

**Metropolitan Transportation Commission and Association of Bay Area Governments
MTC Planning Committee and ABAG Administrative Committee**

January 10, 2025

Agenda Item 9a

MTC Resolution No. 4687 and ABAG Resolution No. 04-2025:

Plan Bay Area 2050+ Final Blueprint

Subject:

Long-range plan's Final Blueprint presentation, including growth geographies, strategies, and projects recommended for analysis in winter and spring 2025, prior to action by the Commission and ABAG Executive Board.

Background:

In July 2023, MTC/ABAG kicked off Plan Bay Area 2050+, a limited and focused update to the regional vision for transportation, housing, economic development, and environmental resilience. In parallel, staff have been advancing the Transit 2050+ effort in close coordination with transit operators to develop a comprehensive update to the plan's transit strategies to support system connectivity, ridership recovery, reliability, and more.

Following approval of the Plan Bay Area 2050+ Draft Blueprint strategies and growth geographies for further study in January 2024, staff released outcomes from the Draft Blueprint Analysis in June 2024, as well as the Draft Network from the parallel Transit 2050+ process in July 2024. In October 2024, staff provided a comprehensive progress update to committees on the Plan Bay Area 2050+ Final Blueprint, including final needs and revenue forecasts and potential Final Blueprint strategy revisions. To-date, staff have completed two extensive rounds of public and stakeholder engagement, most recently summarizing findings from the second round of engagement for MTC/ABAG committees in November 2024. Finally, in December 2024, staff provided a more detailed overview of proposed Final Blueprint Transportation Element strategies and projects, as well as a further refined transportation revenue forecast, weaving in Final Network recommendations that emerged from the Transit 2050+ process. For an overview of the key elements of the Final Blueprint – which includes baseline data, planning assumptions, as well as proposed policies and investments – please see **Attachment A**.

Baseline Data and Plan Bay Area 2050+ Equity Priority Communities:

Within the context of Plan Bay Area 2050+, baseline data reflects the latest information regarding current conditions within the region and includes items such as Equity Priority Communities (EPCs), updated zoning and land use data, as well as post-COVID transit service levels. EPCs are used to evaluate the equity impacts of the plan's proposed policies and investments. As part of a year-long effort to update EPC maps using the Commission-approved methodology from prior Plan Bay Area cycles, staff engaged with stakeholders and the Policy Advisory Council and recommended final Equity Priority Communities maps for use in Plan Bay Area 2050+ in December 2024. More information related to EPCs is available in **Attachment B**.

Planning Assumptions:

Planning assumptions, by contrast, reflect forecasts and assumptions regarding the region's future. These assumptions include: (1) external forces, which are related to future year conditions independent from the plan in areas such as work from home levels, anticipated sea level rise, and transit travel preferences; (2) a regional growth forecast of population, jobs, housing units, and households by the year 2050; and (3) financial needs and revenue forecasts for the plan's Transportation, Housing, and Environment Elements. These forecasts and assessments have been updated for the Final Blueprint where appropriate, as summarized in **Attachments A and C**, and will be used to support and inform Final Blueprint analysis.

A high-level overview of revised Final Blueprint needs and revenue forecasts is detailed in the table below. As shared with committees this fall, the primary change from the Draft Blueprint was the integration of strategy updates that support cost-effective design, financing, and regulatory approaches to reduce the per-unit cost of affordable housing.

| Plan Element | Needs | Revenues |
|----------------|----------------|---------------|
| Transportation | \$380 billion* | \$512 billion |
| Housing | \$500 billion | \$161 billion |
| Environment | \$229 billion | \$31 billion |
| Economy | \$246 billion | n/a** |

* *Transportation needs only reflect costs to operate and maintain the existing system.*

** *Economic development revenues were not inventoried as part of Plan Bay Area 2050+.*

Plan Bay Area 2050+ Final Blueprint Strategies and Growth Geographies:

The plan’s strategies and geographies encompass the policies and investments intended to guide the region towards a Bay Area that is affordable, connected, diverse, healthy, and vibrant for all by the year 2050. The Draft Blueprint included various refinements to Plan Bay Area 2050’s 35 strategies, reflecting progress toward implementing Plan Bay Area 2050, the post-pandemic planning context, and insights gathered during Round 1 engagement. Based on analysis of the anticipated outcomes of implementing Draft Blueprint strategies, recommendations from the parallel Transit 2050+ effort, as well as public and stakeholder feedback gathered during Round 2 engagement, staff are proposing additional strategy refinements for the Final Blueprint, as follows:

- Transportation strategy refinements focused on integrating Transit 2050+ Network recommendations; refining non-transit strategies to align with fiscal and climate realities; and further refining the plan’s pricing approach;
- Housing strategy refinements focused on scaling up innovative approaches to affordable housing design, construction, and project financing in order to reduce projected affordable housing development costs, in addition to expanding housing opportunities;
- Economy strategy refinements focused on better aligning the location of future in-person jobs with the region’s existing and planned transit network; and
- Environment strategy refinements focusing on supporting accessibility enhancements to homes and parks, as well as expanded investments in parks and sea level rise adaptation.

Attachment E contains detailed descriptions of all the plan's strategies as well as proposed investment levels. Staff have also refined the plan's growth geographies, which are geographic areas used to guide where future housing and jobs growth will be focused under the plan's strategies. While similar to Draft Blueprint growth geographies from earlier in 2024, Final Blueprint growth geographies now reflect Transit 2050+ network improvements not previously included in the Draft Blueprint. **Attachment D** provides more details on the Final Blueprint growth geographies.

Final Transportation and Resilience Project Lists:

Among the plan's four elements, the Transportation Element holds a unique role in federally- and state-mandated transportation planning processes. In particular, the plan identifies long-range transportation investment priorities as well as regionally significant projects; inclusion on the plan's statutorily required, fiscally-constrained Transportation Project List is a requirement for major projects to be eligible for state and federal funding and to move to construction phases. **Attachments A and F** include further details regarding proposed near- and long-term investments in transit, highways, bicycle/pedestrian improvements, climate strategies, and other regional/local programs. Based upon ongoing input and feedback from partners and project sponsors, several refinements were made to the Draft Transportation Project List published in fall 2024 that are reflected in the proposed Final Transportation Project List included in this item. Notable adjustments are summarized in **Attachment A**.

In addition to the Transportation Project List, Plan Bay Area 2050+ for the first time includes a Sea Level Rise Resilience Project List (Resilience Project List) delineating the specific projects and associated costs included in the plan's Strategy EN1, Adapt to Sea Level Rise. While not statutorily required, the Resilience Project List represents a proactive step toward regional adaptation efforts, providing a critical planning and advocacy resource intended to help adapt the Bay Area to climate change. The Final Resilience Project List, which has also been broken down into near- and long-term investments based upon the height at which flooding is projected to occur along the shoreline, is summarized in **Attachment A**, with further details included in **Attachment H**.

Issues:

Plan Bay Area 2050, the region's current long-range plan, was unanimously adopted by the Commission and Executive Board in October 2021 and was preceded by the Horizon initiative, a new approach to long-range planning that involved exploring multiple "what if" scenarios to identify strategies that would be effective in a variety of circumstances. As Plan Bay Area 2050+ is a limited and focused update to Plan Bay Area 2050, this plan update focused on: (1) updating baseline data and planning assumptions to align with the most recent and best available information during this time of significant uncertainty; and (2) revising plan strategies to respond to current conditions and needs, given the many challenges and hurdles the Bay Area is facing. However, staff acknowledge that the Final Blueprint has not explored every possible scenario or trajectory for the region – whether for funding, growth, or investment paradigms. Staff recommend that this type of scenario planning be prioritized for Plan Bay Area 2060, a major plan update that will kick off in early 2026 and which will also align with the next Regional Housing Needs Allocation (RHNA) cycle.

Next Steps:

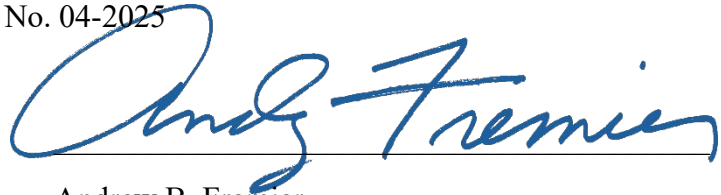
Pending approval by the Commission and Executive Board, staff will conduct further modeling and analysis of Final Blueprint outcomes, returning to policymakers in spring 2025 with Final Blueprint outcomes prior to advancing the plan to the environmental phase (CEQA). Staff anticipate releasing the Draft Plan, Draft Environmental Impact Report (EIR), and Draft Implementation Plan for additional public feedback and engagement in summer 2025. Plan Bay Area 2050+ is anticipated for adoption in late 2025 or early 2026.

Action:

Staff are requesting that the committees refer MTC Resolution No. 4687 to the Commission for approval and ABAG Resolution No. 04-2025 to the Executive Board for approval, adopting the Plan Bay Area 2050+ Final Blueprint Growth Geographies and the Final Blueprint Strategies, including Final Transportation Project List and Final Resilience Project List. This approval will allow staff to further analyze this Final Blueprint package and report back on forecasted outcomes by spring 2025.

Attachments:

- Attachment A: Presentation
- Attachment B: Plan Bay Area 2050+ Equity Priority Communities
- Attachment C: Final Regional Growth Forecast
- Attachment D: Final Blueprint Growth Geographies
- Attachment E: Final Blueprint Strategies
- Attachment F: Final Transportation Project List
- Attachment G: Final Resilience Project List
- Attachment H: MTC Resolution No. 4687
- Attachment I: ABAG Resolution No. 04-2025

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Andrew B. Fremier



PLAN BAY AREA 2050+

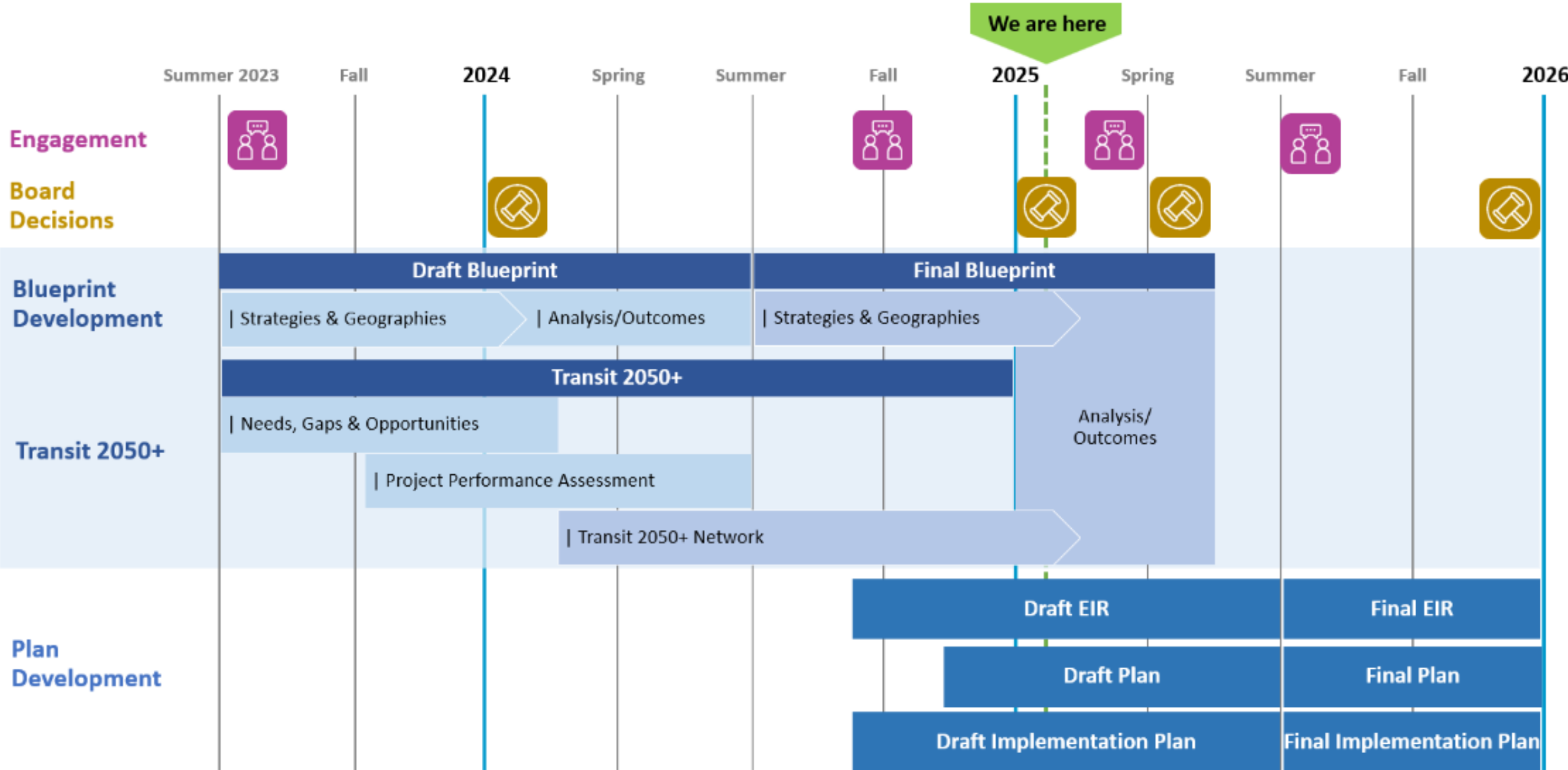


Plan Bay Area 2050+: Final Blueprint Adoption

MTC Planning Committee and ABAG Administrative Committee

January 10, 2025

Plan Bay Area 2050+: Schedule



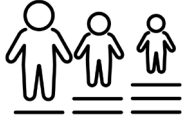
* Dates are tentative and subject to change

What are the Key Elements of the Blueprint?

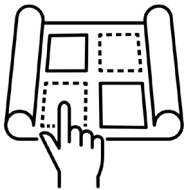
Baseline Data:

Where Are We Now?

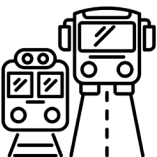
Equity Priority
Communities (EPCs) ★



Updated Zoning and
Land Use Data



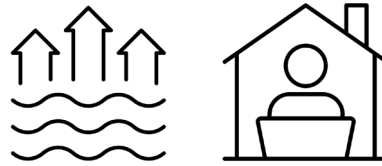
Post-COVID Transit
Service Levels



Planning Assumptions:

What Could Happen in the Future?

External Forces ★



Regional Growth
Forecast ★



Needs and Revenue
Analyses ★



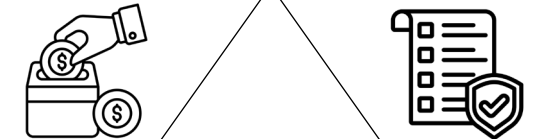
Policies and Investments:

How Should We Get There?

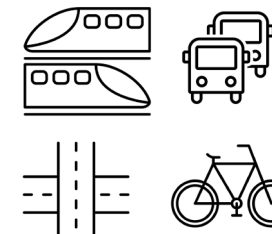
Growth Geographies ★



Strategies ★



Transportation
Project List ★



Resilience
Project List



Refresher: Draft Blueprint Performance and Equity Outcomes

- The Plan Bay Area 2050+ Draft Blueprint was approved by committees for further study and analysis in January 2024.
- Draft Blueprint outcomes were released in June 2024, showing significant progress on housing affordability, access to opportunity, protections from natural hazards, and other key regional goals.
- However, there were several areas where it fell short, including achievement of the plan’s statutorily required greenhouse gas emissions reduction target – a key challenge for the Final Blueprint.

| <i>Guiding Principle</i> | <i>Measure of Disparity</i> | <i>Outcomes</i> |
|--------------------------|--|-----------------|
| Affordable | Housing and Transportation Affordability | ↗ |
| | Transportation Expenses | – |
| Connected | Proximity to Transit | ↗ |
| | Accessibility to Jobs | – |
| Diverse | Access to Opportunity | ↗ |
| | Ability to Stay in Place | – |
| Healthy | Access to Parks | ↗ |
| | Greenhouse Gas Emissions Reduction | – |
| | Safety from Vehicle Collisions | ↗ |
| | Protection from Natural Disasters | ↗ |
| Vibrant | Employment Diversity | – |
| | Downtown Recovery | ↗ |

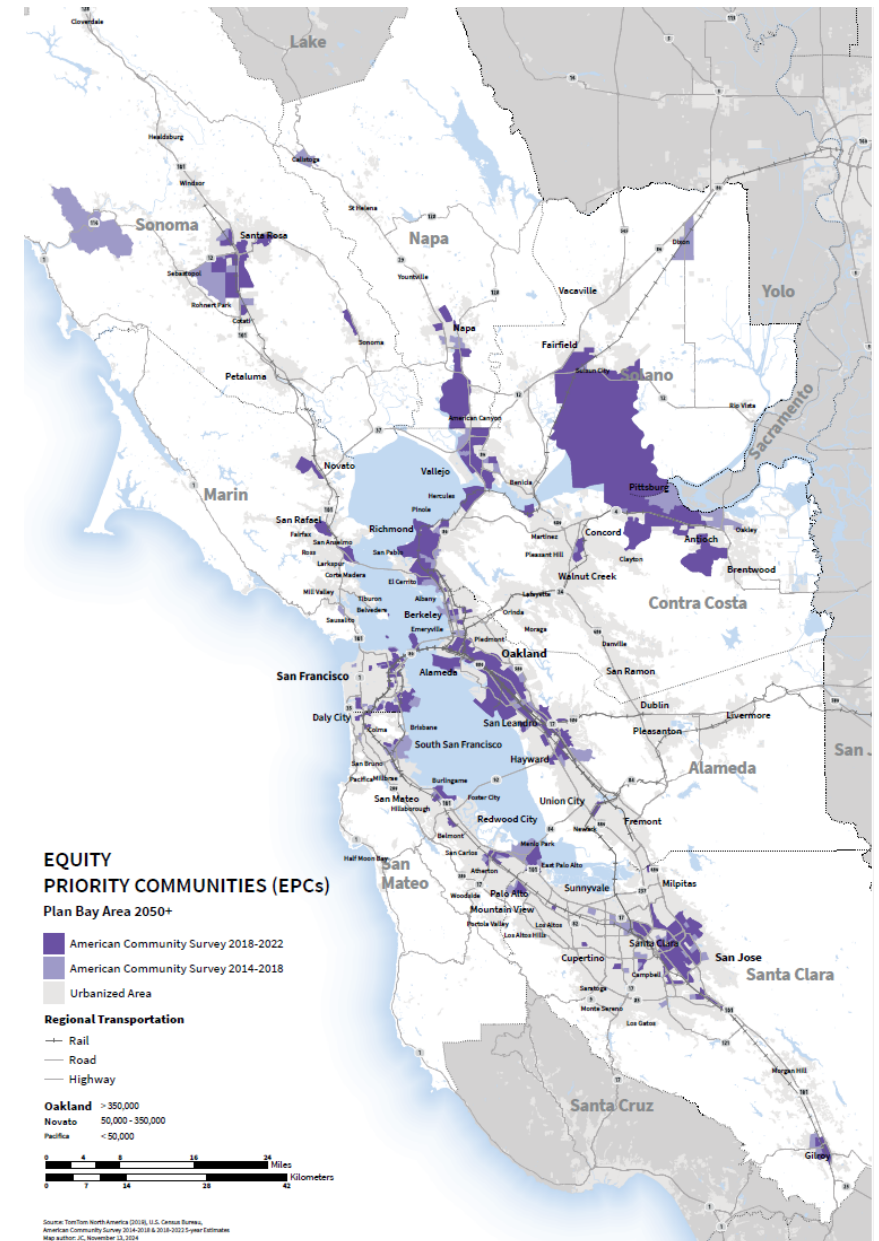
↗ Outcomes in Positive Direction

– Mixed Outcomes

↘ Outcomes in Negative Direction

Baseline Data: Final 2024 EPC Update

- Addressing feedback from partners, stakeholders, and the Council, staff are now proposing that no EPC tracts from Plan Bay Area 2050 “lose” EPC status as part of the plan update
- Staff will incorporate EPCs identified with 2014-2018 ACS data as well as EPCs identified with 2018-2022 ACS data into a **single consolidated map** of Plan Bay Area 2050+ Equity Priority Communities
- Plan Bay Area 2050+ will analyze **both data vintages** as part of Plan Bay Area 2050+ equity and performance analyses
- Staff believe this approach will:
 - Address concerns regarding planning and funding implications
 - Meet federally required Title VI and Environmental Justice Analysis requirements
 - Maintain the existing, board-approved methodology for identifying EPC tracts



Note: See Attachment B for a detailed view of the Plan Bay Area 2050+ EPC map. Map only displays 2014-2018 EPCs not otherwise captured by 2018-2022 ACS data.

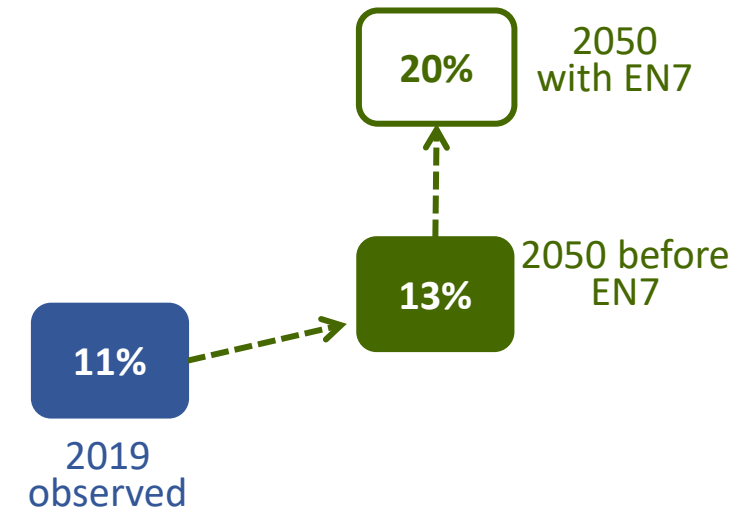
Planning Assumptions: External Forces

- “External Forces” reflect assumptions about **future year conditions** that are independent from Plan Bay Area and beyond the region's control – but affect future regional outcomes.
- Plan Bay Area 2050+ made **targeted updates** to select external forces to better reflect the current planning context, including work from home levels, anticipated sea level rise, and transit travel preferences.
- MTC and ABAG do not have independent authority to set external force; the **California Air Resources Board (CARB)** regulates these assumptions.

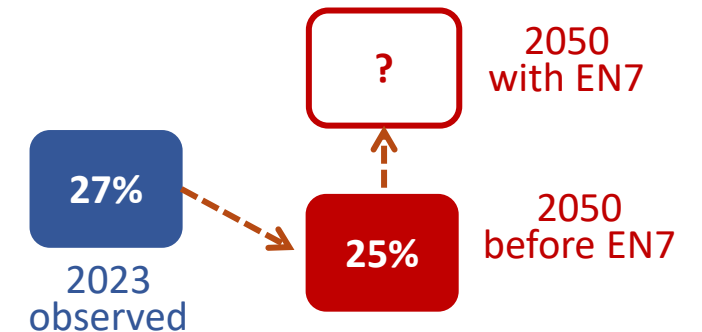


Example: Share of Work from Home on a Typical Day

Plan Bay Area 2050 Blueprint: Assumed pandemic efforts to be **mostly temporary**, with Strategy EN7 playing a major role in increasing work from home levels



Plan Bay Area 2050+ Blueprint: Assumes a **lasting work from home trend**, integrating on post-pandemic data such as the 2023 Bay Area Travel Study



Planning Assumptions: Regional Growth Forecast



Population:

Moderately lower population growth, particularly in the near-term, driven by COVID-19 slowdown and declining fertility + immigration



Jobs:

Mostly unchanged jobs picture, driven by a strong national economy and a recovered, still competitive Bay Area economy



Households and Age:

With an aging population comes declining average household size, as older populations tend to have smaller households



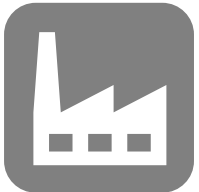
Racial/Ethnic Diversity:

Bay Area population continues to diversify, driven by both migration and fertility dynamics



Income:

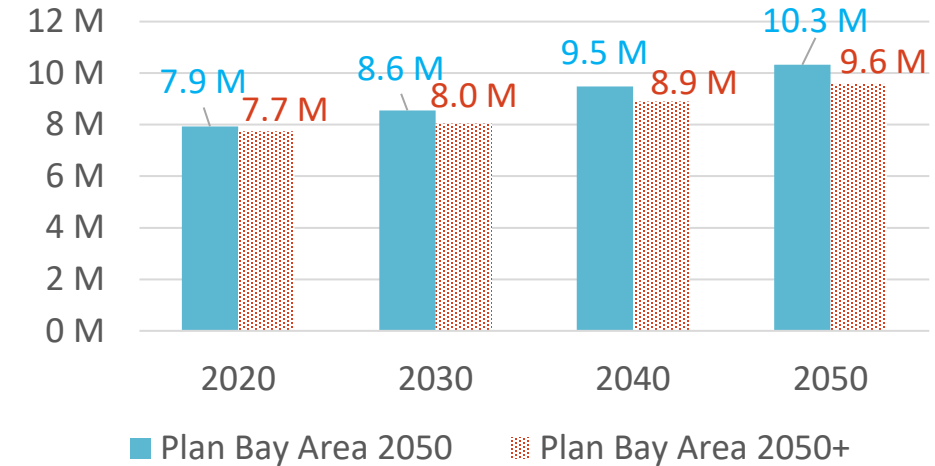
A continued shrinkage of the middle class, offset by increases in both high- and low-income populations



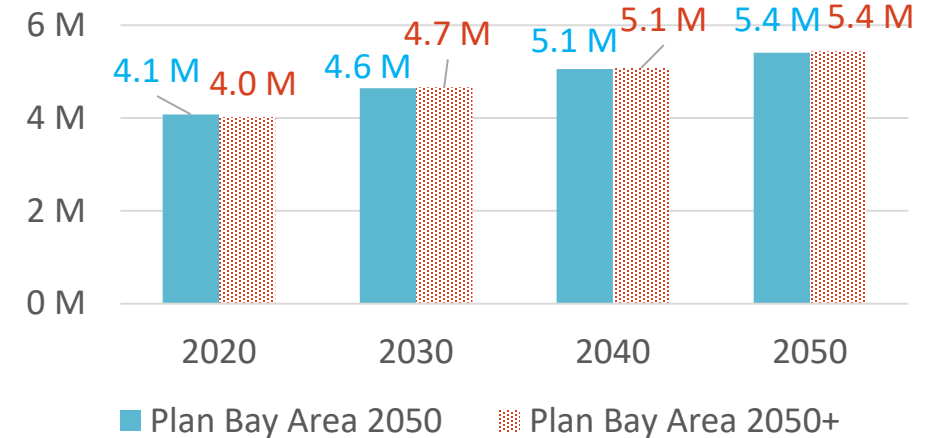
Industry Composition:

The region will continue to be a center for innovation, technology, and high-value services and industries

Population



Employment

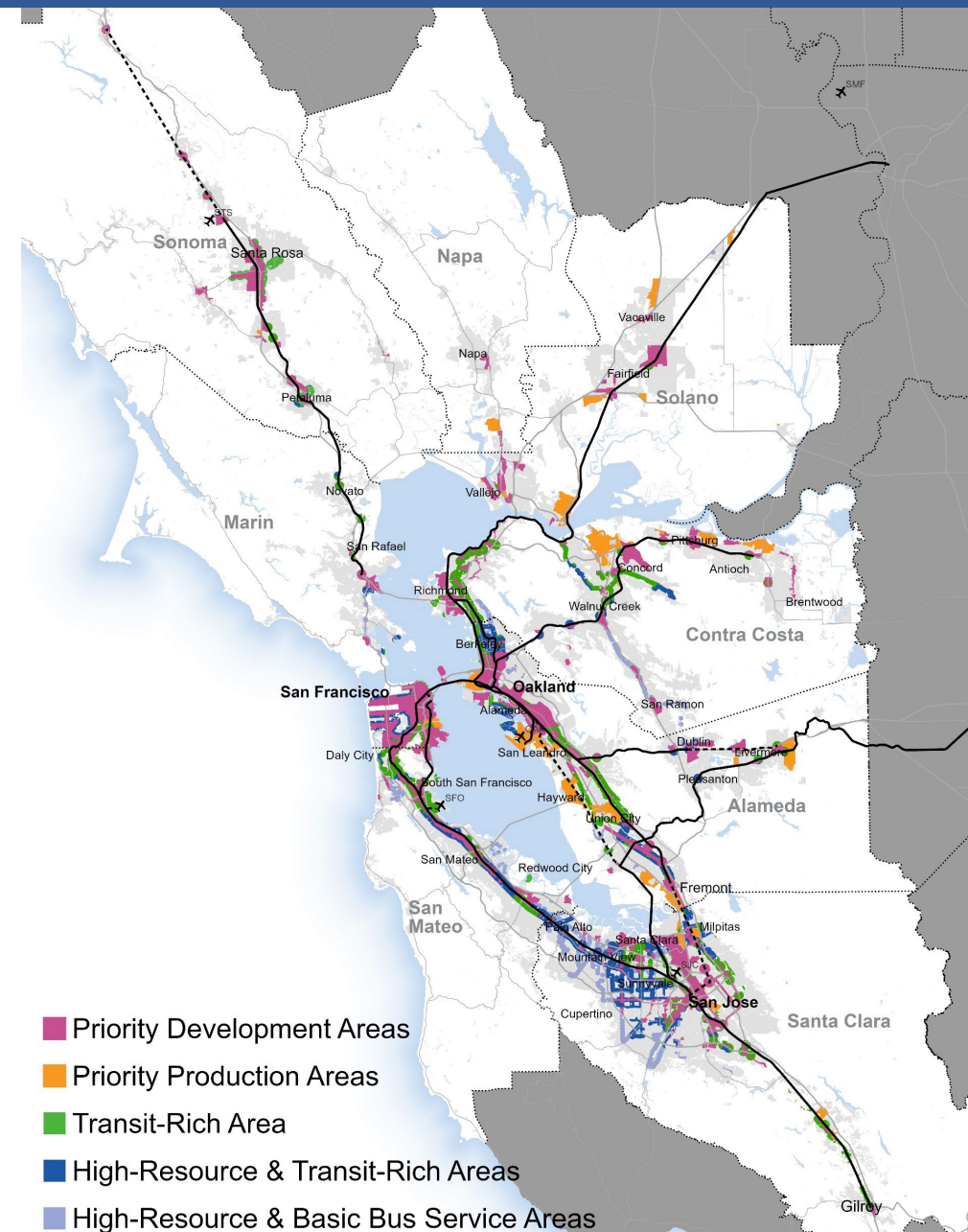


Note: For more information on the Regional Growth Forecast, please see Attachment C.

