



**Draft Addendum to the
Final Environmental Impact Report
Plan Bay Area
(State Clearinghouse No. 2012062029)**

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1 Introduction

The Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), acting as Lead Agencies' under the California Environmental Quality Act (CEQA), have prepared this Addendum to the Draft Environmental Impact Report (DEIR) and Final Environmental Impact Report (FEIR) for Plan Bay Area. The FEIR (State Clearinghouse No. 2012062029) was certified by MTC and ABAG on July 18, 2013.

Since July 2013 and the approval of the FEIR, the Bay Area Toll Authority (BATA), in cooperation with the California Department of Transportation (Caltrans) District 4, have initiated the Richmond-San Rafael (RSR) Bridge Access Improvement Project (project), which was not identified at the time of the adoption of Plan Bay Area and certification of the FEIR. The project proposes to convert the existing shoulders on the RSR Bridge to accommodate bicycle and pedestrian access on the upper bridge deck (westbound), and a new automobile travel lane on the lower deck (eastbound). Refer to **Figure 1** for the location of the proposed project and **Figure 2** for an overview of the specific improvements proposed.

Accordingly, this Addendum evaluates the potential impacts of inclusion of the project in Plan Bay Area relative to the conclusions reached in the FEIR prepared for Plan Bay Area. This Addendum has been prepared to conform to the requirements of CEQA and CEQA Guidelines §15164.

This addendum also includes some technical revisions that are the result of updated air quality and transportation modeling completed by MTC in 2015. These revisions are minor and are noted as such, and do not change the conclusions that were made in the 2013 FEIR.

1.1 PURPOSE OF AN ADDENDUM

CEQA Guidelines § 15164(a) provides that the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR or Negative Declaration ("ND") if some changes or additions are necessary but none of the conditions described in CEQA Guidelines § 15162 calling for preparation of a subsequent EIR or ND have occurred (CEQA Guidelines, § 15164(a)).

An addendum need not be circulated for public review but can be included in or attached to the FEIR or ND (CEQA Guidelines § 15164(c)). The decision-making body shall consider the addendum with the FEIR prior to making a decision on the project (CEQA Guidelines § 15164(d)). An agency must also include a brief explanation of the decision not to prepare a subsequent EIR or ND pursuant to § 15162 (CEQA Guidelines § 15164(e)).

Once an EIR or ND has been certified for a project, no subsequent EIR or ND is required under CEQA unless, based on substantial evidence:¹

1. substantial changes are proposed in the project which will require major revisions of the previous EIR or ND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

¹ (CEQA Guidelines, § 15162, subd. (a); see also Pub. Resources Code, Section 21166).

2. substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or ND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the ND was adopted, shows any of the following:
 - a. the project will have one or more significant effects not discussed in the previous EIR or ND;
 - b. significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

There are no substantial changes proposed by the project or in the circumstances in which the project would be undertaken that require major revisions of the existing FEIR, or preparation of a new, subsequent or supplemental EIR or ND, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. As illustrated herein, the project is consistent with the 2013 DEIR and FEIR and would involve only minor changes.

1.2 INTENDED USES OF THIS ADDENDUM

An Addendum to a FEIR is an informational document used in the planning and decision-making process. The intent of this Addendum to the FEIR is to provide MTC and ABAG with additional information regarding the potential environmental impacts resulting from Plan Bay Area resulting from the inclusion of the project that was not available at the time of the certification of the FEIR. MTC and ABAG may approve the amendment to add this project into Plan Bay Area based on this Addendum. The impacts of the project remain within the impacts previously analyzed in the DEIR and FEIR (CEQA Guidelines § 15061(b)(3)).

The project does not require any revisions to the DEIR or FEIR. No new significant information or significant changes in circumstances surrounding the project have occurred since the certification of the FEIR. The previous analysis included in the DEIR and FEIR therefore remains adequate under CEQA. However, MTC and ABAG remain obligated to comply with all applicable mitigation measures and conditions of approval contained within the DEIR and FEIR.

1.3 INCORPORATION BY REFERENCE

In compliance with CEQA Guidelines § 15150, this Addendum has incorporated by reference:

- The 2013 DEIR and FEIR (SCH No. 2012062029) and all technical studies, analyses, and technical reports that were prepared as part of the 2013 DEIR and FEIR or for this Addendum.

Relevant information from documents incorporated by reference into this Addendum have been briefly summarized in the following section, and the relationship between the incorporated part of the referenced document and this Addendum has been described.

2 Project Description

This section provides a description of Plan Bay Area that was evaluated in the FEIR and the new project proposed by BATA for inclusion in Plan Bay Area.

2.1 OVERVIEW OF PLAN BAY AREA

Plan Bay Area (the Plan) reinforces land use and transportation integration per Senate Bill (SB) 375 and presents a vision of what the San Francisco Bay Area's (Bay Area) land use patterns and transportation networks might look like in 2040. **Figure 1.2-1** included in the DEIR illustrates the regional location of the Bay Area.

The Plan serves as the 2013 Regional Transportation Plan (RTP) for the Bay Area region and includes the region's Sustainable Communities Strategy (SCS) as required under SB 375. The Plan is by definition the combined land use and transportation plan, serving as a blueprint of how the Bay Area addresses its transportation mobility and accessibility needs, land development, and greenhouse gas (GHG) emissions reduction requirements through the year 2040. The Plan document presents its purpose and goals, tracks trends and evaluates project performance, details financial assumptions and expenditures, profiles key investments, and sets forth actions that the region would advocate and pursue over the next several years. See Plan Bay Area and supplementary reports for full details. These documents can be found at:

http://www.mtc.ca.gov/planning/plan_bay_area/

As a programmatic document, the 2013 DEIR and FEIR present a region-wide assessment of the potential impacts of the Plan and included mitigation measures to offset potentially significant effects. It focused on the entire set of projects and programs contained in the Plan (see **Section 1.1** of the DEIR for a list of projects included in the Plan). Specific analysis of localized impacts in the vicinity of individual projects was not included in the program level DEIR; all impacts of individual projects will be evaluated in future environmental review, as relevant, by the appropriate implementing agency as required under CEQA and/or NEPA prior to each project being considered for approval, as applicable.

2.2 RICHMOND-SAN RAFAEL BRIDGE ACCESS IMPROVEMENT PROJECT

The project proposes to convert the existing shoulders on the RSR Bridge to accommodate bicycle and pedestrian access on the upper bridge deck (westbound), and a new automobile travel lane on the lower deck (eastbound). Bicycle and pedestrian access on the upper deck of the RSR Bridge would be provided by installing a barrier to separate bicyclists and pedestrians from motorists (see **Figure 1**).

The total length of this project is approximately 6 miles [Contra Costa County post mile (PM) R4.98 to Marin County PM 3.16]. Within the project limits there are six existing structures; San Quentin Undercrossing (Main Street) (Br. No. 27-0070), the RSR Bridge (Br. No. 28-0100), Western Drive Undercrossing (Stenmark Drive) (Br. No. 28-0141R), Scofield Avenue Undercrossing (Br. No. 28-0140 L/R), Marine Street Undercrossing (Br. No. 28-0139), and the Castro Street Undercrossing (Br. No. 28-0290 L/R). All proposed improvements are anticipated to be within existing highway and local street rights-of way, except as noted below in Project Element 3.

The project consists of three major components that are interrelated:

- Element 1: Eastbound I-580 travel lane between Marin County and Contra Costa County
- Element 2: Bicycle/Pedestrian Path in Contra Costa County
- Element 3: Bicycle/Pedestrian Path on the RSR Bridge and connections to bridge

Purpose

The purpose of the proposed project is to:

- Reduce congestion and travel time on eastbound I-580/RSR Bridge
- Provide pedestrian and bicycle travel along the I-580/RSR Bridge corridor

Need

Congestion and Delay - Regional growth and local development in Marin County has resulted in significant traffic increases on eastbound I-580 and the RSR Bridge approach during evening peak commute periods. During evening peak periods, this results in significant traffic delays along I-580 eastbound, eastbound Sir Francis Drake Boulevard, and US 101 northbound south of Sir Francis Drake exit, with unacceptable level of service conditions occurring at the intersections of Bellam Boulevard/I-580 eastbound ramps, US 101 northbound ramps/Sir Francis Drake Boulevard, Larkspur Landing Circle (west)/Sir Francis Drake Boulevard, Larkspur Landing Circle (east)/Sir Francis Drake Boulevard, San Quentin Gates/Sir Francis Drake Boulevard, Anderson Drive/Sir Francis Drake Boulevard, and Main Street/I-580 eastbound ramps. Additional evening traffic congestion occurs on northbound US 101, from the Tamalpais Drive interchange to the Sir Francis Drake Boulevard off-ramp, and continues onto eastbound I-580. Because substantial growth is projected to occur in this region, there is a need to improve and expand eastbound bridge capacity to reduce and avoid additional traffic congestion and delay during peak commute hours.

Accessibility for Bicyclists and Pedestrians – The current lack of bicycle and pedestrian facilities across the RSR Bridge represents a major gap in the planned 500-mile Bay Trail. Overall, an estimated 37.9 million annual trips were made on the existing Bay Trail in 2005, making it one of the most heavily used recreational and non-motorized transportation corridors in the region, but

no access was available over the RSR Bridge. Sections of the Bay Trail adjoin the bridge on both sides and this gap prevents non-motorized access across a major transportation corridor linking Marin and Contra Costa County.

Description of Work

Project Element 1 - Eastbound I-580 Third Lane (including RSR Bridge Pilot Project)

Element 1 of the proposed project would construct a new third travel lane by converting the existing shoulder of the eastbound direction of I-580 across the lower deck of the RSR Bridge to a travel lane. The new lane will begin immediately downstream from the eastbound Main Street off-ramp in Marin County and terminate on the Contra Costa County side of the bridge, slightly downstream of the Marine Street/East Standard Avenue eastbound off-ramp in Richmond. The exact hours of operation of the lane will be outlined in the Project Report. Electronic and static signs will be used to operate and manage the lane during the hours of operations (refer to **Figure 2**). The third travel lane on the RSR Bridge is part of a pilot project (along with Element 3) that will run for a duration of four years, intended to test and evaluate the performance and use of the third travel lane. After 4 years, the third lane on the RSR Bridge may be made permanent, or will return to function as a shoulder during the off-peak hours. All other constructed components of this element would be permanent. All improvements for this element will be within existing state and local right-of-way.

