

Meeting Agenda - Final

Joint MTC Planning Committee with the ABAG Administrative Committee

James P. Spering, MTC Chair Eddie Ahn, MTC Vice Chair

Friday, January 12, 2024

9:40 AM

Board Room - 1st Floor

The Joint MTC Planning Committee with the ABAG Administrative Committee is scheduled to meet at 9:40 a.m. or immediately following the 9:35 Bay Area Infrastructure Financing Authority Network and Operations Committee meeting, whichever occurs later.

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at <https://mtc.ca.gov/whats-happening/meetings/live-webcasts>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/84240278213>

Or One tap mobile :

+13462487799,,84240278213# US (Houston)

+12532158782,,84240278213# US (Tacoma)

Join by Telephone (for higher quality, dial a number based on your current location) US:

888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 842 4027 8213

International numbers available: <https://bayareametro.zoom.us/j/kcPi7wYhEN>

Detailed instructions on participating via Zoom are available at:

<https://bayareametro.zoom.us/j/kdR1hznEgA>

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

Roster

Eddie Ahn (Vice Chair), David Canepa, Carol Dutra-Vernaci, Dorene M. Giacomini*, Matt Mahan,
Stephanie Moulton-Peters, Sue Noack, David Rabbitt, and James P. Spering (Chair)
*Non-Voting Member

1. Call to Order

2. MTC Planning Committee Roll Call / Confirm Quorum

Quorum: A quorum of this committee shall be a majority of its regular non-ex-officio voting members (5).

3. MTC Planning Committee Consent Calendar

- 3a. [23-1475](#) Approval of MTC Planning Committee Minutes of the December 8, 2023 Meeting

Action: MTC Planning Committee Approval

Attachments: [3a_23-1475_2023-12-08_Joint_MTC_Planning_Committee_with_the_ABAG_A](#)

4. ABAG Administrative Committee Roll Call / Confirm Quorum

Quorum: A quorum of this committee shall be a majority of its regular non-ex-officio voting members (4).

5. ABAG Compensation Announcement – Clerk of the Board

6. ABAG Administrative Committee Consent Calendar

- 6a. [23-1476](#) Approval of ABAG Administrative Committee Summary Minutes of the December 8, 2023 Meeting

Action: ABAG Administrative Committee Approval

Attachments: [6a_23-1476_AC_Minutes_20231208_Jt_MTC_PC_Draft.pdf](#)

7. Approval

- 7a. [24-0061](#) Transportation Electrification Initiatives: 2023 Transit Station Public Charging Grant Award Recommendations (\$10,000,000)

Approval of \$10 million in grants to support the deployment of electric vehicle charging infrastructure at Bay Area transit stations as part of MTC's Climate Program transportation electrification investments to advance Plan Bay Area 2050.

Action: MTC Commission Approval

Presenter: James Choe

Attachments: [7a_Summary_Sheet_Transit-Station-Charging-Grant-Awards_DRAFTv5.pdf](#)

7b. [23-1490](#) Plan Bay Area 2050+: Draft Blueprint Strategies & Geographies

Update on the Plan Bay Area 2050+ Draft Blueprint, including strategies and growth geographies, as well as next steps for the long-range regional plan in 2024.

Action: ABAG Committee Approval
MTC Committee Approval

Presenter: Chirag Rabari

Attachments: [7bi 23-1490_PBA50+_Summary_Sheet_Draft_Blueprint_Strategies_and_Geograp](#)
[7bii 23-1490_PBA50+_Attachment_A_Draft_Blueprint_Strategies_and_Geographi](#)
[7biii 23-1490_PBA50+_Attachment_B_Draft_Blueprint_Strategy_Refinements_v5](#)
[7biv 23-1490_PBA50+_Attachment_C_Draft_Blueprint_Growth_Geographies_v](#)

8. Public Comment / Other Business

*Members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6.*

9. Adjournment / Next Meeting

The next meeting of the Joint MTC Planning Committee with the ABAG Administrative Committee will be held on Friday, February 9, 2024 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. Any changes to the schedule will be duly noticed to the public.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Título VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 23-1475 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 11/15/2023 **In control:** Joint MTC Planning Committee with the ABAG
Administrative Committee

On agenda: 1/12/2024 **Final action:**

Title: Approval of MTC Planning Committee Minutes of the December 8, 2023 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [3a 23-1475 2023-12-](#)

Date	Ver.	Action By	Action	Result
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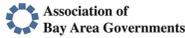
Subject:

Approval of MTC Planning Committee Minutes of the December 8, 2023 Meeting

Recommended Action:

MTC Planning Committee Approval

Attachments:



Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Minutes - Draft

Joint MTC Planning Committee with the ABAG Administrative Committee

James P. Spring, MTC Chair Eddie Ahn, MTC Vice Chair
Jesse Arreguin, ABAG Chair Belia Ramos, ABAG Vice Chair

Friday, December 8, 2023

9:40 AM

Board Room - 1st Floor

Roster

MTC Roster

Eddie Ahn (Vice Chair), David Canepa, Carol Dutra-Vernaci, Dorene M. Giacopini*, Matt Mahan, Stephanie Moulton-Peters, Sue Noack, David Rabbitt, and James P. Spring (Chair)

***Non-Voting Member**

ABAG Roster

Jesse Arreguin (Chair), Pat Eklund, Otto Lee, David Rabbitt, Belia Ramos (Vice Chair), Carlos Romero, and Cindy Silva

1. Call to Order

Non-Voting Member Present: Dorene M. Giacopini, MTC
Ex Officio Voting Member Present: Commission Chair Pedroza
Ad Hoc Non-Voting Member Present: Commissioner Abe-Koga

ABAG Administrative Committee Members Present: Arreguin, Eklund, Lee, Rabbitt, Ramos, Romero, and Silva.

The following individuals participated from noticed remote locations: ABAG Member Arreguin, ABAG Member Eklund, MTC Commissioner Giacopini, ABAG Member Lee, ABAG Member Ramos, and ABAG Member Silva.

2. MTC Planning Committee Roll Call / Confirm Quorum

Present: 7 - Chair Spring, Vice Chair Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci, Commissioner Moulton-Peters, Commissioner Noack and Commissioner Rabbitt

Absent: 1 - Commissioner Mahan

3. MTC Planning Committee Consent Calendar

Upon the motion by Commissioner Dutra-Vernaci and second by Commissioner Rabbitt, the MTC Planning Committee Consent Calendar was unanimously approved. The motion carried by the following vote:

Aye: 7 - Chair Spering, Vice Chair Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci, Commissioner Moulton-Peters, Commissioner Noack and Commissioner Rabbitt

Absent: 1 - Commissioner Mahan

- 3a.** [23-1338](#) Approval of MTC Planning Committee Minutes of the November 3, 2023 Meeting

Action: MTC Planning Committee Approval

Attachments: [3a 23-1338 2023-11-03 Joint MTC Planning Committee with the ABAG Administrative Committee Meeting Minutes Draft.pdf](#)

- 3b.** [23-1400](#) Active Transportation Plan Implementation: Active Transportation Technical Assistance Award Recommendations

Approval of \$960,000 of Active Transportation Technical Assistance grants to support local implementation of Complete Streets Policy and the Active Transportation Network.