Final Blueprint: Growth Geographies

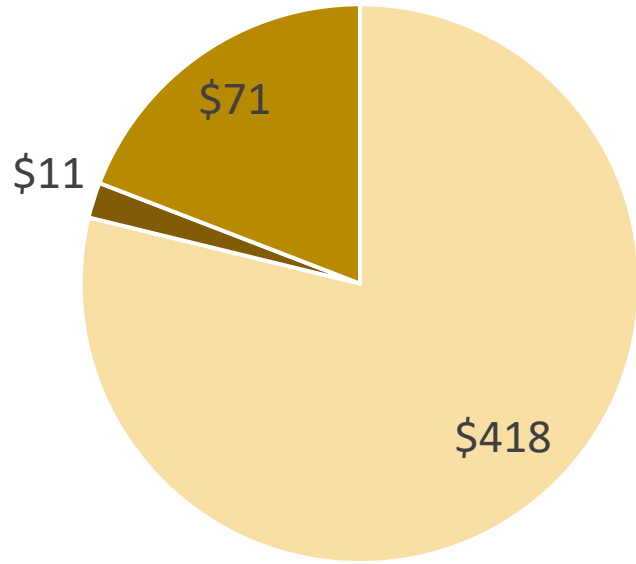
- Growth Geographies are places that Plan Bay Area prioritizes for future homes, jobs, services and amenities.
- Examples include:
 - **Priority Development Areas** and **Priority Production Areas** nominated by local governments
 - **Transit-Rich Areas** within walking distance of high-quality transit options
 - **High-Resource Areas** that meet state criteria for access to jobs and high-performing schools that also meet baseline transit service levels
- Growth Geographies do not include places in “Very High” fire hazard severity zones, areas subject to unmitigated sea level rise, or protected open spaces and parks.
- The Final Blueprint includes minor updates to the Growth Geographies to reflect areas served by new or improved service in the Transit 2050+ Final Network.

Note: See Attachment D for more information on the plan’s Growth Geographies.



Final Blueprint: Revenues and Investments

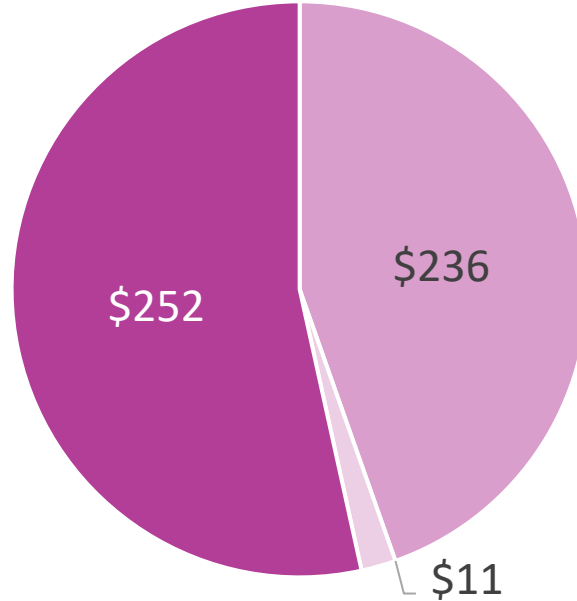
Transportation Strategies
(\$500 billion)



- Maintain & Optimize Existing System
- Create Healthy and Safe Streets
- Build a Next-Generation Transit Network

Existing revenues: \$423 billion
New revenues: \$89 billion

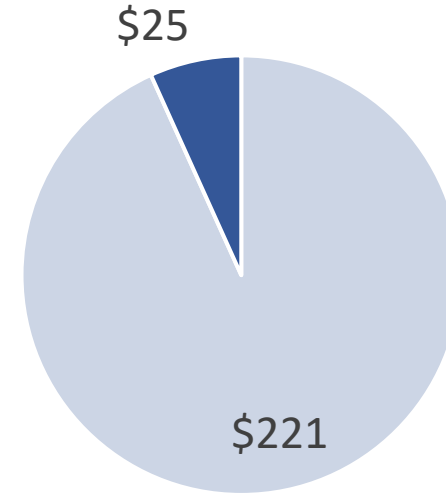
Housing Strategies
(\$500 billion)



- Protect and Preserve Affordable Housing
- Spur Housing Production at All Income Levels
- Create Inclusive Communities

Existing revenues: \$161 billion
New revenues: \$339 billion

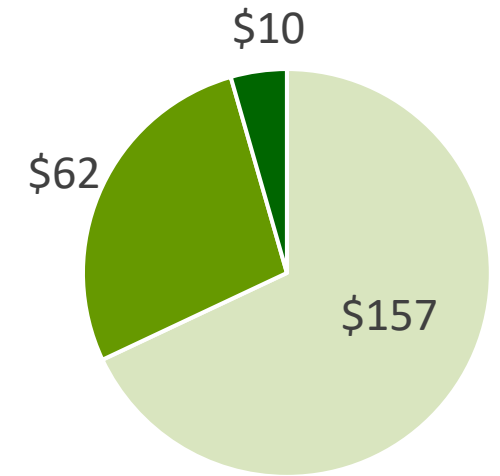
Economy Strategies
(\$246 billion)



- Improve Economic Mobility
- Shift the Location of Jobs

Existing revenues: N/A
New revenues: \$246 billion

Environment Strategies
(\$229 billion)



- Reduce Risks from Hazards
- Expand Access to Parks and Open Space
- Reduce Climate Emissions

Existing revenues: \$31 billion
New revenues: \$188 billion

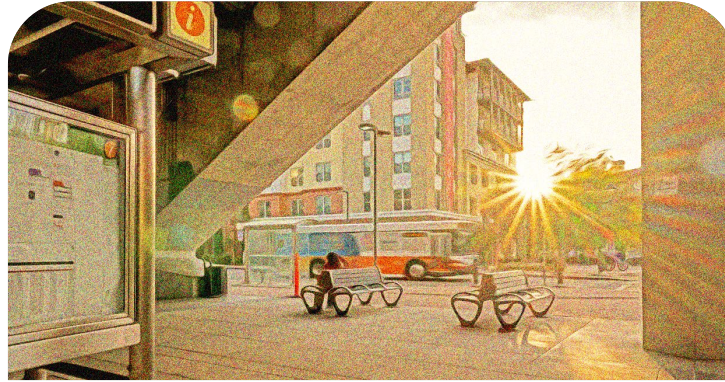
Note: \$11 billion in transportation revenues are assigned to support select Environment Element strategies. Economic development revenues not inventoried. Numbers may not sum due to rounding. Detailed needs and revenue forecasts were included as part of the October 2024 committee update.

Final Blueprint: Strategies

The plan's 35 strategies work together as a comprehensive, integrated suite to achieve an **affordable**, **connected**, **diverse**, **healthy** and **vibrant** Bay Area for all by the year 2050.



Regionwide protections from sea level rise, a 10k mile active transportation network, and well-maintained local roads



Transit-oriented, mixed-use communities in vibrant, recovered downtowns and main streets



Preserved industrial lands, decarbonized buildings, expanded regional transit service, and boundaries for urban growth



Abundant affordable housing with frequent, reliable local transit and upgraded community parks



Expanded initiatives for clean vehicles and regionwide charging station buildout



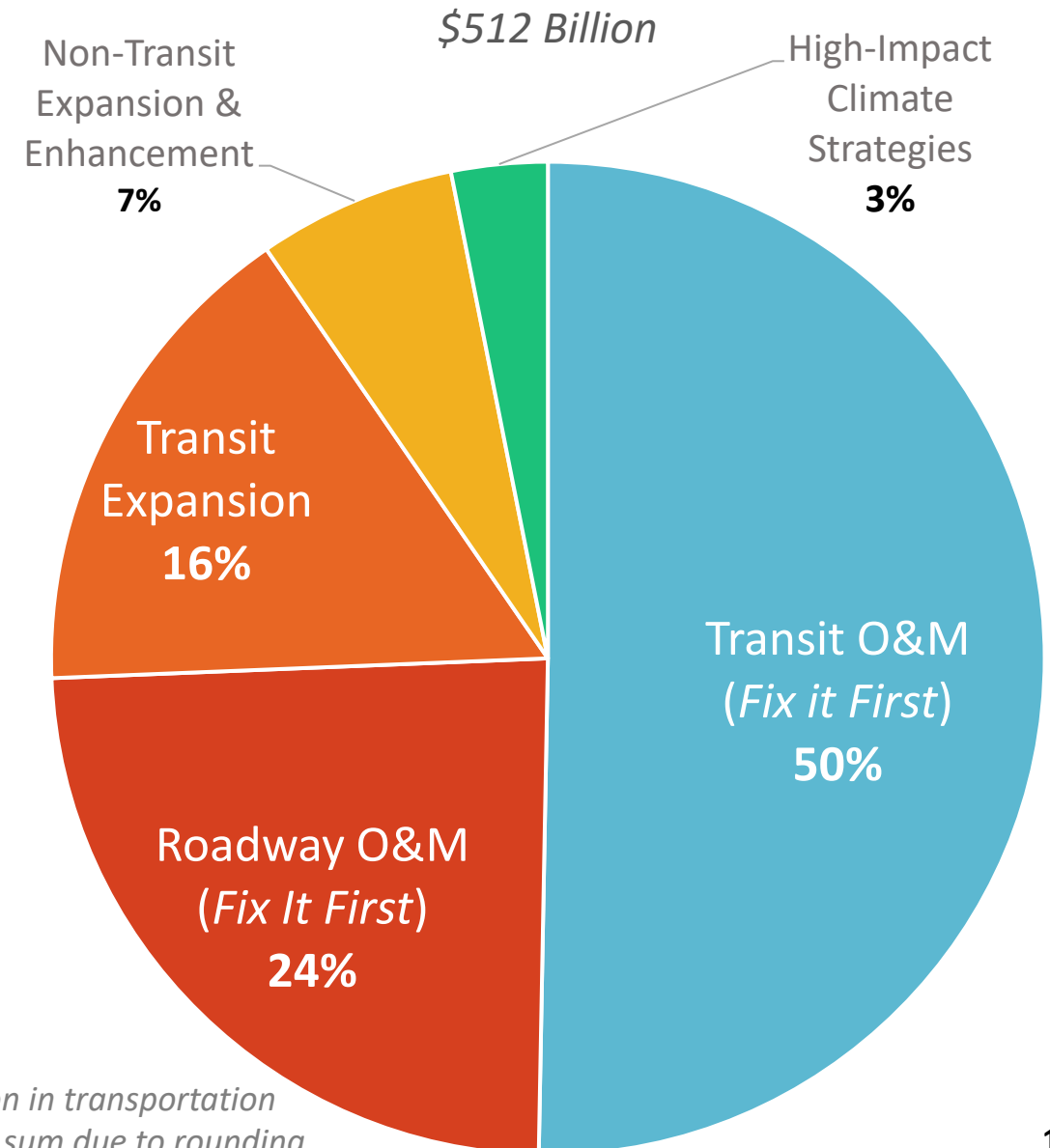
Protected open spaces and preserved agricultural uses

Transportation: Final Transportation Project List



- **Fix It First:** The Final Blueprint’s Transportation Element continues MTC/ABAG’s longstanding policy commitment to fully fund operating and maintenance needs over the plan horizon [\$380B].
- **Transit 2050+:** Expansion and enhancement monies are heavily weighted toward transit, funding the previously released Draft Network and other emerging priority projects in coordination with transit operators [\$82B].
- **Minimizing and Mitigating Road Capacity:** Other investments include bike/ped enhancements, non-capacity road improvements, and freeway expansions (including near-term Express Lanes) with required mitigations, etc. [\$34B].
- **Climate Focus:** High-impact, lower-cost climate strategies like pricing, safety, electrification, and transportation demand management will help meet the plan’s GHG target [\$16B].

Transportation-Funded Investments (2025-2050)



Note: See Attachment F for a detailed look at the Final Transportation Project List. \$11 billion in transportation revenues are assigned to support select Environment Element strategies. Numbers may not sum due to rounding.

Transportation: Notable Project List Revisions



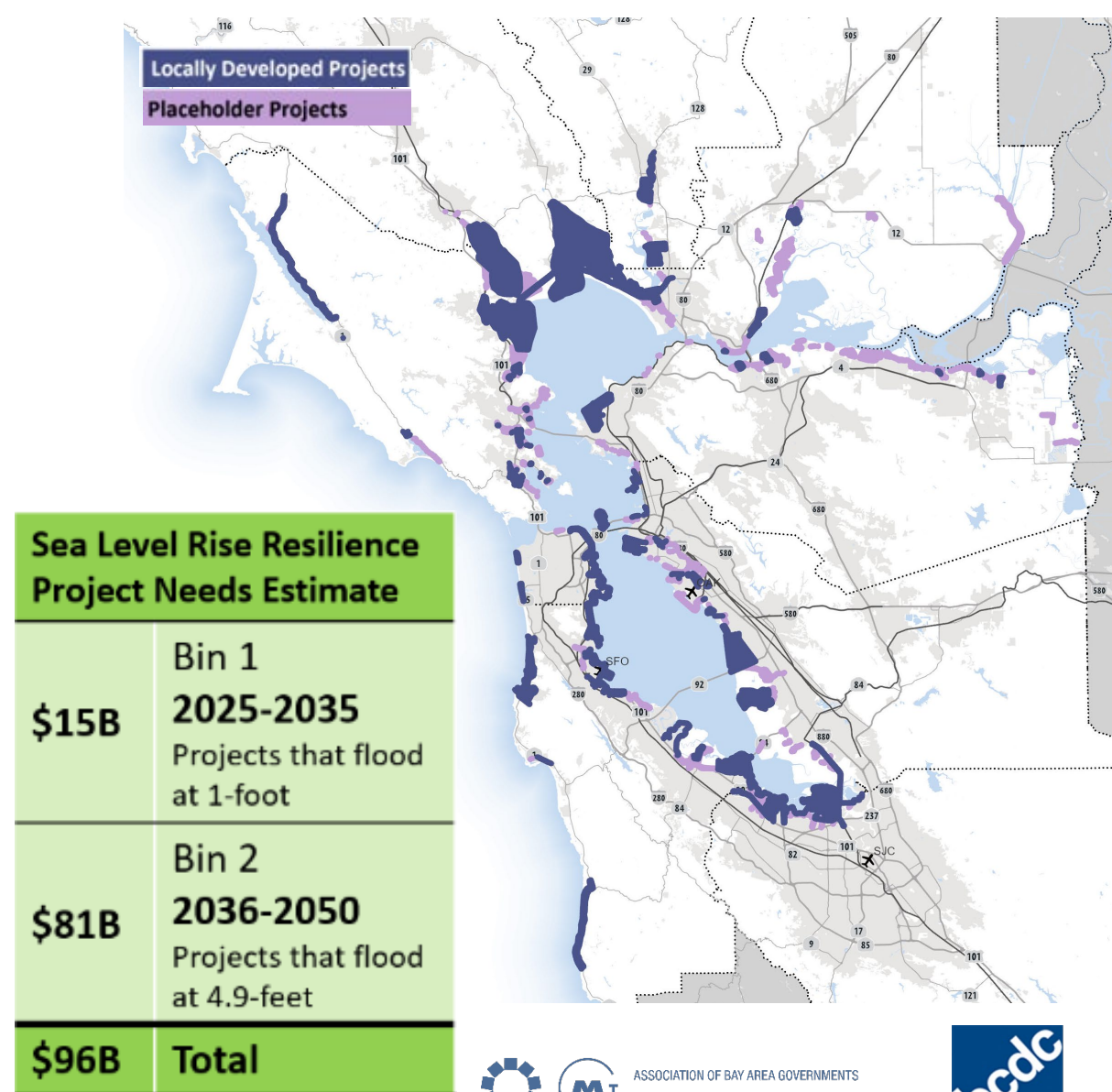
Working closely with partners and project sponsors, staff identified several notable refinements to the Draft Transportation Project List shared with committees in December – consisting of within-county “project swaps” that have minimal net cost and GHG impacts.

| County | Project Addition or Modification | Project Cost | Project Removal(s) or Modification(s) |
|--------------|--|---------------|---|
| Alameda | Irvington BART Station <i>(accelerate to Bin 1)</i> | \$297 million | Move South Bay Connect project to Bin 2 |
| Contra Costa | SR-4 Westbound Operational Improvements | \$72 million | Remove other local roadway widening and extension projects in East Contra Costa County |
| San Mateo | WETA Redwood City Ferry | \$194 million | Remove San Mateo Bridge Express Bus project |
| Santa Clara | US-101 Express Lanes Phase 6 | \$372 million | Remove new northbound Express Lane on I-680, new HOV lanes on I-280, and other interchange projects in Santa Clara County |
| Sonoma | SMART to Cloverdale | \$416 million | Remove or scale back local interchange, roadway, and bus projects in Sonoma County |

Environment: Final Resilience Project List



- In close partnership with BCDC staff, Plan Bay Area 2050+ integrates a first-ever fiscally-unconstrained list of sea level rise adaptation projects (Resilience Project List) within Strategy EN1, which can serve as an advocacy resource in the years ahead.
- Strategy needs were broken into two bins based on the height at which flooding occurs along the shore, with the majority of funding needs occurring after year 2035 as sea level rise accelerates over time.
- The list includes 108 locally developed projects (\$59B) that had defining information provided by local government partners.
- There are 285 placeholder projects (\$37B) with defining information developed by regional agency staff; these are locations that flood with 4.9-feet of water rise and assume green project types when suitable.



Note: See Attachment G for the complete Final Resilience Project List.



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

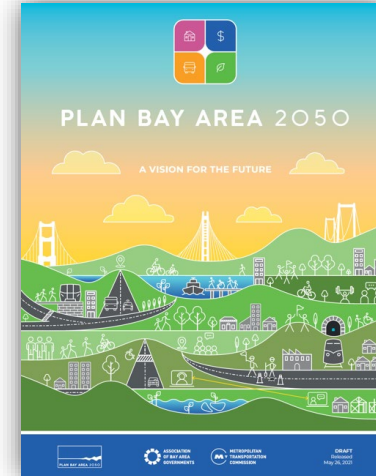
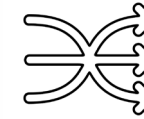


Considerations for the Final Blueprint and Beyond

- **Plan Bay Area 2050+ is a limited and focused update to Plan Bay Area 2050**, which was unanimously adopted by policymakers in 2021.
- **To the extent possible, this update has focused on:**
 - Updating baseline data and planning assumptions to align with the most recent and best available information during this time of significant uncertainty
 - Revising plan strategies and implementation actions to respond to current conditions and needs, given the many challenges and hurdles the Bay Area is facing
- However, staff acknowledge the Final Blueprint has not explored every possible scenario or trajectory for the region. **Staff recommend this type of scenario planning be prioritized for Plan Bay Area 2060, a major plan update that will kick off in early 2026.**



Horizon: 2018-2019



*Plan Bay Area 2050:
2020-2021*



*Anticipated Adoption:
Late 2025 or Early 2026*



*Plan Bay Area 2060:
2026 and beyond*



Requested Action

Approve the Final Blueprint Growth Geographies and the Final Blueprint Strategies, including the Final Project Lists, for further study and analysis

Next Steps

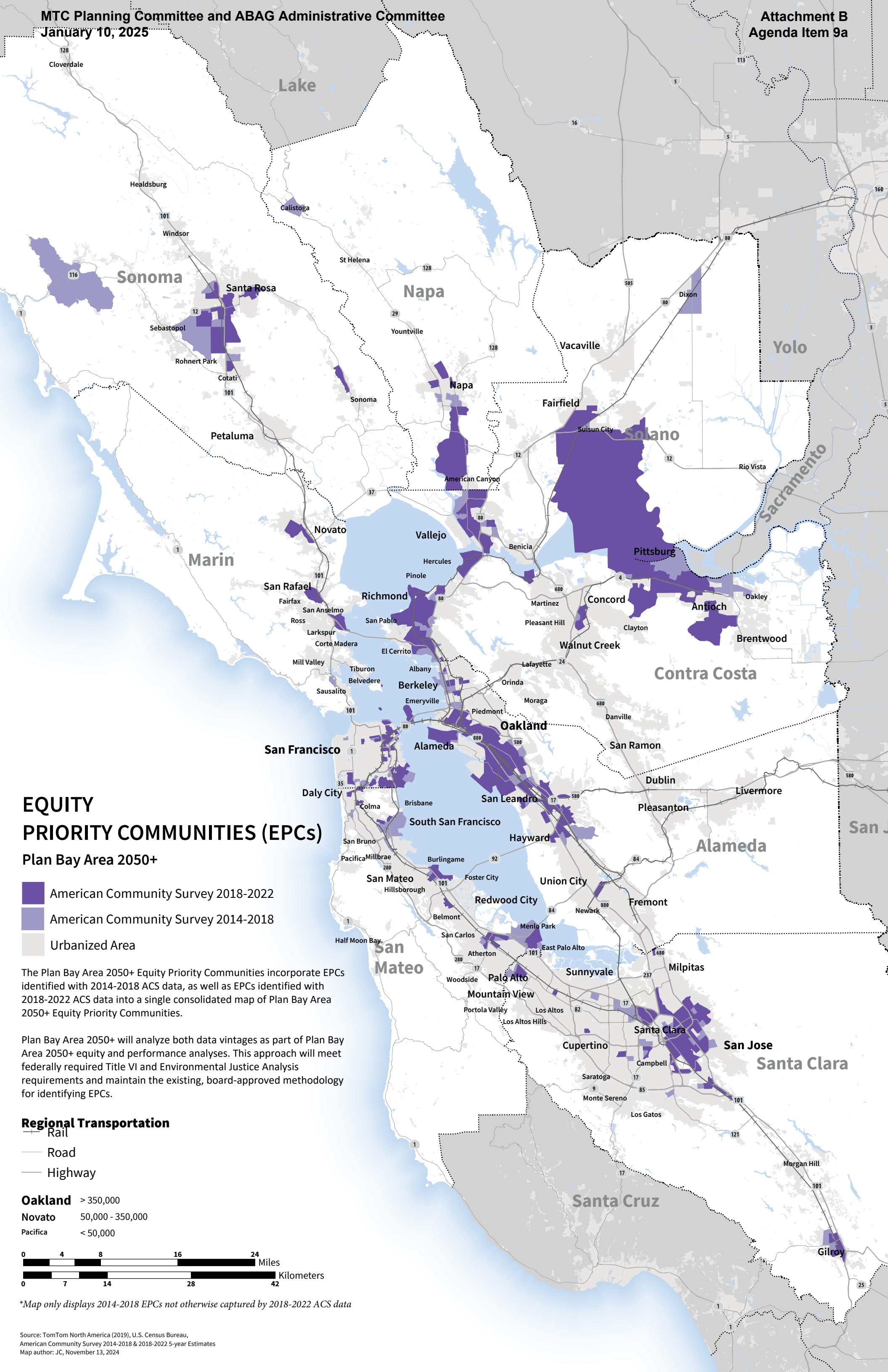
Winter 2025: Analysis of Final Blueprint Performance & Equity Outcomes

Spring 2025: Release Final Blueprint analysis and advance the Final Blueprint into environmental phase (CEQA)

Summer 2025: Release Draft Plan, EIR, and Implementation Plan for public feedback/engagement

Contact Information:

Chirag Rabari – Email: crabari@bayareametro.gov – Plan Bay Area 2050+ Project Manager



EQUITY PRIORITY COMMUNITIES (EPCs)

Plan Bay Area 2050+

- American Community Survey 2018-2022
- American Community Survey 2014-2018
- Urbanized Area

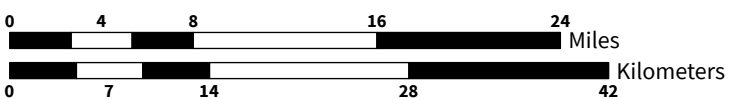
The Plan Bay Area 2050+ Equity Priority Communities incorporate EPCs identified with 2014-2018 ACS data, as well as EPCs identified with 2018-2022 ACS data into a single consolidated map of Plan Bay Area 2050+ Equity Priority Communities.

Plan Bay Area 2050+ will analyze both data vintages as part of Plan Bay Area 2050+ equity and performance analyses. This approach will meet federally required Title VI and Environmental Justice Analysis requirements and maintain the existing, board-approved methodology for identifying EPCs.

Regional Transportation

- Rail
- Road
- Highway

- Oakland** > 350,000
- Novato** 50,000 - 350,000
- Pacifica** < 50,000



*Map only displays 2014-2018 EPCs not otherwise captured by 2018-2022 ACS data

Plan Bay Area 2050+: Final Regional Growth Forecast

Background

The Regional Growth Forecast identifies how much the Bay Area might grow between the plan's base year (2023) and horizon year (2050), including population, jobs, households, and associated housing units. The forecast also includes characteristics of that growth, including employment by sector, population by age and ethnic characteristics, and the basic income distribution of households formed from that population. The forecast's primary purpose is to serve as a planning input for the Plan Bay Area 2050+ update. It estimates regional growth through 2050 for the nine Bay Area counties, which in turn will serve as an input for an analysis of land use patterns on the county and subcounty levels, influenced by the adopted strategies. The resulting land use pattern then informs the Travel Model's identification of present and future travel demand throughout the Bay Area.

Plan Bay Area 2050+ is a limited and focused plan update. The forecast is therefore not subject to a major revision, but carries over the methodology, approach and key underlying assumptions from Plan Bay Area 2050. For that plan, MTC/ABAG staff developed the Regional Growth Forecast methodology in collaboration with a consultant and a technical advisory committee. The methodology was adopted by the ABAG Executive Board in September 2019. The final Regional Growth Forecast for Plan Bay Area 2050, which accounted for a near-term COVID adjustment, was completed in June 2020 and adopted by the Commission and ABAG Executive Board in September 2020. Recent data, including from the 2020 Decennial Census, has revealed a lower population baseline compared to the projections in the Plan Bay Area 2050 Regional Growth Forecast. Specifically, the updated forecast for Plan Bay

Area 2050+ projects the region’s population to be nearly 200,000 lower than previously estimated, necessitating a numerical revision of the growth forecast with three more years of data on the front end, but otherwise maintaining the methodology and assumptions of the prior release.

A detailed summary of the Draft Regional Growth Forecast was shared at the November 2023 meeting of the MTC Planning Committee and ABAG Administrative Committee. Staff recommends carrying this Draft Forecast forward into the Final Blueprint phase as the Final Regional Growth Forecast for Plan Bay Area 2050+. Relevant total projections for population, households, housing units, and jobs are shown in Table 1 below.

