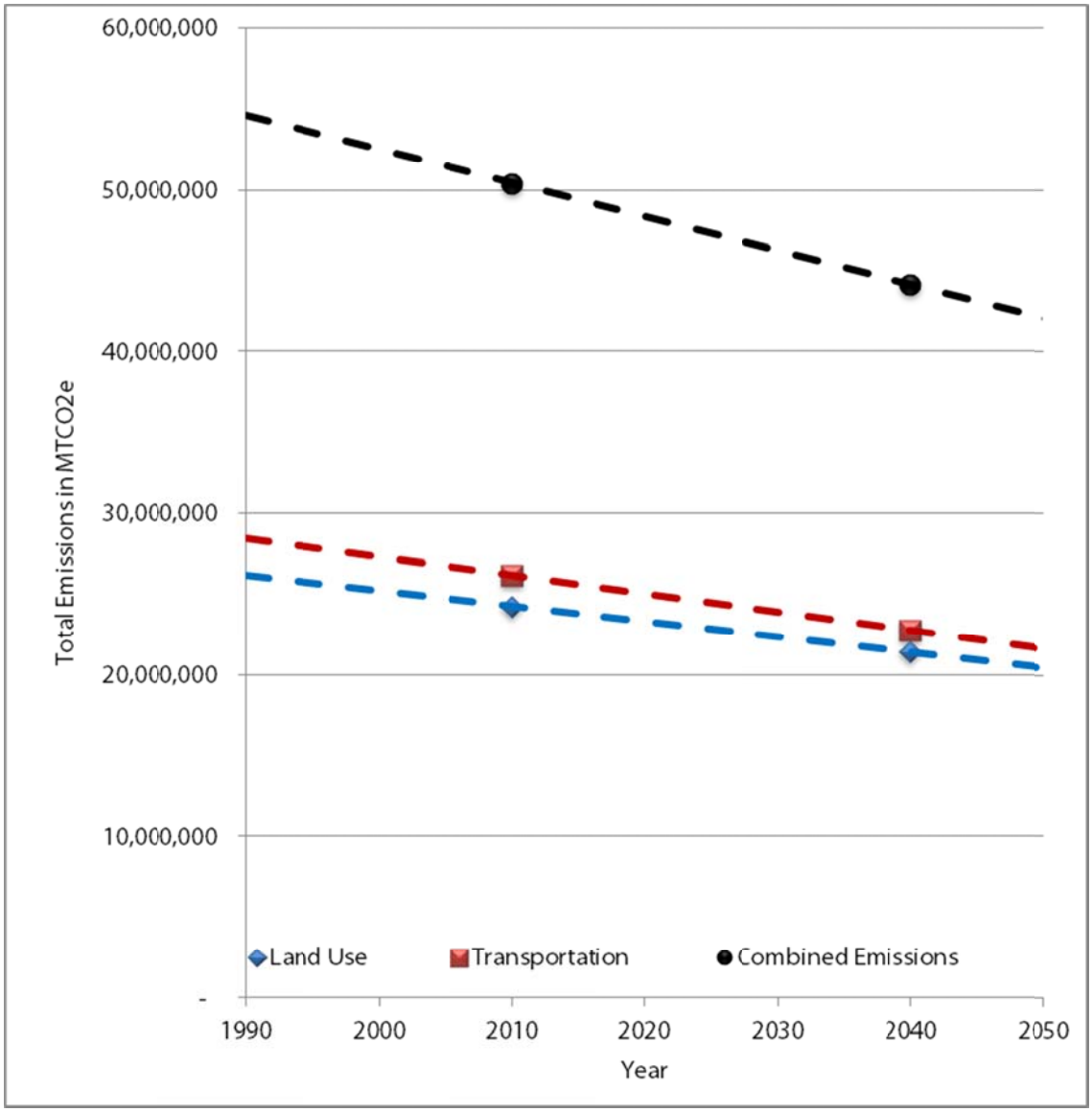
Note: Figures may not sum due to independent rounding.

1. Land Use emissions account for ARB Scoping Reductions, as outlined in Table ~~2.5-7~~ 2.5-8.
2. Transportation emissions account for Pavley regulations, and the LCFS, as outlined in Table ~~2.5-8~~ 2.5-9.

Source: MTC, 2013; Dyett & Bhatia, 2013.

[6] This trend is not true for NOx emissions, which is expected to be at a higher rate than the rate of increase in the number of aircraft operations. BAAQMD, Emission Inventory Methodology for Commercial Aircraft, Jet (Excerpt), updated by Sukarn Claire, 2011.

Figure 2.5-8 (p. 2.5-59) is replaced by the following figure:



The text under Mitigation Measure 2.5(a) (Draft EIR page 2.5-67) is revised as follows:

2.5(a) MTC and ABAG shall continue coordinating with BCDC, in partnership with the Joint Policy Committee and regional agencies and other partners who would like to participate, to conduct vulnerability and risk assessments for the region's transportation infrastructure. These assessments will build upon MTC, ~~and~~ Caltrans, and BCDC's Adapting to Rising Tides Transportation Vulnerability and Risk Assessment Pilot Project focused in Alameda County. Evaluation of regional and project-level vulnerability and risk assessments will assist in the identification of the appropriate adaptation strategies to protect transportation infrastructure and resources, as well as land use development projects, that are likely to be impacted and that are a priority for the region to protect. The Adaptation Strategy sub-section found at the end of this section includes a list of potential adaptation strategies that can mitigate the impacts of sea level rise. In most cases, more than one adaptation strategy will be required to protect a given transportation project or land use development project, and the implementation of the adaptation strategy will require coordination with other agencies and stakeholders. As MTC, BCDC, and ABAG conduct vulnerability and risk assessments for the region's transportation infrastructure, the Adaptation Strategy sub-section should serve as a guide for selecting adaptation strategies, but the list should not be considered ~~all~~ inclusive of all potential adaptation strategies as additional strategies not included in this list may also have the potential to reduce significant impacts.

The third to last paragraph on Draft EIR page 2.5-68 is revised as follows:

Implementing agencies and/or project sponsors shall consider implementation of ~~mitigations~~ mitigation measures including but not limited to those identified below.

Mitigation Measure 2.5(d) on Draft EIR page 2.5-68 and 2.5-69 is revised as follows:

2.5(d) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to the following. Executive Order S-13-08 requires all state agencies, including Caltrans, to incorporate sea level rise into planning for all new construction and routine maintenance projects; however, no such requirement exists for local transportation assets and development projects. Implementing agencies shall require project sponsors to incorporate the appropriate adaptation strategy or strategies to reduce the impacts of sea level rise on specific transportation and land use development projects where feasible based on project- and site-specific considerations. Potential adaptation strategies are included in the *Adaptation* ~~*Strategy*~~ *Strategies* sub-section found at the end of this section.

REVISIONS TO DRAFT EIR CHAPTER 2.6: NOISE

The bulleted list on Draft EIR page 2.6-32 is revised as follows:

Extension of rail transit service[7] to new areas of the Bay Area could result in exposure of existing sensitive land uses to noise levels in excess of standards developed by the FTA (see **Figure 2.6-6**). Such projects include:

- Third Street Light Rail line extension from north of King Street to Clay Street in Chinatown via a new Central Subway (San Francisco);
- Mission Bay Loop construction to connect the rail turnouts from the existing tracks on Third Street at 18th and 19th Streets with additional rail and overhead contact wire system on 18th, Illinois and 19th Street (San Francisco);
- MUNI T-Line extension from Bayshore/Sunnydale to Caltrain Bayshore Station (San Francisco);
- Light rail corridor extension into Parkmerced development project, add three new light rail stations and facilities, and add tail track and operator support facilities (San Francisco);
- Redwood City Street Car (Redwood City);
- Capitol Expressway light rail extension to Eastridge Transit Center - Phase II (San José);
- Light-rail transit extension from Winchester Station to Route 85 (Vasona Junction) (San José);
- Guadalupe Express light rail improvements (San José);
- Tasman Express Long T (includes double-tracking of a single-tracked light rail segment on the Mountain View line to facilitate the extra line of service) (San José);
- North First Street light rail speed Improvements (San José);
- Capitol Expressway Light Rail Extension - Phase I (includes sidewalk, landscape and street lights on both sides of the expressway from Capitol Avenue to Tully Road) (San José); and
- ~~Sonoma-Marin Area Rail Transit District (SMART) Commuter Rail.~~

Mitigation Measure 2.6(g) on Draft EIR page 2.6-33 and 2.6-34 is revised as follows:

2.6(g) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to the following. Prior to project approval, the implementing agency for a transportation project shall ensure that the transportation project sponsor applies the following mitigation measures to achieve a site-specific exterior noise performance standard as indicated in **Figure 2.6-6** at sensitive land uses, as applicable for rail extension projects:

- Using sound reduction barriers such as landscaped berms and dense plantings;

[7] While there would also be projects that would increase or extend bus transit, buses are on-road travel and were included in the assessment of roadway noise in Impact 2.6-2.

- Locating rail extension below grade;
- Using ~~methods to resilient damped wheels~~ damped or resilient wheels;
- Using vehicle skirts;
- Using under car acoustically absorptive material; and
- Installing sound insulation treatments for impacted structures.

The bulleted list under Impact 2.6-4, "Implementation of Transportation Projects" (Draft EIR page 2.6-35) is revised as follows:

Extension of rail transit service[8] to new areas of the Bay Area could result in exposure of existing sensitive land uses to vibration levels in excess of standards developed by the FTA (see **Table 2.6-4**). Such projects include:

- Third Street Light Rail line extension from north of King Street to Clay Street in Chinatown via a new Central Subway (San Francisco);
- Mission Bay Loop construction to connect the rail turnouts from the existing tracks on Third Street at 18th and 19th Streets with additional rail and overhead contact wire system on 18th, Illinois and 19th Street (San Francisco);
- MUNI T-Line extension from Bayshore/Sunnydale to Caltrain Bayshore Station (San Francisco);
- Light rail corridor extension into Parkmerced development project, add three new light rail stations and facilities, and add tail track and operator support facilities (San Francisco);
- Redwood City Street Car (Redwood City);
- Capitol Expressway light rail extension to Eastridge Transit Center - Phase II (San José);
- Light-rail transit extension from Winchester Station to Route 85 (Vasona Junction) (San José);
- Guadalupe Express light rail improvements (San José);
- Tasman Express Long T (includes double-tracking of a single-tracked light rail segment on the Mountain View line to facilitate the extra line of service) (San José);
- North First Street light rail speed Improvements (San José);
- Capitol Expressway Light Rail Extension - Phase I (includes sidewalk, landscape and street lights on both sides of the expressway from Capitol Avenue to Tully Road) (San José); and
- ~~Sonoma-Marin Area Rail Transit District (SMART) Commuter Rail.~~

[8] While there would also be projects that would increase or extend bus transit, buses are on-road travel and were included in the assessment of roadway noise in Impact 2.6-2.

Mitigation Measure 2.6(i) on Draft EIR page 2.6-36 and 2.6-37 is revised as follows:

2.6(i) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to the following. Prior to project approval the implementing agency shall ensure that project sponsors apply the following mitigation measures to achieve a vibration performance standard of 72 VdB at residential land uses, as feasible, for rail extension projects:

- Using high resilience (soft) direct fixation fasteners for embedded track; and
- Installing Ballast mat for ballast and tie track.

REVISIONS TO DRAFT EIR CHAPTER 2.7: GEOLOGY AND SEISMICITY

Mitigation Measure 2.7(c) (Draft EIR page 2.7-31) is revised as follows:

2.7(c) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to the following. To reduce the risk of soil erosion, implementing agencies shall require project sponsors to comply with National ~~Pollution~~ Pollutant Discharge Elimination System (NPDES) General Construction Permit requirements. Implementing agencies shall require project sponsors, as part of contract specifications with contractors, to prepare and implement best management practices (BMPs) as part of a Stormwater Pollution Prevention Plan that include erosion control BMPs consistent with California Stormwater Quality Association Handbook for Construction. For the purposes of this mitigation, less than significant means consistent with federal, state, and local regulations and laws related to construction practices.

REVISIONS TO DRAFT EIR CHAPTER 2.8: WATER RESOURCES

The first two paragraphs under "Mitigation Measures" on Draft EIR page 2.3-23 are revised as follows:

Implementing agencies and/or project sponsors shall consider implementation of mitigations measures including, but not limited, to ~~those~~ the measure identified below.

2.8(a) To reduce the impact associated with potential water quality standards violations or waste or stormwater discharge requirement violations, implementing agencies shall require project sponsors to comply with the State, and federal water quality regulations for all projects that would alter existing drainage patterns in accordance with the relevant regulatory criteria including but not limited to the National ~~Pollution~~ Pollutant Discharge Elimination System (NPDES) program, Provision C.3, and any applicable Stormwater Management Plans. Erosion control measures shall be consistent with NPDES General Construction Permit requirements including preparation and implementation of a Stormwater Pollution Prevention Plan, and final drainage plans shall be consistent with the San Francisco Regional MS4 NPDES permit or any applicable local drainage control requirements that exceed or reasonably replace any of these measures to ~~project~~ protect receiving waters from pollutants.

Mitigation Measure 2.8(b) (Draft EIR page 2.8-35 – 2.8-36) is revised as follows:

2.8(b) To reduce the impact of flood hazards, implementing agencies shall conduct or require project-specific hydrology studies for projects proposed to be constructed within floodplains to demonstrate compliance with Executive Order 11988, the National Flood Insurance Program, National Flood Insurance Act, Caltrans Highway Design Manual, Cobey-Alquist Floodplain Management Act, the Delta Stewardship Council's Delta Plan, as well as any further Federal Emergency Management Agency (FEMA) or State requirements that are adopted at the local level. These studies shall identify project design features or mitigation measures that reduce impacts to either floodplains or flood flows to a less than significant level such as requiring minimum elevations for finished first floors, typically at least one foot above the 100-year base flood elevation, where feasible based on project- and site-specific considerations. For the purposes of this mitigation, less than significant means consistent with these federal, State, and local regulations and laws related to development in the floodplain. Local jurisdictions shall, to the extent feasible, appropriate, and consistent with local policies, prevent development in flood hazard areas that do not have demonstrable protections.

REVISIONS TO DRAFT EIR CHAPTER 2.9: BIOLOGICAL RESOURCES

The following paragraph is added after the third paragraph in the section entitled "San Francisco Bay Aquatic Resources" (Draft EIR page 2.9-11):

As the largest estuary on the west coast, the San Francisco Bay is also home to millions of birds, which depend on the bay for rest and refueling on migratory routes. Anadramous and marine fish populations are also highly dependent on the migratory routes of bird species in the bay.

The paragraph under the heading 'Special-Status Plants" (Draft EIR page 2.9-15) is revised as follows:

Special-status plants are not expected to occur in urban, agricultural, or ruderal environments due to the degree of disturbance to soils and vegetation, as well as habitat fragmentation, found in these areas. However, although these plants are not expected to occur, their presence is not ruled out as they can occasionally be found within these areas.