Project Element 2 – Bicycle/Pedestrian Path in Contra Costa County

The proposed bi-directional bicycle/pedestrian path (bi-directional path) in Contra Costa County would be constructed along the north side of westbound I-580 from the Marine Street interchange in Contra Costa County to Stenmark Drive (formerly Western Drive) and the Toll Plaza where it would then connect to Project Element 3, discussed below. The bi-directional path would be implemented along the existing westbound I-580 shoulder and would replace the existing one-way Class III bicycle lanes in both eastbound and westbound directions of I-580 between Marine Street and the Toll Plaza. The proposed bi-directional path would be separated from vehicle traffic by a continuous concrete barrier. All improvements for this element will be within existing state and local right-of-way.

Project Element 3 – Bicycle/Pedestrian Path on RSR Bridge and Related Connections to RSR Bridge (Pilot Project)

Project Element 3 includes the continuation of the proposed bi-directional path between the Stenmark Drive off-ramp at the eastern end of the RSR Bridge, continuing onto and across the RSR Bridge to the Main Street (San Quentin) interchange at the western end of the bridge. This portion of the bi-directional path would be part of the pilot project that would run for four years, intended to test and evaluate the performance and use of bicycle/pedestrian path on the RSR Bridge. After the 4 years, the bi-directional path on the RSR Bridge may be made permanent, or will return to functioning as a shoulder. Pedestrian/bicycle access improvements are also included in this project element to improve multimodal circulation and connections to the RSR Bridge. With the exception of the segment of the bicycle and pedestrian path adjacent to the maintenance facility (on an easement to be provided by Chevron), all improvements for this element will be located within state and local right-of-way.

3 CEQA Checklist and Impact Analysis

3.1 SCOPE OF ANALYSIS

This Addendum considers whether the inclusion of the project in Plan Bay Area could result in any significant effects on the environments that were not already described in the 2013 DEIR and FEIR.

The level of significance of impacts resulting from the inclusion of the proposed project in the Plan would not result in any new impacts that were not previously disclosed, nor has the environmental baseline in the Bay Area changed since the 2013 FEIR, such that new impacts would be created. This addendum evaluates potential environmental impacts resulting only from the addition of the proposed project to the Plan, in comparison to what was evaluated in the 2013 DEIR and FEIR.

The following environmental categories were specifically examined in the context of the modification to the Plan discussed above:

- Transportation
- Air Quality
- Land Use and Physical Development
- Energy
- Climate Change and GHGs
- Noise
- Geology and Seismicity
- Water Resources
- Biological Resources
- Visual Resources
- Cultural Resources
- Public Utilities and Facilities
- Hazards
- Public Services and Recreation

3.2 ANALYSIS

Additional analysis has been conducted for the environmental topics listed above and the results are discussed below in **Table 1**. All of the environmental topics examined in the FEIR have been assessed and found not to have any material change from what has already been presented in the 2013 FEIR. All mitigation measures adopted in the 2013 DEIR/FEIR continue to remain in effect and are incorporated by reference in this Addendum.

Table 1 Summary of Impacts and Mitigation

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
Transportation					
<p>Impact 2.1-1: Implementation of the proposed Plan could result in a substantial increase in per trip travel time for commute travel by any mode over existing conditions. A substantial increase in per trip travel time is defined as greater than 5 percent.</p>	<p>Less than significant</p>	<p>No. Implementation of the proposed project would not substantially increase (greater than 5%) per trip travel time for commute travel by any mode (see Table 4). The potential impacts or the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area. There would not be a substantial Increase in the severity of any previously Identified effects.</p>	<p>NA</p>	<p>No</p>	<p>Less than significant</p>
<p>Impact 2.1.-2: Implementation of the proposed Plan could result in a substantial increase in per trip travel time for non-commute travel by any mode over existing conditions. A substantial increase in per trip travel time is defined as greater than 5 percent.</p>	<p>Less than significant</p>	<p>No. Implementation of the proposed project would decrease travel time for non-commute travel by all modes (see Table 5). The potential impacts or the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area. There would not be a substantial Increase in the severity of any previously Identified effects.</p>	<p>NA</p>	<p>No</p>	<p>Less than significant</p>

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
<p>Impact 2.1-3: Implementation of the proposed Plan could result in a substantial increase in per capita VMT on facilities experiencing level of service (LOS) F compared to existing conditions during AM peak periods, PM peak periods, or during the day as a whole (LOS F defines a condition on roads where traffic substantially exceeds capacity, resulting in stop-and-go conditions for extended periods of time). A substantial increase in LOS F-impacted per capita VMT is defined as greater than 5 percent.</p>	<p>Significant and Unavoidable</p>	<p>No. With inclusion of the proposed project in the Plan, VMT on facilities experiencing LOS F would be reduced during all periods compared to what was reported in the 2013 FEIR (see Table 6). The potential impacts or the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area. The project would not substantially increase the severity of previously identified significant effects.</p>	<p>MM 2.1(a) – MM 2.1(c)</p>	<p>No</p>	<p>Significant and Unavoidable</p>
<p>Impact 2.1-4: Implementation of the proposed Plan could result in a substantial increase in per capita VMT compared to existing conditions. A substantial increase in per capita VMT is defined as greater than 5 percent.</p>	<p>No adverse impact</p>	<p>No. Implementation of the proposed project with the Plan would reduce per capita VMT by 6% (see Table 7). The potential impacts or the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area.</p>	<p>None required</p>	<p>No</p>	<p>No adverse impact</p>

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
<p>Impact 2.1-5: Implementation of the proposed Plan could result in increased percent utilization of regional transit supply resulting in an exceedance of transit capacity at AM peak hours, at PM peak hours, or for the day. An exceedance is defined as passenger seat-mile demand for any transit technology being greater than 80 percent of passenger seat-miles supplied by transit operators.</p>	<p>No adverse impact</p>	<p>No. Implementation of the proposed project would not substantially increase the percent utilization (over 80%) of the regional transit supply (see Table 9). The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area.</p>	<p>NA</p>	<p>No</p>	<p>No adverse impact</p>
Air Quality					
<p>Impact 2.2-1(a): Implementation of the proposed Plan could conflict with or obstruct implementation of the primary goals of an applicable air quality plan.</p>	<p>Less than significant</p>	<p>No. The proposed project would not conflict with or obstruct implementation of the primary goals or control measures of an applicable air quality plan. The project is intended to reduce existing and future traffic congestion and offer non-motorized alternatives to travelling on the RSR Bridge, which in turn should result in improved regional air quality. The potential impacts of the proposed project are covered within the parameters of</p>	<p>NA</p>	<p>No</p>	<p>Less than significant</p>

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
Impact 2.2-1(b): Implementation of the proposed Plan could conflict with or obstruct implementation of applicable control measures of an applicable air quality plan.	Less than significant	the previous environmental analysis conducted for Plan Bay Area.	NA	No	Less than significant
Impact 2.2-1(c): Implementation of the proposed Plan could conflict with or obstruct implementation of any control measures in an applicable air quality plan.	Less than significant		NA	No	Less than significant
Impact 2.2-2: Implementation of the proposed Plan could result in a substantial net increase in construction-related emissions.	Significant and Unavoidable *Less than significant with mitigation	No. Implementation of the proposed project would result in construction-related emissions. However, the potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area, and the severity of previously identified impacts would not substantially increase. The project would incorporate the mitigation measures/standard best management practices identified in the FEIR as applicable.	MM 2.2(a)	No	Significant and Unavoidable *Less than significant with mitigation

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
<p>Impact 2.2-3(a): Implementation of the proposed Plan could cause a net increase in emissions of criteria pollutants ROG, NOx, CO, and PM_{2.5} from on-road mobile sources compared to existing conditions.</p>	<p>No adverse impact</p>	<p>No. Revised emissions estimates conducted for the Plan with inclusion of the project concluded that emissions of criteria air pollutants and toxic air contaminants (TACs) would be reduced compared to existing conditions (see Tables 11 and 13). However, as shown in Table 12, emissions of PM₁₀ are expected to increase compared to existing conditions. The identified increase would be 12% under 2013 Plan and with inclusion of the project. Therefore, potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area, and the severity of previously identified impacts would not substantially increase. The project would incorporate the mitigation measures/standard best management practices identified in the FEIR as applicable.</p>	<p>NA</p>	<p>No</p>	<p>No adverse impact</p>
<p>Impact 2.2-3(b): Implementation of the proposed Plan could cause a net increase in emissions of PM₁₀ from on-road mobile sources compared to existing conditions.</p>	<p>Significant and unavoidable</p>	<p>The identified increase would be 12% under 2013 Plan and with inclusion of the project. Therefore, potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area, and the severity of previously identified impacts would not substantially increase. The project would incorporate the mitigation measures/standard best management practices identified in the FEIR as applicable.</p>	<p>MM 2.2(b) – MM 2.2(e) MM 2.1(a) – 2.1(c)</p>	<p>No</p>	<p>Significant and unavoidable</p>
<p>Impact 2.2-4: Implementation of the proposed Plan could cause a cumulative net increase in emissions of diesel PM, 1,3-butadiene, and benzene (TACs) from on-road mobile sources compared to existing conditions.</p>	<p>No adverse impact</p>	<p>The identified increase would be 12% under 2013 Plan and with inclusion of the project. Therefore, potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area, and the severity of previously identified impacts would not substantially increase. The project would incorporate the mitigation measures/standard best management practices identified in the FEIR as applicable.</p>	<p>NA</p>	<p>No</p>	<p>No adverse impact</p>

