



P1 BayArea Plan

Environmental Impact Report (EIR): Scoping Input and Proposed Alternatives

Joint MTC Planning/ABAG Administrative Committees

July 13, 2012

- **Purpose**
 - Identify the Plan's significant impacts on the environment
 - Evaluate a range of reasonable alternatives to the Plan
 - Determine how the Plan can avoid or mitigate significant impacts
- **Scope**
 - Presents region-wide assessment of the proposed Plan and alternatives
 - Provides CEQA streamlining opportunities for:
 - transportation projects and programs included in the financially constrained Plan
 - development projects as defined by SB 375



Purpose

- Evaluate a range of alternatives to the Project that feasibly attain most of the basic project objectives, but avoid or substantially lessen any significant effects of the Project
- Compare merits of the alternatives
- Foster informed decision making and public participation on a range of feasible alternatives

Rule of Reason

- Limited to alternatives that would avoid or substantially lessen any of the significant effects of the Project
- Need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative

Feasibility of Alternatives

- Site suitability
- Economic viability
- Availability of infrastructure
- General Plan consistency
- Other plans or regulatory limitations
- Jurisdictional boundaries
- Reasonably acquire, control or have access to alternative sites

Factors for Eliminating Alternatives

- Failure to meet most of the basic project objectives
- Infeasibility
- Inability to avoid significant environmental impacts

Input from EIR Scoping Process

1

Significant concerns exist about the legitimacy, impacts, and influence of Plan Bay Area.

2

EIR analysis needs to assess the feasibility of earlier “vision-based” land use forecasts.

3

A wide range of alternatives should be analyzed, incorporating feedback from business, equity, and environmental groups.

4

CEQA streamlining will support the envisioned growth pattern and benefit local jurisdictions, but it must be considered carefully.



Why Engage the Three “E”s in Defining Alternatives?

1

Respond to business community’s concern about market dynamics needed to support projected PDA growth

2

Respond to critique about meeting SB 375 mandate to provide sufficient housing for Bay Area’s population

3

Respond to equity stakeholders’ interest in providing affordable housing in job-rich communities and boosting transit in CoCs

