

## NOTICE OF PREPARATION (NOP)

To: Interested Agencies, Organizations and Individuals

Project: **Draft Environmental Impact Report for Plan Bay Area 2050**  
*(Regional Transportation Plan/Sustainable Communities Strategy for the Nine-County San Francisco Bay Area)*

Lead Agencies: Metropolitan Transportation Commission/Association of Bay Area Governments

Comment Period: September 28, 2020 to October 28, 2020 (30 days)



Figure 1. Nine-County San Francisco Bay Area

Interested agencies, organizations and individuals are invited by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) to comment on the scope and content of the environmental impact assessment that will be conducted for the long-range regional plan for transportation, housing, the economy and the environment known as *Plan Bay Area 2050*. A map of the area is included in this notice as Figure 1.

MTC and ABAG are the joint lead agencies undertaking preparation of a program-level Draft Environmental Impact Report (DEIR) for Plan Bay Area 2050. Plan Bay Area 2050 is designed to serve as the 2021 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the San Francisco Bay Area. In addition to the focus on transportation

and land use, Plan Bay Area 2050 incorporates economic and environmental issues more deeply into the Plan; taken as a package, the Plan identifies a suite of integrated strategies that will enable the Bay Area to accommodate future growth and make the region more equitable and resilient in the face of unexpected challenges, such as sea level rise. The Plan identifies regional transportation planning needs, priorities and funding, and allows project sponsors to qualify for federal funding for public transit, streets and roads and bicycle and pedestrian facilities. The Plan also identifies affordable housing needs and revenues as well as revenues to support select economic development and environmental resilience strategies.

Plan Bay Area 2050 seeks to ensure that the Bay Area is affordable, connected, diverse, healthy, and vibrant for all by the year 2050. It also seeks to meet or exceed state and federal planning requirements, including state-mandated targets for greenhouse gas emissions reductions. The Plan is required to be updated every four years. Attachment A to this NOP provides more information on MTC, ABAG, SB 375 and Plan Bay Area 2050.

## Notice of Preparation

Draft Environmental Impact Report for Plan Bay Area 2050

In accordance with the California Environmental Quality Act (CEQA) Guidelines (Section 15082), the purpose of this Notice of Preparation is to seek comments about the scope and content of the environmental impact assessment that will be conducted for Plan Bay Area 2050. If you represent an agency that may rely upon the EIR for project approval and/or tiering, MTC and ABAG are particularly interested in what information may be helpful for these purposes. Input is also sought from organizations and individuals as to the issues that should be addressed in the EIR.

Adoption and implementation of Plan Bay Area 2050 has the potential to result in environmental effects in all the environmental impact areas identified in CEQA. For this reason, the Plan Bay Area 2050 EIR will be a “full scope” document and will analyze all the required CEQA environmental issue areas. These include: aesthetics; agriculture and forestry resources; air quality; biological resources; cultural resources; geology and soils; energy; greenhouse gas emissions; hazards and hazardous materials; hydrology and water quality; land use and planning; mineral resources; noise; population and housing; public services; recreation; transportation/traffic; tribal cultural resources; utilities and other service systems; and wildfire. The EIR will also address cumulative effects, growth inducing impacts and other issues required by CEQA.

MTC would be particularly interested in hearing your views on the following questions:

1. Are there any alternatives you believe MTC should evaluate?
2. What types of mitigation measures do you think would help avoid or minimize potential environmental effects?