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
<p>Impact 2.2-5(a): 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 a cancer risk greater than 100/million or a concentration of PM_{2.5} greater than 0.8 µg/m.</p>	<p>Significant and unavoidable</p>	<p>No. The majority of the project is outside of a TPP corridor, only a very small portion of the east end of the project in Point Richmond is within a TPP-eligible area; therefore, the proposed project would not substantially increase the number of sensitive receptors in TPP corridors. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area, and the severity of previously identified impacts would not substantially increase.</p>	<p>MM 2.2(d)</p>	<p>No</p>	<p>Significant and unavoidable</p>
<p>Impact 2.2-5(b): Implementation of the proposed Plan could cause a localized net increase in sensitive receptors located in Transit Priority Project (TPP) corridors within set distances (Table 2.2-10 in the DEIR) to mobile or stationary sources of TAC or PM_{2.5} emissions.</p>	<p>Significant and unavoidable</p>	<p>No. The majority of the project is outside of a TPP corridor, only a very small portion of the east end of the project in Point Richmond is within a TPP-eligible area; therefore, the proposed project would not substantially increase the number of sensitive receptors in TPP corridors. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area, and the severity of previously identified impacts would not substantially increase.</p>	<p>MM 2.2(d)</p>	<p>No</p>	<p>Significant and unavoidable</p>
<p>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</p>	<p>Less than significant</p>	<p>No. The majority of the project is outside of a TPP corridor, only a very small portion of the east end of the project in Point Richmond is within a TPP-eligible area; therefore, the proposed project would not substantially increase the number of sensitive receptors in TPP corridors. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area, and the severity of previously identified impacts would not substantially increase.</p>	<p>NA</p>	<p>No</p>	<p>Less than significant</p>

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
<p>particulate matter (PM2.5) 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.</p>					
<p>Impact 2.2-6: Implementation of the proposed Plan could result in a localized larger increase or smaller decrease of TACs and or PM_{2.5} emissions in disproportionately impacted communities compared to the remainder of the Bay Area communities.</p>	<p>Significant and unavoidable</p>	<p>No. The proposed project would not substantially affect disproportionately impacted communities in the Bay Area compared with the remainder of the Bay Area (see Table 14). The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area and would not result in a substantial increase in the severity of any previously identified impacts. The project would also incorporate the mitigation measures/standard best management practices identified in the DEIR as applicable.</p>	<p>MM 2.2(d) – MM 2.2(f) MM 2.1(a) – MM 2.1(c)</p>	<p>No</p>	<p>Significant and unavoidable</p>

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
Land Use and Physical Development					
Impact 2.3-1: Implementation of the proposed Plan could result in residential or business disruption or displacement of substantial numbers of existing population and housing.	Significant and Unavoidable *Less than significant with mitigation	No. The proposed project would not result in any substantial residential or business disruption or displacement. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area and would incorporate the mitigation measures identified in the DEIR as applicable.	MM 2.3(a) - MM 2.3(c) MM 2.2(a) in Chapter 2.2: of the DEIR includes additional applicable measures related to this impact, and is included here by reference.	No	Significant and Unavoidable *Less than significant with mitigation
Impact 2.3-2: Implementation of the proposed Plan could result in permanent alterations to an existing neighborhood or community by separating residences from community facilities and services, restricting access to commercial or residential areas, or eliminating community amenities.	Significant and Unavoidable *Less than significant with mitigation	No. The proposed project would primarily occur within existing street and highway right-of-way and not result in any substantial alterations to an existing neighborhood or community. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area and would incorporate the mitigation measures identified in the DEIR as applicable.	MM 2.3(d) – MM 2.3(f) MM 2.3(a) - 2.3(c) in Impact 2.3- 1 would further reduce community separation impacts	No	Significant and Unavoidable *Less than significant with mitigation

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
Impact 2.3-3: Implementation of the proposed Plan could conflict substantially with the land use portion of adopted local general plans or other applicable land use plans, including specific plans, existing zoning, or regional plans such as coastal plans or the Bay Plan.	Less than significant	No. The proposed project would not substantially conflict with the land use portion of adopted local general plans or other applicable land use plans. The potential impacts or the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area.	NA	No	Less than significant
Impact 2.3-4: Implementation of the proposed Plan could convert substantial amounts of important agricultural lands and open space or lands under Williamson Act contract to non-agricultural use.	Significant and Unavoidable	No. The proposed project would not convert any agricultural lands, open space, or lands under Williamson Act contract to non-agricultural use. The project would not increase the severity of previously identified significant effects.	MM 2.3(g) and MM 2.3(h)	No	Significant and Unavoidable
Impact 2.3-5: Implementation of the proposed Plan could result in the loss of forest land, conversion of forest land to non-forest use, or conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.	Significant and Unavoidable	No. The proposed project would not result in the loss of any forest land or conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. The project would not increase the severity of previously identified significant effects.	MM 2.3(i)	No	Significant and Unavoidable

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
Energy					
Impact 2.4-1: Implementation of the proposed Plan could result in an increase in per-capita direct and indirect energy consumption compared to existing conditions.	Less than significant	No. The proposed project would not result in a substantial increase in per-capita direct and indirect energy consumption compared to existing conditions. The potential impacts or the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area.	NA	No	Less than significant
Impact 2.4-2: Implementation of the proposed Plan could be inconsistent with adopted plans or policies related to energy conservation.	No adverse impact	No. The proposed project would encourage alternative modes of transportation with implementation of the new bi-directional path and would not be inconsistent with adopted plans or policies related to energy conservation. The potential impacts or the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area.	NA	No	No adverse impact

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
Climate Change and Greenhouse Gases					
<p>Impact 2.5-1: Implementation of the proposed Plan could fail to reduce per capita passenger vehicle and light duty truck CO₂ emissions by 7 percent by 2020 and by 15 percent by 2035 as compared to 2005 baseline, per SB 375.</p>	<p>No adverse impact</p>	<p>No. The proposed project would help to reduce per capita passenger vehicle CO₂ emissions and are estimated to be reduced by 25% by 2040 (see Table 16). The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area.</p>	<p>NA</p>	<p>No</p>	<p>No adverse impact</p>
<p>Impact 2.5-2: Implementation of the proposed Plan could result in a net increase in direct and indirect GHG emissions in 2040 when compared to existing conditions.</p>	<p>No adverse impact</p>	<p>No. The proposed project would help to reduce indirect and direct GHG emissions. Total regional GHG emissions are expected to be reduced by 18% by 2040 with implementation of the Plan (see Table 17). The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area.</p>	<p>NA</p>	<p>No</p>	<p>No adverse impact</p>

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
<p>Impact 2.5-3: Implementation of the proposed Plan could substantially impede attainment of goals set forth in Executive Order (EO) S-3-05 and Executive Order B-16-2012.</p>	<p>Less than significant</p>	<p>No. The proposed project would help to reduce GHG emissions in the Plan area and help reach the goals set forth in EO S-3-05 and B-16-2012. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area.</p>	<p>NA</p>	<p>No</p>	<p>Less than significant</p>
<p>Impact 2.5-4: Implementation of the proposed Plan could substantially conflict with any other applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.</p>	<p>No adverse impact</p>	<p>No. The proposed project would help to reach goals aimed at reducing GHG emissions. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area.</p>	<p>NA</p>	<p>No</p>	<p>No adverse impact</p>
<p>Impact 2.5-5: Implementation of the proposed Plan may result in a net increase in transportation investments within areas regularly inundated by sea level rise by midcentury.</p>	<p>Significant and unavoidable *Less than significant with mitigation</p>	<p>No. A small portion of the proposed project is within low lying areas that could be potentially affected by future sea level rise. However, the potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area, and the severity of previously identified impacts would not substantially increase. The project would incorporate the mitigation measures identified in the DEIR as applicable.</p>	<p>MM 2.5(a) – MM 2.5(d)</p>	<p>No</p>	<p>Significant and unavoidable *Less than significant with mitigation</p>

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
<p>Impact 2.5-6: Implementation of the proposed Plan may result in a net increase in the number of people residing within areas regularly inundated by sea level rise by midcentury.</p>	<p>Significant and unavoidable</p>	<p>No. The proposed project would not result in the creation of any new residences. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area, and the severity of previously identified impacts would not substantially increase.</p>	<p>MM 2.5(b) and MM 2.5(d)</p>	<p>No</p>	<p>Significant and unavoidable</p>
<p>Impact 2.5-7: Implementation of the proposed Plan may result in an increase in land use development within areas regularly inundated by sea level rise by midcentury.</p>	<p>Significant and unavoidable</p>	<p>No. The proposed project would not result in any new land use developments. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area, and the severity of previously identified impacts would not substantially increase.</p>	<p>MM 2.5(b) and MM 2.5(d)</p>	<p>No</p>	<p>Significant and unavoidable</p>

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
Noise					
<p>Impact 2.6-1: Implementation of the proposed Plan could result in exposure of persons to or generation of temporary construction noise levels and/or groundborne vibration levels in excess of standards established by local jurisdictions or transportation agencies.</p>	<p>Significant and unavoidable *Less than significant with mitigation</p>	<p>No. The proposed project would result in temporary construction-period noise and groundborne vibration. However, the potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area, and the severity of previously identified impacts would not substantially increase. The project would incorporate the mitigation measures identified in the DEIR as applicable.</p>	<p>MM 2.6(a) – MM 2.6(c)</p>	<p>No</p>	<p>Significant and unavoidable *Less than significant with mitigation</p>
<p>Impact 2.6-2: Implementation of the proposed Plan could result in increased traffic volumes that could result in roadside noise levels that approach or exceed the FHWA Noise Abatement Criteria.</p>	<p>Significant and unavoidable *Less than significant with mitigation</p>	<p>No. The proposed project could result in increased traffic volumes and roadside noise. However, the potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area, and the severity of previously identified impacts would not substantially increase. The project would incorporate the mitigation measures identified in the DEIR as applicable.</p>	<p>MM 2.6(d)</p>	<p>No</p>	<p>Significant and unavoidable *Less than significant with mitigation</p>

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
<p>Impact 2.6-3: Implementation of the proposed Plan could result in increased noise exposure from transit sources that exceed FTA exposure thresholds.</p>	<p>Significant and unavoidable</p>	<p>No. The proposed project would not result in increased noise exposure from transit sources that would exceed FTA exposure thresholds. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area, and the severity of previously identified impacts would not substantially increase.</p>	<p>MM 2.6(e) – MM 2.6(g)</p>	<p>No</p>	<p>Significant and unavoidable</p>
<p>Impact 2.6-4: Implementation of the proposed Plan could result in increased vibration exposure from transit sources that exceed FTA exposure thresholds.</p>	<p>Significant and unavoidable</p>	<p>No. The proposed project would not result in increased vibration exposure from transit sources that would exceed FTA exposure thresholds. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area, and the severity of previously identified impacts would not substantially increase.</p>	<p>MM 2.6(h) – MM 2.6(i)</p>	<p>No</p>	<p>Significant and unavoidable</p>