Table 1: Plan Bay Area 2050+ Final Regional Growth Forecast

| Item | 2020 | 2025 | 2030 | 2035 | 2040 | 2045 | 2050 |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Population | 7,749,000 | 7,723,000 | 8,048,000 | 8,476,000 | 8,903,000 | 9,266,000 | 9,586,000 |
| Households | 2,798,000 | 2,902,000 | 3,027,000 | 3,312,000 | 3,511,000 | 3,662,000 | 3,796,000 |
| Housing Units | 2,875,000 | 3,018,000 | 3,187,000 | 3,486,000 | 3,696,000 | 3,855,000 | 3,996,000 |
| Jobs | 4,025,000 | 4,154,000 | 4,661,000 | 4,855,000 | 5,079,000 | 5,255,000 | 5,436,000 |

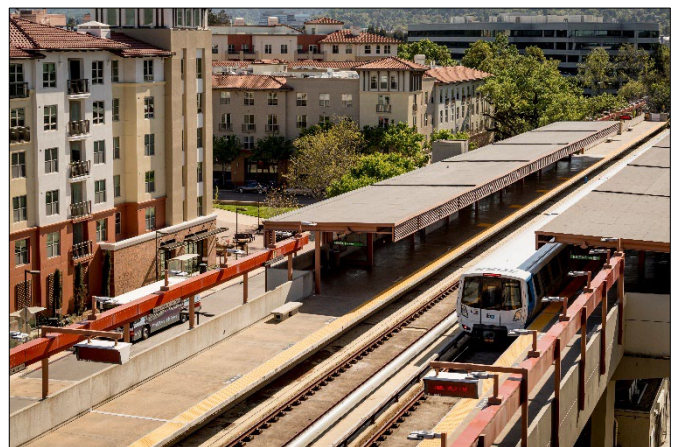
Plan Bay Area 2050+ Final Blueprint Growth Geographies

Attachment D

What are Growth Geographies?

Growth Geographies are geographic areas used in Plan Bay Area 2050+ strategies to guide where future growth in housing and jobs would be focused. Shown on the map on page 2 of this attachment, these geographies are identified either by local jurisdictions or because of their proximity to transit or access to opportunity. Although future development is not solely limited to Growth Geographies, these places are likely to accommodate the bulk of new homes and jobs in Plan Bay Area 2050+, similar to Plan Bay Area 2050. The four types of Growth Geographies are:

Priority Development Areas — Places nominated by local governments served by transit and planned for new homes and jobs at densities necessary to support effective transit service. All Priority Development Areas are supported by a resolution by the local government and approved by the ABAG Executive Board. (See ABAG Resolution 02-2019 for detailed criteria).



Contra Costa Centre Priority Development Area

Priority Production Areas — Industrial areas of importance to the regional economy and local communities that support middle-wage jobs. Like Priority Development Areas, Priority Production Areas are backed by a local government resolution and approved by the ABAG Executive Board. Industries in Priority Production Areas typically require larger sites than those in Priority Development Areas with



Benicia Northern Gateway Priority Production Area
Photo Credits: Karl Nielsen

different transportation needs. (See ABAG Resolution 02-2019 for detailed criteria)

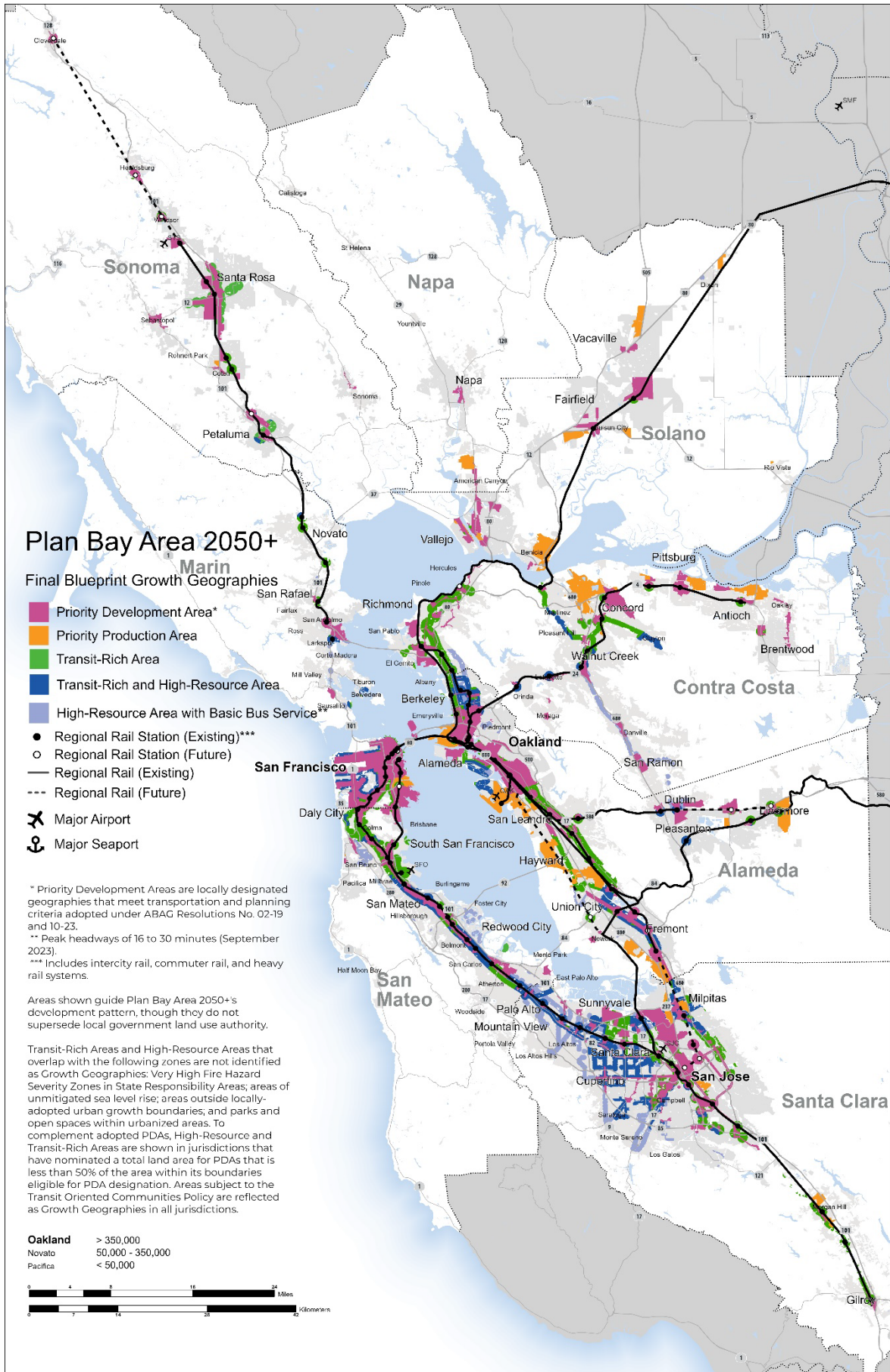
Transit-Rich Areas — Places near rail, ferry or frequent bus service that were not already identified as Priority Development Areas. Across the region, this includes all areas outside Priority Development Areas subject to the Transit-Oriented Communities Policy. Furthermore, in jurisdictions where local governments have nominated Priority Development Areas on less than 50% of the land eligible for nomination, this also includes areas within 1/2 mile of a bus stop with peak service frequency of 15 minutes or less as defined during Plan Bay Area 2050.

High-Resource Areas — State-identified places with well-resourced schools and access to jobs, among other criteria. This designation only includes places that meet a baseline transit service threshold of bus service with peak headways of 30 minutes or better as defined during Plan Bay Area 2050. In addition, High-Resource Areas are only included if less than 50% land eligible for Priority Development Area designation land has been nominated by the local jurisdiction in question.

Areas Excluded from Growth Geographies — Places that would otherwise be growth geographies are excluded if within a “Very High” Fire Hazard Severity Zone mapped by the California Department of Forestry and Fire Protection (CAL FIRE), subject to sea level rise that is not mitigated by Plan Bay Area 2050+ Strategy EN1, outside locally-adopted urban growth boundaries, or in a protected open space, including parkland.

What’s changed since the Draft Blueprint?

The Plan Bay Area 2050+ Final Blueprint Growth Geographies are similar to the Plan Bay Area 2050 Draft Blueprint Growth Geographies, with minor refinements to reflect areas served by new or improved service in the Transit 2050+ Final Network that were not already identified as Growth Geographies. Mirroring the Draft Blueprint, the Final Blueprint Growth Geographies reflect the five new Priority Development Areas and boundary changes to 16 Priority Development Areas, as approved by ABAG in September 2023.



Plan Bay Area 2050+ Final Blueprint Strategies

Attachment E

Plan Bay Area 2050+ Transportation Element

Please note that the Draft Blueprint, adopted by the MTC Planning Committee and the ABAG Administrative Committee in January 2024, included only a handful of modified transportation strategies, including Strategies T1, T5, T9 (previously T8), and T10 (previously T9), pending recommendations from the parallel Transit 2050+ effort. This document now includes the complete suite of revised transportation strategies to be integrated as part of the Final Blueprint. Given this fact, the document contextualizes changes for Transportation Element strategies compared to Plan Bay Area 2050, rather than in comparison to the Draft Blueprint. The Housing, Economy, and Environment Elements, by contrast, contextualize changes in comparison to the Draft Blueprint.

| Strategy ID | Strategy Name | Changes Versus Plan Bay Area 2050 | Strategy Objective | Strategy Short Descriptions | Strategy Long Descriptions | Estimated Cost (Billions in Year of Expenditure dollars) |
|-----------------|--|--|--|--|---|--|
| T1 | Operate and Maintain the Existing System | <u>Slightly Modified:</u> Strategy to refocus on operating and maintaining the existing system, given fiscal constraints; transition to zero-emission vehicles has been incorporated into strategy scope. | Provide a strong baseline upon which new transportation strategies in the Final Blueprint can build. This includes ensuring that the region’s road and transit assets are kept in a condition that is similar to what we have in the Bay Area today. | Commit to operate and maintain the Bay Area’s roads and transit infrastructure while transitioning to zero-emission transit vehicles. | Set aside the funding required to maintain existing conditions for freeways, bridges, local streets, and transit assets and to operate the same number of transit service hours that were in operation as of 2023. Funding includes investments to support the transition to zero-emission transit vehicles. This strategy would include investments that make transit stations and vehicles safer, cleaner, and more accessible – with investments targeted at meeting the needs of transit-dependent or limited mobility passengers. | \$380B <i>(-\$2B from Draft Blueprint)</i> |
| T2 ^a | Improve the Rider Experience through Transit Network Integration | <u>Significant Changes:</u> This strategy has been renumbered from T3 in Plan Bay Area 2050 to T2 in Plan Bay Area 2050+. It also includes Plan Bay Area 2050 Strategy T4: “Reform regional transit fare policy”. The former Strategy T2 has now been incorporated as part of Strategy T8. | Grow ridership by making transit easier to navigate and use, while reducing the cost burden of taking transit for all riders, particularly those with low household incomes. | Deliver regionwide efforts to improve the rider experience, including an integrated fare structure, unified mapping and wayfinding, and improved paratransit services. | Fund and implement regionwide initiatives intended to improve the rider experience through transit network integration. Investments will include the implementation of a no-cost and reduced cost interagency transfer policy with Next Generation Clipper and additional measures to move toward an integrated fare structure. Investments will also include the development of regionally maintained tools, such as the Regional Mapping Data System and the installation of new more consistent transit signs. Paratransit investments include implementation of one-seat paratransit ride pilots across the region, full integration of ADA paratransit services on Clipper Next Generation, and additional reforms recommended by the Coordinated Public Transit-Human Services Transportation Plan. | \$6B |

^a Strategy details are consistent with Transit 2050+ Final Network

| Strategy ID | Strategy Name | Changes Versus Plan Bay Area 2050 | Strategy Objective | Strategy Short Descriptions | Strategy Long Descriptions | Estimated Cost (Billions in Year of Expenditure dollars) |
|-----------------|---|---|---|--|---|--|
| T3 ^a | Improve the Rider Experience through Refined Transfer Timing at Key Regional Hubs | <u>Significant Changes:</u> This strategy has been modified to focus specifically on implementing seamless connections at key regional transit hubs. Plan Bay Area 2050 Strategy T3 components, including streamlining fare payment and trip planning, are now included as part of Strategy T2. | Increase the viability and attractiveness of transit by providing a more seamless experience for riders to transfer between different services at key transfer points throughout the region. | Deliver regionwide efforts to improve the coordination of inter-agency schedules, refine transfer timing at key regional hubs, and upgrade facilities to encourage easier transfers. | Fund and implement service enhancements to facilitate schedule coordination and improved transfer timing at key regional hubs, while achieving synergies with co-located mobility hub investments funded elsewhere in Plan Bay Area 2050+. Investments include enhancements to the physical infrastructure at 15 key regional hubs to improve the transfer experience for transit riders, and better connect riders to biking, micro-mobility and walking options. Investments also include short-term operating assistance and technical resources to allow for increased service for key transfer routes. | \$1B |
| T4 ^a | Enhance Security Measures and Improve Safety and Cleanliness on Transit | <u>Significant Changes:</u> This is a new strategy incorporated into Plan Bay Area 2050+, in response to significant public input and feedback. | Establish a safe, secure and clean environment for riders onboard transit vehicles and those waiting at transit facilities, while simultaneously reducing a key barrier to transit for all residents, particularly those currently less inclined to ride transit. | Improve infrastructure and operations around safety, personal security, and cleanliness in the transit environment. | Fund and implement improvements to safety and security measures and infrastructure related to transit stations, stops, and vehicles. Investments include the installation of security cameras and improved lighting at stations and stops, and additional improvements in facilities to support safety and security. Investments also include an increase in staffing for security and police staff, non-sworn positions such as ambassadors and crisis intervention specialists, and janitorial and custodial staff. Additionally, investments will be dedicated to public awareness safety campaign programs. | \$4B |

| Strategy ID | Strategy Name | Changes Versus Plan Bay Area 2050 | Strategy Objective | Strategy Short Descriptions | Strategy Long Descriptions | Estimated Cost (Billions in Year of Expenditure dollars) |
|-------------|---|---|---|---|---|--|
| T5 | Implement Pricing Strategies to Manage Demand | <u>Significant Changes:</u> This strategy previously focused only on per-mile all-lane freeway tolling. A refined approach weaves together other user-based pricing strategies and includes expanded equity considerations. Staff recommend maintaining inclusion of all-lane tolling as a <i>placeholder</i> strategy in the Final Blueprint, acknowledging that the next plan cycle will need to reconfirm that this strategy meets the moment given complex tradeoffs as well as changes in the policy, funding, and mobility landscape. | Reduce traffic congestion and greenhouse gas emissions by de-incentivizing auto use, particularly during periods of peak demand and by single- or zero-occupant vehicles, while simultaneously reinvesting net revenues to improve transportation services. | Implement a series of usage-based pricing strategies to ease traffic, reduce vehicle mileage, and support climate goals; reinvest fees and charges towards corridor and transit improvements. | Implement a series of pricing strategies to alleviate traffic, reduce vehicle miles traveled, and contribute to California’s climate goals: 1) Implement peak-period distance-based tolling on all Bay Area highways, or an equivalent pricing strategy, that can make roadways more reliable for drivers who depend on them and incentivize a shift in mode, time of travel or route for those that are able to, thereby reducing overall driving levels. Pricing would include strategies such as monthly toll caps for lower income households to manage affordability, and discounts for higher-occupancy vehicles. 2) Increase parking fees in areas targeted for housing and job growth. 3) Implement cordon-based pricing for vehicles entering and leaving Treasure Island and downtown San Francisco, with charges up to \$6 per day during peak hours, discounts applied during mid-day, and free during other hours. | \$5B (+\$4B from Draft Blueprint) |
| T6 | Modernize Freeways and Interchanges | <u>Significant Changes:</u> This strategy previously focused on rebuilding interchanges and widening key freeway bottlenecks. The refined approach now prioritizes investments in technological improvements and interchange enhancements to modernize freeways. | Improve safety and multi-modal access at interchanges, and optimize freeway traffic flow using advanced technology. | Implement projects designed to improve the quality of existing freeway assets by rebuilding interchanges and implementing advanced technologies. | Fund and implement projects to modify freeway interchanges by applying modern design standards, incorporating multi-modal access as well as safety enhancements. Additionally, fund and implement projects to optimize freeway traffic flow by incorporating advanced technologies, such as intelligent transportation systems (ITS), ramp metering, and dynamic message signs. Investments will be dedicated to enhancing safety and accessibility while maintaining efficient traffic flow, all without expanding road capacity. | \$7B |

| Strategy ID | Strategy Name | Changes Versus Plan Bay Area 2050 | Strategy Objective | Strategy Short Descriptions | Strategy Long Descriptions | Estimated Cost (Billions in Year of Expenditure dollars) |
|-------------|--|--|---|--|--|--|
| T7 | Expand Freeways and Mitigate Impacts | <u>Significant Changes:</u> This is a new strategy focused on implementing a targeted set of highway widenings while supporting VMT mitigation actions. This refined scope aligns with the state's more rigorous framework for freeway widening projects. | Implement select freeway widenings to achieve short-to-medium term reductions in traffic congestion. | Implement a targeted set of freeway widenings to reduce bottlenecks, while supporting complementary actions to mitigate VMT impacts. | Fund and implement projects that address congestion and enhance corridor mobility through freeway capacity expansion, including the strategic development of regional express lanes. Additionally, incorporate complementary strategies to offset the adverse effects of new travel lanes. Investments will balance the need for immediate congestion relief with a commitment to managing long-term traffic and environmental impacts. | \$4B |
| T8 | Advance Other Regional Programs and Local Priorities | <u>Slightly Modified:</u> This revised strategy builds on Strategy T7 from Plan Bay Area 2050 by incorporating elements of Plan Bay Area 2050 Strategy T2, Community-led Transportation Enhancements in Equity Priority Communities. | Implement local priority projects that address community transportation needs and fund regional programs ranging from Clipper to 511. | Fund regional programs like motorist aid and 511 while supporting local transportation investments on arterials, local streets, and in Equity Priority Communities. | Fund the implementation of complementary programs and minor transportation investments at the regional and local levels. Examples of regional programs within this strategy include the 511 traveler information services, the Priority Development Area implementation program, the Community-Based Transportation Planning program, and investments in goods movement at the Port of Oakland and across the Bay Area. Local initiatives include county-driven planning efforts, emissions reduction strategies, the deployment of advanced technology systems on local arterial roads, and other capital improvements to local arterial roads and intersections. | \$12B |
| T9 | Build a Complete Streets Network | <u>Slightly Modified:</u> This revised strategy builds on Strategy T8 from Plan Bay Area 2050. Proposed refinements to this strategy emphasize expanding the Regional Active Transportation Network and ensuring that facilities accommodate all ages and abilities. | Encourage more biking, walking, and rolling for all trip purposes. | Enhance streets, paths, and trails to promote walking, biking, and rolling through sidewalk improvements, car-free slow streets, and All Ages and Abilities Active Transportation Network. | Enhance streets, paths, and trails to promote walking, biking, and rolling by building out over 10,000 miles of All Ages and Abilities Complete Streets and paths, including the Active Transportation (AT) Network. In order to advance safety, equity, and mode shift goals, provide support to local jurisdictions to maintain and expand car-free slow streets, and support other amenities like improved lighting, safer intersections, and secure bike parking at transit stations. | \$9B |

| Strategy ID | Strategy Name | Changes Versus Plan Bay Area 2050 | Strategy Objective | Strategy Short Descriptions | Strategy Long Descriptions | Estimated Cost (Billions in Year of Expenditure dollars) |
|------------------|--|---|---|---|--|--|
| T10 | Advance Regional Vision Zero Policy through Street Design and Reduced Speeds | <u>Significant Changes:</u> This revised strategy builds on Strategy T9 from Plan Bay Area 2050. Proposed refinements to this strategy emphasize creating safer transportation facilities along the High Injury Network, with greater emphasis on effective street design elements. | Reduce the number and severity of crashes on all roads, especially those within the High Injury Network, by integrating effective street design elements and setting speed limits at levels that improve safety and reduce emissions. | Implement street design elements on local streets and automated speed enforcement on freeways to reduce speed limits to between 20 and 35 miles per hour on local streets, especially those within the High Injury Network, and to 55 miles per hour on freeways. | Reduce speed limits on arterials and local streets to between 20 and 35 miles per hour, and to 55 miles per hour on freeways, specifically targeting areas within the High Injury Network where the majority of severe and fatal crashes occur. Use design elements like speed bumps, lane narrowing, and intersection bulbouts on local streets, along with automated speed enforcement on freeways and local roads, to improve traffic safety and enforce these lower speeds. Prioritize the implementation of street design elements and enforcement of reduced speeds near schools, community centers, senior housing, and parks, and especially along the High Injury Network. Engage with local communities to identify priority locations for enforcement, and reinvest revenues generated from violation fines into safety initiatives, including education and capital investments. | \$1B |
| T11 ^a | Enhance Transit Frequency, Capacity and Reliability | <u>Significant Changes:</u> This strategy previously focused on expanding and modernizing the regional rail network. Expansions of the rail network are now included in Strategy T12, while modernization improvements remain in Strategy T11. | Improve the vitality and viability of existing transit services throughout the Bay Area by providing increased frequency, improved reliability and greater capacity, to reduce wait time, decrease travel time, and encourage ridership growth. | Improve the quality and availability of existing transit services, including improvements for equity priority populations. | Fund and implement service enhancements on existing transit systems and infrastructure that improve frequency, reliability and capacity throughout the region. Service enhancements include frequency boosts, improvements to span of service, transit priority treatments, grade separations, and other measures that would decrease travel time for transit riders. Enhancements include both operational and capital investments for all modes of transit, with a particular focus on serving equity priority populations. | \$44B |
| T12 ^a | Expand Transit Services throughout the Region | <u>Significant Changes:</u> This strategy previously focused on building an integrated regional express lanes and express bus network. Express lanes are now included in Strategy T7. Express bus service improvements are now included in Strategy T11. | Encourage a mode shift from personal vehicles to transit by providing reliable transit services to connect riders to areas of the Bay Area that have previously not been effectively served by existing transit options. | Better connect communities by strategically expanding transit services to new markets and previously unserved or underserved areas, including the addition of new infrastructure. | Advance, fund and implement transformational capital projects that will expand the existing network to better connect communities throughout the Bay Area by serving new markets or currently underserved markets. These projects will seize on the opportunity to catalyze areas of population growth in the region and position the Bay Area for increased transit ridership by providing competitive alternatives to driving. | \$28B |

^a Strategy details are consistent with Transit 2050+ Final Network

^a Strategy details are consistent with Transit 2050+ Final Network

Plan Bay Area 2050+ Housing Element

| Strategy ID | Strategy Name | Changes Versus Draft Blueprint | Strategy Objective | Strategy Short Descriptions | Strategy Long Descriptions | Estimated Cost (Billions in Year of Expenditure dollars) |
|-------------|--|---|--|--|--|--|
| H1 | Strengthen Renter Protections | <u>Slightly Modified</u> : Updated to remove explicit connection to frequently changing state policy landscape, and to emphasize the priority of supporting greater housing security. | Increase housing security for existing and future low and middle-income households while ensuring residential development remains feasible. | Expand measures to increase housing security for renters, including tenant support services, enforcement of tenant legal protections, and limits on rent increases that exempt new construction. | Expand renter protections, including services such as tenant education, support and legal assistance, as well as strengthened enforcement of recently adopted and longstanding protections, including fair housing requirements. To balance housing security with the feasibility of market-rate production, limit annual rent increases to the lower of the rate of inflation or 4%, while exempting units less than 10 years old, the timeframe developers and lenders analyze to determine project feasibility. | \$2B |
| H2 | Preserve Existing Affordable Housing | <u>No Changes</u> | Increase housing security and expand pathways to home ownership for low- and middle-income households. | Acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing, including opportunities for resident ownership. | Acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing. Preserve all existing deed-restricted units that are at risk of conversion to market rate housing. Pursue tax incentives, targeted subsidies, favorable financing, and other strategies to transfer ownership of units without deed-restrictions (also known as “naturally occurring affordable housing”) to individual tenants, housing cooperatives, or public or non-profit housing organizations including community land trusts for preservation as permanently affordable housing. Expand the range of available financing and ownership models to increase feasibility and create pathways to long-term economic security for low- and middle-income households. | \$250B |
| H3 | Allow a Greater Mix of Housing Densities and Types in Growth Geographies | <u>Similar</u> : Revised to capture streamlined review, building code updates, and targeted parking reductions to increase feasibility and reduce production costs for 100% affordable and an expanded range of building types. | Enable increased production of a full range of housing types and tenures, prioritizing Growth Geographies in the adopted Blueprint with access to the region’s best public transit, schools, and community services. | Allow a mix of housing types at a range of densities and in a variety of building configurations to be built in Priority Development Areas, select High-Resource Areas, and select Transit-Rich Areas, including areas where the Transit-Oriented Communities Policy applies, augmented by streamlined review and reduced parking requirements for affordable homes, as well as building code updates. | Allow a mix of housing types at a range of densities and in a variety of building configurations to be built in Blueprint Growth Geographies, including Priority Development Areas (PDAs) identified by local governments, select High Resource Areas (HRAs) with the region’s best schools and economic opportunities, and Transit Rich Areas (TRAs) with convenient access to frequent public transportation. This includes areas where the Transit-Oriented Communities policy applies and excludes areas with exposure to unmitigated natural hazards and areas outside of urban growth boundaries. Furthermore, reduce project review times (including “by-right”) and parking requirements for 100% affordable projects, and update building codes to enable a wider range of residential building types. Specific densities and housing types are based upon regional and local context, including local zoning, type and frequency of transit service, existing land uses, and access to jobs and other opportunities. | <\$1B |

| Strategy ID | Strategy Name | Changes Versus Draft Blueprint | Strategy Objective | Strategy Short Descriptions | Strategy Long Descriptions | Estimated Cost (Billions in Year of Expenditure dollars) |
|-------------|--|---|---|---|---|--|
| H4 | Build Adequate Affordable Housing to Ensure Homes for All | <u>Significant Updates:</u> Integrates expanded cost saving measures for projects receiving affordable housing funding, as well as simplified, coordinated housing finance and support for innovative housing types; updates are reflected in a approximately 22% reduction in the strategy's estimated cost. | Ensure low-income households, including the currently unhoused, have access to affordable, secure housing. | Construct enough deed-restricted affordable homes to fill the existing gap in housing for the unhoused community and to meet the needs of low-income households; provide easy-to-access funding for projects that leverage public or discounted private land, utilize streamlined entitlement, commit to efficient design and delivery measures; support a greater variety of building types, construction technologies and ownership models. | Build enough deed-restricted affordable homes necessary to fill the existing gap in homeless housing and to meet the needs of low-income households, including those currently living in overcrowded or unstable housing. Prioritize projects that advance racial equity and greenhouse gas reduction, including those in High Resource Areas, Transit Rich Areas, and communities facing displacement risk. Expand the range of available financing, construction technologies, building types, and ownership models that expand pathways to long term economic security. Provide easy-to-access funding regionwide to projects that leverage public or discounted private land (Strategies H6 and H8), utilize streamlined entitlement processes (Strategy H3), and commit to efficient design and delivery measures. | \$236B (-\$65B from Draft Blueprint) |
| H5 | Integrate Affordable Housing into All Major Housing Projects | <u>No Changes</u> | Ensure new housing projects accommodate households at a variety of income levels, while allowing residential development, including ADUs, to remain financially feasible. | Require a baseline of 10% to 20% of new market-rate housing developments of five units or more to be affordable to low-income households. | Require a baseline of 10 percent to 20 percent of new market-rate housing developments of five units or more to be permanently deed-restricted affordable to low-income households, with the threshold determined by local real estate market strength, access to opportunity, public transit, and displacement risk. Smaller units, such as Accessory Dwelling Units (ADUs) and fourplexes, are exempted to increase feasibility. | <\$1B |
| H6 | Transform Aging Malls and Office Parks into Neighborhoods | <u>Similar:</u> Revised to reflect alignment with proposed updates to Strategy H4, which acts as a primary funding source for affordable housing projects built on sites included in this strategy. | Reinvent 20th century malls and office parks as complete communities with mixed-income housing, local and regional services, and public spaces. | Permit and promote the reuse of shopping malls and office parks with limited commercial viability as neighborhoods with housing for residents at all income levels, including locally-designated Priority Sites. | Permit and promote the reuse of shopping malls and office parks with limited commercial viability as neighborhoods with housing at all income levels, local and regional services, and public spaces. Support projects on locally-designated Priority Sites within Transit-Rich and High Resource Areas that exceed deed-restricted affordable housing requirements and dedicate land for public institutions such as community colleges and university extensions. Through coordination with Strategy H4 (Build Adequate Affordable Housing to Ensure Homes for All), provide easy-to-access low-interest loans and targeted infrastructure investments to projects that dedicate land for permanently affordable housing and commit to streamlined entitlement coupled with innovative design and delivery measures. | <\$1B |

| Strategy ID | Strategy Name | Changes Versus Draft Blueprint | Strategy Objective | Strategy Short Descriptions | Strategy Long Descriptions | Estimated Cost (Billions in Year of Expenditure dollars) |
|-------------|---|---|---|---|---|--|
| H7 | Provide Targeted Mortgage, Rental, and Small Business Assistance to Equity Priority Communities | <u>No Changes</u> | Begin to redress the impact of race-based policies on communities of color by increasing housing security and opportunities to build intergenerational wealth through housing and entrepreneurship. | Provide assistance to low-income communities and communities of color to address the legacy of exclusion and predatory lending, while helping to grow locally owned businesses. | Provide mortgage and rental assistance in Equity Priority Communities, prioritizing longtime previous or existing residents of communities of color that have experienced disinvestment or displacement resulting from policies such as redlining, exclusionary zoning, predatory lending, and infrastructure siting. Provide targeted grants and low-interest loans to start up and expand locally-owned businesses. | \$11B |
| H8 | Accelerate Reuse of Public and Community-Owned Land for Mixed-Income Housing and Essential Services | <u>Similar</u> : Revised to reflect alignment with proposed update to Strategy H4, which acts as a primary funding source for affordable housing projects built on sites included in this strategy. | Accelerate the reuse of surplus public land and land owned by non-profit institutions to meet community housing and service needs, expand small business opportunities, create community gathering spaces, and develop innovative housing models. | Help public agencies, community land trusts and other non-profit landowners accelerate the development of 100% affordable and mixed-income housing, supportive services, and public spaces, including on locally-designated Priority Sites; offer easy-to-access funding to projects that commit to streamlined entitlement and innovative design and delivery. | Establish a regional network of land owned by public agencies, community land trusts, and other non-profit land owners and coordinate its reuse as deed-restricted mixed-income affordable housing, essential services, and public spaces. Through coordination with Strategy H4 (Build Adequate Affordable Housing to Ensure Homes for All), provide easy-to-access low-interest loans and targeted infrastructure investments to projects on locally-designated Priority Sites and other sites that commit to streamlined entitlement and innovative design and delivery measures. Leverage Strategy H7 (Provide Targeted Mortgage, Rental, and Small Business Assistance) to match sites with tailored funding and with service providers, and to ensure projects benefit communities of color and other historically disinvested communities. | <\$1B |