Action: MTC Planning Committee Approval

Presenter: Therese Trivedi

Attachments: [3b 23-1400 Summary Sheet Active-Transportation-Technical-Assistance-Awards.pdf](#)

4. ABAG Administrative Committee Roll Call / Confirm Quorum**5. ABAG Compensation Announcement – Clerk of the Board****6. ABAG Administrative Committee Consent Calendar**

- 6a.** [23-1339](#) Approval of ABAG Administrative Committee Summary Minutes of the November 3, 2023 Meeting

Action: ABAG Administrative Committee Approval

Attachments: [6a 23-1339 2023-11-03 ABAG Administrative Committee Meeting Minutes Draft.pdf](#)

7. Approval

7a. [23-1396](#) Priority Conservation Area Grant Program

Approval to release a Call for Projects for the Priority Conservation Area (PCA) Grant Program. The item also summarizes the program's history and outlines proposed priorities for this Call for Projects.

Action: MTC Planning Committee Approval

Presenter: Ben Botkin

Attachments: [7ai_23-1396_Summary_Sheet_Grants_Priority_Conservation_Areas.pdf](#)
[7aii_23-1396_PowerPoint_Attachment-A_Priority_Conservation_Area_Grants.pdf](#)
[7aiii_23-1396_Attachment-B_Priority_Conservation_Area_Approved_Grant_Summary.pdf](#)

Ray Mueller, Supervisor San Mateo County, spoke on this item.

Upon the motion by Commissioner Moulton-Peters and second by Commissioner Rabbitt, the release of a Call for Projects for the Priority Conservation Area Grant Program was unanimously approved. The motion carried by the following vote:

Aye: 7 - Chair Spering, Vice Chair Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci, Commissioner Moulton-Peters, Commissioner Noack and Commissioner Rabbitt

Absent: 1 - Commissioner Mahan

8. Public Comment / Other Business

9. Adjournment / Next Meeting

The next meeting of the Joint MTC Planning Committee with the ABAG Administrative Committee will be held on Friday, January 12, 2024 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. Any changes to the schedule will be duly noticed to the public.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 23-1476 **Version:** 1 **Name:**

Type: Minutes **Status:** Informational

File created: 11/15/2023 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 1/12/2024 **Final action:**

Title: Approval of ABAG Administrative Committee Summary Minutes of the December 8, 2023 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [6a 23-1476 AC Minutes 20231208 Jt MTC PC Draft.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Approval of ABAG Administrative Committee Summary Minutes of the December 8, 2023 Meeting

Recommended Action:
ABAG Administrative Committee Approval

Attachments:



375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Minutes - Draft

ABAG Administrative Committee

Chair, Jesse Arreguin, Mayor, City of Berkeley
Vice Chair, Belia Ramos, Supervisor, County of Napa

Friday, December 8, 2023

9:40 AM

Board Room - 1st Floor

Roster

Jesse Arreguin, Pat Eklund, Otto Lee, David Rabbitt, Belia Ramos,
Carlos Romero, Cindy Silva

1. Call to Order

Chair Arreguin called the meeting to order at about 9:48 a.m. Quorum was present.

Present: 7 - Arreguin, Eklund, Lee, Rabbitt, Ramos, Romero, and Silva

2. MTC Planning Committee Roll Call / Confirm Quorum

3. MTC Planning Committee Consent Calendar

The MTC Planning Committee took action on this item.

3a. [23-1338](#) Approval of MTC Planning Committee Minutes of the November 3, 2023 Meeting

3b. [23-1400](#) Active Transportation Plan Implementation: Active Transportation Technical Assistance Award Recommendations

Approval of \$960,000 of Active Transportation Technical Assistance grants to support local implementation of Complete Streets Policy and the Active Transportation Network.

4. ABAG Administrative Committee Roll Call / Confirm Quorum

5. ABAG Compensation Announcement - ABAG Clerk of the Board

The ABAG Clerk of the Board gave the ABAG compensation announcement.

6. ABAG Administrative Committee Consent Calendar

Upon the motion by Eklund and second by Romero, the ABAG Administrative Committee approved the Consent Calendar. The motion passed unanimously by the following vote:

Aye: 7 - Arreguin, Eklund, Lee, Rabbitt, Ramos, Romero, and Silva

- 6a. [24-0011](#) Approval of ABAG Administrative Committee Summary Minutes of the November 3, 2023 Meeting

7. Approval

- 7a. [23-1396](#) Priority Conservation Area Grant Program

Approval to release a Call for Projects for the Priority Conservation Area (PCA) Grant Program. The item also summarizes the program's history and outlines proposed priorities for this Call for Projects.

The MTC Planning Committee took action on this item.

The following gave public comment: Ray Mueller, Supervisor, San Mateo County.

8. Public Comment / Other Business

9. Adjournment / Next Meeting

Chair Arreguin adjourned the meeting at about 10:25 a.m. The next regular meeting of the ABAG Administrative Committee is on January 12, 2024.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 24-0061 **Version:** 1 **Name:**

Type: Report **Status:** Commission Approval

File created: 12/1/2023 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 1/12/2024 **Final action:**

Title: Transportation Electrification Initiatives: 2023 Transit Station Public Charging Grant Award Recommendations (\$10,000,000)

Approval of \$10 million in grants to support the deployment of electric vehicle charging infrastructure at Bay Area transit stations as part of MTC’s Climate Program transportation electrification investments to advance Plan Bay Area 2050.

Sponsors:

Indexes:

Code sections:

Attachments: [7a_Summary_Sheet_Transit-Station-Charging-Grant-Awards_DRAFTv5.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Transportation Electrification Initiatives: 2023 Transit Station Public Charging Grant Award Recommendations (\$10,000,000)

Approval of \$10 million in grants to support the deployment of electric vehicle charging infrastructure at Bay Area transit stations as part of MTC’s Climate Program transportation electrification investments to advance Plan Bay Area 2050.

Presenter:

James Choe

Recommended Action:

MTC Commission Approval

Attachments:

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

January 12, 2024

Agenda Item 7a

**Transportation Electrification Initiatives: 2023 Transit Station Public Charging Grant
Award Recommendations**

Subject:

Approval of \$10 million in grants to support the deployment of electric vehicle charging infrastructure at Bay Area transit stations as part of MTC's Climate Program transportation electrification investments to advance Plan Bay Area 2050.

Background:

On April 14, 2023, the Joint MTC Planning Committee with the ABAG Administrative Committee approved a set of Transportation Electrification (TE) initiatives and investment amounts to support the implementation of Plan Bay Area 2050 Environment Strategy 8 (expand clean vehicle initiatives).