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
<p>Impact 2.6-5: Implementation of the proposed Plan could result in increased noise exposure from aircraft or airports.</p>	<p>Less than significant</p>	<p>No. The proposed project would not result in increased noise exposure from aircraft or airports. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area.</p>	<p>NA</p>	<p>No</p>	<p>Less than significant</p>
<p>Geology and Seismicity</p>					
<p>Impact 2.7-1: Implementation of the proposed Plan may expose people or structures to substantial risk of property loss, injury or death related to fault rupture.</p>	<p>Less than significant with mitigation</p>	<p>No. The proposed project is located within a seismically active region. However, the project limits do not fall on any active fault lines and potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area. The project would not substantially increase the severity of any previously identified significant effects. The project would incorporate the mitigation and design measures identified in the DEIR as applicable.</p>	<p>MM 2.7(a)</p>	<p>No</p>	<p>Less than significant with mitigation</p>

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
<p>Impact 2.7-2: Implementation of the proposed Plan may expose people or structures to substantial risk related to ground shaking.</p>	<p>Less than significant with mitigation</p>	<p>No. The proposed project is located within a seismically active region and would likely experience ground shaking in the event of nearby fault rupture. However, the potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area and design measures to mitigate seismic and soil-related risks would be included. The project would not substantially increase the severity of any previously identified significant effects.</p>	<p>MM 2.7(b)</p>	<p>No</p>	<p>Less than significant with mitigation</p>
<p>Impact 2.7-3: Implementation of the proposed Plan may expose people or structures to substantial risk from seismic-related ground failure, including liquefaction.</p>	<p>Less than significant with mitigation</p>	<p>No. The proposed project is located within an area with high risk for liquefaction. However, the potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area and design measures to mitigate seismic and soil-related risks would be included. The project would not substantially increase the severity of any previously identified significant effects.</p>	<p>MM 2.7(b)</p>	<p>No</p>	<p>Less than significant with mitigation</p>

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
<p>Impact 2.7-4: Implementation of the proposed Plan may expose people or structures to substantial risk related to landslides.</p>	<p>Less than significant with mitigation</p>	<p>No. The proposed project is not in an area at high risk for landslides. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area. The project would not substantially increase the severity of any previously identified significant effects.</p>	<p>MM 2.7(b)</p>	<p>No</p>	<p>Less than significant with mitigation</p>
<p>Impact 2.7-5: Implementation of the proposed Plan may result in substantial soil erosion or the loss of topsoil.</p>	<p>Less than significant with mitigation</p>	<p>No. Implementation of the proposed project may result in some soil erosion. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area and the project would comply with NPDES permit requirements and mitigation measures identified in the DEIR, as applicable. The project would not substantially increase the severity of any previously identified significant effects.</p>	<p>MM 2.7(c)</p>	<p>No</p>	<p>Less than significant with mitigation</p>

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
<p>Impact 2.7-6: Implementation of the proposed Plan may locate a subsequent development project on a geologic unit or soil that is unstable, contains expansive properties, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.</p>	<p>Less than significant with mitigation</p>	<p>No. The proposed project would not create any new developments; however, the project is located within an area with high risk for liquefaction. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area and would incorporate design and mitigation measures identified in the DEIR, as applicable. The project would not substantially increase the severity of any previously identified significant effects.</p>	<p>MM 2.7(b)</p>	<p>No</p>	<p>Less than significant with mitigation</p>

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
Water Resources					
Impact 2.8-1: Implementation of the proposed Plan may violate water quality standards or waste or stormwater discharge requirements.	Less than significant with mitigation	No. The proposed project would contribute to stormwater runoff and alter drainage patterns in the immediate area. However, the potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area and the project would comply with NPDES permit requirements and other construction BMPs. The project would not substantially increase the severity of any previously identified significant effects.	MM 2.8(a)	No	Less than significant with mitigation
Impact 2.8-2: Implementation of the proposed Plan may substantially interfere with or reduce rates of groundwater recharge due to the increased amount of impervious surfaces, such that there would be a net deficit in aquifer volume or a lowering of the groundwater table.	Less than significant	No. The proposed project would result in a small increase in impervious surfaces. However, the potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area. The project would not substantially increase the severity of any previously identified significant effects.	NA	No	Less than significant

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
<p>Impact 2.8-3: Implementation of the proposed Plan may increase erosion by altering the existing drainage patterns of a site, contributing to sediment loads of streams and drainage facilities, and thereby affecting water quality.</p>	<p>Less than significant with mitigation</p>	<p>No. The proposed project may alter drainage patterns in the immediate area. However, the potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area and the project would comply with NPDES permit requirements and other construction BMPs. The project would not substantially increase the severity of any previously identified significant effects.</p>	<p>MM 2.8(a)</p>	<p>No</p>	<p>Less than significant with mitigation</p>
<p>Impact 2.8-4: Implementation of the proposed Plan may increase non-point pollution of stormwater runoff due to litter, fallout from airborne particulate emissions, or discharges of vehicle residues, including petroleum hydrocarbons and metals that would impact the quality of receiving waters.</p>	<p>Less than significant with mitigation</p>	<p>No. The proposed project may increase non-point pollution of stormwater runoff. However, the potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area and the project would comply with NPDES permit requirements and other construction BMPs. The project would not substantially increase the severity of any previously identified significant effects.</p>	<p>MM 2.8(a)</p>	<p>No</p>	<p>Less than significant with mitigation</p>
<p>Impact 2.8-5: Implementation of the proposed Plan may increase non-point-source pollution of stormwater runoff from construction sites due to</p>	<p>Less than significant with mitigation</p>	<p>No. The proposed project may increase non-point pollution of stormwater runoff. However, the potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area and the project would comply with NPDES permit requirements and other construction BMPs. The project would not substantially increase the severity of any previously identified significant effects.</p>	<p>MM 2.8(a)</p>	<p>No</p>	<p>Less than significant with mitigation</p>

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
discharges of sediment, chemicals, and wastes to nearby storm drains and creeks.					
Impact 2.8-6: Implementation of the proposed Plan may increase rates and amounts of runoff due to additional impervious surfaces, higher runoff values for cut-and-fill slopes, or alterations to drainage systems that could cause potential flood hazards and effects on water quality.	Less than significant with mitigation	No. The proposed project may increase impervious surfaces and rates of runoff. However, the potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area and the project would comply with NPDES permit requirements and other construction BMPs. The project would not substantially increase the severity of any previously identified significant effects.	MM 2.8(a)	No	Less than significant with mitigation
Impact 2.8-7: Implementation of the proposed Plan may place within a 100-year flood hazard area structures which would impede or redirect flows.	Less than significant with mitigation	No. A small portion of the proposed project is within a 100-year flood hazard area. However, the potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area, and the severity of previously identified impacts would not substantially increase. The project would incorporate the mitigation measures identified in the DEIR as applicable.	MM 2.8(b)	No	Less than significant with mitigation

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
<p>Impact 2.8-8: Implementation of the proposed Plan may expose people to a significant risk of loss, injury, or death involving flooding (including flooding as a result of the failure of a levee or dam), seiche, tsunami, or mudflow.</p>	<p>Less than significant</p>	<p>No. The project would not expose people to significant risks involving flooding, seiche, tsunami, or mud flow. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area, and the severity of previously identified impacts would not substantially increase.</p>	<p>NA</p>	<p>No</p>	<p>Less than significant</p>
Biological Resources					
<p>Impact 2.9-1a: Implementation of the proposed Plan could have a substantial adverse effect, either directly or through habitat modifications, on species identified as candidate, sensitive, or special-status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.</p>	<p>Significant and unavoidable</p>	<p>No. Due to the high degree of disturbance in the project area, it is unlikely that the proposed project would have a substantial adverse effect on special-status species or designated critical habitat. Implementation of the proposed project could affect non-listed nesting raptor species and nesting birds. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area, and the project would comply with the mitigation requirements set forth in the DEIR as applicable. The severity of</p>	<p>MM 2.9(a)</p>	<p>No</p>	<p>Significant and unavoidable</p>
<p>Impact 2.9-1(b): Implementation of the proposed Plan could have substantial adverse impacts on</p>	<p>Significant and unavoidable</p>	<p>requirements set forth in the DEIR as applicable. The severity of</p>	<p>MM 2.9(b)</p>	<p>No</p>	<p>Significant and unavoidable</p>

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
designated critical habitat for federally listed plant and wildlife species.		previously identified impacts would not substantially increase.			
Impact 2.9-1(c): Implementation of the proposed Plan could result in construction activities that could adversely affect non-listed nesting raptor species considered special-status by CDFW under CDFW Code 3503.5 and non-listed nesting bird species considered special-status by the USFWS under the federal Migratory Bird Treaty Act, and by CDFW under CDFW Code 3503 and 3513.	Significant and unavoidable *Less than significant with mitigation		MM 2.9(c)	No	Significant and unavoidable *Less than significant with mitigation
Impact 2.9-2: Implementation of the proposed Plan could have a substantial adverse effect on riparian habitat, federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.), or other sensitive natural communities identified in local or regional plans, policies, or regulations,	Significant and unavoidable	No. There are potential wetlands and a channelized drainage present within and immediately adjacent to the project area. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area, and the project would comply with the mitigation requirements set forth in the DEIR as applicable. The severity of previously identified impacts would not substantially increase.	MM 2.9(d)	No	Significant and unavoidable