Plan Bay Area 2050+ Economy Element

| Strategy ID | Strategy Name | Changes Versus Draft Blueprint | Strategy Objective | Strategy Short Descriptions | Strategy Long Descriptions | Estimated Cost (Billions in Year of Expenditure dollars) |
|-------------|--|---|--|--|--|--|
| EC1 | Implement a Statewide Guaranteed Income | <u>No Changes</u> | Enable upward economic mobility for low-income families by improving family stability & health and increasing consumer spending. | Provide an income-based monthly payment to all Bay Area households to improve family stability, promote economic mobility and increase consumer spending. | Provide an average payment of \$500 (in 2020\$) a month to all households in the Bay Area (payments vary based upon household size and composition), paired with tax increases for those outside the low-income tax bracket that offset any gains from this strategy. This strategy is not intended to replace employment but instead help low-income families with everyday emergencies, family stability, and improved access to opportunity, while reducing anxiety and improving health outcomes. | \$205B |
| EC2 | Expand Job Training and Incubator Programs | <u>Slightly modified:</u> Geographic areas targeted by strategy refined to prioritize key regional hubs within or easily accessible by Equity Priority Communities. | Help residents of Equity Priority Communities access middle-wage job opportunities and expand access to the resources necessary to create and expand small businesses in places easily accessible by public transit. | Establish job training and business incubation hubs in Transit-Rich Areas easily accessible to residents of Equity Priority Communities, focusing on areas co-located with jobs in key sectors that are served by major regional transit investments, including Key Regional Hubs. | Fund business incubation and job training hubs to help residents of Equity Priority Communities access opportunities in high-growth, in-demand occupations, establish new or expand existing businesses, and access workspaces, mentorship, and financing. Locate hubs in Transit-Rich areas within or easily accessible to Equity Priority Communities Support training for high-growth, in-demand occupations in disadvantaged communities, working with community colleges and other training partners. To reinforce the plan’s locational objectives, incubators would be located in Transit-Rich and Priority Production Areas within or easily accessible to Equity Priority Communities—prioritizing Key Regional Hubs (Strategy T3). | \$5B |
| EC3 | Invest in High-Speed Internet in Underserved Low-Income Communities | <u>No Changes</u> | Enable greater participation in the digital economy and improve residents’ ability to work-from-home and expand children’s access to educational resources. | Provide direct subsidies and construct public infrastructure to ensure all communities have affordable access to high-speed internet. | Connect low-income communities with high-speed internet to broaden opportunities through (1) direct subsidies for internet access to reduce costs for low-income households to \$0 per month and/or (2) invest in public infrastructure to create additional high-speed fiber connections. This strategy is complementary to the commute trip reduction strategy featured in the Environment Element (Strategy EN7), while recognizing that internet connectivity enables working from home. | \$11B |
| EC4 | Allow a Greater Mix of Land Uses and Densities in Growth Geographies | <u>No Changes</u> | Enable additional office, retail, civic, cultural, and other active land uses in locations with the best transit access in order to reduce greenhouse gas emissions, revitalize commercial districts, and spur transit recovery. | Allow a greater mix of commercial, civic, cultural, and other active land uses in select Priority Development Areas and Transit-Rich Areas to revitalize downtowns and main streets, and to support transit recovery. | Allow a wider range of densities and active land uses—including commercial, civic, and cultural activities—in select Priority Development Areas and Transit-Rich Areas—including areas where the Transit-Oriented Communities Policy applies—to encourage more jobs and activities to locate in downtowns and along main streets near public transit. Update development standards to stimulate the growth of new and emerging businesses in vacant office space and ground floor retail space, prioritizing small businesses owned by members of historically disadvantaged groups. This strategy supports focused growth near transit as well as climate, equity, and economy goals. | <\$1B |

| Strategy ID | Strategy Name | Changes Versus Draft Blueprint | Strategy Objective | Strategy Short Descriptions | Strategy Long Descriptions | Estimated Cost (Billions in Year of Expenditure dollars) |
|-------------|--|--|---|--|---|--|
| EC5 | Provide Incentives to Employers to Locate in Low-VMT Areas | <u>Significant Changes:</u> Strategy expanded to prioritize low-VMT areas and places around major regional transit investments, including Key Regional Hubs, as well as to more explicitly identify policies and incentives to locate in-person jobs in these areas. | Support transit recovery, leverage major transit investments, and enhance the vitality of downtowns and main streets while also expanding access to in-person, middle-wage jobs and reducing vehicle miles travelled. | Provide targeted investments and incentives to encourage employers that offer middle-wage, in-person jobs to locate in low-VMT areas, prioritizing those that are transit-rich and/or housing-rich, including Key Regional Hubs. | Provide incentives to encourage employers that offer middle-wage jobs that rely heavily on in-person work to locate in low-VMT areas—prioritizing transit-rich and/or housing-rich communities and Key Regional Hubs (Strategy T3)—to support economic and transit recovery, increase activity in downtowns and main streets, and reduce vehicle miles traveled. Provide targeted investments to retrofit and expand existing buildings and workplaces, introduce location-efficiency policies for public agencies and service providers, and offer incentives (e.g. streamlined permitting) to employers with a predominantly in-person workforce to locate in targeted areas long-term. Through coordination with Strategy EC2, expand existing and create new clusters of co-located job training and employment opportunities in Transit-Rich Areas easily accessible to Equity Priority Communities. | \$20B (+\$9B from Draft Blueprint) |
| EC6 | Retain and Invest in Key Industrial Lands | <u>No Changes</u> | Support and grow production, advanced manufacturing, distribution, and related businesses and middle-wage jobs located on industrial lands. | Implement local land use policies to protect key industrial lands, identified as Priority Production Areas, while funding key infrastructure improvements in these areas. | Implement local land use policies to retain key industrial lands identified as Priority Production Areas. This would include preservation of industrial zoning and an update to development standards in these zones, without competition from residential and other commercial uses. It would also provide targeted funding for non-transportation infrastructure improvements including fiber, renewable energy, broadband, and building improvements, prioritizing the most location-efficient areas. | \$5B |

Plan Bay Area 2050+ Environment Element

| Strategy ID | Strategy Name | Changes Versus Draft Blueprint | Strategy Objective | Strategy Short Descriptions | Strategy Long Descriptions | Estimated Cost (Billions in Year of Expenditure dollars) |
|-------------|---|---|---|--|--|--|
| EN1 | Adapt to Sea Level Rise | <u>Significant Updates:</u> The Final Blueprint approach is the same but incorporates updated sea level rise adaptation project details provided by local jurisdiction staff in spring 2024. The Final Blueprint also includes a division of needs into two time frames, 2025-2035 and 2036-2050. | Proactively address inundation impacts to communities, regional infrastructure systems, and shoreline ecosystems as sea levels rise. | Adapt shoreline communities, infrastructure, and ecosystems affected by sea level rise. | Adapt shorelines at risk of flooding with 4.9 feet of inundation, from both permanent sea level rise as well as temporary inundation from king tides and storms. The strategy would fund a suite of protective strategies (e.g. ecotone levees, traditional levees, sea walls), marsh restoration, elevation of critical infrastructure, and support some very low-density communities with managed retreat. The strategy prioritizes nature-based actions where suitable, and intends to balance multiple goals of flood protection, habitat restoration, and public access – protecting residents, while also dedicating sufficient funds to support 100,000 acres of marsh restoration regionwide. Projects in the strategy are bundled into two bins, with the first corresponding to projects that are needed to address near-term sea level rise and flood risks through 2035. | \$96B (+\$2B from Draft Blueprint) |
| EN2 | Provide Means-Based Financial Support for Seismic, Wildfire, and Accessibility Home Retrofits | <u>Slightly Modified:</u> The strategy was expanded to include accessibility improvements to existing residences. | Preserve the Bay Area’s existing, most-vulnerable housing from earthquakes and wildfire and improve access for persons with disabilities. | Adopt building ordinances and incentivize retrofits to existing residential buildings to meet higher seismic, wildfire, and ADA accessibility standards, providing means-based subsidies to offset associated costs. | Adopt building ordinances and incentivize retrofits to bring existing buildings up to higher seismic, wildfire, and accessibility standards, providing means-based subsidies to offset costs. To ease the burden of residential building retrofits, this strategy weights subsidy assistance based on household income. Seismic improvements would focus action in 425,000 housing units with likely crawl space and soft story deficiencies for which retrofit standards exist; 105,000 homes would be retrofit with proven fire-resistant roofing and defensible space retrofits; 200,000 homes would be retrofit to improve safety and access for residents with mobility needs. | \$9B (+\$2B from Draft Blueprint) |

| Strategy ID | Strategy Name | Changes Versus Draft Blueprint | Strategy Objective | Strategy Short Descriptions | Strategy Long Descriptions | Estimated Cost (Billions in Year of Expenditure dollars) |
|-------------|---|---|--|---|---|--|
| EN3 | Provide Means-Based Financial Support for Energy Decarbonization and Water Efficiency Upgrades in All Buildings | <u>No changes</u> | Reduce the carbon and water footprint of all buildings. | Provide financial support to reduce barriers to the conversion of Bay Area buildings to electric, energy efficient, and water efficient properties. | Pool and expand existing incentives to eliminate natural gas and improve energy and water efficiency in existing buildings as components reach the end of their useful life and require replacement. For decarbonization specific upgrades, means-based subsidies would help fill the difference in cost for higher efficiency electric building systems, and enable panel upgrades and necessary building modifications. | \$52B |
| EN4 | Maintain Urban Growth Boundaries | <u>No changes</u> | Prevent the conversion of agricultural and natural lands to urban uses and focus new growth within the region’s existing urban footprint or growth boundaries. | Use urban growth boundaries to focus new development within the existing urban footprint or areas otherwise suitable for growth, as established by local jurisdictions. | Use 2020 urban growth boundaries to confine new development within areas of existing development or areas otherwise suitable for growth, as established by local jurisdictions. These measures include urban growth boundaries and urban service areas when available. This strategy advances regional resilience by limiting new growth in the wildland-urban interface and other high-risk areas. | <\$1B |
| EN5 | Protect and Manage High-Value Conservation Lands | <u>Similar</u> : The scope of the strategy remains the same as the Draft Blueprint. Updated cost assumptions with recent acquisition costs resulted in a lower assumed acquisition cost per acre. | Enhance biodiversity and natural resources, fire or flood protection, recreation opportunities, food systems, water supply, carbon sequestration and other ecosystem services. | Protect and preserve high-priority natural and working lands improving the resilience and connectivity of the region’s biodiversity and the sustainability and vibrance of the agricultural sector. | Fund acquisition of new lands and develop new conservation and agricultural preservation easements to help conserve and manage high-priority natural and agricultural lands, including but not limited to Priority Conservation Areas. Conserving the region’s biodiversity and agricultural abundance requires planning and investment to support natural and working land protection, acquisition, and management. This strategy would support regional goals for agriculture, open space, and public access, which include a vision of 2.2 million acres of preserved open space, enhanced wildfire, flood, and drought resilience, and a thriving agricultural economy. Bayland conservation, restoration and adaptation is complemented by Strategy EN1 - <i>Adapt to Sea Level Rise</i> . | \$35B <i>(-\$7B from Draft Blueprint)</i> |

| Strategy ID | Strategy Name | Changes Versus Draft Blueprint | Strategy Objective | Strategy Short Descriptions | Strategy Long Descriptions | Estimated Cost (Billions in Year of Expenditure dollars) |
|-------------|--------------------------------------|--|---|---|--|--|
| EN6 | Expand Urban Greening in Communities | <p><u>Significant Changes:</u> The scale of new urban parks was increased by \$7B to address a downward trend in urban park acres per capita identified in the Draft Blueprint. The strategy incorporates a greater amount of urban park development through new investments and based on policy that some large-scale redevelopment projects will include new parks. Finally, the strategy description reflects that new and upgraded parks should be built with ADA standards.</p> | Ensure the ability of all Bay Area residents to easily access urban parks, trails, and recreation opportunities, and benefit from urban greening investments. | Invest in quality parks, trails, tree canopy, and urban greening, providing recreation opportunities for people from all backgrounds, abilities, and ages to enjoy. | Strategically plan and invest in quality parks, trails and urban greening within communities, providing inclusive recreation opportunities for people from all backgrounds, abilities, and ages to enjoy. Invest in and support urban greening initiatives, including street tree planting and green stormwater infrastructure that will help mitigate the effects of extreme heat, stormwater flooding, and pollution within communities. Enhance local parks in areas further than ½ mile from a park and through incorporating parks in larger scale redevelopment with an emphasis in Equity Priority Communities and other underserved areas to increase the parks per capita above the state goal of 3 acres per 1,000 residents. In concert with Strategy T9 <i>Build a Complete Streets Network</i> , construct cross jurisdictional trails and greenways that enhance local trail networks, regional trail networks (e.g. Bay Trail and Ridge Trail) as well as state and federal trails (e.g. Coastal Trail and Anza Trail). | \$27B (+\$7B from Draft Blueprint) |

| Strategy ID | Strategy Name | Changes Versus Draft Blueprint | Strategy Objective | Strategy Short Descriptions | Strategy Long Descriptions | Estimated Cost (Billions in Year of Expenditure dollars) |
|-------------|---|---|---|--|--|--|
| EN7 | Expand Commute Trip Reduction Programs at Major Employers | <u>No changes</u> | Reduce greenhouse gas emissions and traffic congestion by partnering with major employers to shift auto commuters to work-from-home, transit, walking, and bicycling. | Set a sustainable commute target for major employers as part of an expanded Bay Area Commuter Benefits Program, with employers responsible for funding incentives and disincentives to shift auto commuters to any combination of work-from-home, transit, walking and/or bicycling. | Set a sustainable commute target for all major employers as part of an expanded Bay Area Commuter Benefits Program. Employers would then be responsible for expanding their commute trip reduction programs, identifying and funding sufficient incentives and/or disincentives to achieve or exceed the target. By the year 2035, no more than 40 percent of each employer’s workforce would be eligible to commute by auto on an average workday. To minimize impacts on small businesses, businesses with fewer than 50 employees would be exempt from this policy; furthermore, recognizing the difficulty in serving rural jobs by transit and non-motorized modes, agricultural employers would also be exempt from this policy. The strategy aims to require major employers to support hybrid work programs, with the flexibility to choose the right set of incentives and disincentives for their employees to meet or exceed the target. Examples of employer-funded incentives include free or subsidized transit passes, bike & e-bike subsidies and giveaways, free bikeshare memberships, free commuter shuttles for employees, provision of on-site employee housing on current parking lots or other available land, rent or mortgage subsidies for employees residing in walkable transit-rich communities, and direct cash subsidies for walking, biking, or work-from-home. Employer-managed disincentives could include reduction or elimination of parking lots or garages, higher on-site or off-site parking fees, compressed work schedules, and elimination of dedicated workspaces in lieu of shared space. | <\$1B |
| EN8 | Expand Clean Vehicle Initiatives | <u>Slightly Modified</u> : The strategy was expanded to include e-bike incentives and reflect the latest state estimates for EV charger demand. | Reduce transportation-related greenhouse gas emissions and vehicle tailpipe air pollution. | Expand investments in clean vehicles, including electric vehicles and electric mobility options, and charging infrastructure subsidies, to accelerate the transition from conventional vehicles. | Expand investments in programs that support the adoption and use of clean vehicles, which include electric vehicles (EVs) and electric mobility (e-mobility), through incentives and deployment of charging infrastructure in partnership with County Transportation Agencies, the Air District and the State. These investments would expand existing strategies in MTC’s Climate Initiatives Program, which include investing in expanded EV charging infrastructure and public fleet electrification. The Vehicle Buyback initiative would be expanded to subsidize around 800,000 new electric vehicles, with a priority for income-qualifying buyers. The Regional EV Charger initiative subsidizes over 125,000 public EV chargers to expand charging opportunities for EVs. | \$8B |

| Strategy ID | Strategy Name | Changes Versus Draft Blueprint | Strategy Objective | Strategy Short Descriptions | Strategy Long Descriptions | Estimated Cost (Billions in Year of Expenditure dollars) |
|-------------|---|---|---|---|--|--|
| EN9 | Expand Transportation Demand Management Initiatives | <u>Similar</u> : Strategy long description clarifies that shared mobility options will be prioritized for co-location at mobility hubs. | Reduce single-occupancy passenger vehicle trip demand and vehicle miles traveled (VMT) and reduce associated emissions and pollution. | Expand investments in transportation demand management programs to reduce driving demand and encourage active and shared transportation choices, such as vanpools, bikeshare, carshare and transit. | Expand investments in transportation demand management (TDM) programs through MTC’s Climate Initiatives Program. This includes a wide range of programs that discourage single-occupancy vehicle (SOV) trips and support active and shared travel modes. Vanpool and carpool programs subsidize shared commute trips that reduce the number of vehicles on the road. Bike share services enable short-distance trips to destinations or transit by bike instead of by car. Targeted transportation alternatives are a set of individualized engagement and behavioral economics approaches to inform and motivate residents and workers to use active and shared travel modes instead of driving alone. Carshare services reduce personal vehicle ownership and vehicle trips and provide access to more fuel-efficient vehicles. Shuttles and microtransit services provide opportunities for shared trips to common destinations. Priority is given to co-locating these shared mobility options at mobility hubs. | \$2B |

Plan Bay Area 2050+ Final Blueprint: Transportation Project List

Attachment F - Updated

| Strategy | Route/ Facility | RTPID | Title | Scope | Location | Opening Period | Capital Cost (YOE, \$millions) | Operating Cost (YOE, \$millions) | Total Cost (YOE, \$millions) |
|---|--------------------|------------|---|---|----------|-------------------|-----------------------------------|-------------------------------------|---------------------------------|
| T1. Operate & Maintain the Existing System | | | | | | | | | |
| | | 25-T01-001 | Operate & Maintain the Existing System Baseline Public Transit Service Levels Regional | This program includes funding to operate the Bay Area's baseline transit services. Improvements include operations and routine preventative maintenance. | Regional | Various | \$0 | \$182,618 | \$182,618 |
| | | 25-T01-002 | Operate & Maintain the Existing System Highways Regional | This program includes funding to operate and maintain the Bay Area's state highways and generally implement the State Highway Operation and Protection Program (SHOPP). Improvements include resurfacing and/or rehabilitation with no new capacity; preventative maintenance; striping improvements for bicycle and/or pedestrian facilities; and emergency repair. | Regional | Various | \$27,512 | \$0 | \$27,512 |
| | | 25-T01-003 | Operate & Maintain the Existing System Local Bridges Regional | This program includes funding to operate and maintain the Bay Area's local bridges. Improvements include bridge rehabilitation, replacement, or retrofitting with no new capacity. | Regional | Various | \$3,232 | \$0 | \$3,232 |
| | | 25-T01-004 | Operate & Maintain the Existing System Local Streets & Roads & Bicycle/Pedestrian Regional | This program includes funding to operate and maintain the Bay Area's local streets and roads. Improvements include routine patching and pothole repair; sweeping and cleaning; signal operations; lighting; resurfacing and/or rehabilitation with no new capacity; preventative maintenance; striping improvements for bicycle and/or pedestrian facilities; and emergency repair. | Regional | Various | \$72,317 | \$0 | \$72,317 |
| | | 25-T01-005 | Operate & Maintain the Existing System Public Transit Capital Assets Regional | This program includes funding to maintain and replace the Bay Area's baseline transit capital assets. Improvements include vehicle rehabilitation or replacement; reconstruction or renovation of transit buildings and structures; and rehabilitation or reconstruction of track. | Regional | Various | \$66,131 | \$0 | \$66,131 |
| | | 25-T01-006 | Operate & Maintain the Existing System Toll Bridges Regional | This program includes funding to operate and maintain the Bay Area's seven state-owned toll bridges and generally implement the region's Toll Bridge Program. Improvements include toll bridge rehabilitation, retrofitting with no new capacity, and toll operations. | Regional | Various | \$19,840 | \$0 | \$19,840 |
| | | 25-T01-007 | Operate & Maintain the Existing System Zero-Emission Fleet Transition Regional | This program includes funding to support and maintain the Bay Area's zero-emission fleet transition. Improvements include zero-emission transit fleets and facilities; and vehicle rehabilitation or replacement. | Regional | Various | \$8,025 | \$0 | \$8,025 |
| T2. Improve the Rider Experience through Transit Network Integration | | | | | | | | | |
| | | 25-T02-008 | Improve the Rider Experience through Transit Network Integration Integrated Fare Structure Regional | This program includes funding to implement a no-cost and reduced cost interagency transfer policy with Next Generation Clipper and additional measures to move toward an integrated fare structure. | Regional | Various | \$0 | \$3,039 | \$3,039 |
| | | 25-T02-009 | Improve the Rider Experience through Transit Network Integration Mapping and Wayfinding Regional | This program includes funding to develop regionally maintained tools, such as the Regional Mapping Data System and the installation of regionally consistent transit signs. | Regional | Various | \$460 | \$168 | \$629 |

| Strategy | Route/ Facility | RTPID | Title | Scope | Location | Opening Period | Capital Cost (YOE, \$millions) | Operating Cost (YOE, \$millions) | Total Cost (YOE, \$millions) |
|--|--------------------|------------|---|--|---------------|-------------------|-----------------------------------|-------------------------------------|---------------------------------|
| | | 25-T02-010 | Improve the Rider Experience through Transit Network Integration Paratransit Enhancements and Coordinated Services Plan Implementation Regional | This program includes funding to implement one-seat paratransit ride pilots across the region, full integration of ADA paratransit services on Clipper Next Generation, and additional reforms recommended by the Coordinated Public Transit-Human Services Transportation Plan. | Regional | Various | \$278 | \$1,756 | \$2,034 |
| T3. Improve the Rider Experience through Refined Transfer Timing at Key Regional Hubs | | | | | | | | | |
| | | 25-T03-011 | Improve the Rider Experience through Refined Timing at Key Regional Hubs Regional | This program includes funding to enhance the physical infrastructure at 15 key regional hubs to improve the transfer experience for transit riders and better connect riders to biking, micro-mobility and walking options; and short-term operating assistance and technical resources to allow for increased service for key transfer routes. | Regional | Various | \$695 | \$396 | \$1,091 |
| T4. Enhance Security Measures and Improve Safety and Cleanliness on Transit | | | | | | | | | |
| | | 25-T04-012 | Enhance Security Measures and Improve Safety and Cleanliness on Transit Regional | This program includes funding for the installation of security cameras and improved lighting at stations and stops and additional improvements in facilities to support safety and security; staffing for security and police staff, non-sworn positions such as ambassadors and crisis intervention specialists, and janitorial and custodial staff; and public awareness safety campaign programs. | Regional | Various | \$1,436 | \$2,884 | \$4,321 |
| T5. Implement Pricing Strategies to Manage Demand | | | | | | | | | |
| | | 25-T05-013 | Next Generation Freeways Pricing Strategy Regional | This program includes funding to implement toll infrastructure, such as toll gantries, to collect per-mile tolls charged to vehicles on all Bay Area freeway corridors during peak periods on weekdays. | Regional | 2025 – 2035 | \$3,100 | \$0 | \$3,100 |
| | | 25-T05-014 | Parking Pricing Strategy Regional | This program includes funding to implement a regional parking fee program. Improvements could include increasing parking fees in areas targeted for housing and job growth. | Regional | 2036 – 2050 | \$100 | \$0 | \$100 |
| | | 25-T05-015 | Congestion Pricing & Mobility Improvements Treasure Island | This program includes funding to implement cordon-based congestion pricing for vehicles leaving and entering Treasure Island. Improvements include toll affordability programs; Muni bus frequency upgrades; free shuttles; a new ferry terminal; new ferry service between Treasure Island and the San Francisco Ferry Building (30 minute peak headways); and new AC Transit express bus service to Oakland (10 minute peak headways). | San Francisco | 2025 – 2035 | \$47 | \$649 | \$696 |
| | | 25-T05-016 | Congestion Pricing & Mobility Improvements Downtown San Francisco | This program includes funding to implement cordon-based congestion pricing for vehicles leaving and entering downtown San Francisco. Improvements include toll affordability programs; street improvements to support transit operations and cycling and pedestrian safety; frequency improvements on various Muni/SamTrans routes; transit signal priority; and dedicated bus lanes. | San Francisco | 2036 – 2050 | \$196 | \$453 | \$649 |
| T6. Modernize Freeways and Interchanges | | | | | | | | | |
| | | 25-T06-017 | Bay Area Forward Program Regional | This program includes funding to implement initiatives to maximize the efficiency of freeway and arterial systems through active traffic demand management and multi-modal strategies. Improvements include implementation of toll bridge corridor "forward" programs, adaptive ramp metering, adaptive signal timing with transit signal priority, bus on shoulder lanes, congestion pricing on toll bridge corridors, arterial first and last mile solutions, and shared mobility pilot deployments. | Regional | 2025 – 2035 | \$615 | \$0 | \$615 |