The approved implementation investments included \$10 million for the Transit Station Public Charging Program (TE Initiative 1B). This initiative provides a grant opportunity for Bay Area public agencies to purchase and install electric vehicles (EV) charging equipment in order to expand access to charging opportunities for both transit service customers and surrounding community members. Awards are up to \$3 million or more based on an assessment of the needs described by the project sponsor and subject to MTC staff discretion. These investments will improve clean mobility connections at transit hubs and community access to charging infrastructure.

Application Process

A call for projects was released on September 6, 2023, for all transit service providers and public agencies operating facilities that could host chargers at transit stations. Applications submitted by October 18, 2023, were screened for eligibility and reviewed by an evaluation panel that included MTC and Bay Area Air Quality Management District staff. Three eligible applications were received and evaluated. Applicants provided responses to follow-up questions and requests for additional information from the panel by November 28, 2023.

Coordination with PG&E

In an effort to understand electrical grid capacity at the locations submitted for funding, staff coordinated with PG&E, sharing location and electricity demand estimates. While fluctuations in demand can occur over time, PG&E staff did not identify any concerns with grid capacity based on their high-level review and assessment of the available information.

Recommended Awards

Based on the evaluation of the applications and the responses, staff are requesting approval of \$10 million in capital grants for the following awards:

Applicant	Project Location(s)	Project	Proposed Award
San Francisco Bay Area Rapid Transit District (BART)	El Cerrito del Norte BART station (up to 100 charging ports)* Fruitvale BART station (up to 27 charging ports)* Fremont BART station (50 charging ports)* Pittsburg/Bay Point BART station (up to 61 charging ports)*	Install approximately 200 Level 2 charging ports*	\$5,900,000
San Francisco Bay Ferry Water Emergency Transportation Authority (WETA)	Richmond Ferry Terminal	Install 20 Level 2 charging ports and ferry terminal charging infrastructure	\$3,750,000
City of Suisun City	Park & Ride Lot (at Suisun City Train Depot)	Install 6 Level 2 ports and 2 DC Fast Charger ports	\$350,000
TOTAL			\$10,000,000

* Locations and numbers of charging ports may change based on final work scopes.

San Francisco Bay Area Rapid Transit District (BART) – The proposed award supports the deployment of approximately 200 Level 2 charging ports at multiple stations as part of BART’s program to develop EV charging availability at all BART-managed parking facilities for customers and community members. With an estimated \$40 million required for the full deployment, BART has prioritized the project locations based on a number of factors, including

station typology, transit-oriented development status, and the number of multifamily housing units. The project location MTC staff are recommending awards for project locations that are ranked the highest in BART's prioritizations, with no more than one project location per city. Staff will work with BART to adjust awarded project locations if conditions that affect funding or project delivery status change at the proposed locations, including match funding availability, project location readiness, and geographic distribution of program funding.

San Francisco Bay Ferry Water Emergency Transportation Authority (WETA) – The proposed award supports the purchase and installation of ten Level 2 charging ports in the parking lot at the Richmond Ferry Terminal. The utility and electrical grid upgrades will simultaneously support the make-ready improvements necessary for both the EV chargers and future electric ferry vessels (part of WETA's [Blueprint for Zero Emission Vessel Transition](#) and anticipated serving the Richmond terminal by 2029) to minimize redundant and expensive electrical infrastructure development costs.

City of Suisun City – The proposed award supports the purchase and installation of six Level 2 charging ports and two DC Fast Charger (DCFC) ports at the Park & Ride parking lot (650 Lotz Way) adjacent to the Suisun City Train Depot. The Level 2 chargers would provide charging access for commuters and local residents and the DCFC would offer fast charging opportunities for drivers along the Highway 12 corridor in addition to local residents and workers.

Next Steps:

Staff will work with selected awardees to finalize scopes of work, budgets, and timelines.

Issues:

None identified.

Recommendations:

Approve \$10,000,000 in recommended grants to support the deployment of electric vehicle charging infrastructure at Bay Area transit stations. Associated programming revisions to MTC Resolution No. 4540, Revised, will be included in the February 14, 2024, Programming and Allocations Committee packet. Award funding pending cooperative development of a scope between MTC and the project sponsor.

Attachments:

- None

A handwritten signature in black ink, appearing to read "Andrew B. Fremier". The signature is written in a cursive, flowing style.

Andrew B. Fremier

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 23-1490 **Version:** 1 **Name:**

Type: Report **Status:** Committee Approval

File created: 11/16/2023 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 1/12/2024 **Final action:**

Title: Plan Bay Area 2050+: Draft Blueprint Strategies & Geographies

Update on the Plan Bay Area 2050+ Draft Blueprint, including strategies and growth geographies, as well as next steps for the long-range regional plan in 2024.

Sponsors:

Indexes:

Code sections:

Attachments: [7bi 23-1490 PBA50+ Summary Sheet Draft Blueprint Strategies and Geographies v7.pdf](#)
[7bii 23-1490 PBA50+ Attachment A Draft Blueprint Strategies and Geographies v10.pdf](#)
[7biii 23-1490 PBA50+ Attachment B Draft Blueprint Strategy Refinements v5.pdf](#)
[7biv 23-1490 PBA50+ Attachment C Draft Blueprint Growth Geographies v5.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Plan Bay Area 2050+: Draft Blueprint Strategies & Geographies

Update on the Plan Bay Area 2050+ Draft Blueprint, including strategies and growth geographies, as well as next steps for the long-range regional plan in 2024.

Presenter:

Chirag Rabari

Recommended Action:

ABAG Committee Approval
MTC Committee Approval

Attachments:

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

January 12, 2024

Agenda Item 7b

Plan Bay Area 2050+: Draft Blueprint Strategies and Geographies

Subject:

Update on the Plan Bay Area 2050+ Draft Blueprint, including strategies and growth geographies, as well as next steps for the long-range regional plan in 2024.

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 October and November 2023, staff shared progress-to-date on the plan with relevant advisory bodies and policy committees, including the MTC Policy Advisory Council, the Joint MTC Planning Committee with the ABAG Administrative Committee, and the ABAG Executive Board. The update included findings from the first round of Plan Bay Area 2050+ public and partner/stakeholder engagement; core planning assumptions including key “external forces”, the draft Regional Growth Forecast, and needs and revenue analyses; and proposed strategy refinements for the Plan Bay Area 2050+ Draft Blueprint. This memorandum details staff responses to key feedback received from policymakers and the Policy Advisory Council, as well as revised Draft Blueprint strategies and growth geographies recommended for approval by the Joint MTC Planning Committee with the ABAG Administrative Committee. This action will enable staff to further study and analyze how the Draft Blueprint will perform in meeting critical regional goals to create an affordable, connected, diverse, healthy, and vibrant Bay Area for all.

Staff Responses to Policymaker and Policy Advisory Council Feedback:

Several key themes emerged from policymaker and advisory body discussions regarding the Plan Bay Area 2050+ Draft Blueprint. Primary areas of feedback, as well as staff responses, are summarized in the table on the following page.