4

Respond to environmental advocates’ concerns about roadway expansion

Taking the Fork in the Road: Policy-Based Approach for Defining EIR Alternatives

Vision-Based Approach

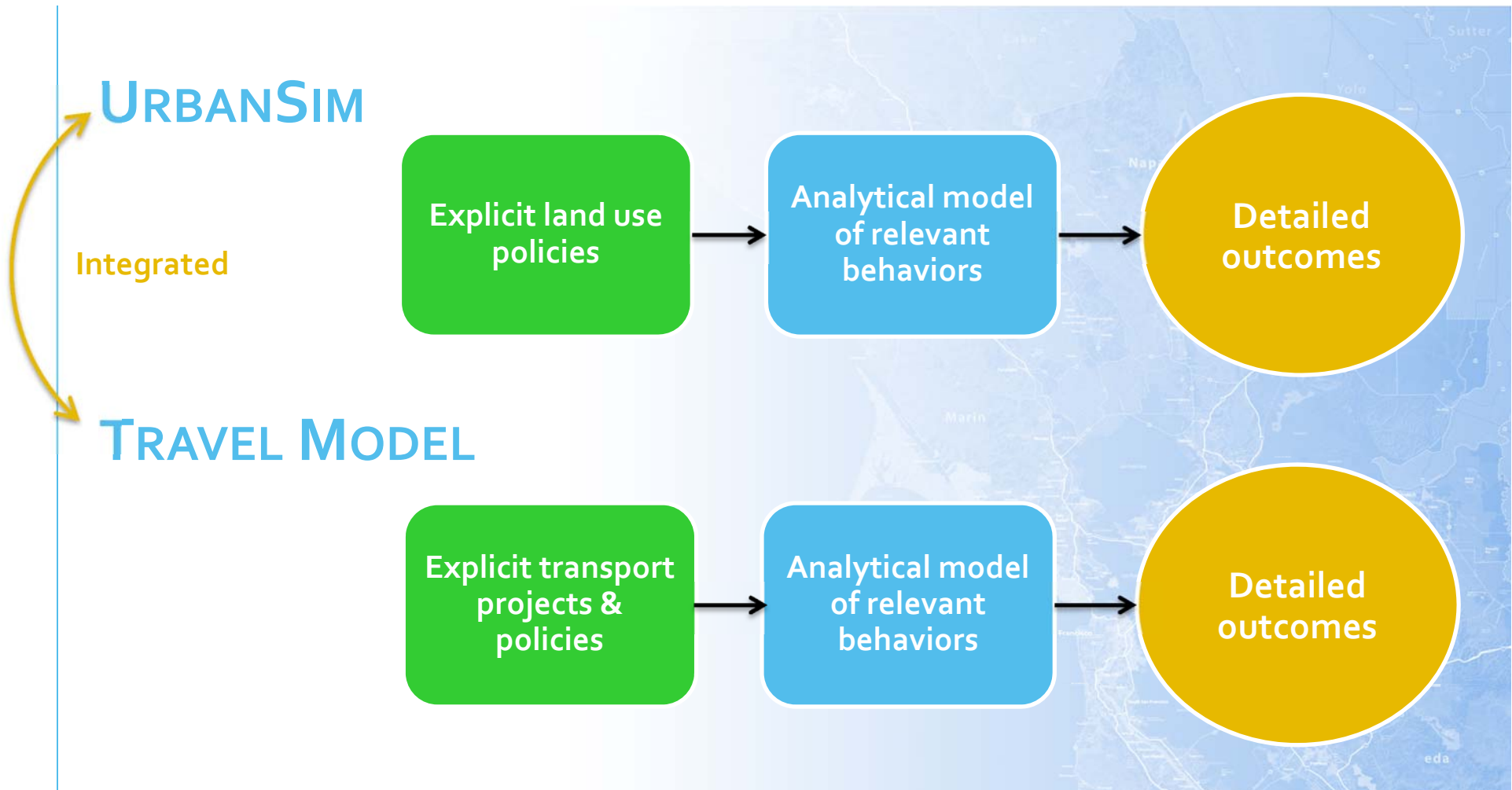
1. Identify desired land use outcomes
2. Establish regional factors to distribute housing and job growth, and use sketch planning analysis to determine future land use development pattern
3. Adjust growth distributions based on local input
4. Assess resulting land use and transportation impacts based on MTC travel model outputs and sketch planning analysis

Policy-Based Approach

1. Explicitly identify land use and transportation policies
2. Use integrated land use and travel model to determine future land use development patterns, taking into account interactions in marketplace
3. Assess resulting land use and transportation outcomes and impacts based on integrated model outputs