Figure 2.9-5, "Critical Habitat: North Bay" is corrected in the Draft EIR (page 2.9-27), with the figure on the following page:

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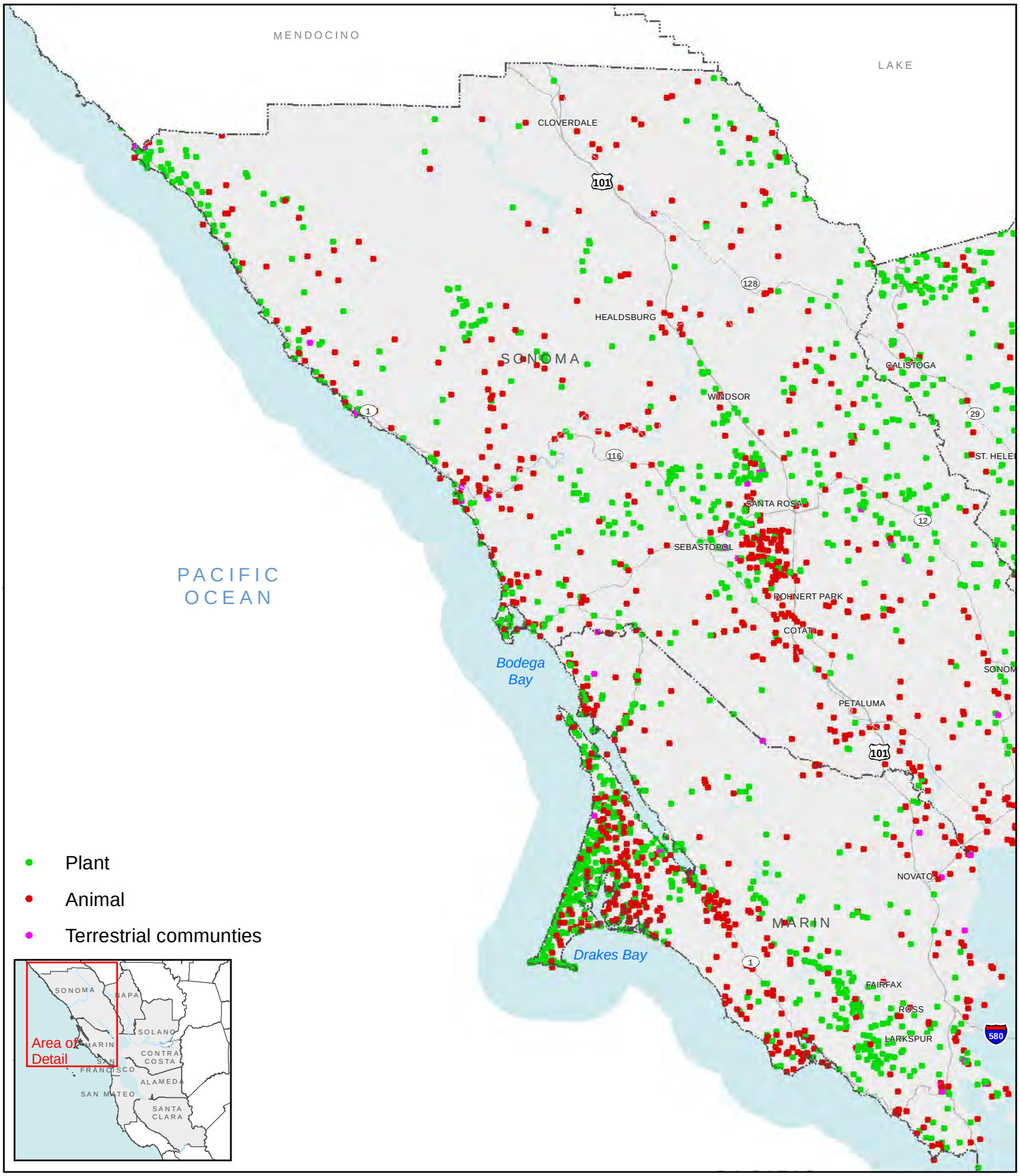
Figure 2.9-5 August, 2012

CNDDB Documented Sensitive Biological Resources: North Bay



Data Source: ESRI, 2012; Street base data and county base data, Tele Atlas North America, Inc., 2008; CDFG, 2012

0 2.5 5 10 Miles

1 in = 8 miles

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The second paragraph under "Migratory Corridors and Linkages" (Draft EIR pages 2.9-35 and 2.9-36) is revised as follows:

The ECAs are not regulatory delineations but are identified as lands likely important to wildlife movement between large, mostly natural areas at the statewide level. The ECAs form a functional network of wildlands that are considered important to the continued support of California's diverse natural communities. The ECAs were not developed for the needs of particular species but were based primarily on the concept of ecological integrity, which considers the degree of land conversion, residential housing impacts, road impacts, and status of forest structure (for forested areas).[9] The Conservation Land Network (CLN) has also been established as a scientifically based analysis that focuses on biodiversity and local migratory conditions previously unavailable in the Bay Area, and identifies the most essential lands needed to sustain biological diversity. CLN analysis presents data at a somewhat finer resolution than the ECAs, which can be seen in Figure **2.9-9**. In addition, consideration was given to the degree of conservation protection and areas known to support high biological values, such as mapped critical habitat and hotspots of species endemism.[10] ECAs were mapped on a state-wide level and should be considered coarse-scale polygons that can inform land-planning efforts, but that should eventually be replaced by more detailed linkage designs, developed at finer resolution at the regional and ultimately local scale based on the needs of particular species and ecological processes. There are a total of 13 ECAs mapped within the nine-county Bay Area (see **Figure 2.9-9**). As seen in this figure, ECAs occur within all nine Bay Area counties and are typically centered along the region's mountain ranges. These areas are comprised primarily of wildlands, but may also include some agricultural and developed areas (mostly rural residential) and many are bisected by major roadways.

Figure 2.9-9, "Essential Connectivity Areas," (Draft EIR page 2.9-37) is replaced with the figure on the following page:

[9] Ibid.

[10] Ibid.

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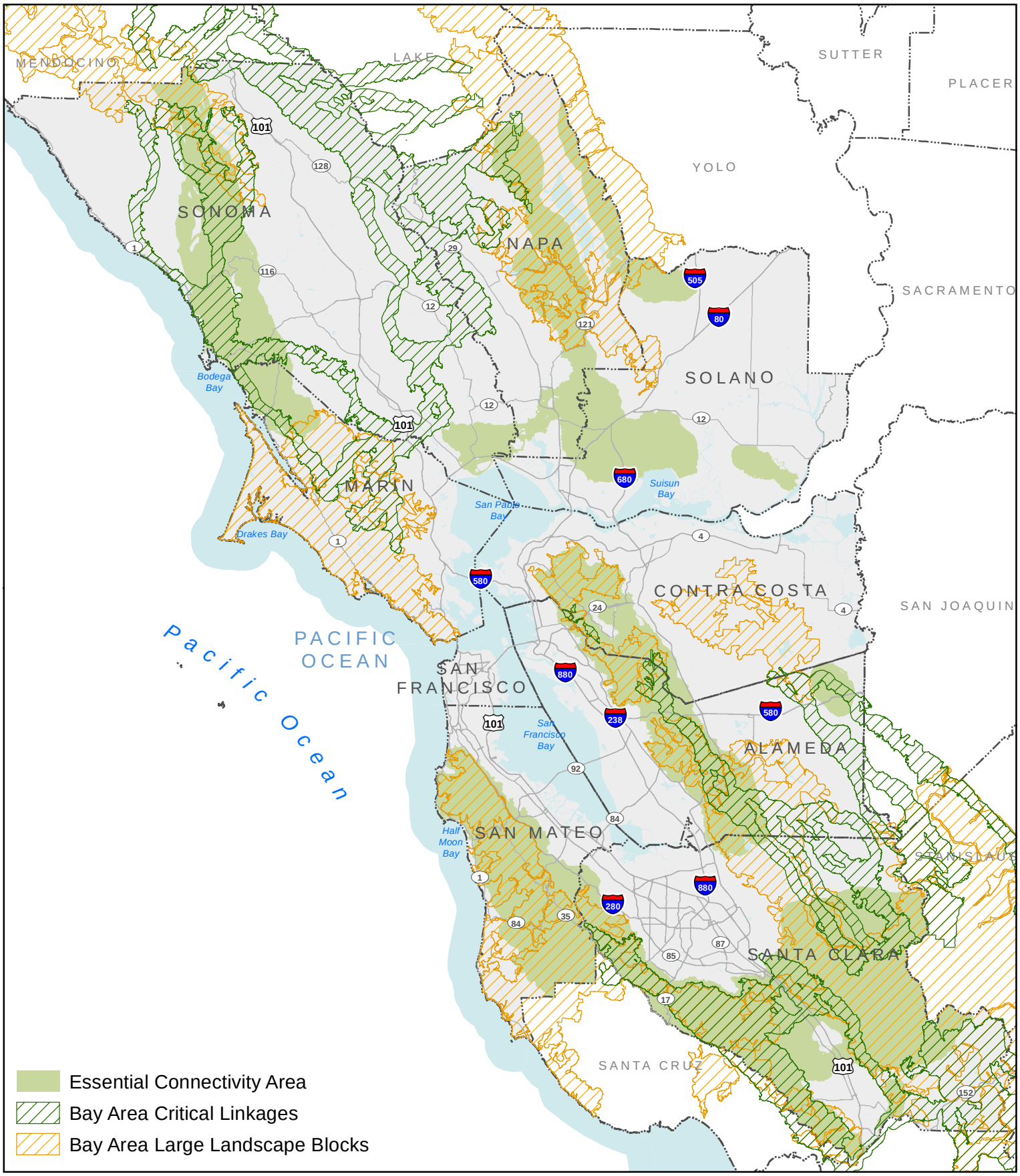
Figure 2.9-9

Essential Connectivity Areas and Bay Area Critical Linkages

May, 2013



Data Source: ESRI, 2012; Street base data and county base data, Tele Atlas North America, Inc., 2008; DFG, 2010; SC Wildlands, 2012

0 5 10 20 Miles

1 in = 16 miles

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The first two paragraphs under "Mitigation Measure" on Draft EIR page 2.9-65 and 2.9-66 are revised as follows:

Implementing agencies and/or project sponsors shall consider implementation of ~~mitigations~~ mitigation measures including, but not limited to, ~~those~~ the measure identified below.

2.9(c) Implementing agencies shall require project sponsors to conduct a pre-construction breeding bird surveys for specific projects proposed in areas containing, or likely to contain, habitat for nesting birds. The survey shall be conducted by appropriately trained professionals pursuant to adopted protocols and agency guidelines. Where a breeding bird survey establishes that mitigation is required to avoid direct and indirect adverse effects on nesting raptors and other protected birds, mitigation will be developed consistent with the requirements of CEQA, USFWS, and CDFW regulations and guidelines, in addition to requirements of any applicable and adopted HCP/NCCP or other applicable plans developed to protect species or habitat. Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:

The first paragraph under "Mitigation Measures" on page 2.9-71 is revised as follows:

Implementing agencies and/or project sponsors shall consider implementation of ~~mitigations~~ mitigation measures including, but not limited to, ~~those~~ the measure identified below.

The text under list under "Mitigation Measures" on Draft EIR page 2.9-75 is revised as follows:

Implementing agencies and/or project sponsors shall consider implementation of ~~mitigations~~ mitigation measures including, but not limited to, ~~those~~ the measure identified below.

2.9(e) Mitigation measures to reduce impacts on wildlife corridors that shall be required by implementing agencies where feasible based on project- and site- specific considerations include, but are not limited to the following. Implementing agencies shall require project sponsors to prepare detailed analyses for specific projects affecting Essential Connectivity Area (ECA) lands within their sphere of influence to determine what wildlife species may use these areas and what habitats those species require. Projects that would not affect ECA lands but that are located within or adjacent to open lands, including wildlands and agricultural lands, shall also assess whether or not significant wildlife corridors are present, what wildlife species may use them, and what habitat those species require. The assessment shall be conducted by qualified professionals and according to any applicable agency standards. Mitigation shall be consistent with the requirements of CEQA and/or follow an adopted HCP/NCCP or other relevant plans developed to protect species and their habitat, including migratory linkages.

Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:

- Constructing wildlife friendly overpasses and culverts;
- Fencing major transportation corridors in the vicinity of identified wildlife corridors;
- Using wildlife friendly fences that allow larger wildlife such as deer to get over, and smaller wildlife to go under;
- Locating structures at the edge of a habitat restoration area, rather than in the middle, to improve opportunities for restoring habitat connectivity;
- Elevating structures so that water can flow underneath to allow for restoration of aquatic habitat dependent on tides or periodic flooding;
- Limiting wildland conversions in identified wildlife corridors; ~~and~~
- Retaining wildlife friendly vegetation in and around developments; and
- Compliance with existing local regulations and policies, including applicable HCP/NCCPs. that exceed or reasonably replace any of the above measures protective of jurisdictional wetlands or special-status natural communities.

The description of Mitigation Measure 2.9(h) (last paragraph on Draft EIR page 2.9-79 and first two lines of 2.9-80) is revised as follows:

2.9(h) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to the following. Implementing agencies and project sponsors whose projects are located within the Coastal Zone or within BCDC jurisdiction shall carefully review the applicable local coastal program or San Francisco Bay Plan for potential conflicts, as well as the Delta Plan, and involve the California Coastal Commission, ~~or~~ BCDC, or the Delta Stewardship Council as early as possible in the project-level EIR process.

REVISIONS TO DRAFT EIR CHAPTER 2.10: VISUAL RESOURCES

The text under "Mitigation Measure" on Draft EIR page 2.10-24 is revised as follows:

Implementing agencies and/or project sponsors shall consider implementation of ~~mitigations~~ mitigation measures including but not limited to those identified below.

2.10(b) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:

- Project sponsors and implementing agencies shall complete design studies for projects in designated or eligible State Scenic Highway corridors. Implementing agencies shall consider the "complete" highway system and design projects to minimize impacts on the

quality of the views or visual experience that originally qualified the highway for scenic designation.

- Contouring the edges of major cut and fill slopes to provide a more natural looking finished profile that is appropriate to the surrounding context, using natural shapes, textures, colors, and scale to minimize contrasts between the project and surrounding areas.
- Complying with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect visual resources where feasible based on project- and site-specific considerations.

The description of Mitigation Measure 2.10(e) on Draft EIR page 2.10-32 is revised as follows:

2.10(e) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:

- Designing projects to minimize light and glare from lights, buildings, and roadways facilities.
- Minimizing and controlling glare from transportation projects through the adoption of project design features that reduce glare. These features include:
  - Planting trees along transportation corridors to reduce glare from the sun;
  - Landscaping off-street parking areas, loading areas, and service areas; and
  - Shielding transportation lighting fixtures to minimize off-site light trespass.
- Minimizing and controlling glare from land use and transportation projects through the adoption of project design features that reduce glare. These features include:
  - Limiting the use of reflective materials, such as metal;
  - Using non-reflective material, such as paint, vegetative screening, matte finish coatings, and masonry;
  - Screening parking areas by using vegetation or trees; and
  - Using low-reflective glass.
- Imposing lighting standards that ensure that minimum safety and security needs are addressed and minimize light trespass and glare associated with land use development. These standards include the following:
  - Minimizing incidental spillover of light onto adjacent private properties and undeveloped open space;
  - Directing luminaries away from habitat and open space areas adjacent to the project site;
  - Installing luminaries that provide good color rendering and natural light qualities; and

  - Minimizing the potential for back scatter into the nighttime sky. ~~and for incidental spillover of light onto adjacent private properties and undeveloped open space~~.

- Complying with existing local regulations and policies that exceed or reasonably replace any of the above measures that reduce light and glare impacts.

REVISIONS TO DRAFT EIR CHAPTER 2.11: CULTURAL RESOURCES

The text under "Mitigation Measures" on Draft EIR page 2.11-15 is revised as follows:

Implementing agencies and/or project sponsors shall consider implementation of ~~mitigations~~ mitigation measures including, but not limited to, those identified below.

2.11(b) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:

- Pursuant to Government Code Sections 65351 and 65352, in-person consultation shall be conducted with Native American tribes and individuals with cultural affiliations where the project is proposed to determine the potential for, or existence of, cultural resources, including cemeteries and sacred places, prior to project design and implementation stages.
- Prior to construction activities, project sponsors shall retain a qualified archaeologist to conduct a record search at the appropriate Information Center of the California Archaeological Inventory to determine whether the project area has been previously surveyed and whether resources were identified. When recommended by the Information Center, project sponsors shall retain a qualified archaeologist to conduct archaeological surveys prior to construction activities.
- Preparation of a research design and testing plan should be developed in advance of implementation of the construction project, in order to efficiently facilitate the avoidance of cultural sites throughout the development process.
- If record searches and field surveys indicate that the project is located in an area rich with archaeological resources, project sponsors should retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.
- Written assessments should be prepared by a qualified tribal representative of sites or corridors with no identified cultural resources but which still have a moderate to high potential for containing tribal cultural resources.
- Upon "late discovery" of prehistoric archaeological resources during construction, project sponsors shall consult with the Native American tribe as well as with the "Most-Likely-Descendant" as designated by the Native American Heritage Commission pursuant to ~~PRC~~ Public Resources Code 5097, 98(a).
- Preservation in place is the preferred manner of mitigating impacts on archeological sites because it maintains the relationship between artifacts and the archeological context, and it may also avoid conflict with religious or cultural values of groups associated with the site. This may be achieved through incorporation within parks, green-space, or other

open space by re-designing project using open space or undeveloped lands. This may also be achieved by following procedures for capping the site underneath a paved area. When avoiding and preserving in place are infeasible based on project- and site-specific considerations, a data recovery plan may be prepared according to CEQA Guidelines Section 15126.4(b)(3)(C). A data recovery plan consists of: the documentation and removal of the archeological deposit from a project site in a manner consistent with professional (and regulatory) standards; the subsequent inventorying, cataloguing, analysis, identification, dating, and interpretation of the artifacts; and the production of a report of findings.

- Complying with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect archaeological resources.