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
<p>or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, through direct removal, filling, hydrological interruption, or other means.</p>					
<p>Impact 2.9-3: Implementation of the proposed Plan could interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridor, or impede the use of native wildlife nursery sites.</p>	<p>Significant and unavoidable</p>	<p>No. Due to the urban nature of the project limits, it is unlikely that the proposed project would interfere with a wildlife corridor or nursery site. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area, and the project would comply with the mitigation requirements set forth in the DEIR as applicable. The severity of previously identified impacts would not substantially increase.</p>	<p>MM 2.9(d)</p>	<p>No</p>	<p>Significant and unavoidable</p>
<p>Impact 2.9-4: Implementation of the proposed Plan could conflict with adopted local conservation policies, such as a tree protection ordinance, or resource protection and conservation plans, such as a Habitat Conservation Plan (HCP), Natural Community</p>	<p>Less than significant with mitigation</p>	<p>No. Due to the urban nature of the project limits, it is unlikely that the proposed project would conflict with local conservation policies. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area, and the project</p>	<p>MM 2.9(f) – MM 2.9(h)</p>	<p>No</p>	<p>Less than significant with mitigation</p>

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
Conservation Plan (NCCP), or other adopted local, regional, or state habitat conservation plan.		would comply with the mitigation requirements set forth in the DEIR as applicable. The severity of previously identified impacts would not substantially increase.			
Visual Resources					
Impact 2.10-1: Implementation of the proposed Plan could affect visual resources by blocking panoramic views or views of significant landscape features or landforms (mountains, oceans, rivers, or significant man-made structures) as seen from a transportation facility or from public viewing areas.	Significant and unavoidable *Less than significant with mitigation	No. The proposed project would introduce new electronic and static signs; however, the new signs would not substantially degrade the visual quality of the area. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area, and the project would comply with the mitigation requirements set forth in the DEIR as applicable. The severity of previously identified impacts would not substantially increase.	MM 2.10 (a)	No	Significant and unavoidable *Less than significant with mitigation
Impact 2.10-2: Implementation of the proposed Plan could affect visual resources by substantially damaging scenic resources (such as trees, rock outcroppings, and historic buildings) that would alter the	Significant and unavoidable	No. The proposed project area is located in a predominately industrial area and is not within any designated scenic highway route. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted	MM 2.10 (b)	No	Significant and unavoidable

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
appearance of or from state- or county- designated or eligible scenic highways.		for Plan Bay Area. The severity of previously identified impacts would not substantially increase.			
Impact 2.10-3: Implementation of the proposed Plan could affect visual resources by creating significant contrasts with the scale, form, line, color, and/or overall visual character of the existing community.	Significant and unavoidable *Less than significant with mitigation	No. The proposed project would be implemented along preexisting transportation infrastructure, and thus would not contrast with the visual character in the area. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area. The severity of previously identified impacts would not substantially increase.	MM 2.10(c)	No	Significant and unavoidable *Less than significant with mitigation
Impact 2.10-4: Implementation of the proposed Plan could affect visual resources by adding a visual element of urban character to an existing rural or open space area or adding a modern element to a historic area.	Significant and unavoidable *Less than significant with mitigation	No. The proposed project would be implemented along preexisting transportation infrastructure that is urban in character. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area. The severity of previously identified impacts would not substantially increase.	MM 2.10(d)	No	Significant and unavoidable *Less than significant with mitigation

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
<p>Impact 2.10-5: Implementation of the proposed Plan could adversely affect visual resources by creating new substantial sources of light and glare.</p>	<p>Significant and unavoidable *Less than significant with mitigation</p>	<p>No. The proposed project would introduce new sources of light on the RSR Bridge; however, it would not be substantial and would be consistent with the existing transportation infrastructure. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area. The severity of previously identified impacts would not substantially increase.</p>	<p>MM 2.10(e)</p>	<p>No</p>	<p>Significant and unavoidable *Less than significant with mitigation</p>
<p>Impact 2.10-6: Implementation of the proposed Plan could cast a substantial shadow in such a way as to cause a public hazard or substantially degrade the existing visual/aesthetic character or quality of a public place for a sustained period of time.</p>	<p>Significant and unavoidable *Less than significant with mitigation</p>	<p>No. The proposed project would not create a significant shadow that would cause a public hazard or degrade the existing visual character of the area. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area. The severity of previously identified impacts would not substantially increase.</p>	<p>MM 2.10(f)</p>	<p>No</p>	<p>Significant and unavoidable *Less than significant with mitigation</p>

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
Cultural Resources					
Impact 2.11-1: The proposed Plan could have the potential to cause a substantial adverse change in the significance of a historic resource such that the significance of the resource would be materially impaired.	Significant and unavoidable *Less than significant with mitigation	No. The historic significance of the RSR has yet to be determined. The proposed project could have an adverse effect if the bridge is found to be historic. However, this potential impact is within the parameters of the previous environmental analysis conducted for Plan Bay Area. The proposed project would incorporate the mitigation measures presented in the DEIR as applicable and the severity of previously identified impacts would not substantially increase.	MM 2.11(a)	No	Significant and unavoidable *Less than significant with mitigation
Impact 2.11-2: The proposed Plan could have the potential to cause a substantial adverse change in the significance of a unique archaeological resource.	Significant and unavoidable *Less than significant with mitigation	No. Native soils in the area have a potentially high sensitivity for encountering archaeological resources, given the close proximity to the San Francisco Bay. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area. Standard measures to protect sensitive archaeological resources would be incorporated into the project	MM 2.11(b)	No	Significant and unavoidable *Less than significant with mitigation

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
		specifications to minimize and avoid any significant or adverse effect. The severity of previously identified impacts would not substantially increase.			
Impact 2.11-3: The proposed Plan could have the potential to destroy, directly or indirectly, a unique paleontological resource or site or unique geologic feature.	Significant and unavoidable *Less than significant with mitigation	No. No known fossil localities exist in close proximity to the project area. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area. Standard measures to protect unknown paleontological resources would be incorporated into the project specifications to minimize and avoid any significant or adverse effect. The severity of previously identified impacts would not substantially increase.	MM 2.11(c)	No	Significant and unavoidable *Less than significant with mitigation
Impact 2.11-4: The proposed Plan could have the potential to disturb human remains, including those interred outside formal cemeteries.	Less than significant with mitigation	No. The proposed project has the potential to encounter human remains; however, the project would comply with standard measures protecting human remains in the event of discovery. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis	MM 2.11(d)	No	Less than significant with mitigation

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
conducted for Plan Bay Area. The severity of previously identified impacts would not substantially increase.					
Public Utilities and Facilities					
Impact 2.12-1: The proposed Plan could result in insufficient water supplies from existing entitlements and resources to serve expected development.	Significant and unavoidable *Less than significant with mitigation	No. The proposed project would not include any new development nor substantially affect water supplies. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area, and the severity of previously identified impacts would not substantially increase.	MM 2.12(a) – MM 2.12(c)	No	Significant and unavoidable *Less than significant with mitigation
Impact 2.12-2: The proposed Plan could result in inadequate wastewater treatment capacity to serve new development.	Significant and unavoidable *Less than significant with mitigation	No. The proposed project would not include any new development nor substantially affect wastewater treatment capacity. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area, and the severity of previously identified impacts would not substantially increase.	MM 2.12(a) – MM 2.12(d)	No	Significant and unavoidable *Less than significant with mitigation

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
<p>Impact 2.12-3: Development under the proposed Plan could require and result in the construction of new or expanded stormwater drainage facilities, which could cause significant environmental impacts.</p>	<p>Significant and unavoidable *Less than significant with mitigation</p>	<p>No. The construction of new or expanded stormwater drainage facilities is not anticipated. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area and the proposed project would adhere with the mitigation measures presented in the DEIR as applicable. The severity of previously identified impacts would not substantially increase.</p>	<p>MM 2.12(e) – MM 2.12(g)</p>	<p>No</p>	<p>Significant and unavoidable *Less than significant with mitigation</p>
<p>Impact 2.12-4: Development under the proposed Plan could require and result in the construction of new or expanded water and wastewater treatment facilities, which could cause significant environmental impacts.</p>	<p>Significant and unavoidable *Less than significant with mitigation</p>	<p>No. The construction of new or expanded water or wastewater treatment facilities is not anticipated. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area and the proposed project would adhere with the mitigation measures presented in the DEIR as applicable. The severity of previously identified impacts would not substantially increase.</p>	<p>MM 2.12(a) – MM 2.12(h)</p>	<p>No</p>	<p>Significant and unavoidable *Less than significant with mitigation</p>

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
<p>Impact 2.12-5: Development under the proposed Plan could exceed wastewater treatment requirements of the RWQCBs.</p>	<p>Less than significant</p>	<p>No. The proposed project would not exceed wastewater treatment requirements of the RWQCB as very little wastewater would be created. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area and the severity of previously identified impacts would not substantially increase.</p>	<p>NA</p>	<p>No</p>	<p>Less than significant</p>
<p>Impact 2.12-6: The proposed Plan could result in insufficient landfill capacity to serve new development while complying with applicable regulations.</p>	<p>Significant and unavoidable *Less than significant with mitigation</p>	<p>No. The proposed project would not generate substantial quantities of waste requiring landfill capacity. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area and the severity of previously identified impacts would not substantially increase.</p>	<p>MM 2.12(i) – MM 2.12(j)</p>	<p>No</p>	<p>Significant and unavoidable *Less than significant with mitigation</p>

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
Hazards					
<p>Impact 2.13-1: Implementation of the proposed Plan could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.</p>	<p>Less than significant with mitigation</p>	<p>No. The proposed project would not result in the routine transport, use, or disposal of hazardous materials. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area and would comply with the mitigation measures identified in the DEIR, as appropriate. The severity of previously identified impacts would not substantially increase.</p>	<p>MM 2.13(a)</p>	<p>No</p>	<p>Less than significant with mitigation</p>
<p>Impact 2.13-2: Implementation of the proposed Plan may create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.</p>	<p>Less than significant with mitigation</p>	<p>No. Existing industrial land uses known to use, generate, store, and/or dispose of hazardous materials are present within the project area. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area and would comply with the mitigation measures identified in the DEIR, as appropriate. The severity of previously identified impacts would not substantially increase.</p>	<p>MM 2.13(b)</p>	<p>No</p>	<p>Less than significant with mitigation</p>