New Analytical Tools

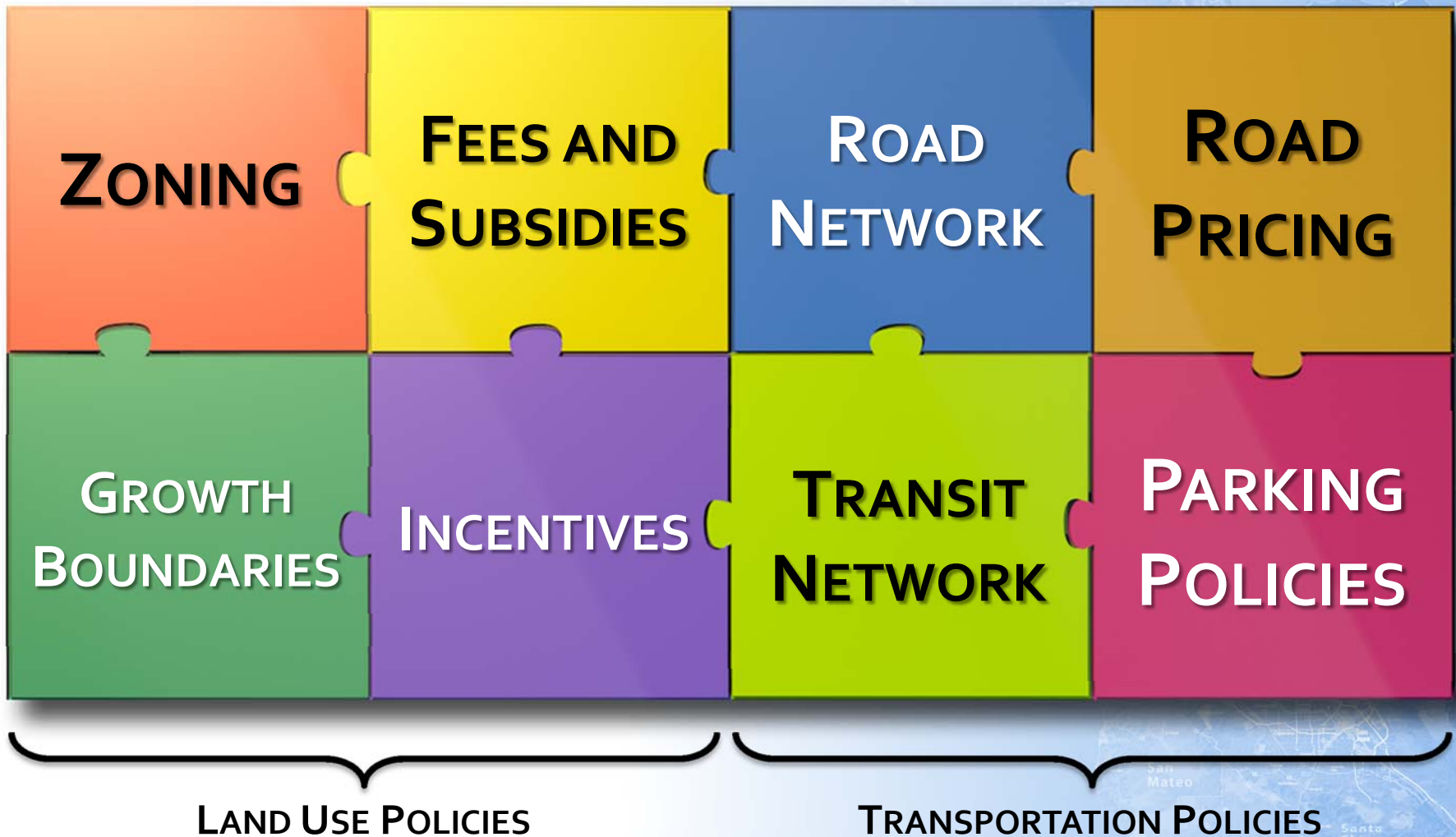
- Starts with policies and projects as inputs into the models
- Examines potential consequences of policies/projects on outcomes such as land use patterns, land use mix, density, and travel patterns
- Allows interactive testing of how different policy strategies fare in achieving an outcome
- Assesses growth inducing and cumulative impacts – two key areas for SB 375 CEQA streamlining



Largest MPOs should “build formal microeconomic land use models, as soon as is practical, so that they can be used to analyze and evaluate the effects of growth scenarios on economic welfare (utility), including land prices, home affordability, jobs-housing fit, the combined housing-transportation cost burden, and economic development (wages, jobs, exports).”