The text under "Mitigation Measures" on Draft EIR page 2.11-16 and 2.11-17 is revised as follows:

Implementing agencies and/or project sponsors shall consider implementation of mitigations measures including but not limited to those identified below.

2.11(c) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:

- Prior to construction activities, project sponsors should retain a qualified paleontologist to conduct a record search using an appropriate database, such as the UC Berkeley Museum of Paleontology to determine whether the project area has been previously surveyed and whether resources were identified. As warranted, project sponsors should retain a qualified paleontologist to conduct paleontological surveys prior to construction activities.
- Preparation of a research design and testing plan should be developed in advance of implementation of the construction project, in order to efficiently facilitate the avoidance of ~~cultural sites~~ paleontological resources and sites and unique geologic features throughout the development process.
- If record searches and field surveys indicate that the project is located in an area rich with paleontological, and/or geological resources, project sponsors should retain a qualified paleontologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.
- Complying with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect paleontological or geologic resources.

The text under "Mitigation Measures" on Draft EIR page 2.11-18 is revised as follows:

Implementing agencies and/or project sponsors shall consider implementation of ~~mitigations~~ mitigation measures including, but not limited to, ~~those~~ the measure identified below.

2.11(d) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-_and site-specific considerations include, but are not limited to:

- Under Section 7050.5 of the California Health and Safety Code, as part of project oversight of individual projects, project sponsors can and should, in the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required.
- Under California Public Resources Code 5097.98, if any discovered remains are of Native American origin:
  - The coroner shall contact the Native American Heritage Commission, which shall notify the most likely descendant(s) of the deceased. ~~in order to ascertain the proper descendants from the deceased individual.~~ The ~~coroner~~ descendant(s) should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains; or
  - ~~If the Native American Heritage Commission is unable to identify a descendant, or the descendant failed to make a recommendation within 24 hours after being notified by the commission, t~~The landowner or their authorized representative shall obtain a –Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance where any of the following conditions occurs:
    - The Native American Heritage Commission is unable to identify a descendent; or
    - The descendant identified fails to make a recommendation; or
    - The landowner or their authorized representative rejects the recommendation of the descendant, and ~~the~~ mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

REVISIONS TO DRAFT EIR CHAPTER 2.12: PUBLIC UTILITIES AND FACILITIES

On Draft EIR page 2.12-6, the first paragraph under "San Francisco Public Utilities Commission" is revised as follows:

The San Francisco Public Utilities Commission (SFPUC) operates the Regional Water System (RWS) that provides water to nearly ~~2.5~~ 2.6 million people within San Francisco, San Mateo, Santa Clara, Alameda, and Tuolumne counties. The RWS consists of more than 280 miles of pipeline and 60 miles of tunnels, 11 reservoirs, five pump stations, and two water

treatment plans. The SFPUC provides water to both retail and wholesale customers, totaling approximately ~~32 and 68 percent~~ one third and two thirds of its water, respectively.

The second full paragraph of the Draft EIR, page 2.12-7 is revised as follows:

The primary water source for San Mateo County is SFPUC's Peninsula System. The system utilizes ~~two reservoirs, Crystal Springs and San Andreas, which collect runoff from the San Mateo Creek Watershed~~ the Hetch Hetchy Reservoir on the Tuolumne River in Yosemite National Park. Water from the Pilarcitos Reservoir, on Pilarcitos Creek, directly serves one of the wholesale customers, the Coastside County Water District (which serves Half Moon Bay, Miramar, Princeton By The Sea, and El Granada), and can also deliver water to Crystal Springs and San Andreas Reservoirs. ~~Wholesale customers of the SFPUC Peninsula System include~~ SFPUC supplies serve all of its wholesale customers, which include the following agencies: Alameda County Water District, the cities of Brisbane, Burlingame, Daly City, East Palo Alto, Hayward, Menlo Park, Millbrae, Milpitas, Mountain View, Palo Alto, San Bruno, Redwood City, San Jose, Santa Clara, Sunnyvale, the Town of Hillsborough, the Coastside County Water District, the Mid-Peninsula Water District, the Cordilleras Mutual Water Association, the Estero Municipal Improvement District, the Guadalupe Valley Municipal Improvement District, the Purissima Hills Water District, Stanford University, Westborough Water District, and the North Coast County Water District. It also serves the California Water Service Company Bear Gulch and Bayshore Districts.

A footnote is added to Table 2.12-2 (Draft EIR page 2.12-20) that states:

Note: San Francisco PUC values are for retail service only and do not include wholesale.

The first full paragraph on Draft EIR page 2.12-22 is revised as follows:

Some Bay Area water agencies are projecting future water supply shortfalls in dry years, and some are already seeing such shortfalls, as shown in **Table 2.12-4**. The San Francisco Public Utilities Commission (SFPUC), among others, is notable in taking account of the need to plan for multiple dry years. In fact, the SFPUC's water supply planning is based on an 8.5 year drought. Other agencies anticipate being able to handle a single dry year, largely due to reservoirs or other storage capacity. The severity and timing of dry year shortfalls differ greatly among the agencies due to the wide variation of supply sources, types of use, and climates within the region.

A footnote is added to Figure 2.12-6 (Draft EIR page 2.12-31) that states:

The Daly City and Oceanside treatment plans are represented by a single dot.

The last paragraph under "Impacts of Land Use Projects" on Draft EIR page 2.12-47 is revised as follows:

As seen in **Table 2.12-2**, the major water suppliers in the region—except the Solano County Water Agency—can supply adequate water for their projected service populations through 2035 during normal years. Adequate supplies for many districts also rely on successful achievement of water conservation targets and the completion of supply expansion projects, such as new water contracts, land acquisition, groundwater recharge, and reclaimed water distribution. In some areas, such as the City and County of San Francisco and the Santa Clara Valley, adequate supply through 2040 is not guaranteed without significant water conservation efforts. In San Francisco, the ability of supply projects to move forward depends on multiple factors, like environmental review, permitting requirements, public acceptable and the ability of funding. All water suppliers should be pursuing the water conservation targets set by the State under SB X7-7 and regularly updating their Urban Water Management Plans. The enforcement of SB 610 and SB 221 by local jurisdictions should ensure that an adequate water supply is available for large residential developments prior to their approval.

A footnote is added to Table 2.12-8 (Draft EIR page 2.12-51) that states:

Including demand from Treasure Island increases the projections for San Francisco by 2 mgd.

Mitigation Measure 2.12(f) (last paragraph on Draft EIR page 2.12-55 and continuing on to page 2.12-56) is revised as follows:

2.12(f) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to the following. Transportation projects shall incorporate stormwater control, retention, and infiltration features, such as detention basins, bioswales, vegetated median strips, and permeable paving, early into the design process to ensure that adequate acreage and elevation contours are planned. Implementing agencies shall require project sponsors to comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that reduce stormwater drainage impacts.

The text under "Mitigation Measures" on Draft EIR page 2.12-57 is revised as follows:

Implementing agencies and/or project sponsors shall consider implementation of ~~mitigations~~ mitigation measures including, but not limited to, those identified below.

2.12(h) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to, the following. For projects that could increase demand on water and wastewater treatment facilities, project sponsors shall coordinate with the relevant service provider to ensure that the existing public services and utilities could be able to handle the increase in demand. If the current infrastructure servicing the project site is found to be

inadequate, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.

Further, ~~all of the~~ Mitigation Measures 2.12(2), (b), (c), and (d) ~~mitigation measures listed under Impact 2.12-1 and Impact 2.12-2~~ will help reduce water demand and wastewater generation, and subsequently help reduce the need for new or expanded water and wastewater treatment facilities. Mitigation Measures 2.12(e), (f) and (g) ~~The mitigation measures listed under Impact 2.12-3~~ will also help mitigate the impact of additional stormwater runoff from land use and transportation projects on existing wastewater treatment facilities.

REVISIONS TO DRAFT EIR CHAPTER 2.13: HAZARDS

Mitigation Measure 2.13(d) on Draft EIR page 2.13-35 and page 2.13-36 is revised as follows:

2.13(d) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:

- Determining whether specific land use and transportation project sites are listed as a hazardous materials and/or waste site pursuant to Government Code Section 65962.5.
- Requiring preparation of a Phase I ESA in accordance with the American Society for Testing and Materials' ASTM E-1527-05 standards for any listed sites or sites with the potential of residual hazardous materials and/or waste as a result of location and/or prior uses. ~~For work requiring any demolition or renovation, the Phase I ESA shall make recommendations for any hazardous building materials survey work that shall be done.~~
- Implementing recommendations included in a Phase I ESA prepared for a site.
- If a Phase I ESA indicates the presence or likely presence of contamination, the implementing agency shall require a Phase II ESA, and recommendations of the Phase II ESA shall be fully implemented.
- For work requiring any demolition or renovation, the Phase I ESA shall make recommendations for any hazardous building materials survey work that shall be done.
- Requiring construction contractors to prepare and implement soil management contingency plans which provide procedural guidance on the handling, notification, and protective measures to be taken in the event of encountering suspected contamination or naturally occurring asbestos.

REVISIONS TO DRAFT EIR CHAPTER 2.14: PUBLIC SERVICES

Table 2.14-2 (Draft EIR page 2.14-5) is revised as follows:

TABLE 2.14-2: ~~BAY AREA PARKS AND OPEN SPACE~~BAY AREA PUBLICLY ACCESSIBLE PARKS AND OPEN SPACE

County	*Parks and Open Space (acres)**
Alameda	~~116,000~~ 110,000
Contra Costa	~~130,000~~120,000
Marin	~~162,000~~160,000
Napa	~~129,000~~121,000
San Francisco	~~6,000~~5,600
San Mateo	~~108,000~~85,000
Santa Clara	~~201,000~~178,000
Solano	~~53,000~~40,000
Sonoma	~~110,000~~117,000
TOTAL	**~~1,015,000~~940,000**

* Includes publicly owned lands and privately owned lands that are accessible to the public.

Note: Figures may not sum due to independent rounding.

Source: Bay Area Open Space Council and GreenInfo Network, Bay Area Protected Areas Database, 2011

The text under "Mitigation Measure" on Draft EIR page 2.14-14 is revised as follows:

Implementing agencies and/or project sponsors shall consider implementation of ~~mitigations~~ mitigation measures including, but not limited to, ~~those~~ the measure identified below.

2.14(a) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:

- Ensuring that adequate public services, and related infrastructure and utilities, will be available to meet or satisfy levels identified in the applicable local general plan or service master plan prior to approval of new development projects.
- Complying with existing local regulations and policies that exceed or reasonably replace the above measure~~s~~ ~~that reduce~~ in reducing public service impacts.

Table 2.14-3 (Draft EIR page 2.14-15) is revised as follows:

TABLE 2.14-3: BAY AREA PARKS AND OPEN SPACE AND ACREAGE PER 1,000 RESIDENTS, BY COUNTY

County	*Parks and Open Space (acres)**	*2010 Population*	*2010 Acres Per 1,000 Residents*
Alameda	~~116,000~~110,000	1,497,000	~~77~~ 73
Contra Costa	~~130,000~~120,000	1,044,000	~~125~~ 115
Marin	~~162,000~~160,000	246,000	~~659~~ 650
Napa	~~129,000~~121,000	134,000	~~965~~ 903
San Francisco	~~6,000~~5,600	800,000	7
San Mateo	~~108,000~~85,000	715,000	~~151~~ 119
Santa Clara	~~201,000~~178,000	1,772,000	~~113~~ 100
Solano	~~53,000~~40,000	403,000	~~132~~ 99
Sonoma	~~110,000~~117,000	480,000	~~230~~ 244
TOTAL	**~~1,015,000~~940,000**	**7,091,000**	**~~143~~ 133**

* Includes publicly owned lands and privately owned lands that are accessible to the public.

Note: Figures may not sum due to independent rounding.

Source: Bay Area Open Space Council and GreenInfo Network, Bay Area Protected Areas Database, 2011

The first paragraph under "Impacts of Land Use Projects" (Draft EIR page 2.14-15) is revised as follows:

Currently, the nine-county Bay Area contains approximately ~~1,015,000~~940,000 acres of open space and parkland and 7,091,000 people, resulting in about ~~143~~133 acres per thousand residents, with acreage per resident varying substantially by county, as shown in **Table 2.14-3**. Open space resources, however, serve residents from throughout the region, so park acreage in Marin or Napa, for instance, is actually serving residents throughout the region. Implementation of the proposed Plan would increase the number of residents making use of existing parkland and could cause accelerated physical deterioration of parks and recreational facilities as a result. Most local jurisdictions have their own goals and standards for acceptable amounts of parkland, typically in terms of acres per 1,000 residents or per capita. Local jurisdictions strive to ensure that new developments make adequate provisions for new parkland. However, there is no similar regional goal for per capita open space and parkland acreage.

The text under "Mitigation Measures" on Draft EIR page 2.14-16 is revised as follows:

Implementing agencies and/or project sponsors shall consider implementation of ~~mitigations~~ mitigation measures including, but not limited to, ~~those~~ the measure identified below.

2.14(b) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on ~~project-and~~ project- and site-specific considerations include, but are not limited to:

- Ensuring that adequate parks and recreational facilities will be available to meet or satisfy levels identified in the applicable local general plan or service master plan prior to approval of new development.
- Complying with existing local regulations and policies that exceed or reasonably replace the above measure~~s~~ ~~that reduce~~ in reducing impacts on recreational facilities.

REVISIONS TO DRAFT EIR CHAPTER 3.1: ALTERNATIVES

Page 3.1-5: Description of the No Project Alternative is revised as follows:

~~Urban growth boundaries~~ Urban boundary lines would be assumed to expand at historical rates, allowing for additional development potential in greenfield locations.

Page 3.1-8, Table 3.1-1: Policy Measure Comparison is revised as follows:

The LAND USE POLICIES sub-heading of ~~"Growth Boundaries"~~ is replaced with "Urban Boundary Lines".

The second paragraph on Draft EIR page 3.1-10 is revised as follows:

Unlike all other alternatives, Alternative 4 has different levels of household and employment growth in the region. Compared to the proposed Plan, it includes four percent more households and one percent more jobs. ~~This higher growth total reflects the Senate Bill 375 requirement to house the region's entire population (i.e., provide a house for every household employed in the region).~~

Table 3.1-7 (Draft EIR page 3.1-18) is revised as follows:

TABLE 3.1-7: TRANSPORTATION SYSTEM CAPACITY (2010-2040)

	2010	*2040 Plan (Alt 2)*	*2040 No Project (Alt 1)*	*Change from Proposed Plan*	*2040 Transit Priority Focus (Alt 3)*	*Change from Proposed Plan*	*2040 Enhanced Network of Communities (Alt 4)*	*Change from Proposed Plan*	*2040 Environment, Equity, and Jobs (Alt 5)*	*Change from Proposed Plan*
Freeway Lane-Miles	5,495	6,056	5,806	-4%	5,998	-1%	6,056	0%	5,806	-4%
Expressway Lane-Miles	1,019	~~1,132~~ 1,150	~~1,032~~1,050	-9%	~~1,132~~1,150	0%	~~1,132~~1,150	0%	~~1,032~~1,050	-9%
Arterial Lane-Miles	8,710	~~8,749~~8,801	~~8,749~~8,767	0%	~~8,749~~8,801	0%	~~8,749~~8,801	0%	~~8,683~~8,735	-1%
Collector Lane-Miles	5,528	~~5,502~~5,536	~~5,502~~5,548	0%	~~5,502~~5,536	0%	~~5,502~~5,536	0%	~~5,509~~5,543	0%
Total Roadway Lane-Miles	**20,751**	**~~21,438~~ 21,542**	**~~21,067~~21,171**	**-2%**	**~~21,381~~ 21,485**	**0%**	**~~21,438~~21,542**	**0%**	**~~21,030~~ 21,134**	**-2%**
Daily[1] Local Bus Seat-Miles	~~34,477,000~~ 13,647,000	~~37,828,000~~ 14,971,000	~~36,570,000~~ 14,476,000	-3%	~~39,039,000~~ 15,453,000	+3%	~~37,809,000~~ 14,966,000	0%	~~41,887,000~~ 16,580,000	+11%
Daily Express Bus Seat-Miles	~~7,560,000~~ 2,993,000	~~9,050,000~~ 3,582,000	~~6,753,000~~ 2,673,000	-25%	~~9,136,000~~ 3,616,000	+1%	~~9,045,000~~ 3,581,000	0%	~~10,232,000~~ 4,050,000	+13%
Daily Light Rail Seat-Miles	~~8,114,000~~ 3,212,000	~~10,781,000~~ 4,268,000	~~8,848,000~~ 3,502,000	-18%	~~10,781,000~~ 4,268,000	0%	~~10,781,000~~ 4,268,000	0%	~~12,814,000~~ 5,072,000	+19%
Daily Heavy Rail Seat-Miles	~~44,134,000~~ 17,470,000	~~56,743,000~~ 22,461,000	~~53,090,000~~ 21,015,000	-6%	~~60,499,000~~ 23,948,000	+7%	~~56,743,000~~ 22,461,000	0%	~~60,499,000~~ 23,948,000	+7%
Daily Commuter Rail Seat-Miles	~~14,463,000~~ 5,725,000	~~22,842,000~~ 9,042,000	~~18,277,000~~ 7,235,000	-20%	~~22,842,000~~ 9,042,000	0%	22,842,000 9,042,000	0%	~~22,842,000~~ 9,042,000	0%

Daily Ferry Seat-Miles	~~4,612,000~~ 1,826,000	~~7,099,000~~ 2,810,000	~~5,821,000~~ 2,304,000	-18%	~~7,099,000~~ 2,810,000	0%	~~7,099,000~~ 2,810,000	0%	~~7,099,000~~ 2,810,000	0%
Total Daily Transit Seat-Miles	**~~113,361,000~~ 44,872,000**	**~~144,344,000~~ 57,133,000 0**	**~~129,359,000~~ 51,205,000**	**-10%**	**~~149,397,000~~ 59,136,000**	**+4%**	**~~144,321,000~~ 57,127,000**	**0%**	**~~155,374,000~~ 61,502,000**	**+8%**

1. Daily metrics are measured for a typical weekday.

Source: Metropolitan Transportation Commission Travel Forecasts, ~~2012~~2013.