Topic #1	Revenue Shortfalls and Tax Fatigue
Summary	There were several comments regarding the scale of projected revenue shortfalls, including that the public may not be receptive to new revenue sources to address funding gaps.
Staff Response	Staff acknowledge that the current financial picture is challenging. It is important to remember, however, that Plan Bay Area is a long-range planning document and not a near-term financial programming document. Additional updates to the plan’s needs and revenue analyses will be considered in 2024 if the policy landscape shifts further.
Topic #2	Rising Affordable Housing Construction Costs
Summary	There was strong interest in addressing rising housing development and project costs to address the gap between projected financial needs and revenues.
Staff Response	Staff agree this is an important topic for further study and action. The Draft Blueprint contains several proposed revisions to the plan’s housing strategies to integrate innovative construction and financing models that could help reduce housing development costs. Staff also recommend this topic be flagged as an early priority for the plan’s implementation phase.
Topic #3	Sea Level Rise and Resilience Projects
Summary	The imminent reality of sea level rise in the Bay Area was acknowledged, as well as the need to appropriately plan for and advance projects that will support a resilient region in a fiscally responsible manner.
Staff Response	Staff are proposing to categorize sea level rise projects by their projected inundation levels in 2035 and 2050 to inform nearer term funding needs.

Topic #4	Roadway Pricing
Summary	Several concerns were raised about roadway pricing, specifically regarding equity implications for lower-income individuals and those for whom roadway tolls and other pricing mechanisms are likely to be burdensome.
Staff Response	Equity considerations are central to the Next Generation Bay Area Freeways Study, which will be embarking on a second round of analysis in winter 2024 and will inform the Plan Bay Area 2050+ Final Blueprint. In addition, the plan will include a comprehensive equity analysis that will evaluate the impact of the full, integrated suite of plan strategies on areas such as affordability and mobility. Staff recommend moving forward with an expanded pricing strategy in the Plan Bay Area 2050+ Draft Blueprint to better position the region to address an anticipated gap in meeting the plan’s statutorily required GHG emissions reduction target.
Topic #5	Potential Barriers to Public Participation
Summary	Concerns were raised regarding potential barriers to public participation as part of the first round of Plan Bay Area 2050+ engagement. Specifically, of the 15 pop-up workshops that were held across all nine counties from late July to early September 2023, two events that hosted the pop-ups (the Sonoma County Fair and the Silicon Valley Pride Festival) had entrance fees – which could have prevented individuals not able or inclined to pay from providing input.
Staff Response	Although multiple avenues for input on the plan were available and widely promoted beyond the pop-ups, staff acknowledge that entrance fees for events can be a barrier to public participation. Moving forward, all future Plan Bay Area community workshops will be held at events that are free and open to all Bay Area residents. Staff also intend to pursue a broader, more robust public engagement effort as part of Round 2 in spring 2024.

Plan Bay Area 2050+ Draft Blueprint Strategy Refinements:

Staff previously shared proposed Draft Blueprint strategy refinements in October and November, detailing which of Plan Bay Area 2050's 35 strategies were likely to see major, minor, or no changes in Plan Bay Area 2050+. These refinements reflected Plan Bay Area 2050 implementation progress, the post-pandemic planning context, and insights gathered during round 1 engagement. Staff recommends moving forward with these revisions for further study and analysis, including:

- Non-transit transportation strategy refinements focused on expanding pricing strategies, prioritizing equity considerations, adapting to tighter fiscal constraints, and promoting active transportation and safety;
- Environment strategy refinements focused on further reducing greenhouse gas emissions and proactively adapting to climate change; and
- Housing and economy strategy refinements focused on addressing pressing challenges of housing affordability, homelessness, and access to opportunity.

Staff are also proposing targeted updates to the growth geographies that were adopted as part of Plan Bay Area 2050. Growth geographies are places that Plan Bay Area prioritizes for future homes, jobs, services and amenities and serve as a component of the plan's housing and economy elements. Specifically, proposed growth geographies for Plan Bay Area 2050+ will include five new PDAs and 16 modified existing PDAs nominated by local Bay Area jurisdictions; reflect up-to-date information on transit service, natural hazards, and demographics; and integrate areas subject to MTC's revised Transit Oriented Communities (TOC) Policy.

Attachment B contains further details on the Draft Blueprint strategy refinements, including revisions to the previously adopted Plan Bay Area 2050 strategies. **Attachment C** contains more information on the revised Plan Bay Area 2050+ Draft Blueprint growth geographies, including a regional map.

Draft Needs and Revenues Forecasts

The fall 2023 Plan Bay Area 2050+ update also included draft needs and revenue forecasts for the plan’s Transportation, Housing, and Environment elements. Some minor technical adjustments have been made to these forecasts, and a draft assessment of needs for the plan’s Economy strategies has also been developed, as reflected in the table below. As can be seen, the long-term financial picture for the plan remains challenging. At \$382 billion, the Plan’s Transportation Element features similar needs compared to Plan Bay Area 2050, but revenues have declined significantly. The needs figure reflects costs to operate, maintain and optimize the *existing* transportation network over the plan horizon. With such a marked decline in revenues, available funding for system expansion and enhancement is greatly reduced compared to the previous long-range plan. Meanwhile, wide gaps between needs and revenues exist in the Housing and Environment Elements. Refer to **Attachment A** for more information on this topic.

Plan Element Category	Plan Bay Area 2050	Plan Bay Area 2050+	Change
Transportation Needs	\$381 billion	\$382 billion	\$1 billion
Transportation Revenues	\$591 billion	\$496 billion	(\$95 billion)
Housing Needs	\$458 billion	\$566 billion	\$108 billion
Housing Revenues	\$122 billion	\$159 billion	\$37 billion
Environment Needs	\$103 billion	\$224 billion	\$121 billion
Environment Revenues	n/a	\$30 billion	n/a
Economy Needs	\$234 billion	\$237 billion	\$3 billion
Economy Revenues	n/a	n/a	n/a

Continued Challenges in Meeting Statutory Climate Targets:

As a reminder, per requirements set out in Senate Bill (SB) 375 (Steinberg, Statutes of 2008), Plan Bay Area 2050+ must reduce per-capita GHG emissions from light-duty vehicles by 19 percent from 2005 levels by the year 2035, subject to California Air Resources Board (CARB) approval. Preliminary investigation suggests that Plan Bay Area 2050 strategies with updated assumptions will fall short of meeting the 19% target, driven by various changes in the broader

planning context over the last several years, including lower population growth and declining transit usage.

This initial GHG “gap” for Plan Bay Area 2050+ is very likely to worsen as analysis proceeds in spring 2024, most notably because there are fewer financial resources to invest in improving and expanding the transportation system compared to Plan Bay Area 2050. There are also several key issues under discussion with CARB related to GHG quantification methodologies, technical assumptions and implementation considerations that could have a significant impact on the plan’s GHG forecast. For more information on the climate target and ongoing discussions with CARB, please see **Attachment A**.