Source: *California Transportation Commission’s 2010 RTP Guidelines*

Constructing an EIR Alternative



1

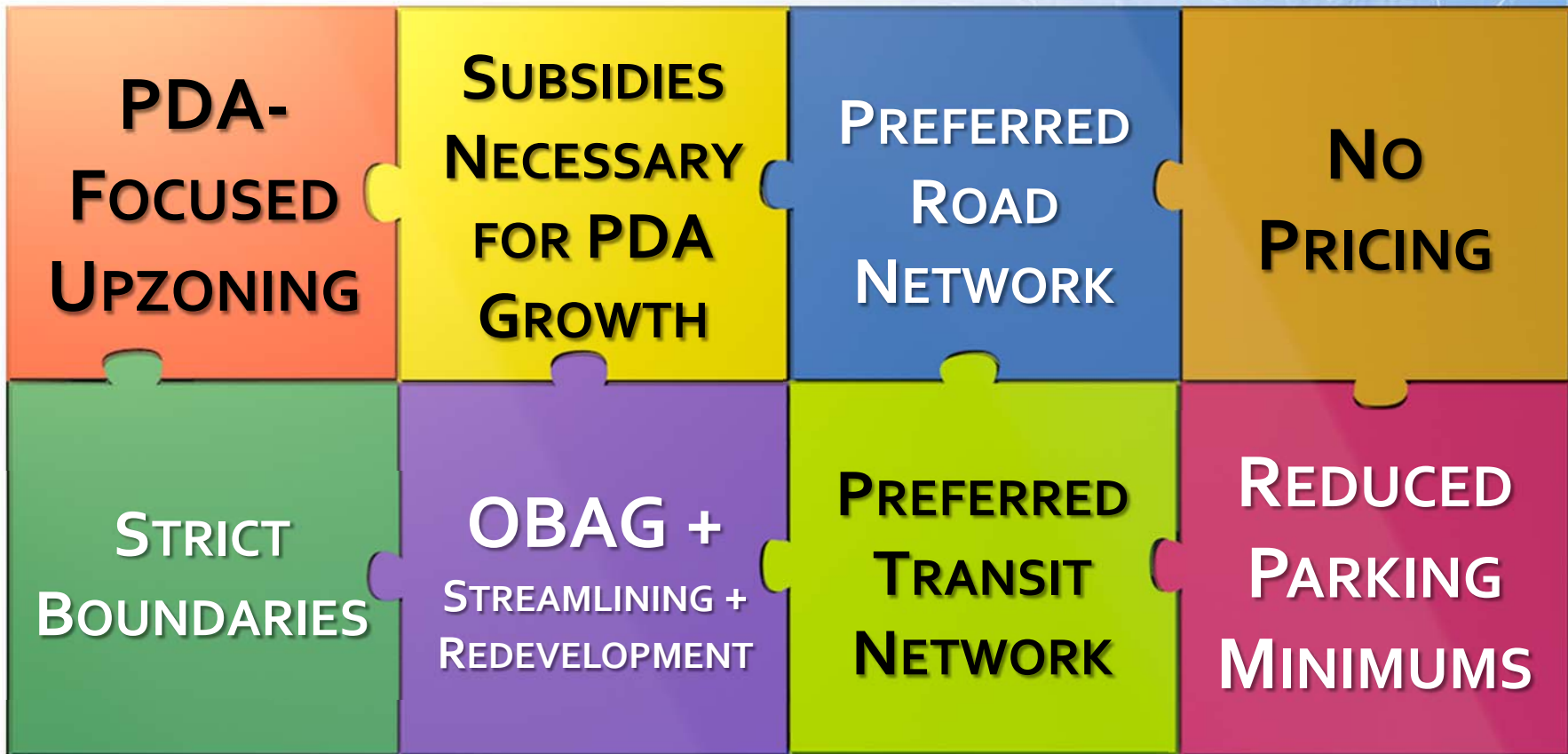
NO PROJECT



- Required by CEQA