All interested agencies, organizations and individuals are welcome to submit comments and/or participate in the scoping meetings for the Draft EIR. Oral comments will be accepted during the following virtual scoping meeting:

**Thursday, October 15, 2020**

**11:00 a.m. to 1:00 p.m.**

**Zoom Registration Link:**

[https://bayareametro.zoom.us/webinar/register/WN\\_FIBJ5lfNR8eLSR-r78jqxQ](https://bayareametro.zoom.us/webinar/register/WN_FIBJ5lfNR8eLSR-r78jqxQ)

For participants who would like to join via telephone, please dial 888.788.0099 or 877.853.5247 (toll free) and, when prompted, enter webinar ID: 929 7977 2503. Additional information on the virtual scoping meeting is available at the following website:

<https://www.planbayarea.org/2050-plan/eir-scoping-meetings>. A pre-recorded webinar providing an overview of the EIR scope will be made available on **October 12, 2020**, at the same location. A comment form will be available on this website to facilitate the submission of written comments. Written comments will also be accepted at the virtual scoping meeting; via email to [eircomments@bayareametro.gov](mailto:eircomments@bayareametro.gov); via mail to MTC Public Information, 375 Beale Street, Suite 800, San Francisco, CA, 94105; or via fax to 415.536.9800. **All written comments must be received no later than October 28, 2020.** For more information, call the MTC Public Information Office at 415.778.6757.

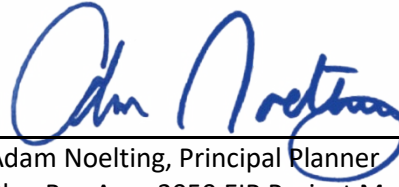
Do you need an interpreter or any other assistance to participate? Please call 415-778-6757. We require at least three working days' notice to accommodate interpreter requests. For TDD or hearing impaired, call 711, California Relay Service, or 1-800-735-2929 (TTY), 1-800-735-2922 (voice) and ask to be relayed to 415-778-6700.

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Draft Environmental Impact Report for Plan Bay Area 2050

¿Necesita un intérprete u otra asistencia para participar? Por favor llame al 415-778-6757. Solicitamos tres días hábiles para poder coordinar servicios de interprete. Para servicios de TDD o para sordomudos, favor de llamar al 711 al Servicio de Retransmisión de California o al 1-800-735-2929 (para TTY) o al 1-800-735-2922 (para voz) y pida que lo conecten al 415-778-6700.

您是否需要翻譯員或任何其他幫助才能參加呢？請提前三天致電 415-778-6757。有聽覺或者語言障礙的人士，請打電話到 711，加州傳達服務。電傳打字機的聯繫號碼是 1-800-735-2929，需要語音服務可以打電話到 1-800-735-2922，然後要求傳達到 415-778-6700。



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Adam Noelting, Principal Planner  
Plan Bay Area 2050 EIR Project Manager

September 28, 2020

Date

# **NOTICE OF PREPARATION**

## **Draft Environmental Impact Report for Plan Bay Area 2050**

Regional Transportation Plan/Sustainable Communities Strategy for the Nine-County San Francisco Bay Area

Metropolitan Transportation Commission/Association of Bay Area Governments

## **ATTACHMENT A**

### **Responsibilities and Requirements**

The Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area (which includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma Counties). Created by the State Legislature in 1970, MTC functions as both the regional transportation planning agency (RTPA), which is a state designation, and as the region's metropolitan planning organization (MPO), which is a federal designation.

ABAG was formed in 1961 by a joint powers agreement among Bay Area local governments and serves as the comprehensive regional planning agency and Council of Governments (COG) for the nine counties and 101 cities and towns of the San Francisco Bay Region. ABAG is a public entity created by local governments to meet their planning and research needs related to land use and is responsible under state law to conduct the Regional Housing Needs Allocation (RHNA) process. ABAG also hosts several joint powers and administrative entities related to environmental and water resource protection, disaster resilience, energy efficiency and hazardous waste mitigation, financial services and staff training to local counties, cities and towns.

Per federal planning requirements, a Regional Transportation Plan (RTP) is a long-range plan that identifies the strategies and investments to maintain, manage, and improve the region's transportation network. The RTP must address no less than a 20-year planning horizon and include long-range and short-range strategies and actions that support the development of an integrated multimodal transportation system. The RTP must be updated at least every four years and seek to address projected transportation demand over the RTP planning horizon and pursue operational and management strategies that will improve the performance of the transportation system. The RTP must have a fiscally constrained financial plan that demonstrates how the RTP can be implemented and how the transportation system can be operated and maintained using revenues reasonably expected to be available over the planning horizon. The RTP also has myriad state and federal requirements with respect to public participation, equity and environmental justice, and air quality conformity, among others. As required by state legislation (Government Code Section 65080 et. seq.) and by federal regulation (Title 23 USC Section 134), MTC is responsible for preparing the RTP for the San Francisco Bay Area region.