| Strategy | Route/ Facility | RTPID | Title | Scope | Location | Opening Period | Capital Cost (YOE, \$millions) | Operating Cost (YOE, \$millions) | Total Cost (YOE, \$millions) |
|--------------|--------------------|------------|---|---|---------------|-------------------|-----------------------------------|-------------------------------------|---------------------------------|
| | | 25-T06-018 | Other Investments to Modernize Freeways and Interchanges Regional | This program includes funding to implement other programmatic investments to modernize freeways through technological improvements and interchange enhancements. This program generally implements county and other local programs and initiatives to programmatically implement highway improvements without expanding road capacity, and advance other non-capacity increasing freeway projects in the planning and environmental review phases. Improvements include interchange modifications that enhance multi-modal access and safety; technological enhancements, such as intelligent transportation systems (ITS), ramp metering, and dynamic message signs; and minor lane additions or lane extensions of less than 1/4-mile (i.e., highway or freeway lane, auxiliary lane, or HOV lane). | Regional | Various | \$650 | \$0 | \$650 |
| I-80 | | | | | | | | | |
| | | 25-T06-019 | Interchange Improvements I-80 Ashby Ave | This program includes funding to implement interchange improvements on I-80 at Ashby Ave. Improvements include an interchange reconstruction, replacement of an overcrossing bridge with a new overcrossing that accommodates vehicles, bicycles and pedestrians, and construction of a standalone bicycle and pedestrian overcrossing (BPOC) to connect Shellmound St and 65 th St with the San Francisco Bay Trail. | Alameda | 2025 – 2035 | \$157 | \$0 | \$157 |
| | | 25-T06-020 | Interchange Improvements I-80 Central Ave | This program includes funding to implement interchange improvements on I-80 at Central Ave. Improvements include operational improvements, and bicycle and/or pedestrian enhancements. | Contra Costa | 2025 – 2035 | \$16 | \$0 | \$16 |
| | | 25-T06-021 | Interchange Improvements I-80 San Pablo Dam Rd, Phase 2 | This program includes funding to implement interchange improvements on I-80 at San Pablo Dam Rd. Improvements include an interchange reconstruction; a new direct connector to McBryde Ave; and safety and operational enhancements. | Contra Costa | 2025 – 2035 | \$140 | \$0 | \$140 |
| | | 25-T06-022 | Interchange Improvements I-80 Yerba Buena Island | This program includes funding to implement interchange improvements on I-80 at Yerba Buena Island. Improvements include bridge rehabilitation and reconstruction of the on- and off-ramps. | San Francisco | 2025 – 2035 | \$334 | \$0 | \$334 |
| | | 25-T06-023 | Interchange Improvements I-80 Redwood Pkwy and SR-37/Fairgrounds Dr | This program includes funding to implement interchange improvements on I-80 at Redwood Pkwy and SR-37/Fairgrounds Dr. Improvements include construction of a diverging diamond interchange; widening Fairgrounds Dr to four lanes between Redwood St and SR-37; and bicycle and/or pedestrian enhancements. | Solano | 2036 – 2050 | \$97 | \$0 | \$97 |
| | | 25-T06-024 | Interchange Improvements I-80 I-680 and SR-12, Packages 3-5 | This program includes funding to implement interchange improvements on I-80 at I-680 and SR-12. Improvements include a new direct connector between northbound I-680 and westbound SR-12; realigning southbound I-680 to a new I-680/Red Top Rd partial interchange; realigning northbound I-680; widening I-80 westbound; reconstructing eastbound ramps at I-80/Green Valley Rd, extending Business Center Dr to SR-12 to connect with Red Top Rd; new partial interchanges at I-680/Red Top Rd and SR-12/Red Top Rd/Business Center Dr; a new westbound off-ramp at I-80/Green Valley Rd; and a new westbound on-ramp at I-80/Suisun Rd. | Solano | Various | \$538 | \$0 | \$538 |
| I-280 | | | | | | | | | |
| | | 25-T06-025 | Interchange Improvements I-280 Ocean Ave and Geneva Ave | This program includes funding to implement interchange improvements on I-280 at Ocean Ave and Geneva Ave. Improvements include northbound and southbound off-ramp reconfigurations, traffic signal changes, and Intelligent Transportation System (ITS) upgrades. | San Francisco | 2036 – 2050 | \$34 | \$0 | \$34 |

| Strategy | Route/ Facility | RTPID | Title | Scope | Location | Opening Period | Capital Cost (YOE, \$millions) | Operating Cost (YOE, \$millions) | Total Cost (YOE, \$millions) |
|--------------|--------------------|------------|---|---|-------------|-------------------|-----------------------------------|-------------------------------------|---------------------------------|
| | | 25-T06-026 | Interchange Improvements I-280 Foothill Expwy | This program includes funding to implement interchange improvements on I-280 at Foothill Expwy. Improvements include operational improvements on the southbound off-ramp, a northbound auxiliary lane, and an extension of Stevens Creek Trail. | Santa Clara | 2025 – 2035 | \$5 | \$0 | \$5 |
| | | 25-T06-027 | Interchange Improvements I-280 Between 3rd St and 7th St | This program includes funding to implement interchange improvements on I-280 between 3rd St and 7th St. Improvements include reconstruction of the northbound off-ramp at 7th St to connect with 3rd St, and reconstruction of the northbound on-ramp at 4th St. | Santa Clara | 2036 – 2050 | \$34 | \$0 | \$34 |
| | | 25-T06-028 | Interchange Improvements I-280 Winchester Blvd | This program includes funding to implement interchange improvements on I-280 at Winchester Blvd. Improvements include a new northbound I-280 off-ramp; ramp and connector widenings; replacement of the northbound SR-17 to northbound I-280 loop ramp with a direct connector ramp; and reconstruction of the pedestrian overcrossing. | Santa Clara | 2036 – 2050 | \$229 | \$0 | \$229 |
| I-505 | | | | | | | | | |
| | | 25-T06-029 | Interchange Improvements I-505 Vaca Valley Pkwy | This program includes funding to implement interchange improvements on I-505 at Vaca Valley Pkwy. Improvements include roundabout installations, and new bicycle and/or pedestrian facilities. | Solano | 2025 – 2035 | \$35 | \$0 | \$35 |
| I-580 | | | | | | | | | |
| | | 25-T06-030 | Interchange Improvements I-580 I-680 | This program includes funding to implement interchange improvements on I-580 and I-680 in the vicinity of the I-580/I-680 interchange. Improvements include operational and safety improvements approaching and through the interchange. | Alameda | 2025 – 2035 | \$40 | \$0 | \$40 |
| | | 25-T06-031 | Interchange Improvements I-580 First St | This program includes funding to implement interchange improvements on I-580 at First St. Improvements include ramp reconstruction to achieve a partial cloverleaf design, and widening the existing overcrossing from four to six lanes. | Alameda | 2036 – 2050 | \$55 | \$0 | \$55 |
| | | 25-T06-032 | Interchange Improvements I-580 Greenville Rd | This program includes funding to implement interchange improvements on I-580 at Greenville Rd. Improvements include construction of a full interchange with on- and off-ramps, and new bicycle and/or pedestrian facilities. | Alameda | 2036 – 2050 | \$90 | \$0 | \$90 |
| | | 25-T06-033 | Interchange Improvements I-580 Hacienda Dr and Fallon Rd, Phase 2 | This program includes funding to implement interchange improvements on I-580 at Hacienda Dr and Fallon Rd. Improvements include widening Hacienda Dr overcrossing to add a northbound lane and widening the Fallon Rd overcrossing to four lanes in each direction; ramp reconstruction and widening; and bicycle and/or pedestrian enhancements. | Alameda | 2036 – 2050 | \$102 | \$0 | \$102 |
| | | 25-T06-034 | Interchange Improvements I-580 Isabel Ave and Portola Ave | This program includes funding to implement interchange improvements on I-580 at Isabel Ave and Portola Ave. Improvements include widening the Isabel interchange and Portola overcrossing; new on- and off-ramps; and safety and bicycle and/or pedestrian enhancements. | Alameda | 2036 – 2050 | \$30 | \$0 | \$30 |
| | | 25-T06-035 | Interchange Improvements I-580 Vasco Rd | This program includes funding to implement interchange improvements on I-580 at Vasco Rd. Improvements include replacement of the existing overcrossing with a nine-lane bridge, and new bicycle and/or pedestrian facilities. | Alameda | 2036 – 2050 | \$120 | \$0 | \$120 |

| Strategy | Route/ Facility | RTPID | Title | Scope | Location | Opening Period | Capital Cost (YOE, \$millions) | Operating Cost (YOE, \$millions) | Total Cost (YOE, \$millions) |
|--------------|--------------------|------------|--|--|-----------------|-------------------|-----------------------------------|-------------------------------------|---------------------------------|
| I-680 | | | | | | | | | |
| | | 25-T06-036 | Interchange Improvements I-680 SR-262 ("Mission Blvd") | This program includes funding to implement interchange improvements on I-680 at SR-262. Improvements include intersection modifications, and new bicycle and/or pedestrian facilities, including new separated Class IV Bicycle Lane and Pedestrian facilities between Warm Springs Boulevard and east of the I-680/SR 262 Interchange. | Alameda | 2025 – 2035 | \$76 | \$0 | \$76 |
| | | 25-T06-037 | Interchange Improvements I-680 Sunol Blvd | This program includes funding to implement interchange improvements on I-680 at Sunol Blvd. Improvements include new on-ramp lanes; widening the Sunol Blvd overcrossing; and new bicycle and/or pedestrian facilities. | Alameda | 2025 – 2035 | \$33 | \$0 | \$33 |
| | | 25-T06-038 | Interchange Improvements I-680 Mission Blvd | This program includes funding to implement interchange improvements on I-680 at Mission Blvd. Improvements include a reconstruction of the southbound off-ramp, and new bicycle and/or pedestrian facilities. | Alameda | 2036 – 2050 | \$54 | \$0 | \$54 |
| | | 25-T06-039 | Interchange Improvements I-680 Stoneridge Dr | This program includes funding to implement interchange improvements on I-680 at Stoneridge Dr. Improvements include widening Stoneridge Dr, the bridge overcrossing and the northbound on-ramp; and bicycle and/or pedestrian enhancements. | Alameda | 2036 – 2050 | \$26 | \$0 | \$26 |
| | | 25-T06-040 | Interchange Improvements I-680 SR-4, Phases 1, 2a, 4 | This program includes funding to implement interchange improvements on I-680 at SR-4. Improvements include a two-lane flyover direct connector between northbound I-680 and westbound SR-4; a direct connector between southbound I-680 and eastbound SR-4; a new slip ramp; and ramp metering facilities. | Contra Costa | Various | \$594 | \$0 | \$594 |
| | | 25-T06-041 | Interchange Improvements I-680 Montague Expwy | This program includes funding to implement interchange improvements on I-680 at Montague Expwy. Improvements include interchange modifications and widening Montague Expwy from four to six lanes between Dempsey Rd and Pecten Ct. | Santa Clara | 2025 – 2035 | \$43 | \$0 | \$43 |
| I-880 | | | | | | | | | |
| | | 25-T06-042 | Interchange Improvements I-880 Decoto Rd | This program includes funding to implement interchange improvements on I-880 at Decoto Rd. Improvements include an interchange reconstruction; new transit priority lanes between Decoto Rd/Cabrillo Ct and the southbound I-880 off-ramp; and bicycle and/or pedestrian enhancements. | Alameda | 2025 – 2035 | \$30 | \$0 | \$30 |
| | | 25-T06-043 | Interchange Improvements I-880 Industrial Pkwy West | This program includes funding to implement interchange improvements on I-880 at Industrial Parkway West. Improvements include a new southbound on-ramp and new northbound off-ramp; realigning the northbound and southbound on- and off-ramps; a new northbound auxiliary lane; and bicycle and/or pedestrian enhancements. | Alameda | 2025 – 2035 | \$140 | \$0 | \$140 |
| | | 25-T06-044 | Interchange Improvements I-880 Posey and Webster Tubes ("Oakland-Alameda Access Project") | This program includes funding to implement interchange improvements on I-880 at Posey and Webster Tubes. Improvements include interchange and intersection reconfigurations between I-880, Posey and Webster tubes, and downtown Oakland; ramp removal, reconstruction, and reconfiguration at the I-880 and I-980 interchanges, such as a new horseshoe connector between Posey Tube and I-880; local street modifications; and new bicycle and/or pedestrian facilities. | Alameda | 2025 – 2035 | \$166 | \$0 | \$166 |
| | | 25-T06-045 | Interchange Improvements I-880 Whipple Rd | This program includes funding to implement interchange improvements on I-880 at Whipple Rd. Improvements include reconfiguration of the northbound on- and off-ramps; a new auxiliary lane; and bicycle and/or pedestrian enhancements. | Alameda | 2025 – 2035 | \$80 | \$0 | \$80 |

| Strategy | Route/ Facility | RTPID | Title | Scope | Location | Opening Period | Capital Cost (YOE, \$millions) | Operating Cost (YOE, \$millions) | Total Cost (YOE, \$millions) |
|---------------|--------------------|------------|---|---|-------------|-------------------|-----------------------------------|-------------------------------------|---------------------------------|
| | | 25-T06-046 | Interchange Improvements I-880 Between 42nd St and High St | This program includes funding to implement interchange improvements on I-880 between 42nd St and High St. Improvements include roadway extensions, roadway widenings, operational improvements, and bicycle and/or pedestrian enhancements. | Alameda | 2036 – 2050 | \$25 | \$0 | \$25 |
| | | 25-T06-047 | Interchange Improvements I-880 Between Winton Ave and A St | This program includes funding to implement interchange improvements on I-880 between Winton Ave and A St. Improvements include interchange reconfigurations, new auxiliary lanes, and new bicycle and/or pedestrian facilities. | Alameda | 2036 – 2050 | \$68 | \$0 | \$68 |
| | | 25-T06-048 | Interchange Improvements I-880 Montague Expwy | This program includes funding to implement interchange improvements on I-880 at Montague Expwy. Improvements include a new partial clover interchange, and bicycle and/or pedestrian enhancements. | Santa Clara | 2036 – 2050 | \$130 | \$0 | \$130 |
| US-101 | | | | | | | | | |
| | | 25-T06-049 | Interchange Improvements US-101 I-580 | This program includes funding to implement interchange improvements on US-101 at I-580. Improvements include a direct connector between eastbound I-580 and northbound US-101, and bicycle and/or pedestrian enhancements. | Marin | 2036 – 2050 | \$141 | \$0 | \$141 |
| | | 25-T06-050 | Interchange Improvements US-101 Holly St | This program includes funding to implement interchange improvements on US-101 at Holly St. Improvements include a ramp widening between eastbound and northbound US-101, and a new grade-separated multipurpose path connecting the east and west sides of US-101. | San Mateo | 2025 – 2035 | \$22 | \$0 | \$22 |
| | | 25-T06-051 | Interchange Improvements US-101 SR-84 ("Woodside Rd") | This program includes funding to implement interchange improvements on US-101 at SR-84 ("Woodside Rd"). Improvements include widening Woodside Rd to six lanes; ramp reconstructions; new direct connector flyover ramps to Veterans Blvd; and new bicycle and/or pedestrian facilities. | San Mateo | 2025 – 2035 | \$302 | \$0 | \$302 |
| | | 25-T06-052 | Interchange Improvements US-101 SR-92 | This program includes funding to implement interchange improvements on US-101 at SR-92. Improvements include ramp widening between westbound SR-92 and southbound US-101; and ramp widenings and modifications at southbound US-101/Fashion Island Blvd off-ramp and northbound US-101/Hillsdale Blvd off-ramp. | San Mateo | 2025 – 2035 | \$53 | \$0 | \$53 |
| | | 25-T06-053 | Interchange Improvements US-101 SR-92, Direct Connector | This program includes funding to implement interchange improvements on US-101 at SR-92. Improvements include a dedicated managed lane connection between SR-92 and the US-101 Express Lanes. | San Mateo | 2025 – 2035 | \$200 | \$0 | \$200 |
| | | 25-T06-054 | Interchange Improvements US-101 Produce Ave | This program includes funding to implement interchange improvements on US-101 at Produce Ave. Improvements include a new overcrossing between Utah Ave and San Mateo Ave, ramp reconfigurations at Produce Ave; and new bicycle and/or pedestrian facilities. | San Mateo | 2036 – 2050 | \$153 | \$0 | \$153 |
| | | 25-T06-055 | Interchange Improvements US-101 Montague Expwy | This program includes funding to implement interchange improvements on US-101 at Montague Expwy. | Santa Clara | 2025 – 2035 | \$71 | \$0 | \$71 |
| | | 25-T06-056 | Interchange Improvements US-101 Old Oakland Rd | This program includes funding to implement interchange improvements on US-101 at Old Oakland Rd. Improvements include widening Old Oakland Rd to eight lanes between Commercial St and US-101; extending Commercial St between Berryessa Rd to Mabury Rd; and widening US-101 on and off-ramps. | Santa Clara | 2025 – 2035 | \$25 | \$0 | \$25 |
| | | 25-T06-057 | Interchange Improvements US-101 Shoreline Blvd | This program includes funding to implement interchange improvements on US-101 at Shoreline Blvd. | Santa Clara | 2025 – 2035 | \$36 | \$0 | \$36 |

| Strategy | Route/ Facility | RTPID | Title | Scope | Location | Opening Period | Capital Cost (YOE, \$millions) | Operating Cost (YOE, \$millions) | Total Cost (YOE, \$millions) |
|--------------|--------------------|------------|--|--|-------------|-------------------|-----------------------------------|-------------------------------------|---------------------------------|
| | | 25-T06-058 | Interchange Improvements US-101 Between Mabury Rd and Oakland Rd | This program includes funding to implement interchange improvements on US-101 between Mabury Rd and Oakland Rd. Improvements include a new interchange at the Mabury Rd/Taylor St overcrossing. | Santa Clara | 2036 – 2050 | \$229 | \$0 | \$229 |
| | | 25-T06-059 | Interchange Improvements US-101 Between San Antonio Rd and Charleston Rd/Rengstroff Rd | This program includes funding to implement interchange improvements on US-101 between San Antonio Rd and Charleston Rd/Rengstroff Rd. Improvements include reconstruction of the San Antonio Rd interchange to a full interchange; on- and off-ramp modifications; and new auxiliary lanes. | Santa Clara | 2036 – 2050 | \$192 | \$0 | \$192 |
| | | 25-T06-060 | Interchange Improvements US-101 Ellis St | This program includes funding to implement interchange improvements on US-101 at Ellis St. | Santa Clara | 2036 – 2050 | \$25 | \$0 | \$25 |
| | | 25-T06-061 | Interchange Improvements US-101 SR-152/10th St | This program includes funding to implement interchange improvements on US-101 at SR-152/10th St. Improvements include widening the existing overcrossing bridge from two to three lanes; widening 10th St from two to three lanes; on- and off-ramp modifications; and bicycle and/or pedestrian enhancements. | Santa Clara | 2036 – 2050 | \$82 | \$0 | \$82 |
| | | 25-T06-062 | Interchange Improvements US-101 Zanker Rd, Skyport Dr and N. Fourth St | This program includes funding to implement interchange improvements on US-101 at Zanker Rd, Skyport Dr and N. Fourth St. Improvements include a new overcrossing between Zanker Rd and Skyport Dr/N. Fourth St, and on- and off-ramp modifications. | Santa Clara | 2036 – 2050 | \$350 | \$0 | \$350 |
| SR-1 | | | | | | | | | |
| | | 25-T06-063 | Interchange Improvements SR-1 Manor Dr | This program includes funding to implement interchange improvements on SR-1 at Manor Dr. Improvements include widening the existing overcrossing between Palmetto Ave and Oceana Blvd; and a new northbound on-ramp between Milagra Dr and Oceana Blvd. | San Mateo | 2025 – 2035 | \$28 | \$0 | \$28 |
| SR-17 | | | | | | | | | |
| | | 25-T06-064 | Interchange Improvements SR-17 Hamilton Ave | This program includes funding to implement interchange improvements on SR-17 at Hamilton Ave. Improvements include off-ramp widening, and bicycle and pedestrian enhancements. | Santa Clara | 2025 – 2035 | \$3 | \$0 | \$3 |
| SR-85 | | | | | | | | | |
| | | 25-T06-065 | Express Lane HOV Conversion SR-85 Between SR-87 and US-101 ("Phase 4") | This program includes funding to implement a new express lane through an HOV lane conversion on SR-85 between SR-87 and US-101. | Santa Clara | 2025 – 2035 | \$68 | \$0 | \$68 |
| SR-87 | | | | | | | | | |
| | | 25-T06-066 | Interchange Improvements SR-87 Curtner Ave | This program includes funding to implement interchange improvements on SR-87 at Curtner Ave. | Santa Clara | 2025 – 2035 | \$11 | \$0 | \$11 |
| | | 25-T06-067 | Interchange Improvements SR-87 Capitol Expwy/Narvaez Ave | This program includes funding to implement interchange improvements on SR-87 at Capitol Expwy/Narvaez Ave. Improvements include northbound on- and off-ramp modifications. | Santa Clara | 2036 – 2050 | \$53 | \$0 | \$53 |
| SR-92 | | | | | | | | | |
| | | 25-T06-068 | Interchange Improvements SR-92 Clawiter Rd/Whitesell St | This program includes funding to implement interchange improvements on SR-92 at Clawiter Rd/Whitesell St. Improvements include extending Whitesell St to an overcrossing, and bicycle and/or pedestrian enhancements. | Alameda | 2036 – 2050 | \$192 | \$0 | \$192 |

| Strategy | Route/ Facility | RTPID | Title | Scope | Location | Opening Period | Capital Cost (YOE, \$millions) | Operating Cost (YOE, \$millions) | Total Cost (YOE, \$millions) |
|---|--------------------|------------|---|--|--------------|-------------------|-----------------------------------|-------------------------------------|---------------------------------|
| SR-237 | | | | | | | | | |
| | | 25-T06-069 | Interchange Improvements SR-237 Middlefield Rd | This program includes funding to implement interchange improvements on SR-237 at Middlefield Rd. Improvements include operational, safety, and bicycle and/or pedestrian enhancements. | Santa Clara | 2025 – 2035 | \$55 | \$0 | \$55 |
| T7. Expand Freeways and Mitigate impacts | | | | | | | | | |
| | | 25-T07-070 | Express Lane Network Project Development Regional | This program includes funding to support regional and local planning efforts to advance express lane expansion projects in the planning and environmental review phases. Example investments include studies and/or project development for express lane expansion projects, and other corridor studies and analyses throughout the region. | Regional | 2025 – 2035 | \$100 | \$0 | \$100 |
| | | 25-T07-071 | Express Lane Network Vehicle Miles Traveled (VMT) Mitigation Regional | This program includes funding for financing VMT mitigation costs for express lane expansion projects. | Regional | 2025 – 2035 | \$500 | \$0 | \$500 |
| | | 25-T07-072 | Other Freeway Expansion Project Development Reserve Regional | This program includes funding to support regional and local planning efforts to advance freeway expansion projects (i.e. general-purpose lane, auxiliary lane or HOV lane widenings) in the planning and environmental review phases. Example investments include studies and/or project development for SR-152 New Trade Corridor, Caltrans Vision 980 Study and SR-239, and other corridor studies and analyses throughout the region. | Regional | Various | \$150 | \$0 | \$150 |
| | | 25-T07-073 | Other Freeway Expansion VMT Mitigation Reserve Regional | This program includes funding for financing VMT mitigation costs for freeway expansion projects (i.e. general-purpose lane, auxiliary lane or HOV lane widenings). | Regional | Various | \$350 | \$0 | \$350 |
| I-680 | | | | | | | | | |
| | | 25-T07-074 | Express Lane New Lane I-680 (NB) Between SR-84 and Alcosta Blvd | This program includes funding to implement express lanes through new lanes on northbound I-680 between SR-84 and Alcosta Blvd. | Alameda | 2025 – 2035 | \$230 | \$0 | \$230 |
| | | 25-T07-075 | Express Lane HOV Conversion/New Lane I-680 (NB) Between Livorna Rd and Arthur Rd | This program includes funding to implement express lanes through a new lane on northbound I-680 between Livorna Rd and SR-242 and an HOV conversion on northbound I-680 between SR-242 and Arthur Rd. Improvements include extending an existing managed lane between Livorna Rd and SR-242; and operational and safety enhancements. | Contra Costa | 2025 – 2035 | \$387 | \$0 | \$387 |
| I-880 | | | | | | | | | |
| | | 25-T07-076 | Auxiliary Lane New Lane I-880 Industrial Parkway Between Alameda Creek and Whipple Rd | This program includes funding to implement auxiliary lanes through new lanes on northbound I-880 between Industrial Pkwy and Alameda Creek, and southbound I-880 between Industrial Pkwy and Whipple Rd. | Alameda | 2036 – 2050 | \$10 | \$0 | \$10 |
| US-101 | | | | | | | | | |
| | | 25-T07-077 | Express Lanes New Lane US-101 Between I-380 and the San Francisco County Line | This program includes funding to implement express lanes through new lanes on US-101 between I-380 and the San Francisco County line. | San Mateo | 2025 – 2035 | \$460 | \$0 | \$460 |

| Strategy | Route/ Facility | RTPID | Title | Scope | Location | Opening Period | Capital Cost (YOE, \$millions) | Operating Cost (YOE, \$millions) | Total Cost (YOE, \$millions) |
|--------------|--------------------|------------|--|--|-----------------------------|-------------------|-----------------------------------|-------------------------------------|---------------------------------|
| | | 25-T07-078 | Express Lanes HOV Conversion and New Lane US-101 Between SR-237 and South of I-880 ("Phase 5") | This program includes funding to implement express lanes on US-101 between SR-237 and south of I-880. Improvements include new express lanes through HOV conversions between SR-237 and the US-101/I-880 interchange; new express lanes through new lanes between Fair Oaks Ave and US-101/I-880 interchange; new auxiliary lanes through new lanes on US-101 between Great America Pkwy and Lawrence Expwy, and on- and off-ramp modifications. | Santa Clara | 2025 – 2035 | \$254 | \$0 | \$254 |
| | | 25-T07-079 | Express Lanes HOV Conversion and New Lane US-101 Between I-880 and SR-85 ("Phase 6") | This program includes funding to implement dual express lanes on US-101 between I-880 and SR-85. Improvements include new express lanes through HOV conversions between I-880 and SR-85; and new express lanes through new lanes between I-880 and Blossom Hill Rd. | Santa Clara | 2025 – 2035 | \$372 | \$0 | \$372 |
| SR-4 | | | | | | | | | |
| | | 25-T07-080 | Auxiliary Lane New Lane SR-4 (EB) Between Port Chicago Hwy and Willow Pass Rd | This program includes funding to implement auxiliary lanes through new lanes on eastbound SR-4 between Port Chicago Hwy and Willow Pass Rd. Improvements include a new auxiliary lane between the Port Chicago Hwy on-ramp and Willow Pass Rd off-ramp, a new auxiliary lane between Willow Pass Rd off-ramp and on-ramp, and a new exit lane at San Marcos Blvd off-ramp. | Contra Costa | Various | \$69 | \$0 | \$69 |
| | | 25-T07-081 | Auxiliary Lane New Lane SR-4 (WB) Between Willow Pass Rd and Port Chicago Hwy | This program includes funding to implement auxiliary lanes through new lanes on westbound SR-4 between Willow Pass Rd and Port Chicago Hwy. Improvements include new auxiliary lanes between the Willow Pass Rd on-ramp and Port Chicago Hwy off-ramp, a new exit lane at Port Chicago Hwy off-ramp, and modification of a mandatory exit lane to an optional exit lane. | Contra Costa | Various | \$72 | \$0 | \$72 |
| SR-17 | | | | | | | | | |
| | | 25-T07-082 | Auxiliary Lane New Lane SR-17 Between Lark Ave and SR-9 ("SR-17 Corridor Congestion Relief Project") | This program includes funding to implement auxiliary lanes through new lanes on SR-17 in both directions between Lark Ave and SR-9. Improvements include off-ramp modifications, operational enhancements, such as ramp metering and information technology systems (ITS). | Santa Clara | 2025 – 2035 | \$166 | \$0 | \$166 |
| SR-37 | | | | | | | | | |
| | | 25-T07-083 | HOV Lane, Tolling and Express Bus New Lane SR-37 Between SR-121 and Mare Island ("Interim Project") | This program includes funding to implement HOV lanes through new lanes on SR-37 between SR-121 and Mare Island. Improvements include tolling infrastructure and new express bus service. | Marin, Napa, Solano, Sonoma | 2025 – 2035 | \$500 | \$89 | \$589 |