- Assumes the continuation of locally-adopted general plans

2

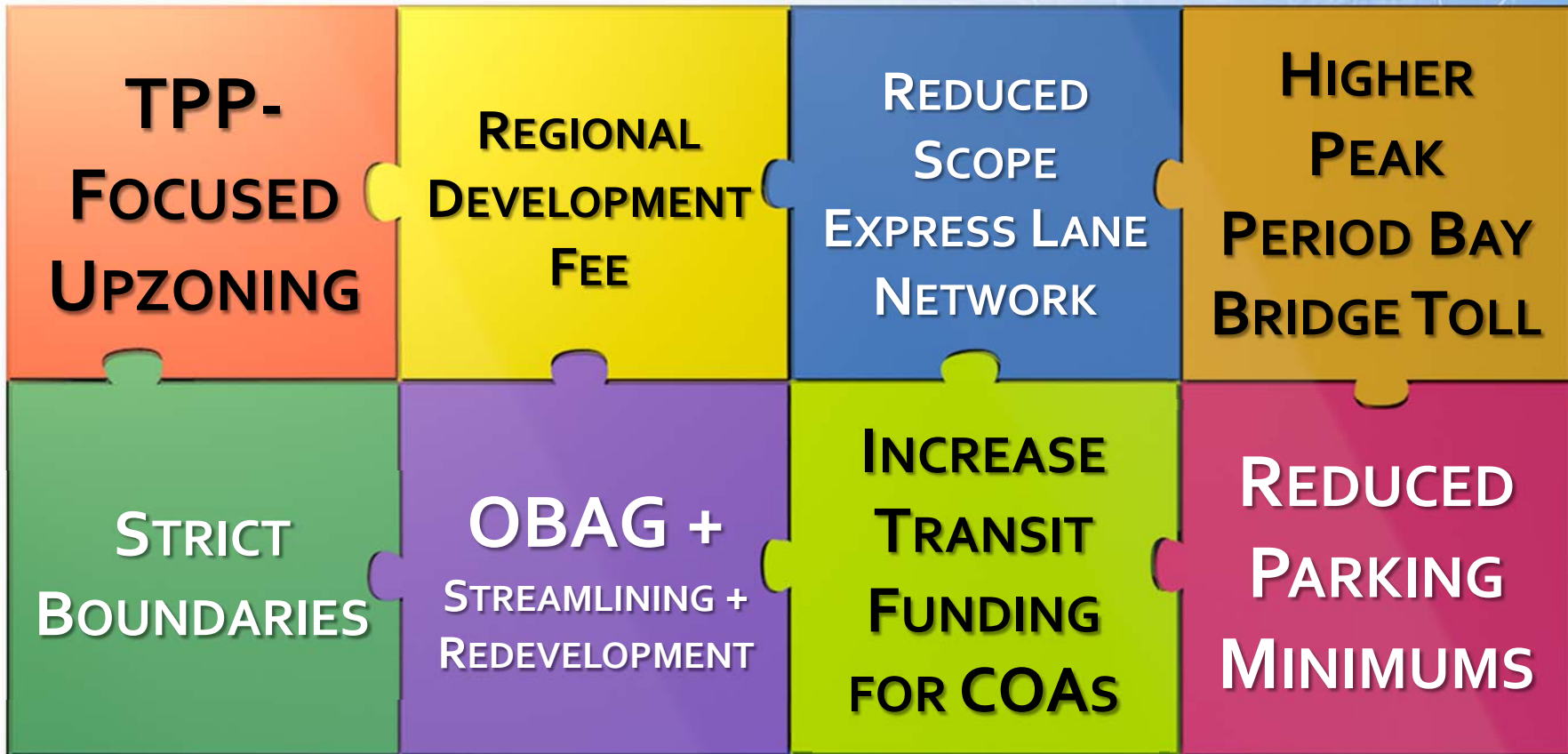
JOBS-HOUSING CONNECTION



- Approved as the Preferred Scenario for Plan Bay Area by MTC & ABAG in May 2012

3