Key Focus Areas for the Final Blueprint Phase in 2024:

As staff pivot to studying the equity and performance outcomes of the Draft Blueprint, several issues will require further analysis and subsequent input from policymakers prior to the adoption of Final Blueprint in summer 2024. Key focus areas and associated considerations include:

1. **Reducing Affordable Housing Construction Costs:** What is driving the rising cost of affordable housing production and what are some of the most promising – and scalable – policies, incentives and investments for reducing costs?
2. **Reckoning with Fiscal Realities in Transportation:** With nearly \$100 billion less for system expansion, enhancement, and restoration compared to the last plan – even assuming a broad suite of new and anticipated revenue sources – how can we do more with less?
3. **Transit in a Post-COVID World:** How can we reconcile a pipeline of longstanding priority projects with emerging needs for post-pandemic mobility, balancing local service levels with regional connectivity?
4. **Equitably Meeting the Plan’s Climate Target:** How can we meet the plan’s climate target, recognizing that certain plan investments – such as capacity-increasing highway projects or Express Lanes expansion – push the region in the wrong direction with respect to GHG emissions? At the same time, while policies such as pricing are important levers to achieve long-range planning goals, it will be critical to minimize the burdens of these policies on equity priority populations.

Staff will return periodically to committees throughout 2024 for further discussion on these matters, including in February 2024 with a detailed update on the parallel Transit 2050+ long-range planning effort. See **Attachment A** for more information on the project timeline.

Next Steps:

Pending approval of the Draft Blueprint strategies and growth geographies, staff will pivot to studying and analyzing the Draft Blueprint and report back on forecast equity and performance outcomes in spring 2024. Round 2 engagement activities to further inform the development of the Final Blueprint are also expected to commence in spring 2024, with MTC and ABAG Executive Board approval of Final Blueprint strategies anticipated in summer 2024. This action will include both the Transportation and Resilience Project Lists.

Issues:

None identified.

Recommendation:

Approve revised Draft Blueprint strategies and growth geographies for further study as part of the Plan Bay Area 2050+ Draft Blueprint.

Attachments:

- Attachment A: Presentation
- Attachment B: Plan Bay Area 2050+ Draft Blueprint Strategy Refinements
- Attachment C: Plan Bay Area 2050+ Draft Blueprint Growth Geographies



Andrew B. Fremier



PLAN BAY AREA 2050+

ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

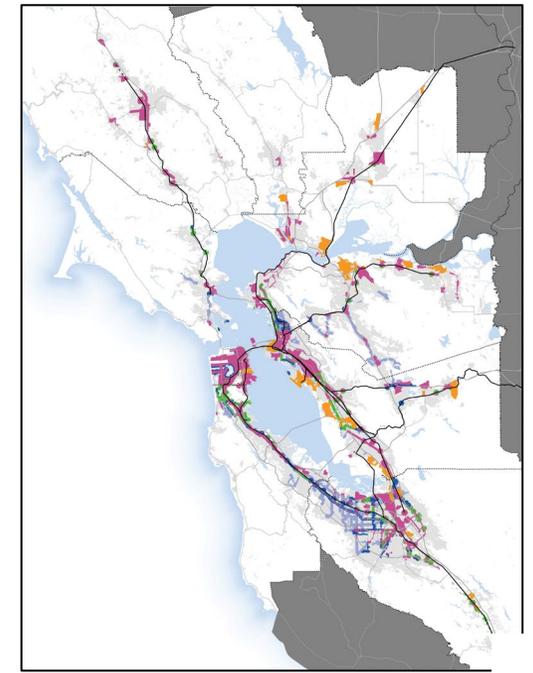
Plan Bay Area 2050+: Draft Blueprint Strategies and Geographies

Joint MTC Planning with the ABAG Administrative Committee

January 12, 2024

Background

- In November 2023, staff shared progress-to-date on Plan Bay Area 2050+, **a limited and focused update to the long-range regional plan.**
- The update included findings from a first round of public and partner engagement, core planning assumptions, and proposed strategy refinements for the Plan Bay Area 2050+ Draft Blueprint.
- Today, staff are requesting the Joint MTC Planning Committee with the ABAG Administrative Committee approve **revised Draft Blueprint strategies and growth geographies.**
- This action will enable **further study** of the Draft Blueprint's performance in meeting critical regional goals for an **affordable, connected, diverse, healthy and vibrant** Bay Area for all.



What We Heard: Policymakers & Policy Advisory Council



The **scale of projected revenue shortfalls is concerning** and the public may be less receptive to new revenue sources to address funding gaps



It will be critical to address **rising affordable housing construction costs** to lessen the gap between projected financial needs and revenues



The **imminent reality of sea level rise** in the Bay Area means we must appropriately plan for and advance projects to support a resilient region



There are many concerns about the **equity implications of the plan's roadway pricing strategy**



Entrance fees at two events where pop-up public workshops were held over summer 2023 were flagged as **potential barriers to public participation**

Plan Bay Area 2050+ Themes and Strategies

- Plan Bay Area 2050+ will **retain and build upon the 11 themes and 35 strategies** included in the previous long-range plan.
- The Draft Blueprint includes **targeted strategy refinements**, informed by Plan Bay Area 2050 implementation and Round 1 engagement.
- The parallel **Transit 2050+ effort will identify transit strategy revisions** for incorporation into the Plan Bay Area 2050+ Final Blueprint later in 2024.



Maintain and Optimize the Existing System



Create Healthy and Safe Streets



Build a Next-Generation Transit Network



Protect and Preserve Affordable Housing



Spur Housing Production at All Income Levels



Create Inclusive Communities



Improve Economic Mobility



Shift the Location of Jobs



Reduce Risks from Hazards



Expand Access to Parks and Open Space



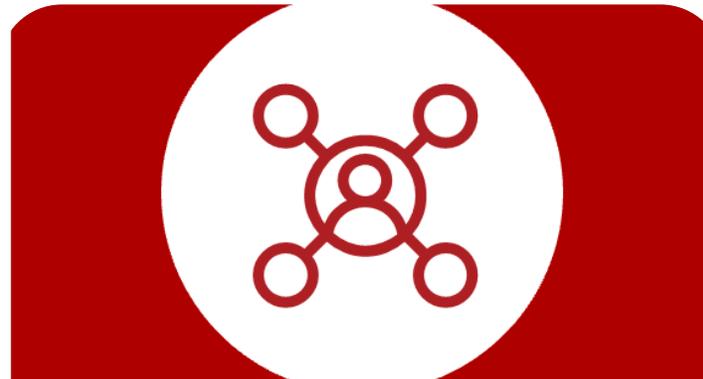
Reduce Climate Emissions

Draft Blueprint Strategy Refinements



Affordable

- Address the full range of affordable housing needs across the region, including the Bay Area's homeless population.
- Reduce affordable housing development costs to make better use of scarce public funds.