T8. Advance Other Regional Programs and Local Priorities

| | | | | | | | | | |
|--|--|------------|---|--|----------|-------------|-------|-----|--------------|
| | | 25-T08-084 | 511 Bay Area Program Regional | This program includes funding to support the 511 Bay Area Program, which provides multi-modal traveler information. | Regional | Various | \$340 | \$0 | \$340 |
| | | 25-T08-085 | All Electronic Tolling Program Regional | This program includes funding to support the All Electronic Tolling Program, which converts the seven state-owned toll bridges to Open Road Tolling. Improvements include procurement of a new toll system and overhead gantries, improvements to roadway infrastructure to allow for high-speed tolling, and support of a regional customer service center. | Regional | 2025 – 2035 | \$270 | \$0 | \$270 |
| | | 25-T08-086 | Carpool/Vanpool Program Regional | This program includes funding to provide carpool-matching tools and encourage carpool behavior through outreach, education, rewards, incentives and new technology. | Regional | Various | \$590 | \$0 | \$590 |
| | | 25-T08-087 | Motorist Aid Services Program Regional | The program includes funding to support the Freeway Service Patrol, Call Box programs and other motorist aid activities. | Regional | Various | \$510 | \$0 | \$510 |

| Strategy | Route/ Facility | RTPID | Title | Scope | Location | Opening Period | Capital Cost (YOE, \$millions) | Operating Cost (YOE, \$millions) | Total Cost (YOE, \$millions) |
|--|--------------------|------------|--|--|----------|-------------------|-----------------------------------|-------------------------------------|---------------------------------|
| | | 25-T08-088 | Regional Communications and Incident Management Program Regional | This program includes funding to improve and integrate system infrastructure and operations to manage the region's transportation network. Improvements include the Regional Communication Infrastructure Network, the Incident Management Program, and the Transportation Management Center & Communications. | Regional | Various | \$370 | \$0 | \$370 |
| | | 25-T08-089 | Goods Movement Improvements Regional | This program includes funding to implement improvements to goods movement throughout the Bay Area. This program generally implements programs that improve freight operations, infrastructure and the freight transportation network. Improvements include new weigh stations and rest areas and improvements to existing freight terminals, support facilities, and freight rail operations and infrastructure. | Regional | Various | \$1,500 | \$0 | \$1,500 |
| | | 25-T08-090 | Other Locally Identified Improvements Regional | This program includes funding to implement transportation priorities identified by the Bay Area's Equity Priority Communities. Improvements could include lighting and safety measures; improvements to transit stations and stops; active transportation infrastructure; and subsidies for shared mobility, like bike share or car share. | Regional | Various | \$1,000 | \$0 | \$1,000 |
| | | 25-T08-091 | Planning/Program Regional | This program includes funding to support regional and local planning programs and initiatives to support implementation of Plan Bay Area 2050+. Investments include planning, research, technical assistance and program implementation. Example regional projects include support for Priority Development Area (PDA) planning and implementation. | Regional | Various | \$1,000 | \$0 | \$1,000 |
| | | 25-T08-092 | Reserve for Capital Projects Regional | This program includes funding for financing costs of major capital projects and a funding reserve for projects with cost overruns. | Regional | Various | \$2,000 | \$0 | \$2,000 |
| | | 25-T08-093 | Minor Roadway Improvements Regional | This program includes funding to implement roadway improvements. This program generally implements projects exempt from regional air quality conformity, but it does include non-exempt local roadway widening or extensions. Improvements include local road extensions or new lanes; intersection improvements, such as channelization and signalization; operational improvements; and technology enhancements, such as signal coordination, intelligent transportation systems and traffic operations systems/congestion management systems. | Regional | Various | \$2,200 | \$0 | \$2,200 |
| Principal Arterial Improvements | | | | | | | | | |
| | | 25-T08-094 | Other Principal Arterial Improvements VMT Mitigation Reserve Regional | This program includes funding for financing VMT mitigation costs for principal arterial improvement projects. | Regional | Various | \$400 | \$0 | \$400 |
| | | 25-T08-095 | Roadway Widening Tassajara Rd Between N Dublin Ranch Dr and Quarry Ln School/Rutherford Dr | This program includes funding to implement roadway widening on Tassajara Rd between N Dublin Ranch Dr and Quarry Ln School/Rutherford Dr. Improvements include widening the existing roadway from two to four lanes and new bicycle and/or pedestrian facilities. | Alameda | 2025 – 2035 | \$14 | \$0 | \$14 |
| | | 25-T08-096 | Roadway Extension Dublin Blvd-N Canyons Pkwy Between Fallon Rd and Doolan Rd | This program includes funding to implement a roadway extension on Dublin Blvd-N Canyons Pkwy between Fallon Rd and Doolan Rd. Improvements include a six-lane extension between Fallon Rd and Croak Rd; a four-lane extension between Croak Rd and Doolan Rd; and bicycle and/or pedestrian facilities. | Alameda | 2025 – 2035 | \$160 | \$0 | \$160 |

| Strategy | Route/ Facility | RTPID | Title | Scope | Location | Opening Period | Capital Cost (YOE, \$millions) | Operating Cost (YOE, \$millions) | Total Cost (YOE, \$millions) |
|----------|--------------------|------------|---|---|--------------|-------------------|-----------------------------------|-------------------------------------|---------------------------------|
| | | 25-T08-097 | Roadway Widening and Extension Quarry Lakes Pkwy Between Paseo Padre Pkwy and SR-238 (Mission Blvd) | This program includes funding to implement roadway widening and extension on Quarry Lakes Pkwy between Paseo Padre Pkwy and SR-238 (Mission Blvd). Improvements include widening Decoto Rd; a new four-lane roadway between Paseo Padre Pkwy and SR-238; and bicycle and/or pedestrian enhancements. | Alameda | 2025 – 2035 | \$308 | \$0 | \$308 |
| | | 25-T08-098 | Roadway Extension El Charro Rd Between Stoneridge Dr and Stanley Blvd | This program includes funding to implement a roadway extension on El Charro Rd between Stoneridge Dr and Stanley Blvd. Improvements include extending the four-lane roadway. | Alameda | 2036 – 2050 | \$171 | \$0 | \$171 |
| | | 25-T08-099 | Roadway Improvements Grand Ave Between MacArthur Blvd and Mandela Pkwy | This program includes funding to implement roadway improvements on Grand Ave between MacArthur Blvd and Mandela Pkwy. Improvements include transit priority infrastructure, a road diet, and new bicycle and/or pedestrian facilities. | Alameda | 2036 – 2050 | \$20 | \$0 | \$20 |
| | | 25-T08-100 | Roadway Widening Auto Mall Pkwy Between Fremont Blvd and I-680 | This program includes funding to implement roadway widening on Auto Mall Pkwy between Fremont Blvd and I-680. Improvements include widening the existing roadway from four to six lanes. | Alameda | 2036 – 2050 | \$40 | \$0 | \$40 |
| | | 25-T08-101 | Roadway Widening Brentwood Blvd, Phase 1 Between Homecoming Wy and Lone Tree Wy | This program includes funding to implement roadway widening on Brentwood Blvd between Homecoming Wy and Lone Tree Wy. Improvements include widening the existing roadway from two to four lanes, and bicycle and/or pedestrian enhancements. | Contra Costa | 2025 – 2035 | \$10 | \$0 | \$10 |
| | | 25-T08-102 | Roadway Widening Brentwood Blvd, Phase 2 Between Havenwood Ave and Homecoming Wy | This program includes funding to implement roadway widening on Brentwood Blvd between Havenwood Ave and Homecoming Wy. Improvements include widening the existing roadway from two to four lanes; a new parallel bridge over Marsh Creek; bicycle and/or pedestrian enhancements; and other roadway improvements, such as traffic signal modifications. | Contra Costa | 2025 – 2035 | \$9 | \$0 | \$9 |
| | | 25-T08-103 | Roadway Widening Crow Canyon Rd Between Alcosta Blvd and Indian Rice Rd | This program includes funding to implement roadway widening on Crow Canyon Rd between Alcosta Blvd and Indian Rice Rd. Improvements include widening the existing roadway from four to six lanes, and bicycle and/or pedestrian enhancements. | Contra Costa | 2025 – 2035 | \$31 | \$0 | \$31 |
| | | 25-T08-104 | Roadway Widening Lone Tree Wy Between O'Hara Ave and Brentwood Blvd | This program includes funding to implement roadway widening on Lone Tree Wy between O'Hara Ave and Brentwood Blvd. Improvements include widening the existing roadway from two to four lanes. | Contra Costa | 2036 – 2050 | \$18 | \$0 | \$18 |
| | | 25-T08-105 | Roadway Extension New Connector Road Between Vasco Rd and Byron Hwy ("Vasco Road-Byron Connector") | This program includes funding to implement a roadway extension between Vasco Road south of Camino Diablo and Byron Hwy east of the Byron Airport. Improvements include extending a new two-lane highway and bicycle and/or pedestrian enhancements on Camino Diablo, Walnut Blvd, Concord Ave, Byron Hwy, and the Armstrong Rd extension. | Contra Costa | 2036 – 2050 | \$202 | \$0 | \$202 |
| | | 25-T08-106 | Roadway Widening Camino Tassajara Rd Between Windemere Pkwy and the Alameda County Line | This program includes funding to implement roadway widening on Camino Tassajara Rd between Windemere Pkwy and the Alameda County Line. Improvements include widening the existing roadway from two to four lanes, and bicycle and/or pedestrian enhancements. | Contra Costa | 2036 – 2050 | \$52 | \$0 | \$52 |
| | | 25-T08-107 | Roadway Widening Pittsburg-Antioch Hwy Between Auto Center Dr and Loveridge Rd | This program includes funding to implement roadway widening on Pittsburg-Antioch Hwy between Auto Center Dr and Loveridge Rd. Improvements include widening the existing roadway from two to four lanes, and new turning lanes. | Contra Costa | 2036 – 2050 | \$56 | \$0 | \$56 |
| | | 25-T08-108 | Roadway Extension West Leland Rd, Phase 1b Between Santa Teresa Dr and the Concord City Limits | This program includes funding to implement a roadway extension on West Leland Rd between Santa Teresa Dr and Concord City Limits. Improvements include extending the four-lane roadway and bicycle and/or pedestrian enhancements. | Contra Costa | 2036 – 2050 | \$40 | \$0 | \$40 |

| Strategy | Route/ Facility | RTPID | Title | Scope | Location | Opening Period | Capital Cost (YOE, \$millions) | Operating Cost (YOE, \$millions) | Total Cost (YOE, \$millions) |
|----------|--------------------|------------|---|--|--------------|-------------------|-----------------------------------|-------------------------------------|---------------------------------|
| | | 25-T08-109 | Roadway Widening Willow Pass Rd Between Lynwood Dr and SR-4 | This program includes funding to implement roadway widening on Willow Pass Rd between Lynwood Dr and SR-4. Improvements include widening the existing roadway from two to four lanes, and bicycle and/or pedestrian enhancements. | Contra Costa | 2036 – 2050 | \$23 | \$0 | \$23 |
| | | 25-T08-110 | Roadway Improvements SR-29 SR-12/SR-121 | This program includes funding to implement roadway improvements on SR-29 at SR-12/SR-121. Improvements include intersection enhancements and operational enhancements. | Napa | 2025 – 2035 | \$12 | \$0 | \$12 |
| | | 25-T08-111 | Roadway Improvements Soscol Ave Between Magnolia Dr and Silverado Trl (SR-121)/3rd St/East Ave/Coombsville Rd | This program includes funding to implement roadway improvements on Soscol Ave between Magnolia Dr and Silverado Trl (SR-121)/3rd St/East Ave/Coombsville Rd. Improvements include operational and bicycle and/or pedestrian enhancements. | Napa | 2036 – 2050 | \$23 | \$0 | \$23 |
| | | 25-T08-112 | Roadway Improvements SR-29 Airport Blvd | This program includes funding to implement roadway improvements on SR-29 at Airport Blvd. Improvements include reconstructing the intersection to a grade-separated, double roundabout "dogbone" interchange. | Napa | 2036 – 2050 | \$140 | \$0 | \$140 |
| | | 25-T08-113 | Roadway Improvements SR-29 Between Napa Junction Rd and American Canyon Rd | This program includes funding to implement roadway improvements on SR-29 between Napa Junction Rd and American Canyon Rd. Improvements include intersection enhancements, and operational and multimodal enhancements. | Napa | 2036 – 2050 | \$70 | \$0 | \$70 |
| | | 25-T08-114 | Roadway Improvements Montague Expwy McCarthy Blvd/O'Toole Ave | This program includes funding to implement roadway improvements on Montague Expwy at McCarthy Blvd/O'Toole Ave. Improvements include grade separations. | Santa Clara | 2025 – 2035 | \$150 | \$0 | \$150 |
| | | 25-T08-115 | Roadway Widening Calaveras Blvd Between Abel St and Milpitas Blvd | This program includes funding to implement roadway widening on Calaveras Blvd at Union Pacific RR. Improvements include widening the Calaveras Blvd (SR-237) overpass at the Union Pacific RR tracks from four to six lanes between Abel St and Town Center Blvd. | Santa Clara | 2025 – 2035 | \$87 | \$0 | \$87 |
| | | 25-T08-116 | Roadway Widening Montague Expwy Between Great Mall and McCarthy Blvd/O'Toole Ave | This program includes funding to implement roadway widening on Montague Expwy between Great Mall and McCarthy Blvd/O'Toole Ave. Improvements include widening the existing roadway from six to eight lanes, and new HOV lanes between Trade Zone Blvd and Great Mall Blvd. | Santa Clara | 2025 – 2035 | \$19 | \$0 | \$19 |
| | | 25-T08-117 | Roadway Widening Brokaw Bridge Coyote Creek | This program includes funding to implement roadway widening on Brokaw Bridge at Coyote Creek. Improvements include widening the existing roadway to six lanes with a new westbound lane on Brokaw Rd. | Santa Clara | 2036 – 2050 | \$29 | \$0 | \$29 |
| | | 25-T08-118 | Roadway Widening Oakland Rd Between US-101 and Montague Expwy | This program includes funding to implement roadway widening on Oakland Rd between US-101 and Montague Expwy. Improvements include widening the existing roadway from four to six lanes and operational enhancements. | Santa Clara | 2036 – 2050 | \$25 | \$0 | \$25 |
| | | 25-T08-119 | Roadway Improvements Almaden Expwy Branham Ln ("Envision Expressway, Tier 1") | This program includes funding to implement roadway improvements on Almaden Expwy at Branham Ln. Improvements include extending the existing southbound lane to Branham Ln. | Santa Clara | 2036 – 2050 | \$2 | \$0 | \$2 |
| | | 25-T08-120 | Roadway Improvements Almaden Expwy SR-85 ("Envision Expressway, Tier 1") | This program includes funding to implement roadway improvements on SR-85 at Almaden Expwy. | Santa Clara | 2036 – 2050 | \$1 | \$0 | \$1 |
| | | 25-T08-121 | Roadway Improvements Foothill Expwy Between I-280 and Homestead Rd ("Envision Expressway, Tier 1") | This program includes funding to implement interchange improvements at Foothill Expwy between I-280 and Homestead Rd. Improvements include extending Stevens Creek Trail, new auxiliary lanes, and operational improvements. | Santa Clara | 2036 – 2050 | \$13 | \$0 | \$13 |

| Strategy | Route/ Facility | RTPID | Title | Scope | Location | Opening Period | Capital Cost (YOE, \$millions) | Operating Cost (YOE, \$millions) | Total Cost (YOE, \$millions) |
|----------|--------------------|------------|---|--|-------------|-------------------|-----------------------------------|-------------------------------------|---------------------------------|
| | | 25-T08-122 | Roadway Improvements Lawrence Expwy Homestead Rd ("Envision Expressway, Tier 1") | This program includes funding to implement roadway improvements on Lawrence Expwy at Homestead Rd. | Santa Clara | 2036 – 2050 | \$7 | \$0 | \$7 |
| | | 25-T08-123 | Roadway Improvements Oregon-Page Mill Rd I-280 ("Envision Expressway, Tier 1") | This program includes funding to implement interchange improvements on Oregon-Page Mill Rd at I-280. Improvements include interchange improvements and bicycle and/or pedestrian enhancements. | Santa Clara | 2036 – 2050 | \$40 | \$0 | \$40 |
| | | 25-T08-124 | Roadway Improvements San Tomas Expwy SR-17 ("Envision Expressway, Tier 1") | This program includes funding to implement roadway improvements on San Tomas Expwy at SR-17. Improvements include operational enhancements, such as signalized ramps and lane reconfigurations, on the northbound off-ramp. | Santa Clara | 2036 – 2050 | \$4 | \$0 | \$4 |
| | | 25-T08-125 | Roadway Widening Capitol Expwy Between I-680 and Capitol Ave ("Envision Expressway, Tier 1") | This program includes funding to implement roadway widening and interchange modification on Capitol Expwy between I-680 and Capitol Ave. Improvements include widening the existing roadway from six to eight lanes, interchange improvements, and bicycle and/or pedestrian enhancements. | Santa Clara | 2036 – 2050 | \$26 | \$0 | \$26 |
| | | 25-T08-126 | Roadway Widening Oregon-Page Mill Rd Between I-280 and Foothill Expwy ("Envision Expressway, Tier 1") | This program includes funding to implement roadway widening and trail extension on Oregon-Page Mill Expwy between I-280 and Foothill Expwy. Improvements include widening the existing roadway from four to six lanes with a possible HOV lane, intersection improvements, and bicycle and/or pedestrian enhancements. | Santa Clara | 2036 – 2050 | \$49 | \$0 | \$49 |
| | | 25-T08-127 | Roadway Widening San Tomas Expwy Between Homestead Rd and Stevens Creek ("Envision Expressway, Tier 1") | This program includes funding to implement roadway widening and trail extension at San Tomas Expwy between Homestead Rd and Stevens Creek. Improvements include widening the existing roadway from 6 to 8 lanes, extending San Tomas Aquino Spur Trails, and pedestrian enhancements. | Santa Clara | 2036 – 2050 | \$101 | \$0 | \$101 |
| | | 25-T08-128 | Roadway Widening Santa Teresa-Hale Corridor Between Long Meadow Dr and Fitzgerald Ave ("Envision Expressway, Tier 1") | This program includes funding to implement roadway widening and trail extension on Santa Teresa Blvd between Long Meadow and Fitzgerald. Improvements include widening the existing roadway from two to four lanes. | Santa Clara | 2036 – 2050 | \$20 | \$0 | \$20 |
| | | 25-T08-129 | Roadway Widening Jepson Pkwy-Leisure Town Rd, Phase 1B, 1C Between Elmira Rd and Horse Creek Bridge | This program includes funding to implement roadway widening on Jepson Pkwy-Leisure Town Rd between Elmira Rd and Sequoia Dr and Horse Creek Bridge. Improvements include widening the existing roadway from two to four lanes between Elmira Rd and Sequoia Dr and between Sequoia Dr and Horse Creek Bridge; and safety and bicycle and/or pedestrian enhancements. | Solano | 2025 – 2035 | \$41 | \$0 | \$41 |
| | | 25-T08-130 | Roadway Extension Jepson Pkwy-Walters Rd Between Cement Hill Rd and Huntington Dr | This program includes funding to implement a roadway extension on Walters Rd between Cement Hill Rd and Huntington Dr. Improvements include extending the four-lane roadway and a grade separated overpass. | Solano | 2025 – 2035 | \$13 | \$0 | \$13 |
| | | 25-T08-131 | Roadway Widening Jepson Pkwy-Vanden Rd, Phase 2B, 2C Between Canon Rd and Vacaville City Limits | This program includes funding to implement roadway widening on Vanden Road between Canon Rd and the Fairfield/Vacaville city limit. Improvements include widening Vanden Rd from two to four lanes. | Solano | 2036 – 2050 | \$40 | \$0 | \$40 |
| | | 25-T08-132 | Roadway Widening Peabody Rd Between Vacaville and Fairfield | This program includes funding to implement roadway widening on Peabody Rd between Vacaville and Fairfield. Improvements include widening the existing roadway to two lanes in each direction, and bicycle and/or pedestrian enhancements. | Solano | 2036 – 2050 | \$6 | \$0 | \$6 |

| Strategy | Route/ Facility | RTPID | Title | Scope | Location | Opening Period | Capital Cost (YOE, \$millions) | Operating Cost (YOE, \$millions) | Total Cost (YOE, \$millions) |
|---|--------------------|------------|--|--|----------|-------------------|-----------------------------------|-------------------------------------|---------------------------------|
| | | 25-T08-133 | Roadway Extension Caufield Ln Between Bautista Wy and Crystal Ln ("Caufield Bridge Crosstown Connector") | This program includes funding to implement a roadway extension on Caufield Ln between Bautista Wy and Crystal Ln/Petaluma Blvd S. Improvements include extending the two-lane roadway and bicycle and/or pedestrian enhancements. | Sonoma | 2036 – 2050 | \$60 | \$0 | \$60 |
| T9. Build a Complete Streets Network | | | | | | | | | |
| | | 25-T09-134 | Complete Streets Network Regional | This program includes funding to implement a regional Complete Streets network with an emphasis on improvements near transit and in Equity Priority Communities. It also includes funding to implement county and local initiatives to build over 10,000 miles of All Ages and Abilities Complete Streets and paths, including the Active Transportation (AT) Network. Investments include new and extended bike and pedestrian facilities; minor bicycle and/or pedestrian facility gap closures; minor road diets (less than 1/4-mile); ADA compliance; landscaping; lighting; streetscape improvements; secure bike parking at transit stations; and support to local jurisdictions to maintain and expand car-free slow streets. | Regional | Various | \$9,400 | \$0 | \$9,400 |
| T10. Advance Regional Vision Zero Policy through Street Design and Reduce Speeds | | | | | | | | | |
| | | 25-T10-135 | Speed Limit Reductions Initiatives Regional | This program includes funding to implement and advance a regional Vision Zero policy, which includes implementation of slower highways and streets through street design and automated enforcement, especially in the High Injury Network. Improvements include railroad/highway crossing improvements; warning devices; shoulder improvements; traffic control devices other than signalization; guardrails, median barriers and crash cushions; pavement marking; fencing; skid treatments; lighting improvements; widening narrow pavements with no added capacity; changes in vertical and horizontal alignment; transit safety, communications and surveillance systems; truck climbing lanes outside urban areas; and emergency truck pullovers. | Regional | 2025 – 2035 | \$1,400 | \$0 | \$1,400 |
| T11. Enhance Transit Frequency, Capacity and Reliability | | | | | | | | | |
| | | 25-T11-136 | Other Investments in Transit Stations, Centers, and Stops Regional | This program includes funding to implement programmatic investments to enhance, modernize, and/or expand existing transit stations, centers, and stops, including park-and-ride facilities and mobility hubs. This program generally implements county, transit agency, and other local programs and initiatives to improve or expand multi-modal connectivity at and access to rail, ferry, and bus stations and stops to increase transit ridership and mobility options. Improvements include rail station modernization, reconstruction, and/or expansion; bus transit center modernization, reconstruction, and/or expansion; ferry terminal reconstruction, modernization, and/or expansion; development and implementation of mobility hubs; and expansion and/or modernization of park-and-ride facilities. Example investments include the Redwood City Transit Center, Brentwood Intermodal Station, Antioch Park and Ride Expansion and Shared Mobility Hub, and Solano Rail Hub. | Regional | Various | \$1,000 | \$0 | \$1,000 |

| Strategy | Route/ Facility | RTPID | Title | Scope | Location | Opening Period | Capital Cost (YOE, \$millions) | Operating Cost (YOE, \$millions) | Total Cost (YOE, \$millions) |
|------------|--------------------|------------|---|--|------------------------------------|-------------------|-----------------------------------|-------------------------------------|---------------------------------|
| | | 25-T11-137 | Other Investments to Enhance Transit Reliability, Frequency, and Capacity Regional | This program includes funding to implement programmatic investments to enhance transit frequency, capacity and reliability. This program generally implements county, transit agency, and other local programs and initiatives to make bus and rail travel faster and more reliable. Improvements include transit priority treatments at intersections or along discrete segments of a corridor; frequency improvements, including any necessary fleet expansion; and implementation of service coordination plans. Example investments include implementation of the Marin Sonoma Coordinated Transit Service Plan (MASCTOS). | Regional | Various | \$500 | \$100 | \$600 |
| | | 25-T11-138 | Other Investments to Enhance and Modernize Transit Facilities Regional | This program includes funding to implement improvements that enhance, expand, and/or modernize rail, bus, and ferry transit facilities used for operations and maintenance. This program generally implements county, transit agency and other local programs and initiatives to improve the reliability, safety, efficiency, and effectiveness of transit operations and maintenance facilities and equipment. Improvements include enhancements to tracks and structures; train control; traction power; modernization, expansion, and/or enhancements to transit operations and maintenance facilities. Example investments include SFMTA's Train Control Update Project (TCUP) and Core Capacity upgrades. | Regional | Various | \$1,400 | \$0 | \$1,400 |
| Bus | | | | | | | | | |
| | | 25-T11-139 | Rapid Bus Modernization AC Transit E 14th St/Mission St/Fremont Blvd Between San Leandro and Warm Springs | This program includes funding to implement improvements to existing bus service along E 14th St/Mission St/Fremont Blvd between San Leandro and Fremont, including dedicated lanes, mobility hubs at BART stations, and frequency upgrades (10-20 minute peak headways on routes 10 and 99). | Alameda | 2036 – 2050 | \$351 | \$234 | \$585 |
| | | 25-T11-140 | Rapid Bus Service Expansion AC Transit Alameda Point | This program includes funding to implement new bus service between Alameda (Seaplane Lagoon) and Oakland (Fruitvale BART) (20 minute peak headways), and in Alameda between Harbor Bay Ferry Terminal and Alameda Main Street Ferry Terminal (20 minute peak headways). | Alameda | 2036 – 2050 | \$0 | \$98 | \$98 |
| | | 25-T11-141 | Rapid Bus Modernization AC Transit | This program includes funding to implement improvements to existing bus service in Alameda County. Improvements include dedicated lanes, new/improved transit signal priority (including on-street and on-bus equipment), queue jumps, improved stop infrastructure, and frequency upgrades (5-12 minute peak headways on routes 6, 18, 20, 21, 40, 57, 97 and NL). | Alameda | Various | \$340 | \$1,621 | \$1,961 |
| | | 25-T11-142 | Local Bus Service Frequency Upgrades AC Transit Systemwide | This program includes funding to implement improvements to existing bus service in Alameda County and Contra Costa County. Improvements include route extensions, new local/rapid service, and frequency upgrades (5-10 minute peak headways on routes 72/72M/72R, 18, 51A, 51B, 6, 20, 21, 57, 40, 97, 99, Tempo BRT, NL, F-Local, and F-Transbay). | Alameda, Contra Costa | 2025 – 2035 | \$295 | \$2,700 | \$2,995 |
| | | 25-T11-143 | Rapid Bus Modernization AC Transit San Pablo Ave | This program includes funding to implement improvements to existing bus service along San Pablo Ave between Oakland and Richmond. Improvements include dedicated lanes, improved stop infrastructure, merging of local/rapid stops, and frequency upgrades (5 minute peak headways on route 72). | Alameda, Contra Costa | 2025 – 2035 | \$396 | \$730 | \$1,126 |
| | | 25-T11-144 | Express Bus Service Expansion I-680 Between Martinez and San Jose | This program includes funding to implement new express bus service along I-680 between Martinez and San Jose, including part-time transit lanes, and bus-on-shoulder, and park-and-ride facilities (20 minute peak headways). | Alameda, Contra Costa, Santa Clara | 2036 – 2050 | \$186 | \$179 | \$365 |

| Strategy | Route/ Facility | RTPID | Title | Scope | Location | Opening Period | Capital Cost (YOE, \$millions) | Operating Cost (YOE, \$millions) | Total Cost (YOE, \$millions) |
|----------|--------------------|------------|---|---|-------------------------------------|-------------------|-----------------------------------|-------------------------------------|---------------------------------|
| | | 25-T11-145 | Express Bus Service Expansion Dumbarton Bridge Between Union City and Redwood City | This program includes funding to implement new express bus service between Union City and Redwood City (30 minute peak headways), including a new busway along the Dumbarton rail right of way between Menlo Park and Redwood City; and improvements to existing express bus service between Union City and Palo Alto, including frequency upgrades (30 minute peak headways on route DB). | Alameda, San Mateo | 2025 – 2035 | \$449 | \$157 | \$606 |
| | | 25-T11-146 | Local Bus Service Frequency Upgrades County Connection | This program includes funding to implement improvements to existing bus service in Contra Costa County. Improvements include frequency upgrades (15-30 minute peak headways on routes 10, 11, 14, 16, and 20). | Contra Costa | 2025 – 2035 | \$0 | \$322 | \$322 |
| | | 25-T11-147 | Rapid Bus Modernization AC Transit 23rd St | This program includes funding to implement new bus rapid transit service along 23rd St between Richmond and Hercules, including dedicated lanes, transit signal priority, queue jumps, improved stop infrastructure, and new rolling stock (10 minute peak headways). | Contra Costa | 2036 – 2050 | \$57 | \$95 | \$152 |
| | | 25-T11-148 | Rapid Bus Service Expansion Contra Costa Co Between Antioch and Brentwood | This program includes funding to implement new bus service, assumed to be operated by Tri-Delta Transit, along SR-4 between Antioch and Brentwood, including dedicated lanes and park-and-ride facilities (20 minute peak headways). | Contra Costa | 2036 – 2050 | \$220 | \$46 | \$265 |
| | | 25-T11-149 | Express Bus Modernization US- 101 | This program includes funding to implement improvements to express bus service along US-101 between Novato and San Rafael. Improvements include bus-on-shoulder facilities. | Marin | 2025 – 2035 | \$9 | \$0 | \$9 |
| | | 25-T11-150 | Ferry and Express Bus Service Expansion GGT | This program includes funding to implement new ferry service between Larkspur and San Francisco (Mission Bay) (30 minute peak headways); new express bus service from Greenbrae and Petaluma to San Francisco and between San Rafael and El Cerrito (30-40 minute peak headways); improvements to existing ferry service between Larkspur and San Francisco (Ferry Building), including frequency upgrades (20 minute peak headways); and improvements to existing express bus service along US-101 and I-580, including frequency upgrades (20-30 minute peak headways on routes 101, 114, 132, 154, and 580). | Marin, San Francisco | 2036 – 2050 | \$186 | \$805 | \$991 |
| | | 25-T11-151 | Local Bus Service Frequency Upgrades NVTA | This program includes funding to implement improvements to existing bus service in Napa and Solano Counties. Improvements include expanded service hours and frequency upgrades (30 minute peak headways on routes 10 and 11). | Napa, Solano | 2025 – 2035 | \$2 | \$96 | \$99 |
| | | 25-T11-152 | Express Bus Service Expansion NVTA | This program includes funding to implement improvements to existing express bus service in Napa, Solano, and Contra Costa Counties. Improvements include bus-on-shoulder facilities and expanded service hours. | Napa, Solano, Contra Costa | 2025 – 2035 | \$12 | \$35 | \$47 |
| | | 25-T11-153 | Local Bus and Light Rail Service Frequency Upgrades SFMTA Systemwide ("Muni Forward") | This program includes funding to implement improvements to existing bus and light rail service in San Francisco. Improvements include transit priority infrastructure; transit signal priority; transfer and terminal investments; multimodal safety improvements; route realignments; and frequency upgrades (5-8 minute peak headways on routes 1, 5R, 7, 8, 9R, 28R, 29, 30, 38R, 49, M, N, T, and S). | San Francisco | 2025 – 2035 | \$616 | \$1,414 | \$2,030 |