TRANSIT PRIORITY FOCUS

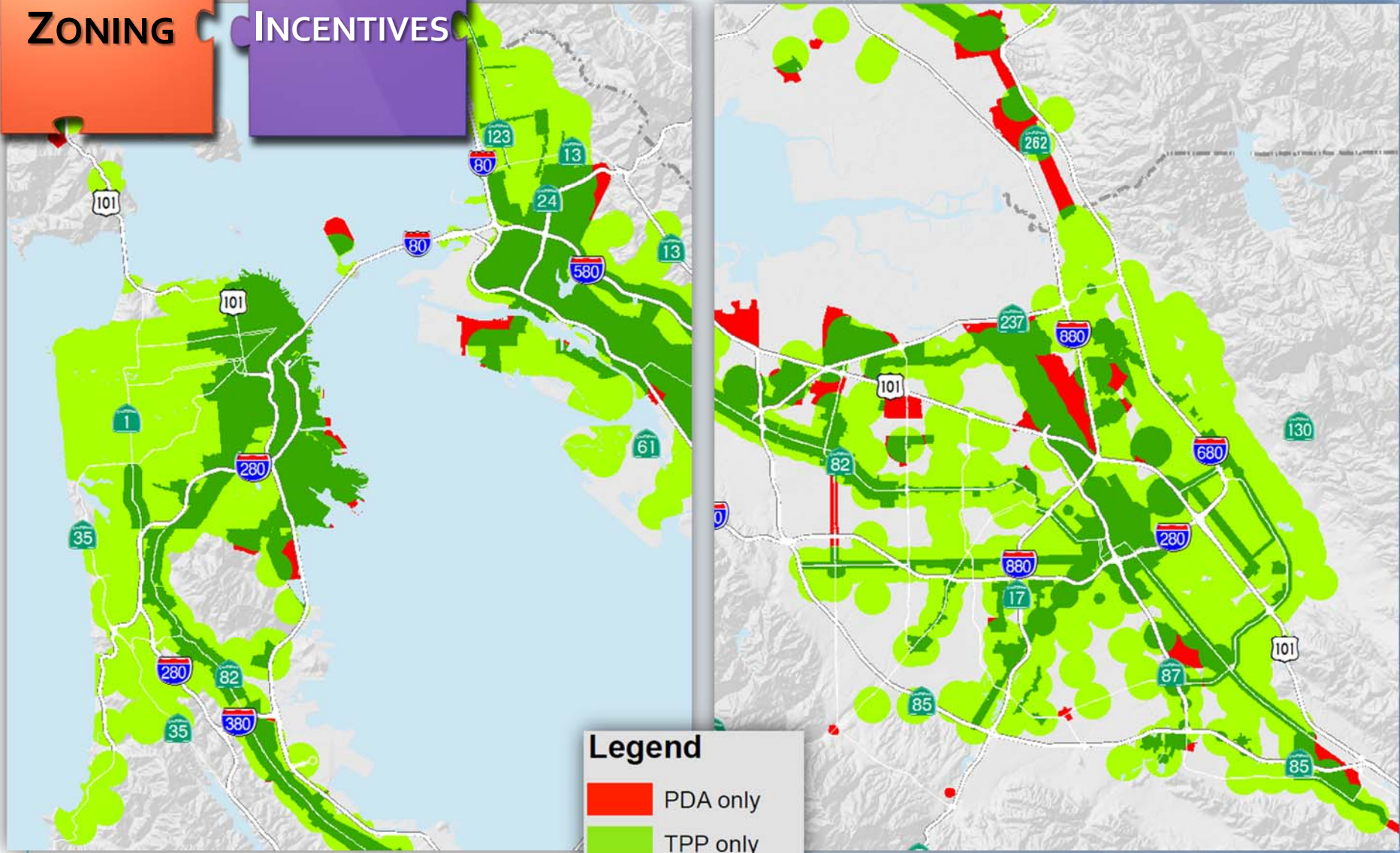


- Leverage policy toolbox of SB 375 – emphasize focused growth via TPP framework, CEQA streamlining, and potential redevelopment funding