The first paragraph under "Transportation" (Draft EIR page 3.1-19) is revised as follows:

As shown in **Table 3.1-8**, Alternatives 3 and 5 have lower levels of total VMT compared to the proposed Plan, while Alternative 4 has significantly higher levels of total VMT when compared to the proposed Plan. Of the alternatives analyzed, Alternative 3 has the least vehicle delay (4 percent less than the proposed Plan), while Alternative 5 has the greatest transit ridership (~~5~~ 6percent more than the proposed Plan). These differences in travel behavior reflect the land use and transportation components of each alternative.

The second, third, and fourth bullets under the second paragraph (Draft EIR page 3.1-19) are revised as follows:

- **Table 3.1-10** lists the impacts of the various alternatives on **non-commute travel times**. ~~While the No Project alternative and Alternative 4 have slightly greater non-commute travel times than the proposed Plan, the~~ The impacts of the various land use and transportation investments are less significant than for commute trips~~. This is likely~~ due to the fact that non-commute travel tends to be at times of day where there is less traffic congestion, such as midday and evening time periods. All of the alternatives, except for Alternative ~~3~~4, have ~~slightly longer~~ average per-trip non-commute travel times ~~than~~ on par with those for the proposed Plan. All alternatives are expected to have less than significant impacts related to non-commute travel times.
- **Table 3.1-11** demonstrates how the proposed Plan has significantly lower levels of **per-capita congested VMT** (per-capita vehicle miles traveled at level of service F) when compared to the No Project alternative and Alternative 4. In contrast, Alternative 3 performs much better than the proposed Plan, reducing daily per-capita congested VMT by ~~14~~ 17 percent more than the proposed Plan, as a result of its emphasis on growth in existing urban centers with existing robust street grids and transportation alternatives. While mitigation measures would commit MTC and ABAG to advance bridge toll and commuter benefit policies to reduce levels of severe traffic congestion, it is not

known at this time if these strategies would reduce the impact below the significance threshold of a five percent increase to a less than significant level. Furthermore, MTC and ABAG cannot guarantee that local jurisdictions or employers would implement such policies in the most effective manner possible, given political or financial limitations. As a result, all alternatives are expected to have significant and unavoidable impacts related to per-capita congested VMT.

- **Table 3.1-12** highlights the differences in **per-capita VMT** between the various alternatives. While all of the alternatives considered have a reduction in per capita VMT compared to baseline conditions, the proposed Plan and Alternative 4 perform the best, reducing per-capita VMT by nine percent as a result of their focused growth patterns and emphasis on locating jobs in close proximity to housing. All alternatives are expected to have no adverse impact related to per-capita VMT.

The text under "Alternative 1-No Project" (Draft EIR page 3.1-20) is revised as follows:

Due to the lower-density development pattern and limited investments in new public transit services, the No Project alternative has significantly less transit ridership than the proposed Plan (~~21~~ 20 percent less) and much greater vehicle delay than the proposed Plan (34 percent more). The No Project alternative provides the greatest contrast with the proposed Plan, demonstrating how the proposed Plan shifts regional development and travel trends away from their historical trajectories.

As this alternative features fewer expansion projects for highway and transit facilities, and distributes more growth in suburban and exurban locations in the region, it exhibits travel times that are three percent longer than the proposed Plan during commute periods ~~and one percent longer during non-commute periods~~. With regard to non-commute travel times, this alternative performs on par with the proposed Plan. While per-trip travel times are slightly longer (two to three percent longer) for auto and transit modes, this alternative has somewhat greater mode share for auto-based modes (with shorter non-commute travel times). This leads to the average non-commute travel time for all modes remaining constant between the proposed Plan and this alternative. Most significantly, the No Project alternative increases single-occupant automobile travel times during commute periods by seven percent above the proposed Plan and transit travel times by five percent above the proposed Plan.

Lack of expansion projects also leads to increased levels of chronic congestion on the region's highway corridors. As a result, the No Project alternative leads to per-capita congested VMT levels that are ~~168~~ 150 percent higher than the proposed project during the AM peak, ~~94~~ 95 percent higher during the PM peak, and ~~123~~ 115 percent higher over the course of a typical weekday. Per-capita VMT is ~~six~~ five percent greater than the proposed Plan, resulting in the typical Bay Area resident driving approximately 21 miles per day. When compared to the proposed Plan and other focused growth alternatives, the No Project alternative indicates how more growth at the region's periphery would lead to higher levels of congestion and more miles of driving each day.

Similar to the proposed Plan, the No Project alternative exhibits no regional transit capacity impacts, as transit demand remains significantly below the level of transit service supplied. Overall transit utilization is generally lower due to fewer transit expansion projects and a less transit-supportive land use pattern. The No Project alternative reflects transit demand levels that are only 36 percent of the transit service supplied over the course of a typical weekday PM peak period, compared to 39 percent utilization in the proposed Plan. Only one transit mode has greater utilization than the proposed Plan – express bus – likely as a result of the more suburban land use pattern and its need for long-distance modes of public transit.

The first three paragraphs under "Alternative 3 – Transit Priority Focus" (Draft EIR 3.1-21) are revised as follows:

This alternative shifts regional growth to the Transit Priority Project eligible areas, with the greatest emphasis on growth in the urban core close to high-frequency transit. While overall ridership of the region's transit system ~~does not differ much from~~ is only slightly greater than the proposed Plan, the more efficient land use pattern leads to five percent less daily vehicle hours of delay and one percent less overall daily VMT.

By emphasizing focused growth around high-capacity transit hubs in the core of the region, Alternative 3 features commute travel times that are three percent less than the proposed Plan. Furthermore, it holds the region's commute travel times at 2010 levels. This alternative exhibits the greatest benefits for transit commute travel times, reducing commute times by ~~five~~ four percent as compared to the proposed Plan. With regard to non-commute travel times, Alternative 3 performs similarly to the proposed Plan.

While increasing BART and AC Transit services and emphasizing growth in areas well-served by transit only reduces total regional VMT by one percent from the levels of the proposed Plan, slight decreases in total VMT can significantly improve highly congested highway segments. This shift leads to per-capita congested VMT levels that are less than the proposed Plan (~~20~~ 25 percent less in the AM peak, ~~12~~ 10 percent less in the PM peak, and ~~14~~ 17 percent less over the course of a typical weekday as compared to the proposed Plan). Conversely, greater levels of residential and commercial growth in the urban core leads to slightly longer commute distances for existing suburban residents, leading to per-capita VMT levels being two percent greater than the proposed Plan.

The first and third paragraphs under "Alternative 4 – Enhanced Network of Communities" (Draft EIR pages 3.1-21 and 3.1-22) are revised as follows:

As a result of the higher population and job growth projections, Alternative 4 has greater growth in overall VMT (four percent more VMT than the proposed Plan), greater growth in trip-making (five percent more vehicle-trips than the proposed Plan), and more vehicle delay (nine

percent more than the proposed Plan). As the alternative features a slightly more dispersed growth pattern, transit ridership is slightly less than the proposed Plan (~~three~~ two percent less). By eliminating the net in-commute pattern from the region, interregional trips are reduced by five percent from the levels in the proposed Plan.

Higher population and job growth forecasts also impact per-capita congested VMT, as Alternative 4 does not proportionately increase transportation capacity (beyond what is in the proposed Plan) to accommodate such growth. As a result, per-capita congested VMT is significantly higher as more vehicles compete for the same amount of roadway space as in the proposed Plan; per-capita congested VMT levels are ~~36~~ 27 percent higher in the AM peak, ~~54~~ 55 percent higher in the PM peak, and ~~46~~ 41 percent higher over the course of a typical weekday. As this alternative focuses growth in a relatively similar pattern to the proposed Plan (some growth in the region's core combined with additional growth in moderate-density suburban centers), per-capita VMT is reduced by the same amount as in the proposed Plan.

The first three paragraphs under "Alternative 5 – Environment, Equity, and Jobs" (Draft EIR page 3.1-22) are revised as follows:

Due to the substantial investments in transit service frequency improvements, as well as a more focused growth pattern than forecasted No Project alternative conditions, Alternative 5 has the strongest transit ridership of all of the alternatives considered, ~~five~~ six percent more than the proposed Plan. Additionally, its lack of highway expansion projects and implementation of a VMT tax causes the alternative to have the lowest level of VMT of all of the alternatives considered, two percent less than the proposed Plan. However, the lack of highway expansion projects causes this alternative to have more delay (seven percent more than the proposed Plan), even as total VMT and total trips are reduced.

While Alternative 5 invests substantially in the region's transit services and discourages auto travel by charging a VMT tax and not constructing roadway expansion projects, it also boosts growth in suburban locations, such as San Mateo County, at the expense of more centrally-located urban locations. These two elements of this alternative counteract one another and lead to commute and non-commute travel times that are consistent with the proposed Plan. ~~With regard to non-commute travel times, this alternative has slightly longer (one percent) travel times than the proposed Plan; this is most likely due to more congested roadway conditions and higher numbers of transit riders (who tend to have longer average travel times, regardless of trip purpose).~~

While this alternative has the lowest level of VMT of all alternatives (two percent less than the proposed Plan) as a result of a VMT tax and significant funding shifts towards transit services, its levels of per-capita congested VMT are higher than the proposed Plan. Alternative 5 exhibits congested VMT levels ~~18~~ 10 percent higher in the AM peak, ~~seven~~ eight percent higher in the PM peak, and ~~11~~ seven percent higher over the course of a typical weekday. These higher levels of per-capita congested VMT are primarily the result of canceling all uncommitted highway projects (both expansion and operational improvements) for inclusion in the proposed Plan, many of which are designed to alleviate congested bottlenecks on the region's highway system. Per-capita VMT is approximately the same as the proposed Plan.

Table 3.1-8 (Draft EIR page 3.1-24) is revised as follows:

TABLE 3.1-8: BAY AREA TRAVEL BEHAVIOR, 2010-2040

	2010	*2040 Plan*	*2040 No Project (Alt 1)*	*% Difference from Proposed Plan*	*2040 Transit Priority Focus (Alt 3)*	*% Difference from Proposed Plan*	*2040 Enhanced Network of Communities (Alt 4)*	*% Difference from Proposed Plan*	*2040 Environment, Equity, and Jobs (Alt 5)*	*% Difference from Proposed Plan*
Daily[1] Transit Boardings	1,581,000	~~3,054,000~~ 3,032,000	2,426,000	~~-21%~~ -20%	3,055,000	~~0%~~ +1%	2,972,000	~~-3%~~ -2%	3,219,000	~~+5%~~ +6%
Daily Vehicle Miles of Travel (VMT)[2]	149,046,000	~~179,408,000~~ 179,397,000	180,060,000	0%	178,264,000	-1%	185,839,000	+4%	175,948,000	-2%
Daily[z] Vehicle Miles of Travel[2] per Capita[3]	20.8	19.6	20.7	+6%	20.0	+2%	19.6	0%	19.7	+1%
Intraregional Daily Vehicle Trips[2]	14,830,000	~~17,858,000~~ 17,855,000	17,598,000	-1%	17,713,000	-1%	18,843,000	+6%	17,538,000	-2%
Interregional Daily Vehicle Trips	631,000	854,000	854,000	0%	854,000	0%	814,000	-5%	854,000	0%
Airport Daily Vehicle Trips	102,000	169,000	169,000	0%	169,000	0%	169,000	0%	169,000	0%
Commercial Daily Vehicle Trips	1,349,000	~~1,796,000~~ 1,795,000	1,772,000	-1%	1,785,000	-1%	1,822,000	+2%	1,779,000	-1%
Total Daily Vehicle Trips	**16,912,000**	**~~20,677,000~~ 20,674,000**	**20,393,000**	**-1%**	**20,521,000**	**-1%**	**21,648,000**	**+5%**	**20,340,000**	**-2%**
Daily Vehicle Hours of Recurring Delay	266,000	409,000	534,000	+31%	392,000	-4%	471,000	+15%	439,000	+7%
Daily Vehicle Hours of Recurring Delay (Freeways)	141,000	208,000	268,000	+29%	194,000	-7%	238,000	+14%	214,000	+3%
Daily Vehicle Hours of	58,000	104,000	149,000	+43%	100,000	-4%	121,000	+16%	119,000	+14%

TABLE 3.1-8: BAY AREA TRAVEL BEHAVIOR, 2010-2040

	2010	*2040 Plan*	*2040 No Project (Alt 1)*	*% Difference from Proposed Plan*	*2040 Transit Priority Focus (Alt 3)*	*% Difference from Proposed Plan*	*2040 Enhanced Network of Communities (Alt 4)*	*% Difference from Proposed Plan*	*2040 Environment, Equity, and Jobs (Alt 5)*	*% Difference from Proposed Plan*
Recurring Delay (Expressways and Arterials)										
Daily Vehicle Hours of Recurring Delay (Other Facilities)	67,000	97,000	117,000	+21%	98,000	+1%	112,000	+15%	106,000	+9%
Daily Vehicle Hours of Non-Recurrent Delay[3]	108,000	~~147,000~~146,000	203,000	~~+38%~~+39%	138,000	~~-6%~~-5%	169,000	~~+15%~~+16%	156,000	~~+6%~~+7%
Total Daily Vehicle Hours of Delay	**374,000**	**~~556,000~~555,000**	**738,000**	**+33%**	**530,000**	**-5%**	**639,000**	**+15%**	**595,000**	**+7%**
Average Delay per Vehicle (Minutes)	**4.6**	**5.6**	**7.5**	**+34%**	**5.4**	**-4%**	**6.1**	**+9%**	**6.0**	**+7%**
Typical Weekday Intraregional Personal Trips	**23,592,000**	**~~29,426,000~~ 29,422,000**	**28,383,000**	**-4%**	**29,024,000**	**-1%**	**30,615,000**	**+4%**	**28,957,000**	**-2%**

1. Daily metrics are measured for a typical weekday.
2. Only reflects interzonal trips (assigned directly to the highway network); includes intraregional, interregional, airport-bound, and commercial vehicle trips.
3. Total daily VMT is calculated using Travel Model One; therefore, to calculate per-capita VMT, it is essential to use simulated population levels to ensure consistency. Simulated population may be slightly different than overall population forecasts for Plan Bay Area EIR alternatives due to slight variability in modeling tools. Further clarification on this issue can be found in the Plan Bay Area EIR technical appendices.
4. Only includes non-recurrent delay on freeway facilities.

Source: Metropolitan Transportation Commission Travel Forecasts, ~~2012~~2013.