| Strategy | Route/ Facility | RTPID | Title | Scope | Location | Opening Period | Capital Cost (YOE, \$millions) | Operating Cost (YOE, \$millions) | Total Cost (YOE, \$millions) |
|----------|--------------------|------------|--|--|----------------------|-------------------|-----------------------------------|-------------------------------------|---------------------------------|
| | | 25-T11-154 | Local Bus Service Expansion SFMTA Southeast San Francisco | This program includes funding to implement transportation improvements in San Francisco (Candlestick/Hunters Point Shipyard), including new express bus service between Candlestick/Hunters Point Shipyard and Downtown San Francisco (6-20 minute peak headways); multimodal corridors of streets, transit facilities, pedestrian paths and dedicated bicycle lanes; and improvements to existing bus service, including route changes and frequency upgrades (5-15 minute peak headways on routes 23, 24, 29, 44, and 48). | San Francisco | 2036 – 2050 | \$339 | \$305 | \$644 |
| | | 25-T11-155 | Rapid Bus Modernization SFMTA Geneva Ave/Harney Wy | This program includes funding to implement improvements to existing bus service along Geneva Avenue/Harney Way in San Francisco. Improvements include dedicated lanes, transit signal priority, improved stop infrastructure, and frequency upgrades (5-7.5 minute peak headways on routes 29, 44, and HPX). | San Francisco | 2036 – 2050 | \$99 | \$0 | \$99 |
| | | 25-T11-156 | Rapid Bus Modernization SamTrans El Camino Real | This program includes funding to implement improvements to existing bus service along El Camino Real between Daly City and the San Mateo/Santa Clara County line. Improvements include dedicated lanes (45% of route), transit priority infrastructure, transit signal priority, and frequency (7.5 minute peak headways on route ECR). | San Mateo | 2036 – 2050 | \$427 | \$116 | \$543 |
| | | 25-T11-157 | Express Bus Modernization VTA SR-85 | This program includes funding to implement improvements to express bus service along SR-85 between Mountain View and San Jose. Improvements include dedicated transit lanes and four stations. | Santa Clara | 2036 – 2050 | \$335 | \$0 | \$335 |
| | | 25-T11-158 | Rapid Bus Modernization VTA El Camino Real | This program includes funding to implement improvements to existing bus service along El Camino Real between Palo Alto and San Jose. Improvements include dedicated lanes, transit signal priority, improved stop infrastructure, and new rolling stock. | Santa Clara | 2036 – 2050 | \$15 | \$0 | \$15 |
| | | 25-T11-159 | Local Bus Service Frequency Upgrades VTA Systemwide ("Visionary Network") | This program includes funding to implement new bus service in Santa Clara County (15-30 minute peak headways); and improvements to existing bus and light rail service in Santa Clara County, including dedicated lanes, expanded service hours, and frequency upgrades (10-30 minute peak headways on routes 22, 23, 25, 26, 27, 31, 37, 39, 40, 42, 44, 47, 53, 55, 56, 57, 59, 60, 61, 64A/64B, 66, 68, 70, 71, 72, 73, 77, 83, 84, 85, 86, 87, 89, 500, 522, 523, 568, Blue, Green, and Orange). | Santa Clara | Various | \$1,066 | \$4,185 | \$5,251 |
| | | 25-T11-160 | Express Bus Service Expansion SolTrans | This program includes funding to implement improvements to existing express bus service in Solano County. Improvements include new stops and frequency upgrades (15-60 minute peak headways on routes Red, Blue, Green, Yellow, and 82). | Contra Costa, Solano | 2025 – 2035 | \$33 | \$380 | \$413 |
| | | 25-T11-161 | Local Bus Service Frequency Upgrades Santa Rosa City Bus, Sonoma County Transit and Petaluma Transit Sonoma County | This program includes funding to implement new bus rapid transit service in Santa Rosa and Petaluma (10 minute peak headways); and improvements to existing bus service in Sonoma County, including frequency upgrades (15 minute peak headways on Santa Rosa City Bus routes 2/2B, 3, and 4/4B; 30-60 minute peak headways on Sonoma County Transit routes 20, 30, 44, 48, and 60; and 10-15 minute peak headways on Petaluma Transit routes 2 and 3.) | Sonoma | 2025 – 2035 | \$48 | \$303 | \$351 |
| | | 25-T11-162 | Express Bus Service Expansion SamTrans US-101 and I-280 Between San Mateo and San Francisco; Between San Bruno and Sunnyvale | This program includes funding to implement new express bus service along US-101 and I-280 from Foster City, San Mateo, and Burlingame to Downtown San Francisco; from San Mateo and Palo Alto to Western San Francisco; and from San Bruno to Sunnyvale; including park-and-ride facilities, ramp improvements, and bus stop improvements (20 minute peak headways). | Regional | 2036 – 2050 | \$131 | \$168 | \$299 |

| Strategy | Route/ Facility | RTPID | Title | Scope | Location | Opening Period | Capital Cost (YOE, \$millions) | Operating Cost (YOE, \$millions) | Total Cost (YOE, \$millions) |
|--------------|--------------------|------------|--|--|------------------------|-------------------|-----------------------------------|-------------------------------------|---------------------------------|
| | | 25-T11-163 | Local Bus Service Frequency Upgrades Priority Development Areas | This program includes funding to implement improvements to existing bus service in Priority Development Areas (PDAs) without existing high-frequency rail, ferry or bus service. Improvements include frequency upgrades (30 minute peak headways) and reorganization and/or expansion of bus routes. | Regional | Various | \$0 | \$313 | \$313 |
| Ferry | | | | | | | | | |
| | | 25-T11-164 | Ferry Service Expansion WETA Berkeley-San Francisco | This program includes funding to implement new ferry service between San Francisco (Ferry Building) and Berkeley, including a new terminal in Berkeley (30 minute peak headways). | Alameda, San Francisco | 2025 – 2035 | \$124 | \$167 | \$291 |
| | | 25-T11-165 | Ferry Service Expansion WETA Oakland-Redwood City | This program includes funding to implement new ferry service between Oakland and Redwood City, including a new terminal in Redwood City (60 minute peak headways). | Alameda, San Mateo | 2036 – 2050 | \$78 | \$116 | \$194 |
| | | 25-T11-166 | Ferry Service Frequency Upgrades WETA | This program includes funding to implement improvements to existing ferry service from San Francisco (Ferry Building) to Oakland, Alameda (Main Street), Alameda (Harbor Bay), Alameda (Seaplane Lagoon), Vallejo, Richmond, and South San Francisco. Improvements include ZEV conversion and frequency upgrades (20-30 minute peak headways). | Regional | 2025 – 2035 | \$192 | \$678 | \$870 |
| Rail | | | | | | | | | |
| | | 25-T11-167 | Rail Service Expansion BART Irvington Station | This program includes funding to implement a new BART infill rail station in Fremont (Irvington). Improvements include park-and-ride facilities and changes to existing AC Transit bus service (routes 212 and 215 replaced by flex service; frequency upgrade to 20 minute headways on route 210). | Alameda | 2025 – 2035 | \$297 | \$0 | \$297 |
| | | 25-T11-168 | Rail Service Expansion Capitol Corridor to Coast Subdivision ("South Bay Connect") | This program includes funding to implement improvements to existing Capitol Corridor rail service between Oakland and Newark. Improvements include relocation of rail service between Oakland Coliseum and Newark from the Niles Subdivision to the Coast Subdivision, one new rail station, one new in-line intermodal bus facility, and enhanced park-and-ride facilities. | Alameda | 2036 – 2050 | \$1,030 | \$0 | \$1,030 |
| | | 25-T11-169 | Rail Service Expansion ACE System | This program includes funding to implement new ACE intercity rail service between Merced and San Jose (1 daily round trip) and from Chico and Merced to Union City (3 daily round trips), including a new station in Union City. | Alameda, Santa Clara | Various | \$346 | \$188 | \$534 |
| | | 25-T11-170 | Rail Service Expansion Capitol Corridor Hercules Station ("Hercules Hub") | This program includes funding to implement a new Capitol Corridor infill rail station in Hercules, including bus connections and roadway and trail extensions. | Contra Costa | 2025 – 2035 | \$116 | \$0 | \$116 |
| | | 25-T11-171 | Rail Service Expansion Caltrain Bayview Station | This program includes funding to implement a new Caltrain infill rail station in San Francisco (Bayview), with the station location to be determined through an ongoing location study. | San Francisco | 2025 – 2035 | \$95 | \$0 | \$95 |
| | | 25-T11-172 | Light Rail Modernization Muni Metro | This program includes funding to implement improvements to existing Muni light rail service in San Francisco. Improvements include reliability improvements in the Market Street Subway; infrastructure and rail signaling upgrades; removal of stop signs and signalization at intersections; transit signal priority; routing changes; and frequency upgrades (6 minute peak headways on routes J, K, L, M, N, and T). | San Francisco | 2036 – 2050 | \$935 | \$571 | \$1,506 |
| | | 25-T11-173 | Rail Service Frequency Upgrades BART System ("Core Capacity") | This program includes funding to implement improvements to existing BART rail service. Improvements include frequency upgrades (12 minute peak headways on all lines). | Regional | 2025 – 2035 | \$4,419 | \$2,706 | \$7,125 |

| Strategy | Route/ Facility | RTPID | Title | Scope | Location | Opening Period | Capital Cost (YOE, \$millions) | Operating Cost (YOE, \$millions) | Total Cost (YOE, \$millions) |
|----------|--------------------|------------|---|--|----------|-------------------|-----------------------------------|-------------------------------------|---------------------------------|
| | | 25-T11-174 | Grade Separations and Modernization Regional | This program includes funding to implement grade separation improvements along passenger rail corridors throughout the region, including the Caltrain/High-Speed Rail Corridor. Improvements include grade separations funded by Santa Clara County's Measure B and San Mateo County's Measure A, as well as future grade separations and other modernization improvements within the Bay Area's urban core that serve the dual purpose of connecting High Speed Rail to the Bay Area and improving the Caltrain system. | Regional | Various | \$5,800 | \$0 | \$5,800 |
| | | 25-T11-175 | Rail Service Frequency Upgrades Caltrain Systemwide | This program includes funding to implement improvements to existing Caltrain rail service between San Francisco and San Jose. Improvements include frequency upgrades to be implemented in Phase 1 (6 trains per hour per direction in peak) and Phase 2 (8 trains per hour per direction in peak). | Regional | Various | \$1,813 | \$1,019 | \$2,832 |

T12. Expand Transit Services Throughout the Region

| | | | | | | | | | |
|--|--|------------|--|--|----------|---------|---------|-----|---------|
| | | 25-T12-176 | Transit Studies and Project Development Regional | This program includes funding to complete transit studies that will identify service and/or capital improvements that address current and future transit customer needs and improve transit customer experience, as well as increase transit ridership. It also includes funding to advance study recommendations by funding project development activities, including alternatives and/or business case analyses; design, technical, and planning analyses; and initiating environmental analyses and review. Example investments include studies and/or project development for Diridon Station, Geary/19th Ave Subway, Central Subway Extension, San Jose Airport Connector, SMART to Suisun City, Link21, San Mateo Bridge Express Bus, Caltrain/High Speed Rail corridor electrification south of Tamien station, and other transit service and operational studies and analyses throughout the region. | Regional | Various | \$1,000 | \$0 | \$1,000 |
|--|--|------------|--|--|----------|---------|---------|-----|---------|

Rail

| | | | | | | | | | |
|--|--|------------|---|--|---------------|-------------|----------|---------|----------|
| | | 25-T12-177 | Rail Service Expansion Between San Joaquin County and Dublin/Pleasanton ("Valley Link") | This program includes funding to implement new rail service between San Joaquin County (Mountain House) and Dublin/Pleasanton, including three new stations in Alameda County and four-car trains (12 minute peak headways). | Alameda | 2036 – 2050 | \$2,375 | \$679 | \$3,054 |
| | | 25-T12-178 | Rail Service Expansion Caltrain/High Speed Rail Downtown San Francisco ("Portal") | This program includes funding to extend Caltrain rail service in San Francisco between 4th St/Townsend St and the Salesforce Transit Center. Improvements include two new stations. | San Francisco | 2036 – 2050 | \$8,198 | \$679 | \$8,877 |
| | | 25-T11-179 | Light Rail Service Expansion VTA Eastridge | This program includes funding to extend VTA's existing Orange Line service from Alum Rock Station to the Eastridge Transit Center. Improvements include two new stations and elevated structures. | Santa Clara | 2025 – 2035 | \$653 | \$0 | \$653 |
| | | 25-T12-180 | Rail Service Expansion BART Santa Clara ("Silicon Valley Phase II") | This program includes funding to extend BART's Green Line and Orange Line rail services between San Jose (Berryessa) and Santa Clara. Improvements include four new stations and park-and-ride facilities. | Santa Clara | 2036 – 2050 | \$12,200 | \$1,257 | \$13,457 |
| | | 25-T12-181 | Rail Service Expansion SMART Healdsburg | This program includes funding to extend SMART rail service between Windsor and Healdsburg. Improvements include one new station in Healdsburg. | Sonoma | 2025 – 2035 | \$175 | \$84 | \$259 |
| | | 25-T12-182 | Rail Service Expansion SMART Cloverdale | This program includes funding to extend SMART rail service between Healdsburg and Cloverdale. Improvements include one new station in Cloverdale. | Sonoma | 2025 – 2035 | \$353 | \$63 | \$416 |

| Strategy | Route/ Facility | RTPID | Title | Scope | Location | Opening Period | Capital Cost (YOE, \$millions) | Operating Cost (YOE, \$millions) | Total Cost (YOE, \$millions) |
|---|--------------------|------------|---|--|----------|-------------------|-----------------------------------|-------------------------------------|---------------------------------|
| EN1. Adapt to Sea Level Rise | | | | | | | | | |
| | | 25-EN1-183 | Sea Level Rise Adaptation Infrastructure Regional | This program includes funding to implement adaptation infrastructure in locations that are forecasted to be permanently inundated with two feet of sea level rise by 2050, providing protection from king tides and storms. These investments would support and implement near-term transportation-oriented improvements, such as the elevation of critical infrastructure, including port facilities, and implementation of ecotone levees, traditional levees, sea walls, and marsh restoration and adaptation. | Regional | Various | \$1,000 | \$0 | \$1,000 |
| EN8. Expand Clean Vehicle Initiatives | | | | | | | | | |
| | | 25-EN8-184 | Clean Vehicle Initiatives Regional | This program includes funding to support the adoption and use of clean vehicles and equipment, which include electric vehicles (EVs) and electric mobility (e-mobility) devices, through incentives and deployment of charging or other fueling infrastructure and technical assistance. These investments would expand existing strategies in MTC's Climate Initiatives Program, which include investing in expanded EV charging infrastructure and a vehicle buyback initiative. | Regional | Various | \$8,000 | \$0 | \$8,000 |
| EN9. Expand Transportation Demand Management Initiatives | | | | | | | | | |
| | | 25-EN9-185 | Transportation Demand Management Initiatives Regional | This program includes funding to support transportation demand management programs through MTC's Climate Initiatives Program, including a wide range of programs that discourage single-occupancy vehicle trips and support active and shared travel modes. Programs include the Bay Area Commuter Benefits Program, vanpool programs, bikeshare and carshare services, curb management, co-locating shared transportation services, targeted transportation alternatives programs, as well as shuttles and microtransit services. | Regional | Various | \$2,000 | \$0 | \$2,000 |

Plan Bay Area 2050+ Final Blueprint: Final Resilience Project List¹ Attachment G

Locally Developed Projects: Strategy EN1. Adapt to Sea Level Rise²

| Project ID | Project Title/Program | Scope | Project Site Status | Opening Period | Location | Total Cost (YOE, millions\$) |
|------------|--|---|--|----------------|------------------------|------------------------------|
| 5294 | South Bay Salt Ponds: Eden Landing - Southern Eden Landing (Phase 2) | Levees and dikes; Restoration/Rehabilitation/Enhancement | Planning/Scoping | 2025-2035 | Alameda | \$80 |
| 5302 | Restore Hayward Marsh (Former USD Treatment Marsh) | Other | Planning/Scoping | 2025-2035 | Alameda | \$40 |
| 5330 | Berkeley North Basin Strip - McLaughlin Eastshore State Park | Other; Restoration/Rehabilitation/Enhancement | Planning/Scoping | 2036-2050 | Alameda | \$14 |
| 5386 | Intertidal Habitat Improvement Project - McLaughlin Eastshore State Park | Restoration/Rehabilitation/Enhancement | Planning/Scoping | 2036-2050 | Alameda | \$2 |
| 9403 | San Leandro Treatment Wetland for Pollution Reduction, Habitat Enhancement, and Shoreline Resiliency | Restoration/Rehabilitation/Enhancement | In-progress/Implementation | 2025-2035 | Alameda | \$1 |
| 9820 | EBDA First Mile Horizontal Levee Project | Ecotone Levees | Proposed | 2025-2035 | Alameda | \$118 |
| 10302 | Marina Sea Level Rise (BMASP) | Flood walls and berms; Seawalls | Proposed | 2036-2050 | Alameda | Committed Funding |
| 10501 | Emeryville CAP - Emeryville Crescent Marsh Living Levee (Or Other Protective Measures) | Ecotone Levees | Identified Need | 2036-2050 | Alameda | \$169 |
| 10552 | Long Beach Restoration Project Design | Other | Planning/Scoping | 2025-2035 | Alameda | Committed Funding |
| 11004 | SLR Road Map - Bay Bridge Touchdown Living Levee | Ecotone Levees | Proposed | 2036-2050 | Alameda | \$10 |
| 11042 | Hayward Area Shoreline Adaptation Master Plan (SAMP) Planning Area | Ecotone Levees; Elevate or realign transportation; Levees and dikes; Other; Restoration/Rehabilitation/Enhancement; Sediment Management | In-progress/Implementation; Planning/Scoping; Proposed | 2025-2035 | Alameda | \$1,301 |
| 11402 | Estudillo Canal Reconstruction | Levees and dikes; Tide Gate | Proposed | 2036-2050 | Alameda | \$51 |
| 11575 | Monarch Bay Shoreline Development Project | Revetments and riprap | Planning/Scoping | 2036-2050 | Alameda | \$52 |
| 11576 | Neptune Drive Floodwall Project | Levees and dikes | In-progress/Implementation | 2036-2050 | Alameda | \$5 |
| 786000 | Berkeley Pier Project | Elevate land; Realign Transportation | Planning/Scoping | 2036-2050 | Alameda | \$113 |
| 799000 | Oakland-Alameda Estuary Adaptation Project | Other | Proposed | 2036-2050 | Alameda | \$146 |
| 800000 | Bay Farm Island Project | Other | Proposed | 2025-2035 | Alameda | \$68 |
| 7851 | Alameda Point | Elevate land; Levees and dikes; Restoration/Rehabilitation/Enhancement; Seawalls | Completed; Planning/Scoping; Proposed | 2025-2035 | Alameda, San Francisco | \$381 |
| 80802 | Alviso Wetland Railroad Adaptation Alternative | Elevate or realign transportation | Planning/Scoping | 2036-2050 | Alameda, Santa Clara | \$3,022 |
| 5309 | Pacheco Marsh Restoration | Acquisition/Preservation/Protection; Restoration/Rehabilitation/Enhancement | In-progress/Implementation | 2036-2050 | Contra Costa | \$15 |
| 5328 | East Antioch Creek Marsh Restoration | Restoration/Rehabilitation/Enhancement | Planning/Scoping | 2025-2035 | Contra Costa | \$6 |
| 5339 | Big Break Regional Shoreline - Wetland Restoration and Public Access | Other | Planning/Scoping | 2025-2035 | Contra Costa | \$22 |
| 5757 | Lower Wildcat Creek | Restoration/Rehabilitation/Enhancement | Planning/Scoping | 2025-2035 | Contra Costa | \$1 |
| 5871 | Marsh Creek Habitat Enhancement Project | Restoration/Rehabilitation/Enhancement | Construction in-progress | 2025-2035 | Contra Costa | Committed Funding |

¹ The Resilience Project List is built off the Sea Level Rise Adaptation Funding and Investment Framework (Framework), a co-led effort by MTC/ABAG and the Bay Conservation and Development Commission (BCDC).

² Defining information was provided by local governments. First compiled in 2022-2023 and updated in spring 2024.



| Project ID | Project Title/Program | Scope | Project Site Status | Opening Period | Location | Total Cost (YOE, millions\$) |
|------------|--|---|--|----------------|-----------------------------|------------------------------|
| 9913 | North Richmond Shoreline Living Levee | Other | Planning/Scoping | 2025-2035 | Contra Costa | \$20 |
| 21703 | ouR Home - Resilient By Design | Ecotone Levees; Levees and dikes; Restoration/Rehabilitation/Enhancement | Proposed | 2025-2035 | Contra Costa | \$237 |
| 782000 | Waterfront Marina Trust Land Use Plan | Seawalls | In-progress/Implementation | 2025-2035 | Contra Costa | \$15 |
| 5292 | Bel Marin Keys V Wetlands Restoration | Restoration/Rehabilitation/Enhancement; Sediment Management | Completed; In-progress/Implementation | 2025-2035 | Marin | \$156 |
| 5379 | Bolinas Lagoon North End Wetland Enhancement/SLR Adaptation Project | Restoration/Rehabilitation/Enhancement | Planning/Scoping | 2025-2035 | Marin | \$53 |
| 5422 | McInnis Marsh Habitat Restoration | Restoration/Rehabilitation/Enhancement; Sediment Management | Planning/Scoping | 2036-2050 | Marin | \$19 |
| 5423 | Corte Madera Creek - College of Marin "Dog Park" Habitat Restoration | Restoration/Rehabilitation/Enhancement | Planning/Scoping | 2036-2050 | Marin | \$1 |
| 5469 | Tiscornia Marsh Restoration and Sea Level Rise Adaptation Project | Levees and dikes; Restoration/Rehabilitation/Enhancement | In-progress/Implementation | 2025-2035 | Marin | <\$1 |
| 7865 | Marina Village Flood Berm Upgrades | Flood walls and berms | Unknown | 2025-2035 | Marin | \$87 |
| 7868 | San Quentin Pump Station Reconstruction | Storm Drains and Stormwater Pumps | In-progress/Implementation | 2025-2035 | Marin | \$10 |
| 9066 | New Life for Eroding Shorelines | Restoration/Rehabilitation/Enhancement; Sediment Management | Planning/Scoping | 2036-2050 | Marin | Committed Funding |
| 9420 | Deer Island Basin Complex Tidal Wetlands Restoration | Restoration/Rehabilitation/Enhancement | In-progress/Implementation; Planning/Scoping | 2036-2050 | Marin | \$87 |
| 9811 | Evolving Shorelines Project at Bothin Marsh | Ecotone Levees; Restoration/Rehabilitation/Enhancement; Sediment Management | Planning/Scoping | 2025-2035 | Marin | \$1 |
| 10788 | Transforming Marin City's Urban Wetland | Other | Planning/Scoping | 2036-2050 | Marin | \$4 |
| 11079 | Santa Venetia Levee Upgrade Project (South Fork Gallinas Creek) | Flood walls and berms | Permitting | 2036-2050 | Marin | Committed Funding |
| 11547 | The Corte Madera Climate Adaptation Assessment | Elevate or realign transportation; Restoration/Rehabilitation/Enhancement | Planning/Scoping; Proposed | 2025-2035 | Marin | \$16 |
| 11578 | Mill Valley Flood Management and Storm Drain Master Plan | Storm Drains and Stormwater Pumps | Proposed | 2025-2035 | Marin | \$53 |
| 30102 | Protect Belvedere (Belvedere Critical Infrastructure Project) | Levees and dikes | Proposed | 2036-2050 | Marin | \$51 |
| 790000 | Cardinal Road Levee Upgrade Project | Flood walls and berms | Proposed | 2036-2050 | Marin | \$6 |
| 798000 | Marin City Stormwater Plan | Other | Planning/Scoping | 2036-2050 | Marin | \$0 |
| 811000 | Manzanita Sea Level Rise | Elevate or realign transportation | Planning/Scoping | 2025-2035 | Marin | \$1,252 |
| 812000 | Lagunitas Creek Bridge | Elevate or realign transportation | In-progress/Implementation | 2036-2050 | Marin | \$84 |
| 813000 | US 101 at Marin City | Storm Drains and Stormwater Pumps | In-progress/Implementation | 2036-2050 | Marin | \$33 |
| 815000 | Tomaes Bay | Bulkheads | Proposed | 2036-2050 | Marin | \$66 |
| 819000 | SMART Track Raise at Hanna Ranch Rd. | Elevate or realign transportation | Proposed | 2025-2035 | Marin | \$1 |
| 80605 | SR 37 Corridor - Ultimate Project | Elevate or realign transportation; Levees and dikes | Planning/Scoping; Proposed | 2036-2050 | Marin, Napa, Solano, Sonoma | \$11,354 |
| 5321 | Novato Baylands | Restoration/Rehabilitation/Enhancement | Planning/Scoping | 2025-2035 | Marin, Sonoma | \$7 |
| 10242 | Adaptation and Resilience Plan for the Petaluma River Baylands | Restoration/Rehabilitation/Enhancement | Proposed | 2025-2035 | Marin, Sonoma | \$0 |
| 5548 | Napa River Flood Protection Project | Acquisition/Preservation/Protection; Restoration/Rehabilitation/Enhancement | In-progress/Implementation | 2036-2050 | Napa | Committed Funding |
| 10406 | American Canyon Wetlands Restoration Plan | Restoration/Rehabilitation/Enhancement | Planning/Scoping | 2025-2035 | Napa | \$49 |
| 5319 | Cullinan Ranch Restoration Project | Restoration/Rehabilitation/Enhancement | Completed; In-progress/Implementation | 2025-2035 | Napa, Solano | \$7 |