Comparison of TPPs and PDAs

ZONING

INCENTIVES

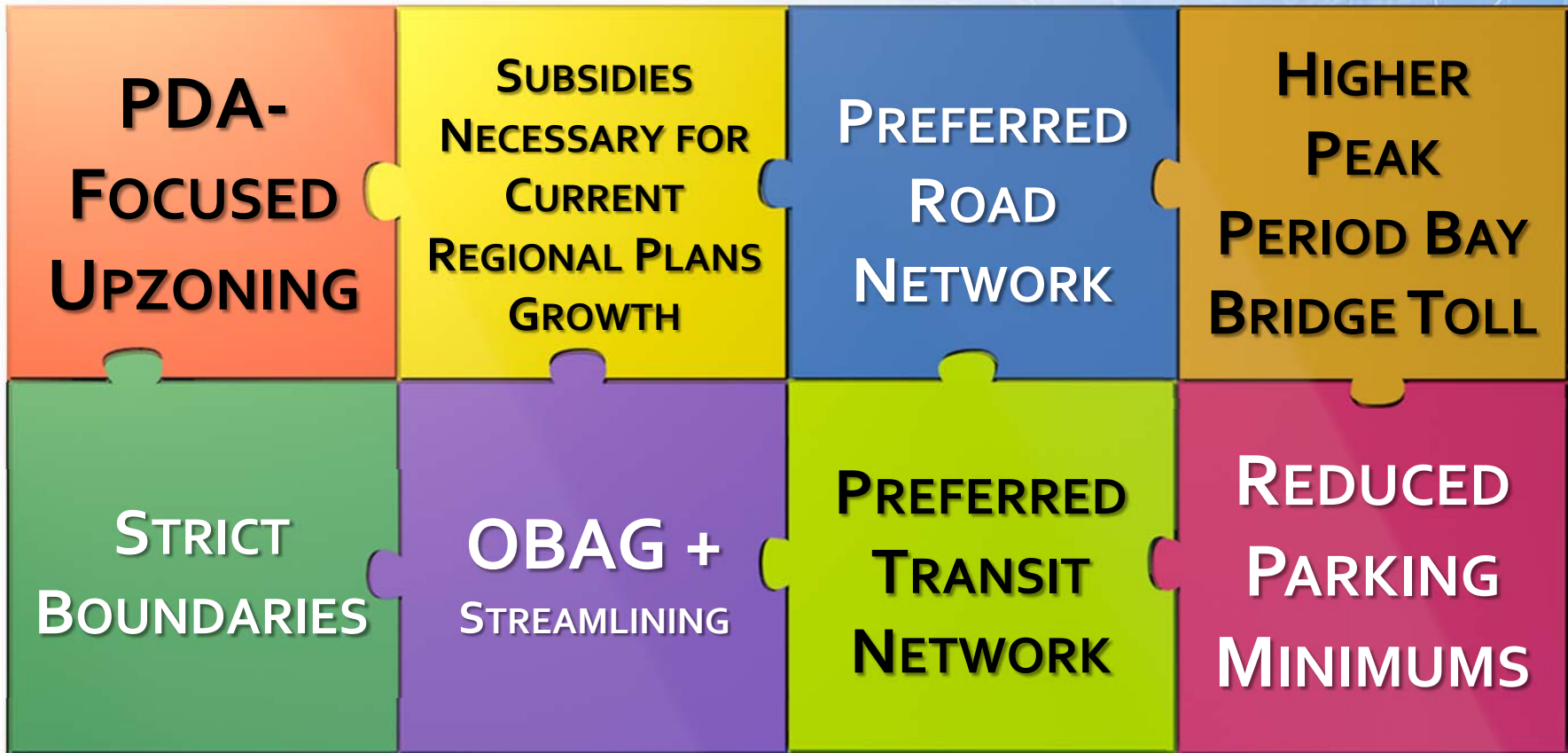


Legend

- PDA only
- TPP only
- TPP & PDA

4

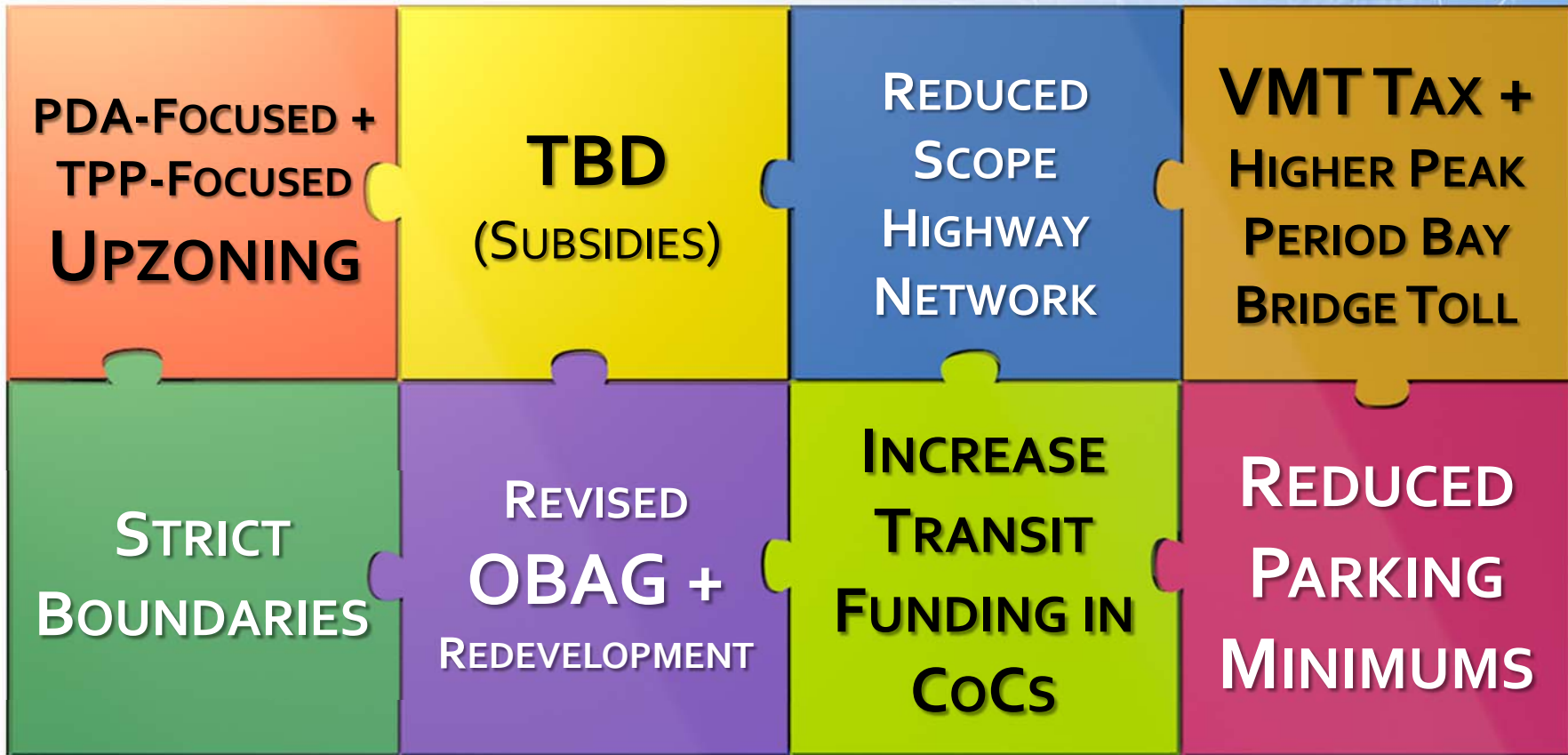
ENHANCED NETWORK OF COMMUNITIES



- Relies on higher regional control totals for population & jobs
- Developed by the business community to emphasize more dispersed growth pattern

5

ENVIRONMENT, EQUITY, AND JOBS



- Includes affordable housing policies tied to most policy levers
- Developed by equity & environmental advocates to emphasize growth in jobs-rich, high-opportunity areas

EIR Schedule

JULY 11	End of 30-Day Public Review Period for Notice of Preparation
JULY 13	Present Final Alternatives for review by Joint MTC Planning/ABAG Administrative Committees and recommendation to Commission and ABAG Executive Board
JULY 19	Commission and ABAG Executive Board Approve Final Alternatives
JULY – DECEMBER	Prepare Draft EIR
DECEMBER 14	Release Draft EIR and Draft Plan for 45- and 55-Day Public Review Periods by Joint MTC Planning/ABAG Administrative Committees
JANUARY	Hold Public Hearings on Draft Plan and Draft EIR
FEBRUARY – MARCH	Prepare Final EIR (including Response to Comments)
APRIL	Commission and ABAG Executive Board Certify Final EIR and Adopt Final Plan