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
<p>Impact 2.13-3: Implementation of the proposed Plan could result in hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.</p>	<p>Less than significant with mitigation</p>	<p>No. There are no existing or proposed schools within one-quarter mile of the proposed project. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area and the severity of previously identified impacts would not substantially increase.</p>	<p>MM 2.13(c)</p>	<p>No</p>	<p>Less than significant with mitigation</p>
<p>Impact 2.13-4: Implementation of the proposed Plan could result in projects located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.</p>	<p>Significant and unavoidable *Less than significant with mitigation</p>	<p>No. There are several known soil and groundwater contaminated sites within 0.25-mile of the eastern terminus of the project limits, in Point Richmond. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area and would comply with the mitigation measures identified in the DEIR, as appropriate. The severity of previously identified impacts would not substantially increase.</p>	<p>MM 2.13(d)</p>	<p>No</p>	<p>Significant and unavoidable *Less than significant with mitigation</p>
<p>Impact 2.13-5: Implementation of the proposed Plan could result in a safety hazard for people residing or working in the</p>	<p>Less than significant with mitigation</p>	<p>No. The proposed project is not within an adopted airport land use plan nor within two miles of a public airport. The potential impacts of the proposed project are covered within</p>	<p>MM 2.13(e)</p>	<p>No</p>	<p>Less than significant with mitigation</p>

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
<p>planning area for projects located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport.</p>		<p>the parameters of the previous environmental analysis conducted for Plan Bay Area. The severity of previously identified impacts would not substantially increase.</p>			
<p>Impact 2.13-6: Implementation of the proposed Plan could result in a safety hazard for people residing or working in the planning area for projects within the vicinity of a private airstrip.</p>	<p>Less than significant with mitigation</p>	<p>No. The proposed project is not within the vicinity of a private airstrip. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area. The severity of previously identified impacts would not substantially increase.</p>	<p>MM 2.13(f)</p>	<p>No</p>	<p>Less than significant with mitigation</p>
<p>Impact 2.13-7: Implementation of the proposed Plan could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.</p>	<p>Less than significant</p>	<p>No. The proposed project involves transportation improvements and would not interfere with an adopted emergency response or evacuation plan. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area.</p>	<p>NA</p>	<p>No</p>	<p>Less than significant</p>

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
<p>Impact 2.13-8: Implementation of the proposed Plan could expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.</p>	<p>Less than significant with mitigation</p>	<p>No. The proposed project is not in an area at significant risk for wildfires. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area. The severity of previously identified impacts would not substantially increase.</p>	<p>MM 2.13(g)</p>	<p>No</p>	<p>Less than significant with mitigation</p>
<p>Public Services and Recreation</p>					
<p>Impact 2.14-1: Implementation of the proposed Plan could result in the need for expanded facilities, the construction of which causes significant environmental impacts, in order to maintain adequate schools, emergency services, police, fire, and park and recreation services.</p>	<p>Significant and unavoidable *Less than significant with mitigation</p>	<p>No. The proposed project involves transportation improvements and would not result in the need for expanded public or recreational facilities. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay and the severity of previously identified impacts would not substantially increase.</p>	<p>MM 2.14(a)</p>	<p>No</p>	<p>Significant and unavoidable *Less than significant with mitigation</p>

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
<p>Impact 2.14-2: Implementation of the proposed Plan could result in increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.</p>	<p>Significant and unavoidable *Less than significant with mitigation</p>	<p>No. The proposed project involves transportation improvements and would not result in the need for expanded public or recreational facilities. The potential impacts of the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay and the severity of previously identified impacts would not substantially increase.</p>	<p>MM 2.14(b)</p>	<p>No</p>	<p>Significant and unavoidable *Less than significant with mitigation</p>

Notes: *CEQA streamlining projects under SB 375 that implement all feasible mitigation measures conclude with a Less than Significant with Mitigation designation in the DEIR.

Source: DEIR/FEIR Plan Bay Area, 2013; Circlepoint, 2015.

4 Technical revisions

Technical revisions have been made to key tables in the 2013 FEIR Transportation, Air Quality, and Climate Change and GHGs chapters that reflect the incorporation of the project into the Plan, as presented below. This data informed the analysis presented above in **Table 1**. Technical revisions that are the result of updated air quality and transportation modeling completed by MTC in 2015 are noted as such.² Where helpful, 2013 FEIR findings are included in the tables for comparative purposes.³

4.1 TRANSPORTATION

Several tables included in the Transportation section of the 2013 DEIR/FEIR have been revised to reflect changes as a result of the inclusion of the project into the Plan. The revised tables are presented below.

Table 2 Revised FEIR Table 2.1-12, Bay Area Travel Behavior, 2010-2040

	2010	2040 Plan Bay Area	Change 2010 to 2040 Plan Bay Area	
			Numerical	Percent (2013 Plan Bay Area)*
Daily ¹ Transit Boardings	1,581,000	3,094,000	1,513,000	+96% (+92%)
Daily Vehicle Trips ²	16,912,000	20,646,000	3,734,000	+22%
Daily Vehicle Miles of Travel (VMT) ²	149,046,000	179,318,000	30,272,000	+20%
Daily ¹ Vehicle Miles of Travel ² per Capita ³	20.8	19.6	-1.2	-6%
Daily Vehicle Hours of <u>Recurring</u> Delay (overall)	266,000	407,000	141,000	+53% (+54%)
Daily Vehicle Hours of Recurring Delay (<u>Freeways</u>)	141,000	207,000	66,000	+47% (+48%)

² Technical revisions reflected in the tables below would also replace the 2013 FEIR accompanying text related to this data.

³ In many instances the findings in the 2013 FEIR are identical to the updated modeling results. 2013 FEIR data is shown in parenthesis where it differs from the revised data.

	2010	2040 Plan Bay Area	Change 2010 to 2040 Plan Bay Area	
			Numerical	Percent (2013 Plan Bay Area)*
Daily Vehicle Hours of Recurring Delay (<u>Expressways and Arterials</u>)	58,000	103,000	45,000	+78% (+79%)
Daily Vehicle Hours of Recurring Delay (<u>Other Facilities</u>)	67,000	98,000	31,000	+46% (+45%)
Daily Vehicle Hours of <u>Non-Recurrent</u> Delay ⁴	108,000	145,000	37,000	+34% (+35%)
Total Daily Vehicle Hours of Delay	374,000	552,000	178,000	+48%
Average Delay per Vehicle (Minutes)	4.6	5.7	1.1	+23% (+21%)

Notes: * Where there is no change in percentage between the 2013 Plan Bay Area and Plan Bay Area with the project included, the 2013 Plan Bay Area percentage is not provided.

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, 2013 and 2015.

Table 3 Revised FEIR Table 2.1-13, Typical Weekday Daily Person Trips, By Mode

Purpose	2010		2040 Plan Bay Area	
	Trips	% of Total	Trips	% of Total
Drive Alone	11,717,000	50%	13,996,000	48%
Carpool	8,052,000	34%	9,414,000	32%
Transit	1,186,000	5%	2,194,000	7%

Purpose	2010		2040 Plan Bay Area	
	Trips	% of Total	Trips	% of Total
Walk	2,383,000	10%	3,428,000	12%
Bike	254,000	1%	389,000	1%
Total Trips	23,592,000	100%	29,421,000	100%

Note: Total trips exclude commercial and interregional trips. The percent of total under the 2040 Plan Bay Area is the identical with or without inclusion of the project.

Source: Metropolitan Transportation Commission Travel Demand Forecasts, 2013 and 2015.

Table 4 Revised FEIR Table 2.1-14, Per-Trip Commute Travel Time, by Mode (in minutes)

Mode	2010	2040 Plan Bay Area	Change 2010 to 2040 Plan Bay Area	
			Numerical	Percent (2013 Plan Bay Area)*
Drive Alone	18.7	18.1	-0.6	-4% (-3%)
Carpool	14.2	13.7	-0.5	-4%
Transit	44.0	44.2	0.2	0% (+1%)
Walk	19.5	19.3	-0.2	-1%
Bike	12.5	12.8	0.3	+2%
All Modes	19.8	20.5	0.7	+3%

Note: * Where there is no change in percentage between the 2013 Plan Bay Area and Plan Bay Area with the project included, the 2013 Plan Bay Area percentage is not provided.

Source: Metropolitan Transportation Commission Travel Demand Forecasts, 2013 and 2015.

Table 5 Revised FEIR Table 2.1-15, Per-Trip Non-Commute Travel Time, by Mode (in minutes)

	2010	2040 Plan Bay Area	Change 2010 to 2040 Plan Bay Area	
			Numerical	Percent (2013 Plan Bay Area)
Drive Alone	11.6	11.4	-0.2	-2% (-1%)
Carpool	11.4	9.1	-2.3	-20% (-1%)
Transit	36.2	35.0	-1.2	-3% (-2%)
Walk	18.3	17.4	-0.9	-5% (-1%)
Bike	11.0	11.0	0.0	0% (+1%)
All Modes	12.7	12.0	-0.7	-5% (+2%)

Note: The changes to carpool per-trip non-commute travel times compared to the Plan Bay Area FEIR is due to normal travel demand forecast model variation, and is not related to the project.

Source: Metropolitan Transportation Commission Travel Demand Forecasts, 2013 and 2015.

Table 6 Revised FEIR Table 2.1-16, Per-Capita Daily Vehicle Miles of Travel by Level of Service (LOS) (2010-2040)

LOS (V/C Ratio) ¹	2010	2040 Plan Bay Area	Change 2010 to 2040 Plan Bay Area	
			Numerical	Percent (2013 Plan Bay Area)*
AM Peak Period (6 AM to 10 AM)				
A-C (< 0.75)	4.19	3.72	-0.47	-11% (-12%)
D-E (0.75-1.00)	1.05	1.14	0.09	+9% (+10%)
F (> 1.00)	0.06	0.08	0.02	+33% (+38%)
Total	5.31	4.94	-0.37	-7%
PM Peak Period (3 PM to 7 PM)				
A-C (< 0.75)	4.68	4.14	-0.54	-12%
D-E (0.75-1.00)	1.20	1.32	0.12	+10% (+12%)

LOS (V/C Ratio) ¹	2010	2040 Plan Bay Area	Change 2010 to 2040 Plan Bay Area	
			Numerical	Percent (2013 Plan Bay Area)*
F (> 1.00)	0.06	0.09	0.03	+50% (+69%)
Total	5.94	5.55	-0.39	-7% (-6%)
Daily				
A-C (< 0.75)	18.27	16.63	-1.64	-9%
D-E (0.75-1.00)	2.45	2.82	0.37	+15% (+17%)
F (> 1.00)	0.12	0.18	0.06	+50% (+57%)
Total	20.84	19.63	-1.21	-6%

Notes: * Where there is no change in percentage between the 2013 Plan Bay Area and Plan Bay Area with the project included, the 2013 Plan Bay Area percentage is not provided.