Regional transportation planning, local land use planning and regional housing allocations are more closely aligned because of the passage of California’s Sustainable Communities and Climate Protection Act (SB 375 (Steinberg)) signed into law in 2008. MTC and ABAG are jointly required by SB 375 to develop the Sustainable Communities Strategy (SCS) that accompanies the RTP. The SCS must identify the general location of land uses, residential densities, and building intensities within the region; identify areas within the region sufficient to house all the population of the region, including all economic segments of the population; identify areas within the region sufficient to house an 8-year projection of the regional housing need; identify a transportation network to serve the regional transportation needs; gather and consider the best practically available scientific information regarding resource areas and farmland in the region; consider the state’s housing goals; set forth a forecasted development pattern for the region; and allow the regional transportation plan to comply with the federal Clean Air Act. (Gov. Code, § 65080, subd. (b)(F)(2)(B)).

Together, the Plan (RTP/SCS) should support the reduction of per-capita passenger vehicle-generated greenhouse gas (GHG) emissions by identifying policies and strategies that integrate land use and transportation planning. Plan Bay Area 2050 will meet the requirements of SB 375 by attaining or exceeding a per-capita GHG emission reduction target of -19 percent by year 2035 from 2005 levels, as established for the San Francisco Bay Area by the California Air Resources Board (CARB). If the Plan does not achieve the GHG emission target set by CARB, an Alternative Planning Strategy (APS) must be developed to demonstrate how the target could be achieved.

#### VISION AND GUIDING PRINCIPLES

Plan Bay Area 2050 seeks to meet or exceed federal and state planning requirements and is also designed to offer a more aspirational vision of what the San Francisco Bay Area could become. MTC and ABAG conducted a months-long outreach and engagement effort to determine the most pressing issues that should be considered as the agencies plan for life in 2050. In September 2019, ABAG adopted Resolution No. 09-19 and MTC adopted Resolution No. 4393 affirming the following vision for the Plan: to ensure that the Bay Area is affordable, connected, diverse, healthy, and vibrant for all by the year 2050. The guiding principles of this vision are defined as follows:

- **Affordable:** All Bay Area residents and workers have sufficient housing options they can afford—households are economically secure.
- **Connected:** An expanded, well-functioning, safe and multimodal transportation system connects the Bay Area—fast, frequent and efficient intercity trips are complemented by a suite of local transportation options, connecting communities and creating a cohesive region.
- **Diverse:** The Bay Area is an inclusive region where people from all backgrounds, abilities and ages can remain in place—with full access to the region’s assets and resources.
- **Healthy:** The region’s natural resources, open space, clean water and clean air are conserved—the region actively reduces its environmental footprint and protects residents from environmental impacts.
- **Vibrant:** The Bay Area is an innovation leader, creating quality job opportunities for all and ample fiscal resources for communities.

**CEQA STREAMLINING**

SB 375 contains CEQA incentives, or streamlining provisions, to encourage coordinated land use and transportation planning. Certain types of development projects (i.e., transit priority projects or residential/mixed use residential projects, as defined by statute) may qualify for CEQA streamlining as long as the requisite criteria are met. Consistency will be determined by the local jurisdiction that is the lead agency for each project to be streamlined. MTC and ABAG will include appropriate information in the SCS, such as land use information as required by SB 375 and/or guidance to aid in interpreting land use information, that will allow a jurisdiction to make a consistency determination with respect to appropriate streamlining options on a project-by-project basis. Additionally, the EIR will support other CEQA streamlining options that do not fall into the categories under SB 375, such as SB 743, SB 226 and the State CEQA guidelines.