Connected

- Encourage more biking, walking, and rolling for all trips *and* All Ages and Abilities.
- Improve accessibility to key destinations through more jobs and housing near transit.
- Improve travel reliability and reduce congestion through expanded roadway pricing.



Diverse

- Ensure Bay Area residents can stay in place through increased housing options and reduced displacement.
- Promote access to opportunity through good jobs close to transit.

Refer to **Attachment B** for more information on strategy refinements.

Draft Blueprint Strategy Refinements (cont'd)



Healthy

- Reduce greenhouse gas emissions through expanded pricing, building decarbonization, electric vehicles, and other programs.
- Ensure existing neighborhoods are adapted to rising seas and rising temperatures.
- Reduce roadway fatalities through a focus on the Regional Active Transportation and High Injury Networks.

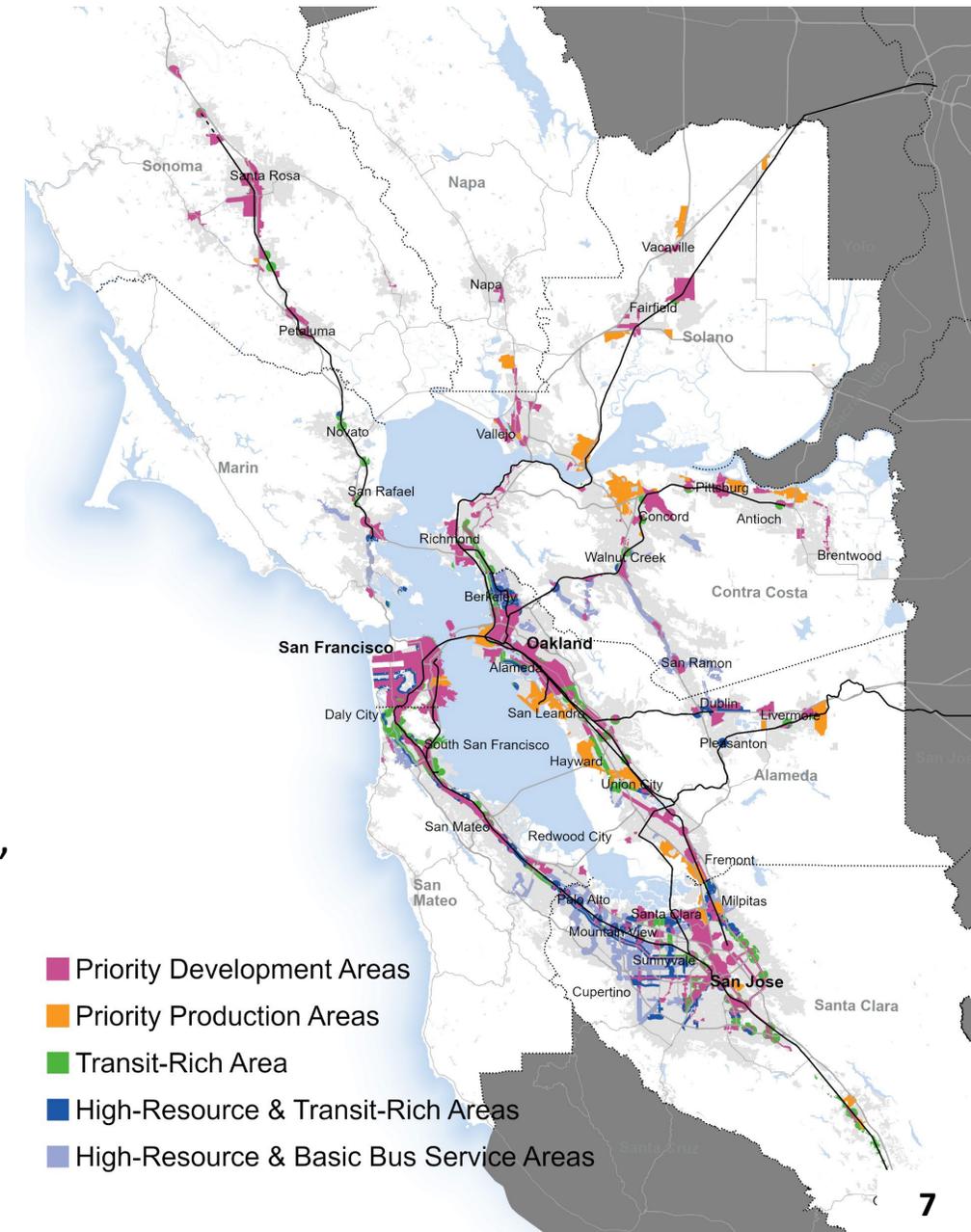


Vibrant

- Prioritize job growth in regional downtowns and main streets by allowing a wider range of densities and active land uses in the plan's growth geographies.
- Promote middle-wage in-person jobs near transit through incentives for employers, supporting transit recovery and balanced commute patterns.

Plan Bay Area 2050+ Growth Geographies

- Growth geographies are places that Plan Bay Area prioritizes for future homes, jobs, services and amenities, either through local jurisdiction nomination or because of proximity to transit or access to opportunity.
- Certain areas are excluded from Growth Geographies based upon hazard exposures or protected land status (e.g., parks).
- Proposed growth geographies for Plan Bay Area 2050+ are similar to the previous plan with the following notable changes:
 - Incorporates 5 new PDAs and 16 modified existing PDAs nominated by local Bay Area jurisdictions (as adopted by ABAG in September 2023)
 - Reflects up-to-date information on transit service, natural hazards, and demographics
 - Areas subject to MTC's revised Transit Oriented Communities (TOC) Policy included as Transit-Rich Areas if not already in a PDA



Plan Bay Area 2050+ Long-Term Financial Challenges

Draft Transportation Needs & Revenue (\$ in billions)



■ Plan Bay Area 2050 ■ Plan Bay Area 2050+

Projected transportation revenues have decreased by \$95 billion, despite similar level of needs.

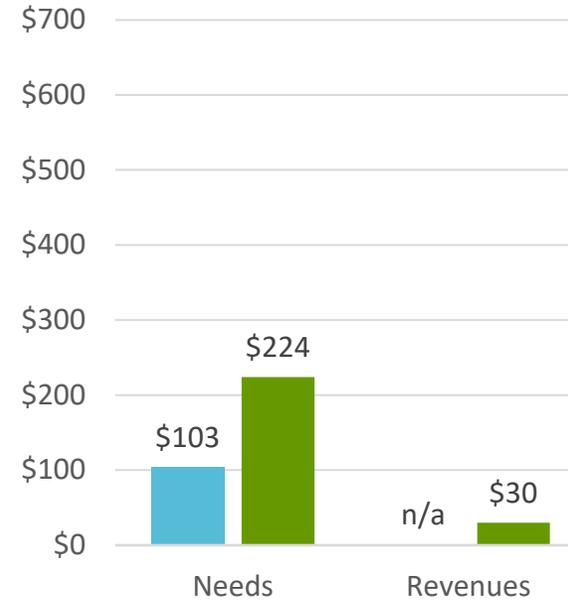
Draft Housing Needs & Revenue (\$ in billions)



■ Plan Bay Area 2050 ■ Plan Bay Area 2050+

Housing needs have increased by \$108 billion, despite a \$37 billion increase in projected revenues.

