

# Draft Plan Bay Area

## Draft Environmental Impact Report

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- 1. Analyze and disclose the potential environmental effects of the adoption and implementation of the proposed Plan**
- 2. Analyze a range of reasonable alternatives to the proposed Plan**
- 3. Inform decision-makers, responsible and trustee agencies, and members of the public as to the range of environmental impacts of the proposed Plan**
- 4. Recommend a set of measures to mitigate significant adverse impacts**

# Draft Environmental Impact Report

- **Examines the proposed Plan and four alternatives**
- **Released on April 2, 2013**
- **45 day comment period through May 16, 2013**
- **Submit Comments Multiple Ways:**
  - **Provide written or oral comments at EIR public hearings or Plan Bay Area Open Houses/Public Hearings**
  - **Submit comments by mail or via email by close of comment period**

# Environmental Issue Areas

• <b>Transportation</b>	• <b>Water Resources</b>
• <b>Air Quality</b>	• <b>Biological Resources</b>
• <b>Land Use &amp; Physical Development</b>	• <b>Visual Resources</b>
• <b>Energy</b>	• <b>Cultural Resources</b>
• <b>Climate Change &amp; Greenhouse Gases</b>	• <b>Public Utilities &amp; Facilities</b>
• <b>Noise</b>	• <b>Hazards</b>
• <b>Geology &amp; Seismicity</b>	• <b>Public Services &amp; Recreation</b>

# Alternatives Evaluated in the Draft EIR

Alternative	Policies and Investments
<b>No Project</b>	<ul style="list-style-type: none"> <li>• Existing 2010 land uses and local land use policies</li> <li>• Existing 2010 transportation network</li> <li>• Transportation projects (fully funded or environmental clearance)</li> </ul>
<b>Transit Priority Focus</b>	<ul style="list-style-type: none"> <li>• Higher densities near high quality transit</li> <li>• Reduced Express Lane Network</li> <li>• Development fee linked to vehicle miles travelled</li> <li>• Higher peak-period Bay Bridge tolls; revenues used to fund additional BART and AC Transit investments</li> </ul>
<b>Enhanced Network of Communities</b>	<ul style="list-style-type: none"> <li>• Based on input from business representatives</li> <li>• Includes higher population total</li> <li>• More dispersed growth pattern than proposed Plan</li> <li>• Transportation investment similar to proposed Plan</li> <li>• Higher peak period Bay Bridge tolls</li> </ul>
<b>Environment, Equity and Jobs</b>	<ul style="list-style-type: none"> <li>• Based on input from equity &amp; environmental stakeholders</li> <li>• Emphasized increasing opportunities for low income housing in job-rich communities</li> <li>• Uncommitted roadway expansion projects eliminated</li> <li>• VMT tax and higher peak period Bay Bridge tolls; revenues used to fund increased transit service throughout the region (other than Muni)</li> </ul>

# Target Analysis for Year 2040

	Achieves or exceeds
	Falls short
	Wrong direction

	Target	Goal	No Project	Proposed Plan	Transit Priority Focus	Enhanced Network of Communities	Environment Equity and Jobs
1	Reduce per capita emissions from cars and light duty trucks	-15%	-8%	-18%	-16%	-16%	-17%
2	House the region's projected growth	100%	100%	100%	100%	118%	100%
3a	Reduce premature deaths from exposure to fine particulates (PM <sub>2.5</sub> )	-10%	-71%	-71%	-72%	-69%	-72%
3b	Reduce coarse particulate emissions (PM <sub>10</sub> )	-30%	-16%	-17%	-17%	-14%	-18%
3c	Achieve greater reductions in highly impacted areas	Yes	Yes	Yes	Yes	No	Yes
4	Reduce injuries and fatalities from collisions	-50%	+18%	+18%	+17%	+23%	+16%
5	Increase average daily walking or biking per person	+70%	+12%	+17%	+18%	+13%	+20%

# Target Analysis for Year 2040

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	Target	Goal	No Project	Proposed Plan	Transit Priority Focus	Enhanced Network of Communities	Environment Equity and Jobs
6	Direct all non-agricultural development within the 2010 urban footprint	100%	53%	100%	100%	100%	100%
7	Decrease share of low- and lower-middle income residents' household income consumed by transportation and housing	-10%	+8%	+3%	+5%	+3%	+2%
8	Increase gross regional product (GRP)	+110%	+118%	+119%	+118%	+123%	+118%
9a	Increase non-auto mode share	26%	19%	20%	20%	19%	21%
9b	Decrease automobile vehicle miles traveled (VMT) per capita	-10%	-5%	-9%	-8%	-9%	-9%
10a	Increase local road pavement condition index (PCI)	75	50	68	68	68	71
10b	Decrease share of distressed lane-miles of state highways	10%	44%	44%	44%	30%	41%
10c	Reduce share of transit assets exceeding useful life	0%	36%	24%	24%	24%	24%

# Results of Plan Bay Area Equity Analysis for EIR Alternatives 2010-2040

1 Housing and Transportation Affordability			2010 Base Year	No Project	Proposed Plan	Transit Priority Focus	Enhanced Network of Communities	Environment Equity and Jobs
	Households <\$38,000/year	H+T %	72%	80%	74%	77%	74%	73%
Households >\$38,000/year	H+T %	41%	44%	43%	43%	42%	43%	
2 Potential for Displacement	Communities of Concern	n/a	21%	36%	25%	31%	21%	
	Remainder of Region	n/a	5%	8%	7%	9%	6%	
	Regional Average	n/a	12%	18%	13%	17%	12%	
3 VMT Density	Communities of Concern	9,737	11,447	11,693	11,536	12,123	11,259	
	Remainder of Region	9,861	11,717	11,895	11,804	12,261	11,626	
	Regional Average	9,836	11,664	11,855	11,751	12,234	11,554	
4 Commute Time	Communities of Concern	25	26	26	25	26	25	
	Remainder of Region	27	29	27	26	27	27	
	Regional Average	26	28	27	26	27	27	
5 Non-commute Travel Time	Communities of Concern	12	13	13	13	13	13	
	Remainder of Region	13	13	13	13	13	13	
	Regional Average	13	13	13	13	13	13	

# Next Steps

- Continue presentations to various committees throughout April
- Per meeting of Policy Advisory Council:
  - Highlight the policy inputs for each EIR alternative
  - Conduct focused sensitivity analysis to better understand the impacts of the policy inputs
- Begin the policy deliberations once the public comment period closes

# Remaining EIR Milestones