**Plan Bay Area 2050 Project Description**

Plan Bay Area 2050 is a long-range plan charting the course for the future of the nine-county San Francisco Bay Area. Plan Bay Area 2050 will focus on four key issues—transportation, housing, the environment, and the economy—and will identify a path to make the Bay Area more equitable for all residents and more resilient in the face of unexpected challenges. Building on the work of the Horizon initiative (<https://www.planbayarea.org/2050-plan/horizon>), this new regional plan will outline strategies for growth and investment through the year 2050.

**REGIONAL GROWTH FORECAST**

The Plan Bay Area 2050 Regional Growth Forecast identifies how much the Bay Area might grow between the Plan baseline year (2015) and the Plan horizon year (2050), including population, jobs, households, and associated housing units. The forecast also includes important components of that growth, including employment by sector, population by age and race/ethnic characteristics, and households by income level.

As shown in the table below, Plan Bay Area 2050 forecasts<sup>1</sup> the Bay Area to add over 2.7 million people, 1.4 million new jobs, 1.4 million new households, and 1.5 million new housing units between 2015 and 2050. In September 2020, MTC adopted Resolution No. 4437 and ABAG adopted Resolution No. 16-202 approving the Regional Growth Forecast.

**Plan Bay Area 2050 Regional Growth Forecast**

	2015	2020	2025	2030	2035	2040	2045	2050
<b>Total Population</b>	7,660,000	7,930,000	8,230,000	8,550,000	9,000,000	9,490,000	9,930,000	10,330,000
<b>Total Employment</b>	4,010,000	4,080,000	4,150,000	4,640,000	4,830,000	5,050,000	5,230,000	5,410,000
<b>Total Households</b>	2,680,000	2,760,000	2,950,000	3,210,000	3,500,000	3,710,000	3,890,000	4,040,000
<b>Total Housing Units</b>	2,710,000	2,840,000	3,060,000	3,370,000	3,670,000	3,900,000	4,080,000	4,250,000

<sup>1</sup> This forecast was revised earlier this year to integrate the significant adverse impacts of the coronavirus pandemic and 2020 recession on the first decade of the planning period.

## GROWTH GEOGRAPHIES

To plan for this future growth and meet the greenhouse gas emissions reduction target established pursuant to SB 375, Plan Bay Area 2050 identifies specific areas prioritized for new housing and jobs, known as Growth Geographies. For housing, Growth Geographies include Priority Development Areas (PDAs), Transit-Rich Areas (TRAs), and High-Resource Areas (HRAs). For jobs, Growth Geographies include Priority Production Areas (PPAs), PDAs, and TRAs. These Growth Geographies build on local and regional planning efforts and include 216 locally-nominated PDAs and 36 locally-nominated PPAs within the nine-county Bay Area. A map of the Plan's Growth Geographies is included as Attachment B. For more information, including definitions, eligibility criteria, and exclusions, please see ABAG Resolution No. 03-2020, available at the following link: <http://mtc.legistar.com/gateway.aspx?M=F&ID=317bc8b5-813a-47ab-80dc-275d0b43f86a.pdf>

The Plan also includes 184 locally-nominated Priority Conservation Areas (PCAs). Although not a designated Growth Geography, PCAs are areas of regional significance that have broad community support for conservation and need environmental protection. They provide important agricultural, natural resource, scenic, cultural, recreational, and/or ecological values, and ecosystem functions.

## PLAN REVENUES AND STRATEGIES

Plan Bay Area 2050 also includes a financially constrained transportation investment plan pursuant to RTP/SCS requirements as defined 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 horizon of the Plan to support the adopted growth pattern. A total of \$466 billion in existing revenues<sup>2</sup> is available for the financially constrained Plan Bay Area 2050 and at least \$113 billion in new revenues<sup>3</sup> have also been identified.