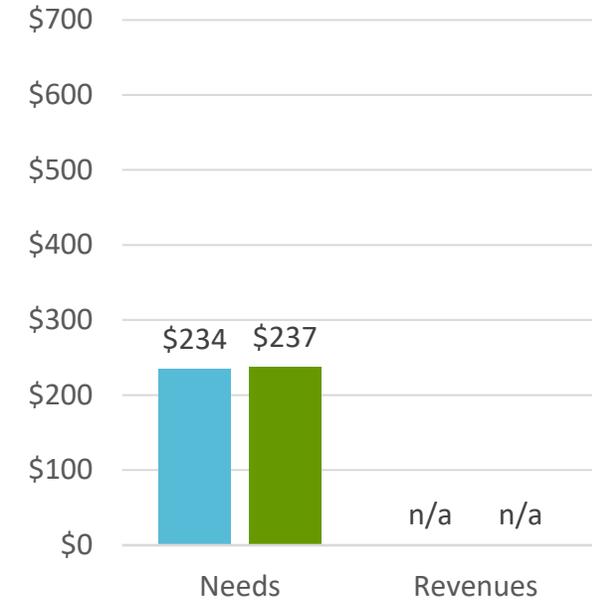
Draft Environment Needs & Revenue (\$ in billions)



■ Plan Bay Area 2050 ■ Plan Bay Area 2050+

Environment needs have increased by \$121 billion, primarily driven by sea level rise adaptation costs.

Draft Economy Needs (\$ in billions)



■ Plan Bay Area 2050 ■ Plan Bay Area 2050+

Economic development revenues not analyzed; needs increase due to inflation adjustments.

Refresher: Plan Bay Area's Climate Target and CARB's Role

- Per SB 375 (Steinberg, Statutes of 2008), Plan Bay Area 2050+ must achieve a 19% reduction in per-capita greenhouse gas (GHG) emissions from light-duty cars and trucks by 2035.
- This target is set by the California Air Resources Board (CARB); CARB has final approval over the technical methodologies and assumptions used to quantify GHG impacts.
- CARB also monitors SB 375 implementation progress pursuant to SB 150 (Allen, Statutes of 2017).
- Per CARB guidelines, MTC/ABAG conducts an Incremental Progress Assessment (IPA) to assess how external forces may be affecting the region's ability to meet the target from one plan cycle to the next.



California State Capitol Building, Sacramento

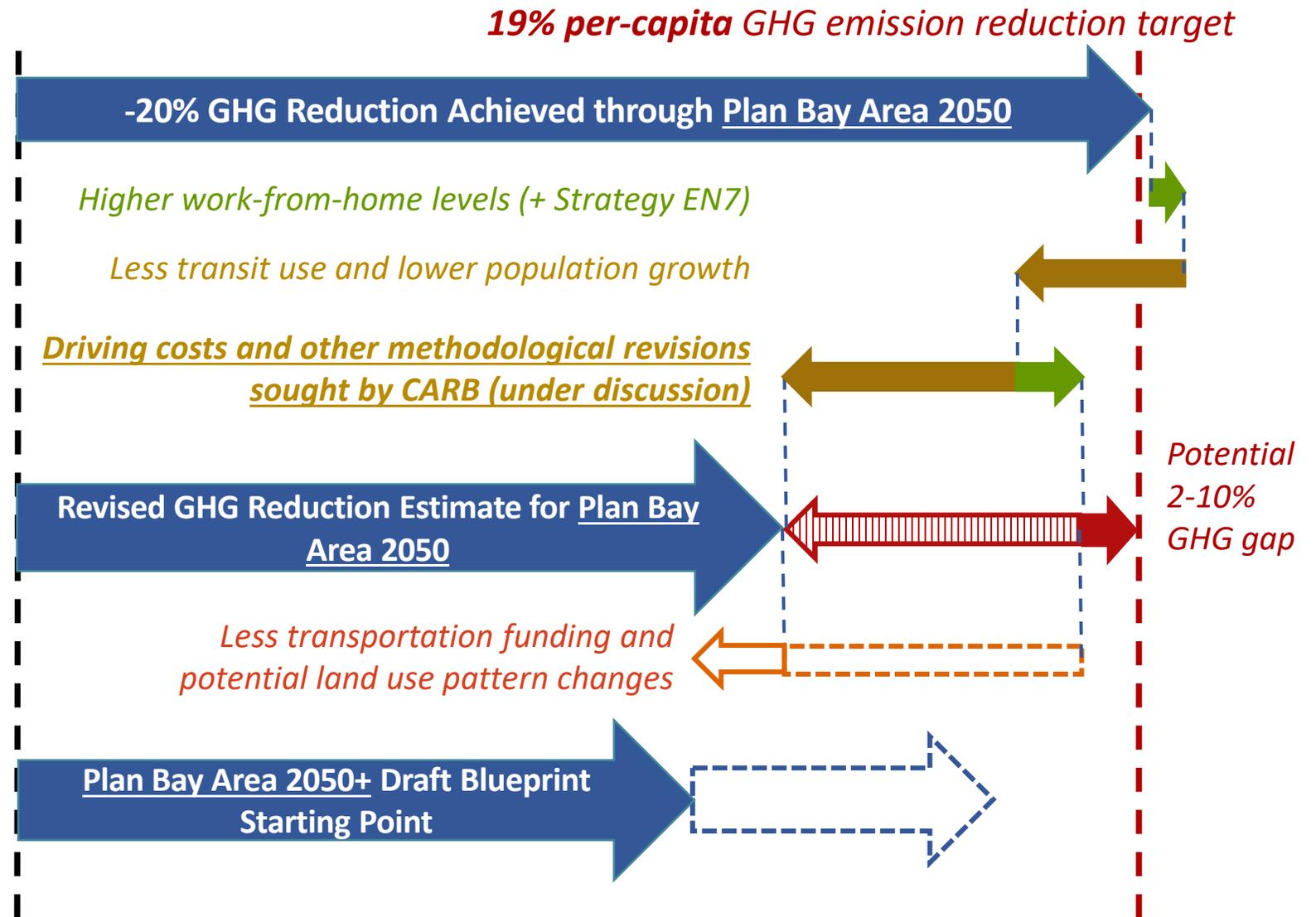
Plan Bay Area 2050+ Climate Target Challenges

Re-analyzing Plan Bay Area 2050's 35 strategies under updated planning assumptions may yield a **substantial GHG reduction "gap"**.