| Project ID | Project Title/Program | Scope | Project Site Status | Opening Period | Location | Total Cost (YOE, millions\$) |
|------------|--|---|---|----------------|----------------------|------------------------------|
| 80604 | The Grand Bayway | Restoration/Rehabilitation/Enhancement | Proposed | 2025-2035 | Napa, Solano | \$115 |
| 9414 | Sonoma Creek Baylands Strategy | Restoration/Rehabilitation/Enhancement | Planning/Scoping | 2025-2035 | Napa, Solano, Sonoma | \$482 |
| 5306 | Candlestick Point - Yosemite Slough Wetland Restoration | Restoration/Rehabilitation/Enhancement | Completed; In-progress/Implementation | 2025-2035 | San Francisco | \$8 |
| 5560 | Heron's Head Park | Other; Restoration/Rehabilitation/Enhancement; Sediment Management | In-progress/Implementation | 2025-2035 | San Francisco | Committed Funding |
| 7878 | SFMTA Islais Creek Facility: Floodproofing | Elevate or realign transportation | Planning/Scoping | 2025-2035 | San Francisco | <\$1 |
| 7879 | San Francisco Waterfront Flood Study | Other | Proposed | 2036-2050 | San Francisco | \$21,401 |
| 9665 | India Basin Shoreline Park | Restoration/Rehabilitation/Enhancement | Completed; Construction in-progress; Planning/Scoping | 2036-2050 | San Francisco | \$275 |
| 11045 | China Basin Park (Mission Rock Development) | Elevate land; Green Stormwater Infrastructure | In-progress/Implementation | 2036-2050 | San Francisco | Committed Funding |
| 11065 | Treasure Island/Verba Buena Island Development Project | Elevate land | Construction in-progress; Planning/Scoping | 2036-2050 | San Francisco | \$274 |
| 11066 | Treasure Island Adaptive Shoreline Improvement Study | Revetments and riprap | Proposed | 2036-2050 | San Francisco | \$17 |
| 11550 | Downtown Coastal Resilience Project | Flood walls and berms | Planning/Scoping | 2025-2035 | San Francisco | \$95 |
| 11552 | Wharf J9 Replacement Project | Other | Planning/Scoping | 2036-2050 | San Francisco | \$110 |
| 11583 | Embarcadero Early Projects (Embarcadero Seawall Program) | Seawalls | Planning/Scoping | 2036-2050 | San Francisco | \$275 |
| 11584 | Islais Creek Southeast Mobility and Adaptation Strategy | Other | In-progress/Implementation | 2036-2050 | San Francisco | \$1,341 |
| 50204 | Ocean Beach Climate Change Adaptation Project | Seawalls; Sediment Management | Planning/Scoping | 2036-2050 | San Francisco | Committed Funding |
| 50206 | Hunters Point Shipyard Project and Candlestick Point Redevelopment Project | Elevate land; Flood walls and berms; Storm Drains and Stormwater Pumps | Proposed | 2036-2050 | San Francisco | \$1,080 |
| 787000 | Mission Bay Ferry Terminal Project | Elevate or realign transportation | Planning/Scoping | 2036-2050 | San Francisco | \$453 |
| 792000 | North Ocean Beach Dune Restoration | Restoration/Rehabilitation/Enhancement | Proposed | 2036-2050 | San Francisco | \$97 |
| 794000 | Lefty O'Doul Bridge Replacement | Elevate or realign transportation | Proposed | 2036-2050 | San Francisco | \$328 |
| 795000 | Peter Maloney Bridge Replacement | Elevate or realign transportation | Proposed | 2036-2050 | San Francisco | \$409 |
| 7886 | Pescadero Sea Level Rise Adaptation Project | Realign Transportation | Planning/Scoping | 2036-2050 | San Mateo | \$1,658 |
| 9677 | Strategy to Advance Flood Protection, Ecosystems and Recreation along San Francisco Bay | Restoration/Rehabilitation/Enhancement | Planning/Scoping | 2025-2035 | San Mateo | \$36 |
| 9951 | Bay Rise Park - 410 Airport Blvd | Other; Restoration/Rehabilitation/Enhancement | Planning/Scoping | 2036-2050 | San Mateo | \$43 |
| 10236 | East Palo Alto and Dumbarton Bridge Resilience Study | Elevate or realign transportation | Proposed | 2025-2035 | San Mateo | \$1 |
| 11063 | SFO Shoreline Protection Program | Flood walls and berms; Revetments and riprap | Planning/Scoping | 2025-2035 | San Mateo | \$799 |
| 11523 | WBSD Flow Equalization and Resource Recovery Facility (FERRF) Levee Improvements Project | Flood walls and berms | Construction planned | 2025-2035 | San Mateo | \$51 |
| 11553 | Bedwell Bayfront Park Entrance Improvements Project | Elevate land | Planning/Scoping | 2025-2035 | San Mateo | \$41 |
| 11558 | Lower Colma Creek Section 103 CAP | Elevate land; Flood walls and berms | Unknown | 2036-2050 | San Mateo | \$28 |
| 11559 | The Spit and Oyster Point SLR Protection | Other | Planning/Scoping | 2025-2035 | San Mateo | \$41 |
| 60401 | Millbrae and Burlingame Shoreline Area Protection and Enhancement Project | Ecotone Levees; Flood walls and berms; Restoration/Rehabilitation/Enhancement | Planning/Scoping | 2036-2050 | San Mateo | \$3,730 |
| 61301 | Pacifica Sea-Level Rise Adaptation Plan Adaptation Options | Seawalls; Sediment Management | Planning/Scoping | 2036-2050 | San Mateo | \$1,263 |



| Project ID | Project Title/Program | Scope | Project Site Status | Opening Period | Location | Total Cost (YOE, millions\$) |
|------------|---|--|---------------------------------------|----------------|------------------------|------------------------------|
| 61401 | Redwood City Emergency Preparedness Project | Elevate land | Planning in-progress | 2025-2035 | San Mateo | \$23 |
| 61602 | Redwood Shores Protection and Enhancement Project | Levees and dikes; Restoration/Rehabilitation/Enhancement | Identified Need | 2025-2035 | San Mateo | \$186 |
| 788000 | Port of Redwood City Project | Elevate land | Planning/Scoping | 2036-2050 | San Mateo | \$2 |
| 802000 | North County Regional Sea Level Mitigation | Ecotone Levees; Tide Gate | Proposed | 2036-2050 | San Mateo | \$324 |
| 807000 | Dumbarton Bridge West Approach Sea Level Rise Project | Elevate or realign transportation | Planning/Scoping | 2036-2050 | San Mateo | \$3,035 |
| 817000 | Surfers Beach | Restoration/Rehabilitation/Enhancement | Proposed | 2036-2050 | San Mateo | \$5 |
| 818000 | Brisbane Area Shoreline Resilience Project | Ecotone Levees | Proposed | 2036-2050 | San Mateo | \$810 |
| 9714 | San Francisquito Creek Flood Protection Project | Restoration/Rehabilitation/Enhancement | Completed; In-progress/Implementation | 2025-2035 | San Mateo, Santa Clara | \$240 |
| 5297 | South Bay Salt Ponds: Alviso - Mountain View Ponds - A1, A2W (Phase 2) | Restoration/Rehabilitation/Enhancement | In-progress/Implementation | 2025-2035 | Santa Clara | \$22 |
| 5665 | South Bay Salt Pond Restoration: Phase 2 | Ecotone Levees; Restoration/Rehabilitation/Enhancement | In-progress/Implementation | 2036-2050 | Santa Clara | Committed Funding |
| 5744 | South San Francisco Bay Shoreline Project | Restoration/Rehabilitation/Enhancement | In-progress/Implementation | 2036-2050 | Santa Clara | \$214 |
| 7901 | Palo Alto Baylands | Ecotone Levees | In-progress/Implementation | 2036-2050 | Santa Clara | \$7 |
| 9107 | South Bay Salt Ponds: Alviso - Ponds A9, A10, A11, A12, A13, A14, A15 | Restoration/Rehabilitation/Enhancement | Proposed | 2036-2050 | Santa Clara | \$166 |
| 11590 | South San Francisco Bay Shoreline Project, Phase III | Levees and dikes; Sediment Management | Proposed | 2025-2035 | Santa Clara | \$78 |
| 11594 | Regional Water Quality Control Plant (RWQCP) New Outfall Pipeline Project | Other | Planning/Scoping | 2025-2035 | Santa Clara | \$23 |
| 71102 | Palo Alto Flood Basin | Tide Gate | In-progress/Implementation | 2025-2035 | Santa Clara | \$53 |
| 814000 | Santa Clara Living Shoreline | Ecotone Levees | Proposed | 2025-2035 | Santa Clara | \$247 |
| 5923 | Peytonia Slough Area | Acquisition/Preservation/Protection | Unknown | 2036-2050 | Solano | Committed Funding |
| 5926 | Peytonia Slough South | Acquisition/Preservation/Protection | Unknown | 2036-2050 | Solano | Committed Funding |
| 5930 | Grizzly Island Wildlife Area, Goodyear Slough | Acquisition/Preservation/Protection | Unknown | 2025-2035 | Solano | Committed Funding |
| 80603 | City of Benicia Urban Waterfront Enhancement and Master Plan | Flood walls and berms; Levees and dikes; Restoration/Rehabilitation/Enhancement | Identified Need; Planning/Scoping | 2025-2035 | Solano | \$14 |
| 11595 | Tubbs Island Levee Improvement Project | Levees and dikes | Planning/Scoping | 2025-2035 | Sonoma | \$9 |



Placeholder Projects: Strategy EN1. Adapt to Sea Level Rise³

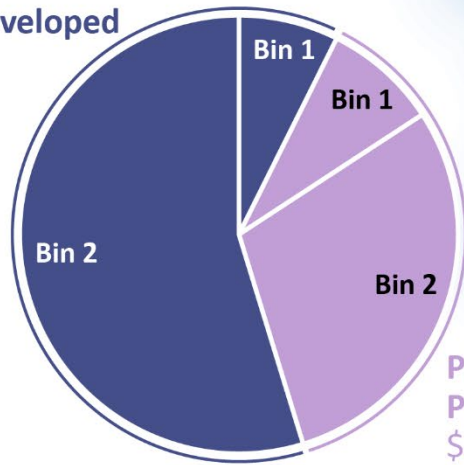
| Site Status | Opening Period | Location | Total Cost (YOE, millions\$) |
|---------------------------------------|----------------|---------------|------------------------------|
| Placeholder | 2025-2035 | Alameda | \$187 |
| Placeholder | 2036-2050 | Alameda | \$4,618 |
| Placeholder | 2025-2035 | Contra Costa | \$1,299 |
| Placeholder | 2036-2050 | Contra Costa | \$6,088 |
| Placeholder | 2025-2035 | Marin | \$1,156 |
| Placeholder | 2036-2050 | Marin | \$2,554 |
| Placeholder | 2025-2035 | Napa | \$0 |
| Placeholder | 2036-2050 | Napa | \$102 |
| Placeholder | 2025-2035 | San Francisco | \$0 |
| Placeholder | 2036-2050 | San Francisco | \$103 |
| Placeholder | 2025-2035 | San Mateo | \$1,248 |
| Placeholder | 2036-2050 | San Mateo | \$448 |
| Placeholder | 2025-2035 | Santa Clara | \$709 |
| Placeholder | 2036-2050 | Santa Clara | \$578 |
| Placeholder | 2025-2035 | Solano | \$507 |
| Placeholder | 2036-2050 | Solano | \$925 |
| Placeholder | 2025-2035 | Sonoma | \$76 |
| Placeholder | 2036-2050 | Sonoma | \$48 |
| Placeholder | 2025-2035 | Multi-County | \$135 |
| Placeholder | 2025-2035 | Multi-County | \$0 |
| Region-wide Sediment Beneficial Reuse | 2025-2035 | All | \$1,754 |
| Region-wide Sediment Beneficial Reuse | 2036-2050 | All | \$3,240 |

³ Defining information was developed by regional agency staff. These locations are areas that flood with 4.9-foot water rise and assume green project types when suitable. The placeholders are used to quantify the total regional financial need, even in areas where local planning has not yet identified an adaptation pathway.

Plan Bay Area 2050+ Final Blueprint: Final Resilience Project List Map

Share of Resilience Project List Projects by Bin and Source

**Locally Developed
Projects**
\$59 billion



**Placeholder
Projects**
\$37 billion

Bin 1 projects address flood impacts with 1-foot of rise. Assumed in 2025-2035
Bin 2 projects address flood impacts with 1-foot to 4.9-feet of rise. Assumed in 2036-2050.

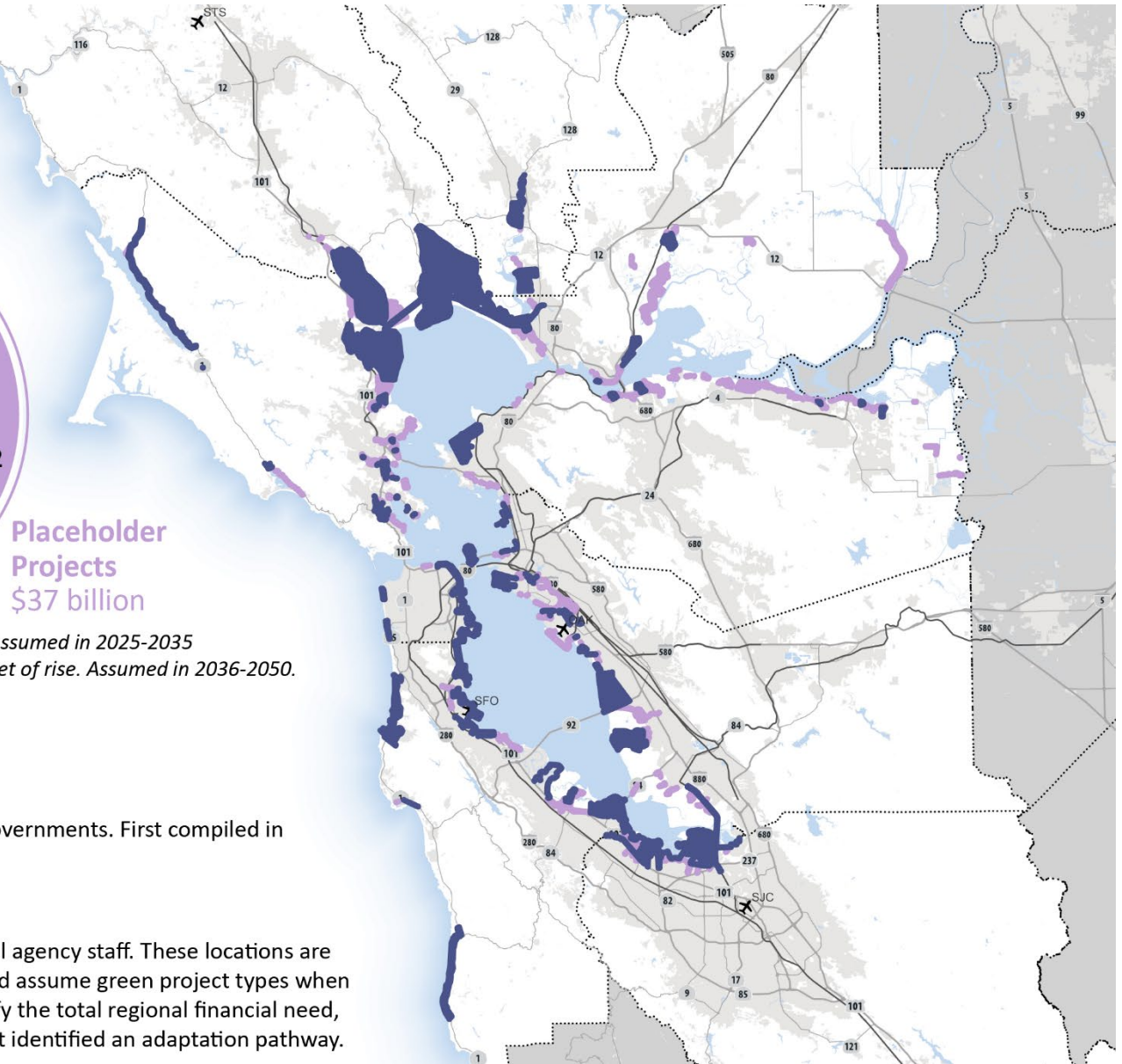
Legend

Locally Developed Projects

Defining information was provided by local governments. First compiled in 2022-2023 and updated in spring 2024.

Placeholder Projects

Defining information was provided by regional agency staff. These locations are areas that flood with 4.9-feet of water rise and assume green project types when suitable. The placeholders are used to quantify the total regional financial need, even in areas where local planning has not yet identified an adaptation pathway.



Date: January 22, 2025

W.I.: 1121

Referred by: Planning

ABSTRACT

Resolution No. 4687

This resolution approves the Final Blueprint Growth Geographies and the Final Blueprint Strategies, including the Final Transportation Project List and Final Resilience Project List, for Plan Bay Area 2050+.

Further discussion of this subject is contained in the Planning Committee Summary Sheet dated January 10, 2025.

Date: January 22, 2025

W.I.: 1121

Referred by: Planning

Re: Approval of the Final Blueprint Growth Geographies and Final Blueprint Strategies for Plan Bay Area 2050+

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4687

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, the Association of Bay Area Governments (ABAG), a joint exercise of powers entity created pursuant to California Government Code Sections 6500 et seq., is the Council of Governments and the regional land use planning agency for the San Francisco Bay Area; and

WHEREAS, California Government Code § 65080 et seq. requires MTC to prepare and update a long-range Regional Transportation Plan (RTP), including a Sustainable Communities Strategy (SCS) prepared in conjunction with the ABAG, every four years; and

WHEREAS, Plan Bay Area 2050+ (“Plan”) is envisioned to be the Bay Area’s next long-range regional plan, ultimately serving as the Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area; and

WHEREAS, MTC and ABAG jointly adopted the first Plan Bay Area in 2013 (Plan Bay Area 2013) (MTC Resolution No. 4111 and ABAG Resolution No. 06-13), and the second Plan

Bay Area in 2017 (Plan Bay Area 2040) (MTC Resolution No. 4300 and ABAG Resolution No. 10-17), and the third Plan Bay Area in 2021 (Plan Bay Area 2050) (MTC Resolution No. 4485 and ABAG Resolution No. 09-21); and

WHEREAS, MTC and ABAG jointly adopted the Vision for Plan Bay Area 2050 in September 2019, emphasizing that resilient and equitable strategies should be prioritized to ensure by the year 2050 the Bay Area is affordable, connected, diverse, healthy, and vibrant for all (MTC Resolution No. 4393 and ABAG Resolution No. 09-19); and

WHEREAS, this Vision is carried forward into Plan Bay Area 2050+; and

WHEREAS, ABAG approved the Regional Growth Forecast Methodology in September 2019, which guided the development of the Plan Bay Area 2050 Regional Growth Forecast and which is carried forward into Plan Bay Area 2050+; and

WHEREAS, the Plan Bay Area 2050+ Regional Growth Forecast was shared in draft form in November 2023 and is proposed to be carried forward into the Final Blueprint phase as the Final Regional Growth Forecast for Plan Bay Area 2050+; and

WHEREAS, MTC and ABAG have used census data to create and update Equity Priority Communities (EPCs) since their inception in 1999 and EPCs are census tracts that have significant concentration of disadvantage factors; and

WHEREAS, the methodology to identify EPCs was adopted in 2016 via MTC Resolution No. 4217 and is proposed to be carried forward in Plan Bay Area 2050+; and

WHEREAS, staff will incorporate EPCs identified with 2014-2018 ACS data as well as EPCs identified with 2018-2022 ACS data into a single consolidated map of Plan Bay Area 2050+ Equity Priority Communities and analyze both data vintages as part of Plan Bay Area 2050+ equity and performance analyses; and

WHEREAS, the MTC Planning Committee and ABAG Administrative Committee approved the analysis of proposed Draft Blueprint Strategies as well as corresponding Draft Blueprint Growth Geographies for the Plan Bay Area 2050+ Draft Blueprint in January 2024; and

WHEREAS, MTC and ABAG released findings from the Draft Blueprint analysis in June 2024; and

WHEREAS, MTC has been advancing the parallel Transit 2050+ long-range planning effort in close coordination with Bay Area transit operators to develop a comprehensive update to the Plan Bay Area 2050's transit strategies to support system connectivity, ridership recovery, reliability, and more; and

WHEREAS, MTC released the Draft Transit 2050+ Network in July 2024 which focused on frequent, fast, reliable, and safe services intended to regrow transit ridership and better connect the region; and

WHEREAS, MTC and ABAG showcased Draft Blueprint successes and shortcomings, as well as the Transit 2050+ Draft Network, through dozens of events for public and stakeholder feedback from over the summer of 2024, engaging nearly 14,000 participants and receiving thousands of comments; and

WHEREAS, the revised Final Blueprint Strategies, including the Final Transportation Project List and Final Resilience Project List, and Final Blueprint Growth Geographies integrate feedback to better address the challenges identified in the Draft Blueprint phase and incorporate a refined Transit 2050+ Network, including but not limited to the goal of meeting or exceeding the state-mandated greenhouse gas reduction target, in alignment with the adopted Vision for Plan Bay Area 2050+; now, therefore, be it

RESOLVED, that MTC hereby certifies that the foregoing recitals are true and correct and incorporated by this reference; and be it further

RESOLVED, that MTC, as a decision-making body, hereby adopts the Final Blueprint Strategies, including Final Transportation Project List and Final Resilience Project List, and Final Blueprint Growth Geographies as listed in the MTC Planning Committee item dated January 10, 2025, and authorizes staff to analyze associated outcomes in the Plan Bay Area 2050+ Final Blueprint; and be it further

RESOLVED, that MTC, as a decision-making body, direct staff to consider the exploration of more pessimistic or more optimistic planning scenarios and trajectories as part of future long-range regional planning activities.

METROPOLITAN TRANSPORTATION COMMISSION

Nick Josefowitz, Vice Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on January 22, 2025.

**ASSOCIATION OF BAY AREA GOVERNMENTS
EXECUTIVE BOARD**

ABSTRACT

Resolution No. 04-2025

This resolution approves the Final Blueprint Growth Geographies and Final Blueprint Strategies, including the Final Transportation Project List and Final Resilience Project List, for Plan Bay Area 2050+.

Further discussion of this subject is contained in the ABAG Administrative Committee Summary Sheet dated January 10, 2025.

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 04-2025**

RESOLUTION NO. 04-2025

**RE: APPROVAL OF THE FINAL BLUEPRINT GROWTH GEOGRAPHIES AND
FINAL BLUEPRINT STRATEGIES FOR PLAN BAY AREA 2050+**

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, the Association of Bay Area Governments (ABAG), a joint exercise of powers entity created pursuant to California Government Code Sections 6500 et seq., is the Council of Governments and the regional land use planning agency for the San Francisco Bay Area; and

WHEREAS, California Government Code § 65080 et seq. requires MTC to prepare and update a long-range Regional Transportation Plan (RTP), including a Sustainable Communities Strategy (SCS) prepared in conjunction with the ABAG, every four years; and

WHEREAS, Plan Bay Area 2050+ (“Plan”) is envisioned to be the region’s next long-range regional plan, ultimately serving as the Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area; and

WHEREAS, MTC and ABAG jointly adopted the first Plan Bay Area in 2013 (Plan Bay Area 2013) (MTC Resolution No. 4111 and ABAG Resolution No. 06-13), the second Plan Bay Area in 2017 (Plan Bay Area 2040) (MTC Resolution No. 4300 and ABAG Resolution No. 10-17), and the third Plan Bay Area in 2021 (Plan Bay Area 2050) (MTC Resolution No. 4485 and ABAG Resolution No. 09-21); and

WHEREAS, MTC and ABAG jointly adopted the Vision for Plan Bay Area 2050 in September 2019, emphasizing that resilient and equitable strategies should be prioritized to ensure by the year 2050 the Bay Area is affordable, connected, diverse, healthy, and vibrant for all (MTC Resolution No. 4393 and ABAG Resolution No. 09-19); and

WHEREAS, this Vision is carried forward into Plan Bay Area 2050+; and

WHEREAS, ABAG approved the Regional Growth Forecast Methodology in September 2019, which guided the development of the Plan Bay Area 2050 Regional Growth Forecast and which is carried forward into Plan Bay Area 2050+; and

WHEREAS, the Regional Growth Forecast was shared in draft form in November 2023 and is proposed to be carried forward into the Final Blueprint phase as the Final Regional Growth Forecast for Plan Bay Area 2050+; and

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WHEREAS, MTC and ABAG have has used census data to create and update Equity Priority Communities (EPCs) since their inception in 1999 and EPCs are census tracts that have significant concentration of disadvantage factors; and

WHEREAS, the methodology to identify EPCs was adopted in 2016 via MTC Resolution No. 4217 and is proposed to be carried forward in Plan Bay Area 2050+; and

WHEREAS, staff will incorporate EPCs identified with 2014-2018 ACS data as well as EPCs identified with 2018-2022 ACS data into a single consolidated map of Plan Bay Area 2050+ Equity Priority Communities and analyze both data vintages as part of Plan Bay Area 2050+ equity and performance analyses; and

WHEREAS, the MTC Planning Committee and the ABAG Administrative Committee approved the analysis of proposed Draft Blueprint Strategies as well as corresponding Draft Blueprint Growth Geographies for the Plan Bay Area 2050+ Draft Blueprint in January 2024; and

WHEREAS, MTC and ABAG released findings from the Draft Blueprint analysis in June 2024; and

WHEREAS, MTC has been advancing the parallel Transit 2050+ long-range planning effort in close coordination with Bay Area transit operators to develop a comprehensive update to the Plan Bay Area 2050's transit strategies to support system connectivity, ridership recovery, reliability, and more; and

WHEREAS, MTC released the Draft Transit 2050+ Network in July 2024, which focused on frequent, fast, reliable, and safe services intended to regrow transit ridership and better connect the region; and

WHEREAS, MTC and ABAG showcased Draft Blueprint successes and shortcomings, as well as the Transit 2050+ Draft Network, through dozens of events for public and stakeholder feedback over the summer of 2024, engaging nearly 14,000 participants and receiving thousands of comments; and

WHEREAS, the revised Final Blueprint Strategies, including Final Transportation Project List and Final Resilience Project List, and Final Blueprint Growth Geographies integrate feedback to better address the challenges identified in the Draft Blueprint phase and incorporate a refined Transit 2050+ Network, including but not limited to the goal of meeting or exceeding the state-mandated greenhouse gas reduction target, in alignment with the adopted Vision for Plan Bay Area 2050+; now, therefore, be it

RESOLVED, that ABAG, hereby certifies that the foregoing recitals are true and correct and incorporated by this reference; and be it further

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RESOLVED, that ABAG, as a decision-making body, hereby adopts the Final Blueprint Growth Geographies and Final Blueprint Strategies, including the Final Transportation Project List and Final Resilience Project List, as listed in the ABAG Administrative Committee item dated January 10, 2025, and authorizes staff to analyze associated outcomes in the Plan Bay Area 2050+ Final Blueprint; and be it further

RESOLVED, that ABAG, as a decision-making body, direct staff to consider the exploration of more pessimistic or more optimistic planning scenarios and trajectories as part of future long-range regional planning activities.

The foregoing was adopted by the Executive Board this 16th day of January, 2025.

Belia Ramos, Chair
President

Certification of Executive Board Approval

I, the undersigned, the appointed and qualified Clerk of the Board of the Association of Bay Area Governments (Association), do hereby certify that the foregoing resolution was adopted by the Executive Board of the Association at a duly called meeting held on the 16th day of January, 2025.

Frederick Castro
Clerk of the Board



Office of the Mayor

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January 8, 2025

Metropolitan Transportation Commission (MTC)
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

**SUBJECT: MTC Planning Committee, January 10, 2025, Agenda Item 9A
Plan Bay Area 2050+ Final Blueprint
Retaining Irvington BART Station as a Near-Term Priority**

Dear Commission Members,

This to express support from the City of Fremont to retain the Irvington BART Station project as a near-term priority (for the years 2025 to 2035) in the proposed Plan Bay Area 2050+ plan, as recommended by MTC staff in their report to the MTC Planning Committee (January 10, 2025, Committee Agenda Item 9A).

The planning for a future Irvington BART Station began in 1989 and was environmentally cleared by BART as part of the BART extension to Warm Springs/South Fremont. The station construction was deferred due to funding constraints at the time the Warm Springs Extension began construction, and then it became a “named project” for partial funding in the 2014 Measure BB transportation improvement program approved by the voters of Alameda County. In partnership with BART, Alameda County Transportation Commission, MTC and Fremont, the project is at a high state of readiness with an updated environmental clearance complete, an adopted station area development plan, 80% design completion, and 14 of 17 properties already acquired. To date, the City has invested \$45 million, and the only impediment to project delivery is full funding for construction.

The Irvington BART Station is a catalyst in Fremont for transit-oriented development and affordable housing within the Irvington Transit Priority Development Area (PDA). Currently, 679 new units of affordable housing development (among 5 projects) are under construction or in the pipeline for approval that have been justified based on adjacency to the planned Irvington BART Station. This is in addition to 276 affordable housing units already occupied near the future station. A significant factor for developer and local support of these housing investments has been the current regional designation of the Irvington BART Station as a “near-term priority.”

We appreciate MTC’s proposal to retain the Irvington BART Station as a near-term priority in Plan Bay Area 2050+. We look forward to continuing a partnership on the project with MTC, BART, and Alameda CTC for project funding and delivery.

Sincerely,

Raj Salwan
Mayor, City of Fremont