Although not required by state and federal RTP/SCS requirements, Plan Bay Area 2050 has also identified funding needs and revenues for affordable housing as well as revenues to support select economic development and environmental resilience strategies as follows:

- *Housing Element*: \$122 billion in existing funding and \$346 billion in new revenues
- *Economy Element*: \$234 billion in new revenues
- *Environment Element*: \$15 billion in existing funding and \$87 billion in new revenues<sup>4</sup>

To advance the Plan Bay Area 2050 Vision and meet or exceed state and federal planning requirements, including state-mandated GHG emissions reductions targets, these existing and anticipated revenues will support 35 integrated strategies, defined as policies or bundles of investments, across the four core elements of the Plan. These strategies are clustered under eleven key themes:

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<sup>2</sup> \$12 billion in existing transportation revenues are used to support Environment strategies.

<sup>3</sup> New revenues are estimates based upon Final Blueprint strategies; estimates subject to change.

<sup>4</sup> \$15 billion in new environment revenues are used to support Transportation strategies.

Element	Theme	Strategy	Cost Estimate <sup>5</sup>	Total
Transportation	Maintain and Optimize the Existing System	Restore, Operate, and Maintain the Existing System	\$390 billion	\$579 billion
		Support Community-Led Transportation Enhancements in Communities of Concern	\$8 billion	
		Enable a Seamless Mobility Experience	\$3 billion	
		Reform Regional Fare Policy	\$10 billion	
		Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives	\$1 billion	
		Improve Interchanges and Address Highway Bottlenecks	\$11 billion	
		Advance Other Regional Programs and Local Priorities	\$18 billion	
	Create Healthy and Safe Streets	Build a Complete Streets Network	\$13 billion	
		Advance Regional Vision Zero Policy through Street Design and Reduced Speeds	\$4 billion	
	Build a Next-Generation Transit Network	Enhance Local Transit Frequency, Capacity, and Reliability	\$31 billion	
		Expand and Modernize the Regional Rail Network	\$81 billion	
Build an Integrated Regional Express Lane and Express Bus Network		\$9 billion		
Housing	Protect and Preserve Affordable Housing	Further Strengthen Renter Protections Beyond State Legislation	\$2 billion	\$468 billion
		Preserve Existing Affordable Housing	\$237 billion	
	Spur Housing Production at All Income Levels	Allow a Greater Mix of Housing Densities and Types in Blueprint Growth Geographies	N/A	
		Build Adequate Affordable Housing to Ensure Homes for All	\$219 billion	
		Integrate Affordable Housing into All Major Housing Projects	N/A	
		Transform Aging Malls and Office Parks into Neighborhoods	N/A	
	Create Inclusive Communities	Provide Targeted Mortgage, Rental, and Small Business Assistance to Communities of Concern	\$10 billion	
		Accelerate Reuse of Public and Community Land for Mixed-Income Housing and Essential Services	N/A	

<sup>5</sup> Cost estimates may be adjusted pending additional analysis.



Element	Theme	Strategy	Cost Estimate	Total
Economy	Improve Economic Mobility	Implement a Statewide Universal Basic Income	\$205 billion	\$234 billion
		Expand Job Training and Incubator Programs	\$5 billion	
		Invest in High-Speed Internet in Underserved Low-Income Communities	\$10 billion	
	Shift the Location of Jobs	Allow Greater Commercial Densities in Growth Geographies	N/A	
		Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit	\$10 billion	
		Retain and Invest in Key Industrial Lands	\$4 billion	
Environment	Reduce Risks from Hazards	Adapt to Sea Level Rise	\$19 billion	\$102 billion
		Provide Means-Based Financial Support to Retrofit Existing Residential Buildings (Energy, Water, Seismic, Fire)	\$15 billion	
		Fund Energy Upgrades to Enable Carbon-Neutrality in All Existing Commercial and Public Buildings	\$18 billion	
	Expand Access to Parks and Open Space	Maintain Urban Growth Boundaries	N/A	
		Protect and Manage High-Value Conservation Lands	\$15 billion	
		Modernize and Expand Parks, Trails, and Recreation Facilities	\$30 billion	
	Reduce Climate Emissions	Institute Telecommuting Mandates for Major Office-Based Employers	N/A	
		Expand Clean Vehicle Initiatives	\$4 billion	
		Expand Transportation Demand Management Initiatives	\$1 billion	