1. LOS 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, 2013 and 2015.

Table 7 Revised FEIR Table 2.1-17, Daily Vehicle Miles of Travel Per Capita (2010-2040)

	2010	2040 Plan Bay Area	Change 2010 to 2040 Plan Bay Area	
			Numerical	Percent ⁴
Daily ¹ Vehicle Miles of Travel (VMT) ²	149,046,000	179,318,000	30,272,000	+20%
Daily¹ Vehicle Miles of Travel² per Capita³	20.8	19.6	-1.2	-6%

Notes:

- Daily metrics are measured for a typical weekday.
- Only reflects interzonal trips (assigned directly to the highway network); includes intraregional, interregional, airport-bound, and commercial vehicle trips.
- 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.
- The percent of total under the 2040 Plan Bay Area is the identical with or without inclusion of the project.

Source: Metropolitan Transportation Commission Travel Demand Forecasts, 2013 and 2015.

Additional technical revisions have been made to tables from **Chapter 2.1, Transportation**, from the DEIR/FEIR (included below). These changes are indirectly related to the project and the proposed added capacity on the RSR Bridge.

Table 8 Revised FEIR Table 2.1-11, Transportation System Capacity (2010-2040)

	2010	2040 Plan Bay Area	Change 2010 to 2040 Plan Bay Area	
			Numerical	Percent (2013 Plan Bay Area)*
Freeway Lane-Miles	5,495	6,061	566	+10%
Expressway Lane-Miles	1,019	1,138	119	+12% (+11%)
Arterial Lane-Miles	8,710	8,755	45	1% (0%)
Collector Lane-Miles	5,528	5,511	-17 ¹	0%
Total Roadway Lane-Miles	20,751	21,465	713	+3%
Daily ¹ Local Bus Seat-Miles	13,647,000	14,980,000	1,333,000	+10%
Daily Express Bus Seat-Miles	2,993,000	3,582,000	589,000	+20%
Daily Light Rail Seat-Miles	3,212,000	5,240,000	2,028,000	+63% ² (+33%)
Daily Heavy Rail Seat-Miles	17,470,000	22,461,000	4,991,000	+29%
Daily Commuter Rail Seat-Miles	5,725,000	9,042,000	3,317,000	+58%
Daily Ferry Seat-Miles	1,826,000	2,810,000	984,000	+54%
Total Daily Transit Seat-Miles	44,872,000	58,115,000	13,243,000	+30% (+27%)

Notes: * Where there is no change in percentage between the 2013 Plan Bay Area and Plan Bay Area with the project included, the 2013 Plan Bay Area percentage is not provided.

1. Daily metrics are measured for a typical weekday.

2. The increase in 2040 Plan daily transit seat miles compared to the 2013 Plan Bay Area FEIR is due to a technical correction related to Santa Clara VTA's light rail system reconfiguration, and is not related to the project.

Source: Metropolitan Transportation Commission, 2012 and 2015.

Table 9 Revised FEIR Table 2.1-18, Utilization of Public Transit Systems, by Mode (2010-2040)

Public Transit System	2010 Percent Utilization ¹	2040 Plan Bay Area Percent Utilization ¹ (2013 Plan Bay Area)
AM Peak Period (6 AM to 10 AM)		
Local bus	24%	42%
Light rail ²	35%	55% (58%)
Ferry	19%	24%
Express bus	30%	44% (43%)
Heavy rail ³	40%	57%
Commuter rail ⁴	7%	23% (22%)
All Modes	28%	44%
PM Peak Period (3 PM to 7 PM)		
Local bus	25%	42% (43%)
Light rail ²	34%	57% (59%)
Ferry	9%	12%
Express bus	26%	38%
Heavy rail ³	36%	47%
Commuter rail ⁴	5%	20%
All Modes	25%	39%
Daily		
Local bus	19%	34%
Light rail ²	27%	45% (49%)
Ferry	8%	13%
Express bus	25%	37% (38%)

Public Transit System	2010 Percent Utilization ¹	2040 Plan Bay Area Percent Utilization ¹ (2013 Plan Bay Area)
Heavy rail ³	27%	36% (37%)
Commuter rail ⁴	6%	18%
All Modes	21%	33%

Notes: * Where there is no change in percentage between the 2013 Plan Bay Area and Plan Bay Area with the project included, the 2013 Plan Bay Area percentage is not provided.

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. The increase in 2040 Plan daily transit seat miles compared to the 2013 Plan Bay Area FEIR is due to a technical correction related to Santa Clara VTA’s light rail system reconfiguration, and is not related to the project.

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 and 2015.

As discussed in **Table 1**, and shown above in **Table 2** through **Table 7**, there would be no new significant impacts related to transportation from inclusion of the project into the Plan, nor would the severity of any previously identified significant impacts increase. Furthermore, the revised data shown above is very similar to the findings of the 2013 FEIR. The largest difference between the 2013 and revised 2015 data occur in **Table 6**, which presents per-capita daily VMT by LOS. With the project, there would be less per-capita daily VMT on facilities experiencing LOS D or lower during all peak periods relative to the Plan without the project. The inclusion of the project into the Plan would slightly reduce the severity of this impact identified in the 2013 FEIR. The project would also incorporate the same mitigation measures/standard best management practices identified in the DEIR/FEIR as applicable.

4.2 AIR QUALITY

Several tables within the Air Quality section of the 2013 DEIR/FEIR (**Chapter 2.2**) have been updated to include the project, as presented below.

Table 10 Revised FEIR Table 2.2-5, Travel Data

	2010	2040 Plan Bay Area	Change 2010 to 2040 Plan Bay Area	
			Numerical	Percent (2013 Plan Bay Area)*
Vehicles in Use	4,608,722	5,461,210	852,489	18% (19%)
Daily Vehicle Miles Traveled	163,903,095	196,853,624	32,950,529	20%
Engine Starts	30,834,375	34,431,849	5,047,024	17%

Note: * Where there is no change in percentage between the 2013 Plan Bay Area and Plan Bay Area with the project included, no parentheses containing the 2013 Plan Bay Area percentage is provided.

Source: Metropolitan Transportation Commission, 2012 and 2015.

Table 11 Revised FEIR Table 2.2-7, Emission Estimates for Criteria Pollutants Using EMFAC2011 Emission Rates (tons per day)

	2010	2040 Plan Bay Area	Change 2010 to 2040 Plan Bay Area	
			Numerical	Percent *
ROG	85.0	30.2	-54.8	-64%
NOx (summertime)	163.5	47.8	-115.7	-71%
NOx (wintertime)	184.4	52.9	-131.5	-71%
CO	857.7	240.9	-616.9	-72%
PM _{2.5}	10.4	9.9	-0.5	-5%

Note: * There is no change in percentage between the 2013 Plan Bay Area and Plan Bay Area with the project included.

Source: Metropolitan Transportation Commission, 2012 and 2015.

Table 12 Revised FEIR Table 2.2-8, Emission Estimates for Criteria Pollutants Using EMFAC2011 Emission Rates (tons per day)

	2010	2040 Plan Bay Area	Change 2010 to 2040 Plan Bay Area	
			Numerical	Percent *
PM ₁₀	36.4	40.9	4.5	12%

Notes: * There is no change in percentage between the 2013 Plan Bay Area and Plan Bay Area with the project included.

Source: Metropolitan Transportation Commission, 2012 and 2015.

Table 13 Revised FEIR Table 2.2-9, Emission Estimates for TAC Pollutants (kilograms per day)

	2010	2040 Plan (Original Plan)	Change 2010 to 2040 Plan	
			Numerical	Percent *
Diesel PM	2,599.6	755.5	-1,844.1	-71%
1,3-Butadiene	162.4	48.2	-114.2	-70%
Benzene	731.2	219.9	-511.3	-70%

Notes: * There is no change in percentage between the 2013 Plan Bay Area and Plan Bay Area with the project included.

Source: Metropolitan Transportation Commission, 2012 and 2015.

Table 14 Revised FEIR Table 2.2-11, Percent Change in On-Road Mobile Source Exhaust Emissions (2010-2040)

Community	Exhaust Only PM _{2.5}	Diesel PM	Benzene	1,3 Butadiene	VMT
Alameda CARE Community	-56.13%	-69.27%	-71.25%	-71.65%	18.33%
Remainder of County	-55.00%	-67.21%	-69.25%	-69.55%	24.78%
Contra Costa CARE Community	-56.92%	-68.88%	-71.51%	-71.84%	15.86%
Remainder of County	-57.64%	-68.75%	-70.64%	-70.90%	16.21%

Community	Exhaust Only PM _{2.5}	Diesel PM	Benzene	1,3 Butadiene	VMT
San Francisco CARE Community	-53.01%	-70.01%	-73.95%	-74.41%	11.67%
Remainder of County	-46.14%	-69.76%	-75.60%	-75.86%	7.65%
San Mateo CARE Community	-57.09%	-70.05%	-70.89%	-71.40%	18.21%
Remainder of County	-57.63%	-69.19%	-71.24%	-71.55%	15.35%
Santa Clara CARE Community	-51.04%	-66.30%	-67.78%	-68.28%	30.86%
Remainder of County	-54.19%	-67.29%	-69.66%	-70.03%	22.55%
Regionwide CARE Community	-54.44%	-68.42%	-70.60%	-71.04%	20.93%
Remainder of Region	-55.58%	-67.68%	-70.01%	-70.30%	20.13%

Note: To address community risk from air toxics, the Bay Area Air Quality Management District (BAAQMD) initiated the Community Air Risk Evaluation (CARE) program in 2004 to evaluate and reduce health risks associated with exposure to outdoor TACs.

Source: BAAQMD, 2013; Metropolitan Transportation Commission, 2015.