Table 3.1-9 (Draft EIR page 3.1-26) is revised as follows:

TABLE 3.1-9: PER-TRIP COMMUTE TRAVEL TIME, BY MODE

Mode	*2010*	*2040 Plan*	*2040 No Project (Alt 1)*	*% Difference from Proposed Plan*	*2040 Transit Priority Focus (Alt 3)*	*% Difference from Proposed Plan*	*2040 Enhanced Network of Communities (Alt 4)*	*% Difference from Proposed Plan*	*2040 Environment, Equity, and Jobs (Alt 5)*	*% Difference from Proposed Plan*
Drive Alone	18.7	18.1	19.3	+7%	17.7	-2%	18.3	~~+2%~~+1%	18.0	0%
Carpool	14.2	13.7	14.5	+6%	13.6	~~-1%~~0%	13.9	~~+1%~~+2%	13.7	0%
Transit	44.0	44.3	46.3	+5%	42.3	~~-5%~~ -4%	45.0	+2%	43.9	-1%
Walk	19.5	19.3	19.5	+1%	19.4	~~+1%~~0%	19.5	+1%	19.4	~~+1%~~0%
Bike	12.5	12.8	12.8	0%	12.9	+1%	12.9	+1%	12.8	0%
All Modes	**19.8**	**20.4**	**21.1**	**+3%**	**19.8**	**-3%**	**20.5**	**0%**	**20.5**	**0%**

Source: Metropolitan Transportation Commission Travel Forecasts, ~~2012~~2013.

Table 3.1-10 (Draft EIR page 3.1-37) is revised as follows:

TABLE 3.1-10: PER-TRIP NON-COMMUTE TRAVEL TIME, BY MODE

Mode	*2010*	*2040 Plan*	*2040 No Project (Alt 1)*	*% Difference from Proposed Plan*	*2040 Transit Priority Focus (Alt 3)*	*% Difference from Proposed Plan*	*2040 Enhanced Network of Communities (Alt 4)*	*% Difference from Proposed Plan*	*2040 Environment, Equity, and Jobs (Alt 5)*	*% Difference from Proposed Plan*
Drive Alone	11.6	11.4	11.6	+2%	11.5	~~+1%~~0%	11.6	~~+2%~~+1%	11.5	~~+1%~~0%
Carpool	11.4	11.3	11.5	+2%	11.4	+1%	11.4	+1%	11.3	~~0%~~+1%
Transit	36.2	~~35.5~~35.3	36.3	~~+2%~~+3%	35.1	-1%	35.8	+1%	35.3	~~-1%~~0%
Walk	18.3	18.1	18.2	~~+1%~~0%	18.1	0%	18.4	+2%	18.1	0%
Bike	11.0	11.1	11.1	0%	11.1	0%	11.3	~~+2%~~+1%	11.1	0%
All Modes	**12.7**	**12.9**	**13.0**	**~~+1%~~0%**	**12.9**	**0%**	**13.0**	**+1%**	**13.0**	**~~+1%~~0%**

Source: Metropolitan Transportation Commission Travel Forecasts, ~~2012~~2013.

Table 3.1-11 (Draft EIR page 3.1-28) is revised as follows:

TABLE 3.1-11: PER-CAPITA DAILY VEHICLE MILES OF TRAVEL BY LEVEL OF SERVICE (2010-2040)

LOS[1] (V/C Ratio)	*2010*	*2040 Plan*	*2040 No Project (Alt 1)*	*% Difference from Proposed Plan*	*2040 Transit Priority Focus (Alt 3)*	*% Difference from Proposed Plan*	*2040 Enhanced Network of Communities (Alt 4)*	*% Difference from Proposed Plan*	*2040 Environment, Equity, and Jobs (Alt 5)*	*% Difference from Proposed Plan*
AM Peak Period (6 AM to 10 AM)										
A-C (< 0.75)	4.19	~~3.70~~3.69	3.65	-1%	3.84	+4%	3.66	-1%	3.67	~~-1%~~0%
D-E (0.75-1.00)	1.05	~~1.16~~1.15	1.39	~~+20%~~+21%	1.14	~~-2%~~-1%	1.17	+1%	1.20	+4%
F (> 1.00)	**0.06**	**~~0.08~~0.09**	**0.22**	**~~+168%~~+150%**	**0.06**	**~~-20%~~-25%**	**0.11**	**~~+36%~~+27%**	**0.10**	**~~+18%~~+10%**
Total	5.31	4.93	5.26	+7%	5.04	+2%	4.94	0%	4.97	+1%
PM Peak Period (3 PM to 7 PM)										
A-C (< 0.75)	4.68	4.11	3.98	-3%	4.19	+2%	4.01	-2%	3.99	-3%
D-E (0.75-1.00)	1.20	1.35	1.64	+21%	1.38	+2%	1.42	+5%	1.47	+9%
F (> 1.00)	**0.06**	**0.10**	**0.19**	**~~+94%~~+97%**	**0.09**	**~~-12%~~-10%**	**0.15**	**~~+54%~~+55%**	**0.10**	**~~+7%~~+8%**
Total	5.94	5.56	5.81	+5%	5.66	+2%	5.58	0%	5.56	0%
Daily										
A-C (< 0.75)	18.27	~~16.56~~16.57	16.83	+2%	16.88	+2%	16.36	-1%	16.50	0%
D-E (0.75-1.00)	2.45	~~2.88~~2.86	3.41	~~+18%~~+19%	2.92	~~+1%~~+2%	2.98	~~+3%~~+4%	3.03	~~+5%~~+6%
F (> 1.00)	**0.12**	**~~0.19~~0.20**	**0.42**	**~~+123%~~+115%**	**0.16**	**~~-14%~~-17%**	**0.27**	**~~+46%~~+41%**	**0.21**	**~~+11%~~+7%**
Total	20.84	19.63	20.66	+5%	19.97	+2%	19.61	0%	19.75	+1%

1. LOS (level of service) measures traffic density with a range of A to F. LOS A-C reflect free-flow conditions with minimal delay. LOS D-E reflect somewhat congested conditions with some possible delays. LOS F reflects very congested conditions with significant volumes greater than roadway capacity, leading to significant delays.

Source: Metropolitan Transportation Commission Travel Forecasts, ~~2012~~2013.

Table 3.1-12 (Draft EIR page 3.1-29) is revised as follows:

TABLE 3.1-12: DAILY VEHICLE MILES OF TRAVEL PER CAPITA (2010-2040)

	2010	*2040 Plan*	*2040 No Project (Alt 1)*	*% Difference from Proposed Plan*	*2040 Transit Priority Focus (Alt 3)*	*% Difference from Proposed Plan*	*2040 Enhanced Network of Communities (Alt 4)*	*% Difference from Proposed Plan*	*2040 Environment, Equity, and Jobs (Alt 5)*	*% Difference from Proposed Plan*
Daily[1] Vehicle Miles of Travel (VMT)[2]	149,046,000	~~179,408,000~~ 179,397,000	180,060,000	0%	178,264,000	-1%	185,839,000	+4%	175,948,000	-2%
Simulated Population[3]	7,151,000	~~9,137,000~~ 9,139,000	8,715,000	-5%	8,927,000	-2%	9,476,000	+4%	8,910,000	~~-2%~~ -3%
Daily[a] Vehicle Miles of Travel[2] per Capita[3]	**20.8**	**19.6**	**20.7**	**~~+6%~~+5%**	**20.0**	**+2%**	**19.6**	**0%**	**19.7**	**+1%**

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

Source: Metropolitan Transportation Commission Travel Forecasts, ~~2012~~2013.

Table 3.1-13 (Draft EIR pages 3.1-30 and 3.1-31) is revised as follows:

TABLE 3.1-13: PERCENT UTILIZATION[1] OF PUBLIC TRANSIT SYSTEMS, BY TECHNOLOGY (2010-2040)

Mode	*2010*	*2040 Plan (Alt 2)*	*2040 No Project (Alt 1)*	*2040 Transit Priority Focus (Alt 3)*	*2040 Enhanced Network of Communities (Alt 4)*	*2040 Environment, Equity, and Jobs (Alt 5)*
AM Peak Period (6 AM to 10 AM)						
Local bus	24%	42%	37%	41%	41%	41%
Light rail[2]	35%	~~57%~~58%	54%	65%	52%	56%
Ferry	19%	~~23%~~24%	20%	15%	20%	19%
Express bus	30%	~~44%~~43%	49%	37%	38%	43%
Heavy rail[3]	40%	57%	52%	45%	62%	50%
Commuter rail[4]	7%	22%	11%	21%	22%	22%
All technologies	**28%**	**44%**	**39%**	**39%**	**44%**	**41%**
PM Peak Period (3 PM to 7 PM)						
Local bus	25%	~~42%~~43%	36%	41%	42%	40%
Light rail[2]	34%	59%	55%	67%	54%	57%
Ferry	9%	12%	11%	8%	10%	10%
Express bus	26%	~~37%~~38%	43%	32%	31%	36%
Heavy rail[3]	36%	~~46%~~47%	47%	37%	50%	41%
Commuter rail[4]	5%	20%	9%	19%	20%	20%
All technologies	**25%**	**39%**	**36%**	**35%**	**39%**	**37%**
Daily						
Local bus	19%	34%	29%	33%	33%	33%
Light rail[2]	27%	49%	45%	55%	44%	47%

TABLE 3.1-13: PERCENT UTILIZATION[1] OF PUBLIC TRANSIT SYSTEMS, BY TECHNOLOGY (2010-2040)

Mode	*2010*	*2040 Plan (Alt 2)*	*2040 No Project (Alt 1)*	*2040 Transit Priority Focus (Alt 3)*	*2040 Enhanced Network of Communities (Alt 4)*	*2040 Environment, Equity, and Jobs (Alt 5)*
Ferry	8%	13%	10%	8%	11%	11%
Express bus	25%	~~36%~~37%	40%	30%	31%	35%
Heavy rail[3]	27%	~~36%~~37%	36%	32%	39%	35%
Commuter rail[4]	6%	~~17%~~18%	9%	17%	17%	17%
All technologies	**21%**	**33%**	**30%**	**30%**	**33%**	**32%**

1. Percent utilization measures the passenger seat-miles required by forecasted transit patrons as a percentage of total passenger seat-miles provided by transit operators (i.e. the percentage of seats on transit vehicles filled with passengers). Utilization levels greater than 80 percent reflect conditions where passengers either would have difficulty finding a seat or would have to stand during all or part of their ride.
2. Reflects utilization of Muni Metro and VTA light rail systems.
3. Reflects utilization of BART heavy rail system.
4. Reflects utilization of Caltrain, SMART, Capitol Corridor, and ACE commuter rail systems.

Source: Metropolitan Transportation Commission Travel Demand Forecasts, ~~2012~~2013.

The page number on Draft EIR page 3.1-32 is changed from ~~2.1-3.2~~ to page 3.1-32.

The first paragraph on Draft EIR page 3.1-34 is revised as follows:

Tables 3.1-17 through **3.1-21** illustrate the percent change estimated in on-road mobile source TAC and $PM_{2.5}$ emissions anticipated within CARE communities between the years 2010 and 2040 for the proposed Plan and the alternatives. In general, while the overall trends of TAC and PM emissions appear to be decreasing, the slight changes of TAC and $PM_{2.5}$ emissions within CARE communities versus non-CARE communities is essentially the same between 2010 and 2040. However, when re-entrained road dust is included with exhaust emissions in the

2040 estimates, there is an increase in Total $PM_{2.5}$ emissions for the CARE communities in ~~Alameda County (2.49 percent), and~~ Santa Clara County (10.5~~3~~1 percent) for the proposed Plan. **Table 3.1-22** compares increase in VMT as related to CARE communities. This impact is considered significant and unavoidable (SU) for all alternatives.

The first paragraph under "Alternative 1 – No Project" on Draft EIR page 3.1-34 is revised as follows:

The absence of uncommitted transportation investments would increase car use, VMT, and worsen congestion. However, as a result of fewer transportation projects, this alternative would have lower construction-related emissions than the proposed Plan. Construction-related emissions from land use developments would be more dispersed throughout the region due do the land use pattern. Emissions of NOx (summertime and wintertime), CO, PM_{10}, $PM_{2.5}$, and TACs would be higher. Emissions of ROG would be slightly ~~lower (0.2 percent)~~ higher (0.8 percent) than the proposed Plan; while overall VMT would be higher than the proposed Plan. The addition of the Express Lanes Network in the proposed Plan would increase speeds and VMT in these corridors, causing slightly higher ROG emissions compared to the No Project alternative.

Table 3.1-14 (Draft EIR page 3.1-38) is revised as follows:

TABLE 3.1-14: TRAVEL DATA

	2010	*2040*	*2040*	*Difference from Proposed Plan*	*2040*	*Difference from Proposed Plan*	*2040*	*Difference from Proposed Plan*	*2040*	*Difference from Proposed Plan*
		Alternative 2: Proposed Plan	*Alternative 1: No Project*	*Percent*	*Alternative 3: Transit Priority*	*Percent*	*Alternative 4: Connected*	*Percent*	*Alternative 5: EEJ*	*Percent*
Vehicles in Use	4,608,722	~~5,463,760~~5,463,106	5,493,962	~~0.5%~~0.6%	5,450,157	-0.2%	5,668,407	3.6%	5,380,224	~~-1.6%~~ -1.5%
Daily Vehicle Miles Traveled (VMT)	163,903,095	~~196,927,122~~ 196,911,394	198,134,669	0.6%	196,371,589	-0.3%	204,179,341	3.6%	194,052,688	-1.5%
Engine Starts	~~30,834,375~~29,384,825	~~36,362,648~~34,443,678	~~36,478,594~~34,655,043	~~0.3%~~0.6%	~~36,303,442~~34,367,622	-0.2%	~~37,768,831~~35,737,490	~~3.7%~~3.6%	~~35,771,643~~ 33,925,494	~~-1.7%~~ -1.5%
Total Population	7,091,000	9,196,000	9,196,000	0.0%	9,196,000	0.0%	9,535,000	3.6%	9,196,000	0.0%
Total Employment	3,385,000	4,505,000	4,505,000	0.0%	4,505,000	0.0%	4,550,000	1.0%	4,505,000	0.0%

Source: Metropolitan Transportation Commission, 2012

Table 3.1-15 (Draft EIR page 3.1-39) is revised as follows:

TABLE 3.1-15: EMISSION ESTIMATES FOR CRITERIA POLLUTANTS USING EMFAC2011 EMISSION RATES (TONS PER DAY)

	2010	*2040 Alternative 2: Proposed Plan*	*2040 Alternative 1: No Project*	*Difference from Proposed Plan Percent*	*2040 Alternative 3: Transit Priority*	*Difference from Proposed Plan Percent*	*2040 Alternative 4: Connected*	*Difference from Proposed Plan Percent*	*2040 Alternative 5: EEJ*	*Difference from Proposed Plan Percent*
ROG	~~93.7~~8 5.0	~~36.5~~30.2	~~36.5~~30.5	~~-0.2%~~0.8%	~~36.5~~30.1	~~-0.2%~~-0.4%	~~38.0~~31.3	~~3.9%~~3.5%	~~35.8~~29.7	~~-2.0%~~- 1.7%
NOx (Summertime)	~~164.3~~ 163.5	~~48.5~~47.8	~~48.7~~48.0	0.4%	~~48.1~~47.4	-0.8%	~~50.2~~49.5	~~3.4%~~3.3%	~~47.6~~47.0	-1.8%
CO	~~879.9~~ 857.7	~~266.5~~241.0	~~268.5~~244.2	~~0.8%~~1.3%	~~265.9~~240.1	~~-0.2%~~-0.3%	~~277.0~~250.0	~~3.8%~~3.6%	~~262.2~~237.7	~~-1.6%~~- 1.4%
PM_{10}	36.4	~~41.0~~40.9	41.3	0.9%	40.8	-0.3%	42.4	3.5%	40.3	-1.5%
$PM_{2.5}$	10.4	9.9	10.0	0.8%	9.9	-0.4%	10.3	3.5%	9.8	~~-1.6%~~- 1.5%
NOx (Wintertime)	~~185.3~~ 184.4	~~53.7~~52.9	~~53.9~~53.2	~~0.4%~~0.5%	~~53.3~~52.5	-0.8%	~~55.6~~54.7	~~3.4%~~3.3%	~~52.8~~52.0	-1.8%

Source: Metropolitan Transportation Commission, 2012

Table 3.1-17 (Draft EIR page 3.1-41) is revised as follows:

TABLE 3.1-17: EXHAUST ONLY $PM_{2.5}$ WITH ROAD-DUST PERCENT CHANGE 2010 - 2040

	Alternative 1: No Project	*Alternative 2: Proposed Plan*	*Alternative 3: Transit Priority*	*Alternative 4: Connected*	*Alternative 5: EEJ*
Alameda: Care Community	~~57.38%~~ 57.33%	-56.11%	~~57.65%~~ 57.59%	~~55.52%~~ 55.46%	~~57.61%~~ 57.56%
Remainder of County	~~57.10%~~ 57.05%	~~55.13%~~ 55.01%	~~56.72%~~ 56.67%	~~53.92%~~ 53.87%	~~56.39%~~ 56.34%
Contra Costa: Care Community	~~56.04%~~ 55.98%	~~57.54%~~ 57.34%	~~56.61%~~ 56.55%	~~55.92%~~ 55.86%	~~59.15%~~ 59.10%
Remainder of County	~~57.52%~~ 57.47%	~~57.69%~~ 57.52%	~~59.51%~~ 59.46%	~~56.57%~~ 56.53%	~~60.17%~~ 60.12%
Marin: Care Community	N/A	N/A	N/A	N/A	N/A
Remainder of County	~~60.66%~~ 60.62%	~~61.29%~~ 61.33%	~~62.33%~~ 62.29%	~~60.39%~~ 60.35%	~~63.36%~~ 63.32%
Napa: Care Community	N/A	N/A	N/A	N/A	N/A
Remainder of County	~~51.34%~~ 51.28%	~~57.56%~~ 57.64%	~~54.37%~~ 54.31%	~~58.41%~~ 58.36%	~~56.23%~~ 56.18%
San Francisco: Care Community	~~53.05%~~ 52.98%	~~53.23%~~ 53.13%	~~53.98%~~ 53.91%	~~52.18%~~ 52.11%	~~54.24%~~ 54.17%
Remainder of County	~~46.45%~~ 46.33%	~~46.22%~~ 46.24%	~~43.78%~~ 43.65%	~~43.77%~~ 43.64%	~~44.19%~~ 44.06%
San Mateo: Care Community	~~55.08%~~ 55.02%	~~56.91%~~ 57.00%	~~55.63%~~ 55.58%	~~56.07%~~ 56.02%	~~54.20%~~ 54.15%
Remainder of County	~~56.09%~~ 56.04%	~~57.67%~~ 57.68%	~~54.90%~~ 54.85%	~~55.30%~~ 55.24%	~~54.99%~~ 54.94%
Santa Clara: Care Community	~~55.04%~~ 54.98%	~~50.86%~~ 50.85%	~~50.65%~~ 50.59%	~~47.67%~~ 47.60%	~~53.77%~~ 53.71%
Remainder of County	~~55.47%~~ 55.41%	-54.14%	~~53.64%~~ 53.59%	~~52.74%~~ 52.68%	~~55.09%~~ 55.03%
Solano: Care Community	N/A	N/A	N/A	N/A	N/A
Remainder of County	~~53.31%~~ 53.27%	~~54.67%~~ 54.61%	~~55.52%~~ 55.48%	~~54.64%~~ 54.59%	~~56.66%~~ 56.61%
Sonoma: Care Community	N/A	N/A	N/A	N/A	N/A
Remainder of County	~~47.83%~~ 47.76%	~~53.20%~~ 53.07%	~~56.38%~~ 56.33%	~~53.00%~~ 52.93%	~~56.68%~~ 56.62%
Regionwide: Care Community	~~55.80%~~ 55.75%	~~54.49%~~ 54.45%	~~54.79%~~ 54.73%	~~52.87%~~ 52.81%	~~56.04%~~ 55.99%
Remainder of County	~~55.60%~~ 55.54%	~~55.64%~~ 55.58%	~~56.09%~~ 56.04%	~~54.48%~~ 54.43%	~~56.75%~~ 56.70%
Regionwide Average	**~~55.66%~~ 55.61%**	**~~55.25%~~ 55.20%**	**~~55.65%~~ 55.60%**	**~~53.94%~~ 53.89%**	**~~56.51%~~ 56.46%**

Source: Bay Area Air Quality Management District, 2013.

Table 3.18 (Draft EIR page 3.1-42) is revised as follows:

TABLE 3.1-18: TOTAL $PM_{2.5}$ WITH ROAD DUST PERCENT CHANGE 2010 - 2040

	Alternative 1: No Project	*Alternative 2: Proposed Plan*	*Alternative 3: Transit Priority*	*Alternative 4: Connected*	*Alternative 5: EEJ*
Alameda: Care Community	~~5.19%~~5.15%	~~1.36%~~1.44%	~~4.93%~~4.88%	~~0.16%~~0.20%	~~4.97%~~4.92%
Remainder of County	~~3.24%~~3.19%	~~2.49%~~2.67%	~~1.55%~~1.50%	~~5.60%~~5.65%	~~0.13%~~0.18%
Contra Costa: Care Community	~~0.34%~~0.30%	~~3.64%~~3.28%	~~1.32%~~1.27%	~~0.62%~~0.67%	~~6.66%~~6.61%
Remainder of County	~~3.25%~~3.21%	~~3.70%~~3.38%	~~8.04%~~8.00%	~~0.43%~~0.39%	~~8.86%~~8.82%
Marin: Care Community	N/A	N/A	N/A	N/A	N/A
Remainder of County	~~11.66%~~11.62%	~~13.37%~~13.53%	~~15.70%~~15.66%	~~11.82%~~11.78%	~~17.71%~~17.67%
Napa: Care Community	N/A	N/A	N/A	N/A	N/A
Remainder of County	~~8.33%~~8.37%	~~5.55%~~5.83%	~~0.60%~~0.64%	~~7.52%~~7.48%	~~2.47%~~2.43%
San Francisco: Care Community	~~3.13%~~3.09%	~~3.62%~~3.55%	~~4.88%~~4.83%	~~1.54%~~1.49%	~~5.08%~~5.04%
Remainder of County	~~1.47%~~1.42%	~~2.35%~~2.55%	~~1.73%~~1.78%	~~1.28%~~1.33%	~~1.04%~~1.09%
San Mateo: Care Community	~~2.02%~~2.07%	~~1.53%~~1.85%	~~1.10%~~1.15%	~~0.03%~~0.02%	~~4.28%~~4.33%
Remainder of County	~~1.61%~~1.57%	~~4.82%~~4.93%	~~1.72%~~1.76%	~~1.15%~~1.20%	~~1.19%~~1.23%
Santa Clara: Care Community	~~0.68%~~0.73%	~~10.53%~~10.51%	~~11.24%~~11.29%	~~17.94%~~18.00%	~~3.89%~~3.94%
Remainder of County	~~1.48%~~1.44%	~~2.89%~~2.80%	~~3.84%~~3.89%	~~6.16%~~6.21%	~~0.25%~~0.30%
Solano: Care Community	N/A	N/A	N/A	N/A	N/A
Remainder of County	~~8.27%~~8.32%	~~2.24%~~2.31%	~~1.39%~~1.44%	~~1.89%~~1.94%	~~0.41%~~0.45%
Sonoma: Care Community	N/A	N/A	N/A	N/A	N/A
Remainder of County	~~12.33%~~12.38%	~~2.70%~~2.78%	~~4.43%~~4.39%	~~2.95%~~3.00%	~~4.78%~~4.74%
Regionwide: Care Community	~~1.81%~~1.76%	~~1.65%~~1.66%	~~1.10%~~1.15%	~~5.49%~~5.54%	~~1.81%~~1.76%
Remainder of County	~~0.60%~~0.56%	~~0.23%~~0.18%	~~1.30%~~1.25%	~~2.58%~~2.63%	~~2.43%~~2.39%
Regionwide Average	**~~1.02%~~0.97%**	**~~0.42%~~0.45%**	**~~0.47%~~0.43%**	**~~3.58%~~3.63%**	**~~2.22%~~2.17%**

Source: Bay Area Air Quality Management District, 2013.

Table 3.1-22 (Draft EIR page 3.1-46) is revised as follows:

TABLE 3.1-22: VMT PERCENT CHANGE 2010 - 2040

	Alternative 1: No Project	*Alternative 2: Proposed Plan*	*Alternative 3: Transit Priority*	*Alternative 4: Connected*	*Alternative 5: EEJ*
Alameda: Care Community	13.84%	~~18.64%~~18.48%	14.30%	20.48%	14.28%
Remainder of County	17.46%	~~24.69%~~24.85%	19.69%	28.61%	21.97%
Contra Costa: Care Community	18.49%	~~14.56%~~14.94%	17.41%	19.78%	11.11%
Remainder of County	16.42%	~~15.92%~~16.25%	10.62%	20.00%	9.77%
Marin: Care Community	N/A	N/A	N/A	N/A	N/A
Remainder of County	7.20%	~~5.12%~~4.87%	2.33%	6.94%	-0.07%
Napa: Care Community	N/A	N/A	N/A	N/A	N/A
Remainder of County	27.69%	~~11.34%~~10.96%	18.44%	9.01%	14.99%
San Francisco: Care Community	12.17%	~~11.57%~~11.59%	10.20%	13.97%	10.01%
Remainder of County	9.00%	~~7.89%~~7.61%	12.33%	11.76%	11.57%
San Mateo: Care Community	23.14%	~~19.00%~~18.53%	22.19%	20.73%	25.99%
Remainder of County	19.36%	~~15.53%~~15.32%	23.54%	22.87%	22.86%
Santa Clara: Care Community	19.71%	~~31.63%~~31.55%	32.50%	40.50%	23.65%
Remainder of County	17.51%	~~23.00%~~22.84%	24.12%	26.94%	19.75%
Solano: Care Community	N/A	N/A	N/A	N/A	N/A
Remainder of County	34.60%	~~26.60%~~26.63%	25.74%	26.11%	24.82%
Sonoma: Care Community	N/A	N/A	N/A	N/A	N/A
Remainder of County	31.40%	~~20.51%~~20.52%	12.06%	20.74%	11.69%
Regionwide: Care Community	16.85%	~~21.12%~~21.06%	20.41%	25.67%	17.02%
Remainder of County	19.51%	~~20.21%~~20.20%	18.96%	23.67%	17.70%
Regionwide Average	**18.58%**	**~~20.53%~~20.50%**	**19.47%**	**24.37%**	**17.46%**

Source: Bay Area Air Quality Management District, 2013.

Table 3.1-2.3on Draft EIR page 3.1-50 is revised as follows:

TABLE 3.1-23: POTENTIAL FARMLAND CONVERSION IN ACRES, BY TYPE AND ALTERNATIVE

Farmland Type	*Alternative 1: No Project*	*Alternative 2: Proposed Plan*	*Alternative 3: Transit Priority Focus*	*Alternative 4: Enhanced Network of Communities*	*Alternative 5: Environment Equity and Jobs*
Land Use Projects					
Farmland of Local Importance	1,455	573	497	622	740
Farmland of Statewide Importance	280	165	81	89	134
Grazing Land	11,464	2,992	3,758	2,257	4,502
Prime Farmland	2,671	395	510	620	583
Unique Farmland	497	260	378	222	455
Land Use Subtotal	***16,367***	***4,385***	***5,224***	***3,810***	***6,414***
Transportation Projects					
Farmland of Local Importance	227	421	421	421	331
Farmland of Statewide Importance	19	54	54	54	45
Grazing Land	298	742	625	742	302
Prime Farmland	50	228	211	228	180
Unique Farmland	1	83	82	83	71
Transportation Projects Subtotal	***595***	***~~1,528~~*** ***1,529***	***1,393***	***~~1,528~~*** ***1,529***	***929***
Regional Total[1]	**16,962**	**~~5,913~~** **5,914**	**6,617**	**~~5,338~~** **5,339**	**7,343**
Regional Excluding Grazing Land	**5,200**	**~~2,179~~** **2,180**	**2,234**	**~~2,339~~** **2,340**	**2,539**

Note:

- Figures may not sum due to independent rounding.
- Modeling outputs reflect an approximate number of acres potentially converted. Modeling limitations result in a more conservative analysis for the proposed Plan than for the other alternatives.

TABLE 3.1-23: POTENTIAL FARMLAND CONVERSION IN ACRES, BY TYPE AND ALTERNATIVE

1. Assuming no overlapping acreage between land use and transportation projects.

Sources: MTC 2013; Census TIGER/Line Shapefiles, 2010; Farmland Mapping and Monitoring Program, Department of Conservation, 2008- 2010.

Table 3.1-24 on Draft EIR page 3.1-51 is revised as follows:

TABLE 3.1-24: WILLIAMSON ACT ACRES POTENTIALLY AFFECTED IN ACRES, BY ALTERNATIVE

	Alternative 1: No Project	*Alternative 2: Proposed Plan*	*Alternative 3: Transit Priority Focus*	*Alternative 4: Enhanced Network of Communities*	*Alternative 5: Environment, Equity and Jobs*
Land Use Development Subtotal	4,548	~~470~~ 472	~~1,375~~ 1377	~~424~~ 426	1,563
Transportation Projects Subtotal	118	252	238	252	192
Regional Total[1]	**4,666**	**~~724~~** **723**	**1,615**	**678**	**1,755**

Note:

- Figures may not sum due to independent rounding.
- Modeling outputs reflect an approximate number of acres potentially converted. Modeling limitations result in a more conservative analysis for the proposed Plan than for the other alternatives.

1. Assuming no overlapping acreage between land use and transportation projects

Source: MTC 2013; Census TIGER/Line Shapefiles, 2010; Department of Conservation, Division of Land Resource Protection, Williamson Act Program, 2004-6006.

Draft EIR page 3.1-51:

The footnote on this page is deleted.

~~[6]Protected open space includes lands protected primarily as open space by an ownership interest of a governmental agency or non-profit organization (fee or easement). These lands may or may not offer public access.~~

Table 3.1-25 (Draft EIR page 3.1-52) is revised as follows:

TABLE 3.1-25: POTENTIAL OPEN SPACE CONVERSION IN ACRES, BY ALTERNATIVE

	Alternative 1: No Project	*Alternative 2: Proposed Plan*	*Alternative 3: Transit Priority Focus*	*Alternative 4: Enhanced Network of Communities*	*Alternative 5: Environment, Equity and Jobs*
Land Use Development Subtotal	1,786	~~2,115~~1,742	1,572	1,163	1,667
Transportation Projects Subtotal	124	280	277	280	141
Regional Total[1]	**1,910**	**~~2,395~~2,022**	**1,849**	**1,443**	**1,808**

Note:

- Figures may not sum due to independent rounding.
- Modeling outputs reflect an approximate number of acres potentially converted. Modeling limitations result in a more conservative analysis for the proposed Plan than for the other alternatives.

1. Assuming no overlapping acreage between land use and transportation projects

Sources: MTC, 2013; Farmland Mapping and Monitoring Program, Department of Conservation, 2008- 2010; California Protected Areas Database, 2012; USDA, National Agricultural Statistics Service, California Cropland Data Layer, 2011.

Table 3.1-26 (Draft EIR page 3.1-53) is revised as follows:

TABLE 3.1-26: POTENTIAL FOREST AND TIMBERLAND CONVERSION IN ACRES, BY ALTERNATIVE

	Alternative 1: No Project	*Alternative 2: Proposed Plan*	*Alternative 3: Transit Priority Focus*	*Alternative 4: Enhanced Network of Communities*	*Alternative 5: Environment, Equity and Jobs*
Land Use Development Subtotal	2,548	~~1,337~~1,352	1,708	212	1,941
Transportation Projects Subtotal	29	58	58	58	40
Regional Total[1]	**2,577**	**~~1,395~~1,410**	**1,766**	**270**	**1,981**

Note:

- Figures may not sum due to independent rounding.
- Modeling outputs reflect an approximate number of acres potentially converted. Modeling limitations result in a more conservative analysis for the proposed Plan than for the other alternatives.

1. Assuming no overlapping acreage

Source: MTC, 2013; USDA, National Agricultural Statistics Service, California Cropland Data Layer, 2011.