**EQUITY AND PERFORMANCE OUTCOMES**

Plan Bay Area 2050 is required by state mandates to accommodate future growth in a more sustainable manner by reducing per capita GHG emissions and providing adequate housing for the region’s projected population growth at all income levels. To determine whether the Plan is on track to achieve its Vision, MTC and ABAG developed two questions for each of the Plan’s Guiding Principles. These questions are accompanied by draft metrics<sup>6</sup> that are intended to aid in the analysis of the Plan’s performance.

<sup>6</sup> Metrics may be modified pending additional analysis.

Guiding Principle	Question	Metrics
Affordable	Will Bay Area residents spend less on housing and transportation?	Housing & Transportation Costs as a Percent of Income
		Transport Expenses Per Trip
	Will the Bay Area produce and preserve more affordable housing?	Share of New Housing Production (2015-2050) that is Deed-Restricted Affordable
		Share of At-Risk Affordable Housing Preserved
Connected	Will Bay Area residents be able to access their destinations more easily?	Percent of All Bay Area Jobs Accessible by Various Modes and Commute Times
		Share of Households and Jobs within ½ Mile of Frequent Transit
	Will Bay Area residents have a transportation system they can rely on?	Peak-Hour Travel Time (Minutes); Percent of Person Hours in Transit Spent in Crowded Conditions
		Share of Transit Revenue Vehicle Assets Past Their Useful Life Benchmark
Diverse	Will Bay Area communities be more inclusive?	Share of Households that Are Low-Income
	Will Bay Area residents be able to stay in place?	Share of Neighborhoods that Experience Displacement and Gentrification Between 2015 and 2050
Healthy	Will Bay Area residents be healthier and safer?	Percent of Households in Risk-Prone Areas or Risk-Prone Buildings that are Protected or Retrofit
		Annual Fatalities and Injuries, Per 100 Million VMT
	Will the environment of the Bay Area be healthier and safer?	Daily PM <sub>2.5</sub> Emissions (Tons)
Vibrant	Will jobs and housing in the Bay Area be more evenly distributed?	Jobs-Housing Ratio
		Mean Commute Distance (Miles)
	Will Bay Area businesses thrive?	Growth in Per Capita Gross Regional Product (2015-2050)
		Growth in Number of Jobs (2015-2050)



# Plan Bay Area 2050 Growth Geographies

- Priority Development Area\*
- Priority Production Area
- Transit-Rich Area (Outside High Resource Area)
- Transit-Rich Area (Within High Resource Area)
- High Resource Area with Basic Bus Service\*\*

- Regional Rail Station
- Regional Transit (Existing)
- Regional Rail (Blueprint)\*\*\*

\*Priority Development Areas are locally designated geographies that, in general, meet state Transit Priority Area criteria as well as additional MTC/ABAG criteria.

\*\*Peak headways of 16 to 30 minutes (January 2020).

\*\*\*Includes intercity rail, commuter rail, and heavy rail systems. New Transbay Rail Crossing alignment is representative only.

Areas shown are conceptual, and do not supersede local government land use authority. Specific levels and types of development will be determined through local planning.

The following areas are excluded from the map: Wildland urban interface areas; Areas of unmitigated sea level rise (i.e., areas at risk from sea level rise through year 2050 that lack mitigation strategies in Plan Bay Area 2050 Environment Element); Areas outside locally-adopted urban growth boundaries; and Parkland and other open spaces within urbanized areas identified in the California Protected Areas Database. To complement adopted PDAs, High-Resource and Transit -Rich Areas are shown in jurisdictions that have nominated a total land area for PDAs that is less than 50% of the area within its boundaries eligible for PDA designation. Specific land uses analyzed in these locations in the Blueprint are expected to vary based upon local and regional context.

**Scale:**