Table 15 Revised FEIR Table 2.2-12, Percent Change in On-Road Total PM Emissions (2010-2040)

Community	Percent Change in PM Emissions (2013 Plan Bay Area)*
Alameda CARE Community	-1.55%
Remainder of County	2.62%
Contra Costa CARE Community	-2.48%
Remainder of County	-3.44%
San Francisco CARE Community	-3.46%
Remainder of County	-2.49%
San Mateo CARE Community	-2.11%
Remainder of County	-4.90%

Community	Percent Change in PM Emissions (2013 Plan Bay Area)*
Santa Clara CARE Community	9.95% (10.51%)
Remainder of County	2.57% (2.80%)
Regionwide CARE Community	1.57% (1.66%)
Remainder of Region	-0.24% (-0.18%)

Note: Total PM_{2.5} includes vehicle exhaust, re-entrained road dust, and tire and brake wear.

* Percent change in PM emissions is reported above from the 2013 FEIR only for CARE communities where significant unavoidable impacts were identified.

Source: BAAQMD, 2013; Metropolitan Transportation Commission, 2015.

The project is intended to reduce existing and future traffic congestion and offer non-motorized alternatives to travelling on the RSR Bridge, which in turn should result in improved regional air quality. As shown in **Tables 11** and **13**, emissions estimates for criteria pollutants and TACs would be the same with the inclusion of the project in the Plan as were estimated for the Plan in the 2013 DEIR/FEIR.

As shown in **Table 12**, there would be a 12 percent increase in the emissions of PM₁₀; however, this impact was identified as significant and unavoidable in the 2013 FEIR. This increase would occur with or without the project included in Plan Bay Area and would not represent a new impact. Additionally, as shown in **Tables 14** and **15**, the CARE community in Santa Clara County, as well as regionwide CARE communities, will experience higher total PM_{2.5} emissions between 2010 and 2040 in comparison with non-CARE portions of the County, and the region as a whole. This was also identified as a significant and unavoidable impact in the 2013 FEIR. With inclusion of the project in Plan Bay Area there would be a slight decrease in the on-road emissions of PM_{2.5} in the Santa Clara and regionwide CARE communities; however, the impact would remain significant and unavoidable.

Therefore, inclusion of the project in the Plan would not result in a substantial increase in the severity of any previously identified impacts or any new impacts not previously identified. The project would also incorporate the mitigation measures/standard best management practices identified in the DEIR/FEIR as applicable and shown in **Table 1**.

4.3 CLIMATE CHANGE AND GREENHOUSE GASES

Several tables included in the Climate Change and GHGs section of the 2013 DEIR/FEIR have been revised to reflect changes as a result of the inclusion of the project into the Plan. The revised tables are presented below.

Table 16 Revised FEIR Table 2.5-9, Existing and Forecasted Annual Transportation GHG Emissions (MTCO₂e)

	2010 Baseline MTCO ₂ e	2040 Proposed Plan MTCO ₂ e	Change from Existing	Percent Change from Existing*
Vehicle GHG Emissions (No Reductions)				
Passenger Vehicles	19,457,000	22,908,000	3,451,000	18%
Trucks	4,447,000	6,906,000	2,459,000	55%
Buses	615,000	633,000	18,000	3%
Other Vehicles	114,000	154,000	40,000	35%
Airports	1,634,000	2,809,000	1,175,000	72%
MTC Climate Policy Initiative	--	-1,582,000	-1,582,000	--
Total (No Reductions)	26,267,000	31,828,000	5,561,000	21%
Vehicle GHG Emissions (Pavley + LCFS)				
Passenger Vehicles	19,383,000	14,624,000	-4,759,000	-25%
Trucks	4,447,000	6,215,000	1,768,000	40%
Buses	615,000	570,000	-45,000	-7%
Other Vehicles	114,000	138,000	24,000	21%
Airports	1,634,000	2,809,000	1,175,000	72%
MTC Climate Policy Initiative	--	-1,582,000	-1,582,000	--
Total (Pavley + LCFS)	26,193,000	22,774,000	-3,419,000	-13%

Notes: * There is no change in percentage between the 2013 Plan Bay Area and Plan Bay Area with the project included. Figures may not sum due to independent rounding.

Source: Metropolitan Transportation Commission, 2013 and 2015; Dyett & Bhatia, 2013; BAAQMD, 2013.

Table 17 Revised FEIR Table 2.5-10, Total Regional Annual GHG Emissions

	2010 Baseline MTCO ₂ e	2040 Proposed Plan MTCO ₂ e	Change from Existing	Percent Change from Existing (2013 Plan Bay Area)
Land Use Emissions Subtotal	24,266,000	21,402,000	-2,864,000	-12%
Transportation Emissions Subtotal	26,193,000	19,912,202	-4,668,798	-19% (-13%)
Regional Emissions Total	50,459,000	41,314,202	-9,144,798	-18% (-12%)

Notes: * Where there is no change in percentage between the 2013 Plan Bay Area and Plan Bay Area with the project included, no parentheses containing the 2013 Plan Bay Area percentage is provided. Figures may not sum due to independent rounding.

Source: Metropolitan Transportation Commission, 2013 and 2015; Dyett & Bhatia, 2013.

The project is intended to reduce existing and future traffic congestion and offer non-motorized alternatives to travelling on the RSR Bridge, which in turn should result in reduced GHG emissions. Forecasted annual GHG emissions estimates would be the same with inclusion of the project in the Plan as were estimated with Plan implementation in the 2013 DEIR/FEIR (refer to **Table 16**). Furthermore, as shown in **Table 17**, the total regional annual GHG emissions would be reduced by 6 percent with inclusion of the project in the Plan relative to the 2013 Plan that was assessed in the FEIR.

Therefore, inclusion of the project in the Plan would not result in a substantial increase in the severity of any previously identified impacts or result in any new impacts not previously identified. The project would also incorporate the mitigation measures/standard best management practices identified in the DEIR/FEIR as applicable.

5 Conclusion

The addition of the proposed project would not result in any new significant environmental effects or substantial increases in the severity of the previously identified significant effects presented in the 2013 DEIR and certified FEIR completed for Plan Bay Area.

None of the conditions described in §15162 of the CEQA Guidelines requiring the preparation of a subsequent FEIR have occurred. Therefore, this Addendum to the 2013 FEIR is an appropriate level of environmental review for the inclusion of the proposed project in Plan Bay Area as identified in §15164 of the CEQA Guidelines.

I-580 Access Improvement Project



Source: HNTB and Circlepoint, 2015

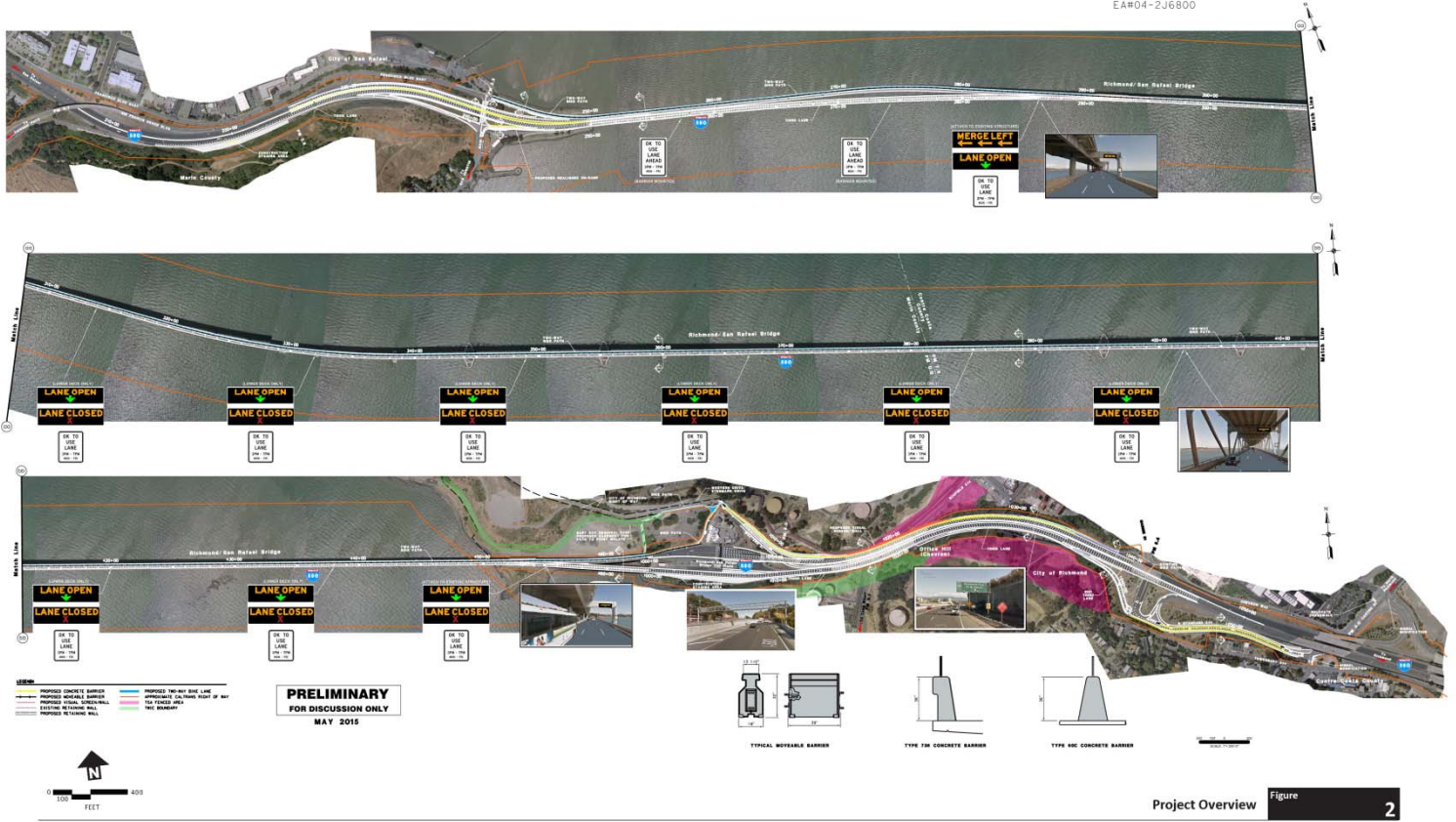
Project Location

Figure

1

I-580 Access Improvement Project

EA#04-2J6800



Source: HNTB and Circlepoint, 2015