Table 3.1-28 (Draft EIR page 3.1-59) is revised as follows:

TABLE 3.1-28: TOTAL AND PER CAPITA PASSENGER VEHICLE AND LIGHT DUTY TRUCK CO_2 EMISSIONS, BY ALTERNATIVE

Year	*Simulated Population*[1]	*Modeled GHG Emissions (daily tons of CO_2)*	*Climate Policy Initiatives Reduction (daily tons of CO_2)*[2]	*CO_2 Emissions Per Capita (lbs)*	*Per Capita CO_2 Emissions Relative to 2005*[3]
Alternative 1 - No Project					
2005	7,008,000	72,000	-	20.5	0.0%
2020	7,697,000	75,000	-1,600	19.2	**-6.2%**
2035	8,489,000	83,000	-2,000	19.0	**-7.0%**
2040	8,715,000	84,000	-2,000	18.9	-7.7%
Alternative 2 - Proposed Plan					
2005	7,008,000	72,000	-	20.5	0.0%
2020	~~7,694,000~~7,697,000	~~75,000~~74,000	-3,900	18.3	~~-10.3%~~ -10.4%
2035	8,749,000	~~81,000~~81,000	~~-59,000~~ -5,700	17.1	~~-16.4%~~ -16.2%
2040	~~9,137,000~~9,139,000	~~83,000~~83,000	~~-59,000~~ -5,700	16.8	~~-18.0%~~ -17.7%
Alternative 3 - Transit Priority					
2005	7,008,000	72,000	-	20.5	0.0%
2020	7,710,000	74,000	-3,800	18.3	-10.5%
2035	8,613,000	80,000	~~-5,800~~ -5,600	~~17.3~~17.4	~~-15.4%~~ -15.1%
2040	8,927,000	82,000	~~-5,800~~ -5,600	~~17.1~~17.2	~~-16.2%~~ -16.0%
Alternative 4 - Network of Communities					
2005	7,008,000	72,000	-	20.5	0.0%
2020	7,799,000	75,000	-2,500	18.7	-8.5%
					~~**-14.8%**~~
2035	9,028,000	83,000	~~-4,500~~ -4,300	~~17.4~~17.5	**-14.5%**
2040	9,476,000	86,000	~~-4,500~~ -4,300	~~17.1~~17.2	~~-16.3%~~ -16.0%
Alternative 5 - Environment, Equity, and Jobs					
2005	7,008,000	72,000	-	20.5	0.0%
2020	7,698,000	74,000	-3,800	18.2	-11.1%
2035	8,607,000	79,000	~~-5,800~~ -5,600	~~17.1~~17.2	~~-16.4%~~ -16.1%
2040	8,910,000	81,000	~~-5,800~~ -5,600	17.0	~~-17%~~ -16.8%

1. CO_2 emissions are calculated using Travel Model One outputs; therefore, to calculate per-capita VMT, it is essential to use simulated population levels to ensure consistency. Simulated population may be slightly different than overall population forecasts for Plan Bay Area EIR alternatives due to slight variability in modeling tools. Further clarification on this issue is provided in the Supplemental Report, *Summary of Predicted Traveler Responses*.

TABLE 3.1-28: TOTAL AND PER CAPITA PASSENGER VEHICLE AND LIGHT DUTY TRUCK CO_2 EMISSIONS, BY ALTERNATIVE

Year	*Simulated Population*[1]	*Modeled GHG Emissions (daily tons of CO_2)*	*Climate Policy Initiatives Reduction (daily tons of CO_2)*[2]	*CO_2 Emissions Per Capita (lbs)*	*Per Capita CO_2 Emissions Relative to 2005*[3]

2. MTC's Climate Policy Initiatives, which are part of the proposed Plan, include Regional Electric Vehicle Public Charger Network, Vehicle Buy-Back and Plug-In/ Electric Vehicles Purchase Incentives, Car Sharing, Vanpool Incentives, Clean Vehicles Feebate Program, Smart Driving Strategy, and Commuter Benefits Ordinance.
3. **Bold** numbers fail to meet SB 375 targets.

Source: MTC, 2013.

The first paragraph of Draft EIR page 3.1-60 is revised as follows:

Total annual forecast GHG emissions (reported in metric tons of CO_2 equivalents or $MTCO_2e$) are expected to decline from 2010 to 2040 under all alternatives when considering ARB's scoping plan reductions for electricity and natural gas, recycling and waste, and implementation of Pavley and LCFS regulations, as shown in **Table 3.1-29**. The year 2010 is used as the baseline for this criterion as it is the most recent modeled year. These reductions, as well as methodology for calculating annual $MTCO_2e$, are described in detail in *Chapter 2.5*. ~~Alternatives 3 and 5 are~~ Alternative 5, closely followed by the proposed Plan and Alternative 3, is expected to result in the greatest reduction in land use GHG emissions from 2010 to 2040. The relatively lower increase in residential GHG emissions under these ~~two~~ alternatives is tied to an increase in the share of multifamily units, which require less electricity and natural gas to operate. Alternative 5 is expected to have the greatest reduction in on-road transportation GHG emissions from 2010 to 2040. A portion of this reduction is attributable to the substantial investments in transit service frequency improvements, as well as a focused growth pattern, resulting in the strongest transit ridership of all of the alternatives considered. Additionally, its lack of highway expansion projects and implementation of a VMT tax causes Alternative 5 to have the lowest level of VMT of all of the alternatives considered – one percent less than the proposed Plan.

Table 3.1-29 (Draft EIR, p. 3.1-61) is revised as follows:

TABLE 3.1-29: COMPARATIVE ANNUAL ~~LAND USE~~ GHG EMISSIONS ($MTCO_2E$)

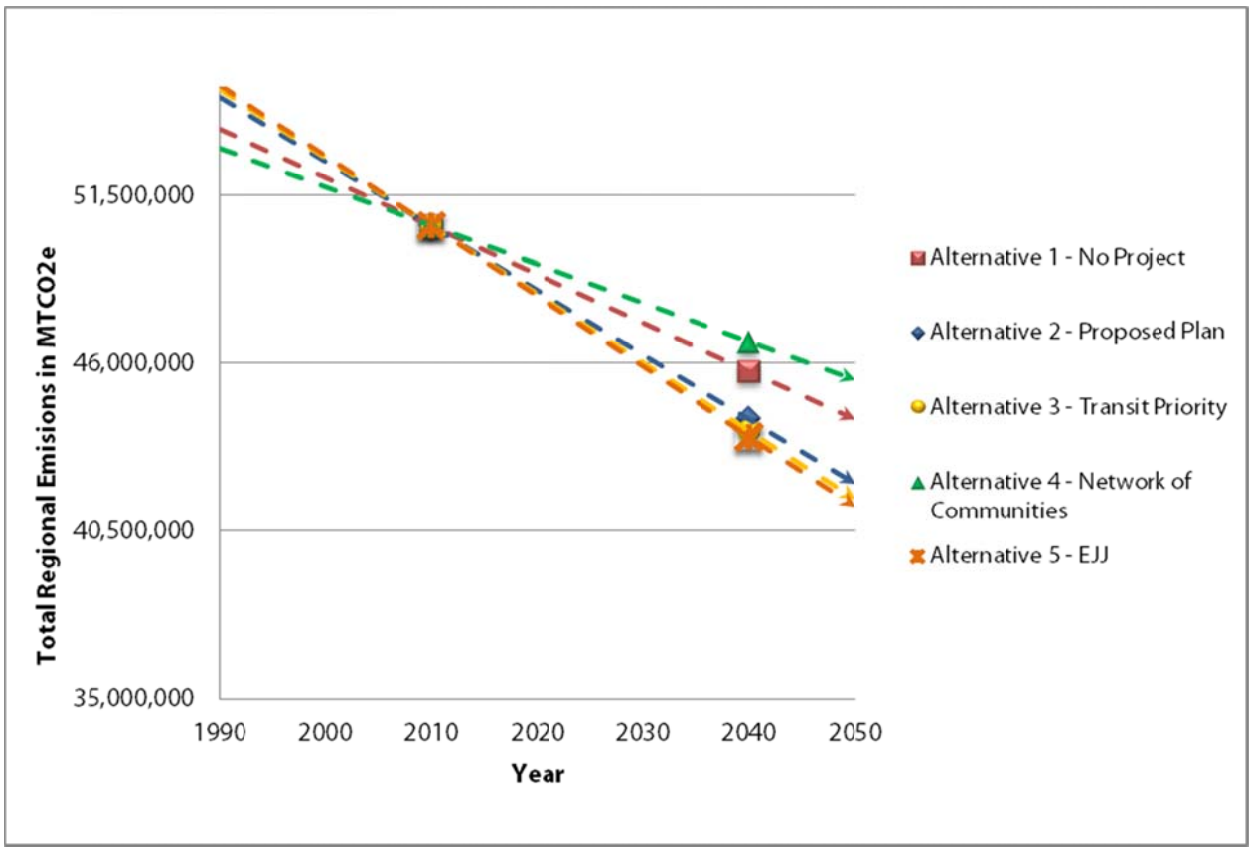
GHG Source	*Existing Condition 2010*	*Alternative 1 - No Project*	*Alternative 2 - Proposed Plan*	*Alternative 3 - Transit Priority*	*Alternative 4 - Enhanced Network*	*Alternative 5 - EJJ*
Single Family Residential	8,473,000	9,833,000	9,570,000	9,021,000	11,050,000	9,052,000
Multifamily Residential	2,488,000	3,619,000	3,751,000	4,028,000	3,324,000	4,013,000
Residential Subtotal	***10,961,000***	***13,452,000***	***13,321,000***	***13,049,000***	***14,374,000***	***13,065,000***
Commercial	757,000	867,000	867,000	867,000	867,000	867,000
Office	6,568,000	9,360,000	9,360,000	9,360,000	9,454,000	9,360,000
Industrial	1,037,000	1,077,000	1,077,000	1,077,000	1,087,000	1,077,000
Non-Residential Subtotal	***8,362,000***	***11,304,000***	***11,304,000***	***11,304,000***	***11,408,000***	***11,304,000***
Waste	***4,943,000***	***6,410,000***	***6,410,000***	***6,410,000***	***6,646,000***	***6,410,000***
Scoping Plan Reductions	n/a	-9,633,000	-9,633,000	-9,633,000	-9,633,000	-9,633,000
Total Land Use GHG Emissions	**24,266,000**	**21,533,000**	**21,402,000**	**21,130,000**	**22,795,000**	**21,146,000**
Land Use GHG Emissions #Change 2010 to 2040	n/a	-2,733,000	-2,864,000	-3,136,000	-1,471,000	-3,120,000
Land Use GHG Emissions % Change 2010 to 2040	n/a	-11%	-12%	-13%	-6%	-13%
Passenger Vehicles	19,383,000	14,927,000	~~14,631,000~~ 14,629,000	14,579,000	15,182,000	14,427,000
Trucks	4,447,000	6,250,000	6,217,000	6,148,000	6,411,000	6,091,000
Buses	615,000	578,000	~~571,000~~ 570,000	568,000	588,000	565,000
Other Vehicles	136,000	~~161,000~~ 140,000	~~159,000~~ 138,000	~~159,000~~ 138,000	~~165,000~~ 143,000	~~156,000~~ 135,000

TABLE 3.1-29: COMPARATIVE ANNUAL ~~LAND USE~~ GHG EMISSIONS ($MTCO_2E$)

GHG Source	*Existing Condition 2010*	*Alternative 1 - No Project*	*Alternative 2 - Proposed Plan*	*Alternative 3 - Transit Priority*	*Alternative 4 - Enhanced Network*	*Alternative 5 - EJJ*
Airports	1,634,000	2,809,000	2,809,000	2,809,000	2,809,000	2,809,000
MTC Climate Policy Initiative	n/a	~~-554,000~~ -555,000	~~-1,636,000~~ -1,582,000	~~-1,612,000~~ -1,555,000	~~-1,257,000~~ -1,194,000	~~-1,609,000~~ -1,555,000
Total Vehicle GHG Emissions (Pavley I + LCFS)	**~~24,580,000~~ 26,215,000**	**~~21,362,000~~ 24,149,000**	**~~19,942,000~~ 22,781,000**	**~~19,842,000~~ 22,687,000**	**~~21,089,000~~ 23,939,000**	**~~19,630,000~~ 22,472,000**
On-Road GHG Emissions # Change 2010 to 2040 (excludes airports)	n/a	~~-3,218,000~~ -3,241,000	~~-4,638,000~~ -4,609,000	~~-4,738,000~~ -4,703,000	~~-3,491,000~~ -3,451,000	~~-4,950,000~~ -4,918,000
On-Road GHG Emissions % Change 2010 to 2040	n/a	-13%	-19%	-19%	-14%	-20%
Total Regional GHG Emissions	**~~48,846,000~~ 50,481,000**	**~~42,895,000~~ 45,682,000**	**~~41,344,000~~ 44,183,000**	**~~40,972,000~~ 43,817,000**	**~~43,884,000~~ 46,734,000**	**~~40,776,000~~ 43,618,000**
Change from 2010 to 2040		**~~-5,951,000~~ -4,799,000**	**~~-7,502,000~~ -6,298,000**	**~~-7,874,000~~ -6,664,000**	**~~-4,962,000~~ -3,747,000**	**~~-8,070,000~~ -6,863,000**
Percent Change from 2010 to 2040		**~~-12%~~ -10%**	**~~-15%~~ -12%**	**~~-16%~~ -13%**	**~~-10%~~ -7%**	**~~-17%~~ -14%**

Source: MTC, 2013; Dyett & Bhatia, 2013, BAAQMD, 2013.

Figure 3.1-2 (Draft EIR, p. 3.1-64) is replaced with the following figure:



The first two paragraphs under the "Alternative 1" header on Draft EIR, p. 3.1-81 are revised as follows:

Alternative ~~4~~ 1 is not consistent with SB 375, as modeled CO_2 emissions do not meet the SB 375 targeted reductions for per capita car and light duty truck GHG emissions in 2020 or in 2035. Reductions are nine percent less than under the proposed Plan. This is in part due to the less focused land use scenario which is not as closely tied to the transportation improvements, and in part due to the fact that the No Project alternative includes the lowest GHG emissions reductions from MTC's Climate Policy Initiatives since discretionary funds are not dedicated to these programs.

Total annual regional forecast GHG emissions from land use and on-road transportation are expected to decline by ~~12~~ 13 percent from 2010 to 2040 under the No Project alternative. This is a ~~three~~ two percent lower reduction than under than proposed Plan, and less than under Alternative 3, or Alternative 5, but ~~two~~ three percent greater than under Alternative 4.

The following paragraph is added after the first paragraph on Draft EIR, p. 3.1-82:

Alternative 1 has 15 transportation projects projected to be within the sea level rise inundation zone (compared to 32 under the proposed Plan) and 10 projected to be within the low-lying, hydraulically disconnected areas (compared to 21 under the proposed Plan), and therefore has the fewest transportation-related impacts.

The last full paragraph on Draft EIR, p. 3.1-82, on Alternative 3 is revised as follows:

Total annual regional forecast GHG emissions from land use and on-road transportation are expected to decline by ~~16~~ 13 percent from 2010 to 2040 under Alternative 3. This is a one percent greater decline than under the proposed Plan, and one percent less than under Alternative 5.

The second paragraph on Draft EIR, p. 3.1-84 is revised as follows:

Total annual regional forecast GHG emissions from land use and on-road transportation are expected to decline by ~~10~~ 7 percent from 2010 to 2040 under Alternative 4. This is the least reduction of all the alternatives, and five percent less than under the proposed Plan.

The second to last paragraph on Draft EIR, p. 3.1-85 is revised as follows:

Total annual regional forecast GHG emissions from land use and on-road transportation are expected to decline by ~~17~~ 14 percent from 2010 to 2040 under Alternative 5. This is a two percent greater decline than under the proposed Plan, and one percent greater than under Alternative 3.

The third paragraph on Draft EIR, p. 3.1-92 is revised as follows:

Transit noise under the Alternative 4 would be similar to that of the proposed Plan because it would implement the same transportation improvement investments as the proposed Plan. ~~Train horn noise impacts of the Sonoma-Marin Area Rail Transit District (SMART) Commuter Rail project, which would be significant under the proposed Plan, would still occur under this Alternative.~~

Impacts 2.1-2 and 2.1-5 as presented in Table 3.1-56 (Draft EIR pages 3.1-121 through 3.1-127) are replaced with the following:

TABLE 3.1-56: SUMMARY OF ALTERNATIVES COMPARISON TO THE PROPOSED PLAN

Impact	*Alternative 1: No Project*	*Alternative 2: Proposed Plan*	*Alternative 3: Transit Priority Focus*	*Alternative 4: Enhanced Network of Communities*	*Alternative 5: Environment, Equity and Jobs*
Transportation					
Impact 2.1-2: Non-commute travel times	~~Travel times slightly longer than the proposed Plan due to the inclusion of fewer expansion projects. (LS)~~**Same as proposed Plan. (LS)**	**Travel times expected to be less than significant. (LS)**	**Same as proposed Plan. (LS)**	Travel times slightly longer than the proposed Plan due to higher levels of population and job growth. (LS)	~~Travel times slightly longer than the proposed Plan due to greater utilization of public transit and higher levels of traffic congestion. (LS)~~**Same as proposed Plan. (LS)**
Impact 2.1-5: Transit capacity exceedance	Transit utilization slightly lower than the proposed Plan due to a more dispersed land use pattern. (NI)	~~**Transit utilization below transit capacity supplied by operators. (NI)**~~Transit utilization below transit capacity supplied by operators. (NI)	~~Transit utilization below the proposed Plan due to improved transit service frequencies. (NI)~~**Transit utilization below the proposed Plan due to improved transit service frequencies. (NI)**	Same as proposed Plan. (NI)	Transit utilization slightly less than the proposed Plan, while slightly greater than the No Project and Alternative 3 due to greater transit service levels, combined with significantly greater ridership. (NI)

Land Use, Housing, Agriculture, and Physical Development					
Impact 2.3-4: Conversion of agricultural land and open space to urbanized land	Greatest conversion of farmland compared to all alternatives. Conversion of 16,962 acres of total farmland, 5,200~~2~~ acres of important farmland, 4,666 acres of Williamson Act lands, and 1,910 acres of open space. (SU)	Conversion of ~~5,912~~5,914 acres of total farmland, ~~2,179~~2,180 acres of important farmland, ~~724~~ 723 acres of Williamson Act lands, and 2,022~~2,396~~ acres of open space. (SU)	Generally slightly more farmland conversion than under proposed Plan but slightly less open space conversion. Conversion of 6,617 acres of total farmland, 2,234 acres of important farmland, 1,615 acres of Williamson Act lands, and 1,849 acres of open space. (SU)	**Generally slightly less conversion than under the proposed Plan. Conversion of ~~5,338~~5,339 acres of total farmland, ~~2,339~~2,340 acres of important farmland, 1,615 acres of Williamson Act lands, and 1,443 acres of open space. (SU)**	Generally slightly more farmland conversion than under the proposed Plan but slightly less open space conversion. Conversion of 7,343 acres of total farmland, 2,539 acres of important farmland, 1,755 acres of Williamson Act lands, and 1,808 acres of open space. (SU)
Impact 2.3-5: Conversion of forest land to urbanized land	Conversion of 2,577 acres, the most compared to all other alternatives. (SU)	Conversion of ~~1,395~~ 1,410 acres. (SU)	Conversion of 1,766 acres, slightly more than under the proposed Plan. (SU)	**Conversion of 270 acres, the fewest of all alternatives (SU)**	Conversion of 1,981 acres, slightly more than under the proposed Plan. (SU)
Climate Change and Greenhouse Gases					
Impact 2.5-2: Increase in GHG emissions	Forecast GHG emissions are expected to decline by ~~12~~ 10 percent from 2010 to 2040. This is a lower reduction than under proposed Plan, Alternative 3, or Alternative 5, but greater than under Alternative 4. (NI)	Forecast GHG emissions are expected to decline by ~~15~~ 12 percent from 2010 to 2040. (NI)	Forecast GHG emissions are expected to decline by ~~16~~ 13 percent from 2010 to 2040. This is a greater decline than under proposed Plan. (NI)	Forecast GHG emissions are expected to decline by ~~10~~ 7 percent from 2010 to 2040. This is the lowest reduction of all alternatives. (NI)	**Forecast GHG emissions are expected to decline by ~~17~~ 14 percent from 2010 to 2040. This is the greatest decline of all alternatives. (NI)**
Impact 2.5-5: Increase transportation investments in areas regularly affected by sea level rise (SLR) by midcentury	**17 fewer transportation investments and projects in SLR zone compared to the proposed Plan.** Lowest potential for inclusion of SLR adaptation strategies. (SU)	High level of investments in transportation projects and potential for transportation project-related impacts (32 projects within the SLR zone). High potential for inclusion of SLR adaptation strategies to mitigate impacts. (SU, SB 375 Streamlining LS-M)	Transportation projects and related impacts comparable to proposed Plan (32 projects within the SLR zone). Same potential for inclusion of SLR adaptation strategies as proposed Plan. (SU, SB 375 Streamlining LS-M)	Transportation projects and related impacts comparable to proposed Plan (32 projects within the SLR zone). Same potential for inclusion of SLR adaptation strategies as proposed Plan. (SU, SB 375 Streamlining LS-M)	Nine fewer transportation projects than proposed Plan and less potential for transportation project-related impacts**. Same potential for inclusion of SLR adaptation strategies as proposed Plan. (SU, SB 375 Streamlining LS-M)**

The first bullet under "Environmentally Superior Alternative Determination" (Draft EIR pages 3.1-146 and 3.1-147) is revised as follows:

- In **Transportation**, Alternative 3 has the least environmental impact as it features shorter commute travel times (three percent shorter than the proposed Plan) and a lesser amount of congested VMT (~~14~~ 17 percent fewer VMT at LOS F as compared to the proposed Plan) and the least potential for transit vehicle crowding (30 percent utilization of public transit systems, the same as the No Project alternative, and three percent less than the proposed Plan). These results are due to shifting regional growth to the Transit Priority Project eligible areas, with the greatest emphasis on growth in the urban core close to high-frequency transit.

The first full paragraph on Draft EIR page 3.1-148 is revised as follows:

While Alternative 5 is the environmentally preferred alternative due to its overall GHG emissions reductions and estimated reduction in criteria and TAC emissions, the proposed Plan does include some benefits over Alternative 5. For instance, the proposed Plan results in the lowest VMT per capita, with one percent fewer daily VMT per capita than Alternative 5. Alternative 5 also exhibits congested VMT levels ~~18~~ 10 percent higher in the AM peak, ~~seven~~ eight percent higher in the PM peak, and ~~11~~ seven percent higher over the course of a typical weekday as compared to the proposed Plan. Finally, the proposed Plan results in ~~fewer acres of agricultural and open space conversion as compared to Alternative 5 (though more than Alternative 4), and~~ the fewest acres of important farmland (excluding grazing land) of all alternatives, along with Alternative 4.

REVISIONS TO DRAFT EIR CHAPTER 3.2: CEQA REQUIRED CONCLUSIONS

None

ADDITIONAL REVISIONS TO THE DRAFT EIR

A complete and updated Glossary of Terms, updating the version in Chapter 4 of the Draft EIR, can be found in Appendix A of this Final EIR.

Appendix J has been added to the Draft EIR which lists all of the PDAs. The list is found below and is also available in the Draft Plan document.

Appendix J: List of Priority Development Areas (PDAs) Analyzed in the Plan Bay Area Draft Environmental Impact Report and Included in the Draft Plan Document

Some PDAs include more than one "area". For those PDAs, as noted below, each area was evaluated in the Draft EIR as an independent PDA. Therefore, the total *number* of PDAs listed below is higher than the total *number* referenced elsewhere; however, the actual PDAs evaluated are the same.

Alameda County PDAs (43)

- Alameda County: Castro Valley BART
- Alameda County: East 14th Street and Mission Boulevard
- Alameda County: Hesperian Boulevard
- Alameda County: Meekland Avenue Corridor
- Alameda: Naval Air Station
- Alameda: Northern Waterfront
- Albany: San Pablo & Solano Mixed Use Neighborhood
- Berkeley: Adeline Street
- Berkeley: Downtown
- Berkeley: San Pablo Avenue
- Berkeley: South Shattuck
- Berkeley: Telegraph Avenue
- Berkeley: University Avenue
- Dublin: Downtown Specific Plan Area
- Dublin: Town Center
- Dublin: Transit Center/Dublin Crossings
- Emeryville: Mixed-Use Core
- Fremont: Centerville
- Fremont: City Center
- Fremont: Irvington District
- Fremont: Warm Springs
- Hayward: Downtown
- Hayward: Mission Boulevard Corridor
- Hayward: South Hayward BART
- Hayward: South Hayward BART

- Hayward: The Cannery
- Livermore: Downtown
- Livermore: East Side
- Livermore: Isabel Avenue/BART Station Planning Area
- Newark: Dumbarton Transit Oriented Development
- Newark: Old Town Mixed Use Area
- Oakland: Coliseum BART Station Area
- Oakland: Downtown & Jack London Square
- Oakland: Eastmont Town Center
- Oakland: Fruitvale and Dimond Areas
- Oakland: MacArthur Transit Village
- Oakland: Transit Oriented Development Corridors
- Oakland: West Oakland
- Pleasanton: Hacienda
- San Leandro: Bay Fair BART Transit Village
- San Leandro: Downtown Transit Oriented Development
- San Leandro: East 14th Street
- Union City: Intermodal Station District

Contra Costa County PDAs (38)

- Antioch: Hillcrest eBART Station
- Antioch: Rivertown Waterfront
- Concord: Community Reuse Area/Los Medanos (Area A)
- Concord: Community Reuse Area/Los Medanos (Area B)
- Concord: Downtown
- Contra Costa County: Contra Costa Centre
- Contra Costa County: Downtown El Sobrante
- Contra Costa County: Pittsburg/Bay Point BART Station (Area A: Bay Point)
- Contra Costa County: Pittsburg/Bay Point BART Station (Area B: Pittsburg)
- Danville: Downtown
- El Cerrito: San Pablo Avenue Corridor (Area A: Del Norte Station Area)
- El Cerrito: San Pablo Avenue Corridor (Area B: South of Del Norte Station)
- Hercules: Central Hercules

- Hercules: Waterfront District
- Lafayette: Downtown
- Martinez: Downtown
- Moraga: Moraga Center
- Oakley: Downtown
- Oakley: Employment Area
- Oakley: Potential Planning Area
- Orinda: Downtown
- Pinole: Appian Way Corridor
- Pinole: Old Town San Pablo Avenue
- Pittsburg: Downtown
- Pittsburg: Railroad Avenue eBART Station
- Pleasant Hill: Buskirk Avenue Corridor
- Pleasant Hill: Diablo Valley College
- Richmond & Contra Costa County: North Richmond
- Richmond: Central Richmond & 23rd Street Corridor (Area A)
- Richmond: Central Richmond & 23rd Street Corridor (Area B)
- Richmond: South Richmond
- San Pablo: San Pablo Avenue & 23rd Street Corridors
- San Ramon: City Center
- San Ramon: North Camino Ramon
- Walnut Creek: West Downtown
- West Contra Costa Transportation Advisory Committee: San Pablo Avenue Corridor (Area A: Contra Costa County)
- West Contra Costa Transportation Advisory Committee: San Pablo Avenue Corridor (Area C: Richmond)
- West Contra Costa Transportation Advisory Committee: San Pablo Avenue Corridor (Area G: Hercules)

Marin County PDAs (3)

- Marin County: Urbanized 101 Corridor
- San Rafael: Civic Center/North Rafael Town Center
- San Rafael: Downtown

Napa County PDAs (3)

- American Canyon: Highway 29 Corridor
- Napa: Downtown Napa
- Napa: Soscol Gateway Corridor

San Francisco County PDAs (12)

- San Francisco & Brisbane: San Francisco/San Mateo Bi-County Area (Area B: San Francisco)
- San Francisco: 19th Avenue
- San Francisco: Balboa Park
- San Francisco: Bayview/Hunters Point Shipyard/Candlestick Point
- San Francisco: Downtown-Van Ness-Geary
- San Francisco: Eastern Neighborhoods
- San Francisco: Market & Octavia
- San Francisco: Mission Bay
- San Francisco: Mission-San Jose Corridor
- San Francisco: Port of San Francisco
- San Francisco: Transbay Terminal
- San Francisco: Treasure Island

San Mateo County PDAs (28)

- Belmont: Villages of Belmont
- Burlingame: Burlingame El Camino Real
- City/County Association of Governments of San Mateo County: El Camino Real (Area A: Daly City)
- City/County Association of Governments of San Mateo County: El Camino Real (Area B: Colma)
- City/County Association of Governments of San Mateo County: El Camino Real (Area C: South San Francisco)
- City/County Association of Governments of San Mateo County: El Camino Real (Area D: San Bruno)
- City/County Association of Governments of San Mateo County: El Camino Real (Area E: Millbrae)
- City/County Association of Governments of San Mateo County: El Camino Real (Area F: San Mateo)

- City/County Association of Governments of San Mateo County: El Camino Real (Area H: San Carlos)
- City/County Association of Governments of San Mateo County: El Camino Real (Area I: Redwood City)
- City/County Association of Governments of San Mateo County: El Camino Real (Area J: Menlo Park)
- City/County Association of Governments of San Mateo County: El Camino Real (Area K: Unincorporated Colma)
- City/County Association of Governments of San Mateo County: El Camino Real (Area L: North Fair Oaks)
- City/County Association of Governments of San Mateo County: El Camino Real (Area M: San Mateo County)
- Daly City: Bayshore
- Daly City: Mission Boulevard
- East Palo Alto: Ravenswood
- Menlo Park: El Camino Real Corridor and Downtown
- Millbrae: Transit Station Area
- Redwood City: Broadway/Veterans Boulevard Corridor
- Redwood City: Downtown
- San Bruno: Transit Corridors
- San Carlos: Railroad Corridor
- San Francisco & Brisbane: San Francisco/San Mateo Bi-County Area (Area A: Brisbane)
- San Mateo: Downtown
- San Mateo: El Camino Real
- San Mateo: Rail Corridor
- South San Francisco: Downtown

Santa Clara County PDAs (48)

- Campbell: Central Redevelopment Area
- Gilroy: Downtown
- Milpitas: Transit Area
- Morgan Hill: Downtown
- Mountain View: Downtown
- Mountain View: El Camino Real
- Mountain View: North Bayshore

- Mountain View: San Antonio
- Mountain View: Whisman Station
- Palo Alto: California Avenue
- San Jose: Bascom TOD Corridor
- San Jose: Bascom Urban Village
- San Jose: Berryessa Station
- San Jose: Blossom Hill/Snell Urban Village
- San Jose: Camden Urban Village
- San Jose: Capitol Corridor Urban Villages
- San Jose: Capitol/Tully/King Urban Villages
- San Jose: Communications Hill
- San Jose: Cottle Transit Village (Hitachi)
- San Jose: Downtown "Frame"
- San Jose: East Santa Clara/Alum Rock Corridor
- San Jose: Greater Downtown
- San Jose: North San Jose
- San Jose: Oakridge/Almaden Plaza Urban Village
- San Jose: Saratoga TOD Corridor
- San Jose: Stevens Creek TOD Corridor
- San Jose: West San Carlos and Southwest Expressway Corridors
- San Jose: Westgate/El Paseo Urban Village
- San Jose: Winchester Boulevard TOD Corridor
- Santa Clara Valley Transportation Authority: City Cores, Corridors & Station Areas (Area A: Campbell)
- Santa Clara Valley Transportation Authority: City Cores, Corridors & Station Areas (Area B: Cupertino)
- Santa Clara Valley Transportation Authority: City Cores, Corridors & Station Areas (Area C: Gilroy)
- Santa Clara Valley Transportation Authority: City Cores, Corridors & Station Areas (Area D: Los Altos)
- Santa Clara Valley Transportation Authority: City Cores, Corridors & Station Areas (Area E: Los Gatos)
- Santa Clara Valley Transportation Authority: City Cores, Corridors & Station Areas (Area F: Milpitas)

- Santa Clara Valley Transportation Authority: City Cores, Corridors & Station Areas (Area H: Palo Alto)
- Santa Clara Valley Transportation Authority: City Cores, Corridors & Station Areas (Area I: San Jose)
- Santa Clara Valley Transportation Authority: City Cores, Corridors & Station Areas (Area J: Santa Clara)
- Santa Clara Valley Transportation Authority: City Cores, Corridors & Station Areas (Area L: Saratoga)
- Santa Clara Valley Transportation Authority: City Cores, Corridors & Station Areas (Area K: Santa Clara County)
- Santa Clara Valley Transportation Authority: City Cores, Corridors & Station Areas (Area M: Sunnyvale)
- Santa Clara: El Camino Real Focus Area
- Santa Clara: Santa Clara Station Focus Area
- Sunnyvale: Downtown & Caltrain Station
- Sunnyvale: East Sunnyvale
- Sunnyvale: El Camino Real Corridor
- Sunnyvale: Lawrence Station Transit Village
- Sunnyvale: Tasman Crossing

Solano County PDAs (11)

- Benicia: Downtown
- Benicia: Northern Gateway - Benicia's Industrial Park
- Dixon: Downtown
- Fairfield: Downtown South (Jefferson Street)
- Fairfield: Fairfield-Vacaville Train Station
- Fairfield: North Texas Street Core
- Fairfield: West Texas Street Gateway
- Suisun City: Downtown & Waterfront
- Vacaville: Allison Area
- Vacaville: Downtown
- Vallejo: Waterfront & Downtown

Sonoma County PDAs (12)

- Cloverdale: Downtown/SMART Transit Area

- Cotati: Downtown and Cotati Depot
- Petaluma: Central, Turning Basin/Lower Reach
- Rohnert Park: Central Rohnert Park
- Rohnert Park: Sonoma Mountain Village
- Santa Rosa: Downtown Station Area
- Santa Rosa: Mendocino Avenue/Santa Rosa Avenue Corridor
- Santa Rosa: North Santa Rosa Station
- Santa Rosa: Roseland
- Santa Rosa: Sebastopol Road Corridor
- Sebastopol: Core Area
- Windsor: Redevelopment Area

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