There is some uncertainty as to the scale of this GHG gap due to several **technical and methodological issues under discussion with CARB**.

This initial **GHG gap will likely widen** as the starting point for the Plan Bay Area 2050+ Draft Blueprint.

Equitable and resilient **Plan Bay Area 2050+ strategy refinements** are critical to help meet the target.



This is a sketch-level breakdown based on available data/information. Staff anticipates additional updates to GHG emission reduction estimate. CARB has final approval and could require even more conservative assumptions.

Ongoing Discussions with CARB

What issues are driving the uncertainty around the plan's climate target?



Future Vehicle Fleet Assumptions

CARB is not supportive of updating vehicle operating cost methodologies and wants MPOs to use inconsistent vehicle fleet mix assumptions, which could yield inaccurate GHG forecasts.



Electric Vehicle Investments

CARB would prefer that the State receive a greater share of GHG “credit” for electric vehicle strategies going forward.

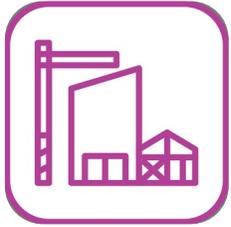


Implementation Enforcement

CARB claims that without evidence of greater progress toward Plan Bay Area 2050 strategy implementation, they will reject inclusion of select strategies in Plan Bay Area 2050+.

Key Focus Areas for Final Blueprint Phase in 2024

As staff pivot to studying the equity and performance outcomes of the Draft Blueprint, several issues will require further analysis and input prior to Final Blueprint adoption in summer 2024.



Reducing Affordable Housing Construction Costs

What is driving the rising cost of affordable housing production and what are some of the most promising methods to reduce costs?



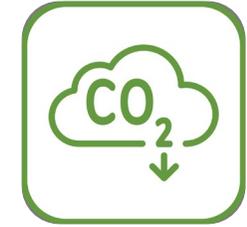
Reckoning with Fiscal Realities in Transportation

With nearly \$100 billion less for system expansion, enhancement, and restoration compared to the last plan, how can we do more with less?



Transit in a Post-COVID World*

How can we reconcile a pipeline of longstanding priority projects with emerging needs for post-pandemic mobility, balancing local service levels with regional connectivity?



Equitably Meeting the Plan's Climate Target

How should the cumulative GHG impacts of pricing, highway projects and Express Lanes be considered? How can we minimize the burdens of pricing on equity priority populations?

* Transit issues to be explored via the parallel Transit 2050+ process. Staff will provide an update on this effort in February 2024.

Plan Bay Area 2050+: Schedule

We are here

Summer 2023

Fall 2023

2024

Spring 2024

Summer 2024

Fall 2024

2025

Spring 2025

Summer 2025

Fall 2025

Engagement



Blueprint Development

Draft Blueprint

Final Blueprint

Plan Development

Draft Plan

Final Plan

Draft EIR

Final EIR

Draft Implementation Plan

Final Implementation Plan

Board Decision



PLAN BAY AREA 2050+



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Requested Action

*Approve Draft Blueprint Strategies and Growth Geographies
for further study and analysis*

Next Steps

Winter/Spring 2024: Analysis of Draft Blueprint Performance & Equity Outcomes

Spring 2024: Round 2 of Public & Stakeholder Engagement

Summer 2024: Seek Approval of Final Blueprint Strategies, including Project Lists

Fall 2024: Advance Final Blueprint as Preferred EIR Alternative

Contact

Chirag Rabari, Plan Bay Area 2050+ Project Manager

Email: crabari@bayareametro.gov



Plan Bay Area 2050+ Draft Blueprint Strategy Refinements

Attachment B

Plan Bay Area 2050+ Transportation Element

Please note that the Draft Blueprint will include only a handful of modified transportation strategies, pending the development of a fiscally constrained Transportation Project List integrating recommendations from the parallel Transit 2050+ effort. The complete suite of revised transportation strategies will be integrated as part of the Final Blueprint in summer 2024. For more information, refer to page 12 of this document.

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.	\$382B
T5	Implement Pricing Strategies to Manage Demand	<u>Significant Changes:</u> This strategy previously focused on per-mile all-lane freeway tolling. A refined approach will weave together other user-based pricing strategies and include expanded equity considerations. A regional mileage-based user fee to reduce vehicle miles traveled will also be incorporated.	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 generating revenue to fund improvements to 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 mileage, and contribute to California’s climate goals. Based on the <i>Next Generation Bay Area Freeway Study</i> , apply a per-mile charge on freeway corridors with existing or planned frequent transit. Congestion levels, by time-of-day and direction of travel, would inform toll rates ranging from 0 to 30 cents/mile. Discounts would be applicable for carpools and very low-income travelers. Increase parking fees in areas targeted for housing and job growth, with parking costs to range between 25 to 50 cents/hour. Lastly, implement a regional mileage-based user fee of 1 cent/mile. Revenues generated would supplement traditional transportation revenues and support alternative transportation modes.	\$1B



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)
T8	Build a Complete Streets Network	<u>Slightly Modified:</u> Proposed refinements include emphasis on building out the Regional Active Transportation Network and ensuring the facilities are suitable for 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
T9	Advance Regional Vision Zero Policy through Street Design and Reduced Speeds	<u>Slightly Modified:</u> Proposed refinements include emphasis on creating safe transportation facilities on the High Injury Network.	Reduce the number and severity of crashes on all roads, especially those within the High Injury Network, while capping freeway speeds at an optimal speed for reducing emissions.	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, relying on design elements on local streets and automated speed enforcement 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 narrowings, and intersection bulbouts on local streets, along with automated speed enforcement on freeways and local roads, to enforce these lower speeds. Prioritize enforcement 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



Plan Bay Area 2050+ Housing Element

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)
H1	Further Strengthen Renter Protections Beyond State Law	<u>Similar</u> : Maximum rent increase have been limited at 4% annually when inflation is higher than this figure.	Increase housing security for existing and future low and middle-income households while ensuring residential development remains feasible.	Building upon recent tenant protection laws, limit annual rent increases up to a maximum of 4%, while exempting units less than 10 years old and expanding tenant support services.	Building upon recent tenant protection laws, limit annual rent increases to the lower or the rate of inflation or 4%, while exempting units less than 10 years old, the timeframe developers and lenders analyze to determine project feasibility. Augment robust renter protection with expanded services such as tenant education, support and legal assistance, as well as strengthened enforcement of recently adopted and longstanding protections, including fair housing requirements.	\$2B
H2	Preserve Existing Affordable Housing	<u>Similar</u> : A wider range of financing and ownership models has been integrated into the strategy description.	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>Slightly Modified</u> : Definition of Transit-Rich Areas has been expanded to include places subject to the Transit Oriented Communities Policy if not already included (e.g., as part of a PDA).	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 variety of housing types at a range of densities 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.	Allow a variety of housing types at a range of densities 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 and parking requirements, with 100% affordable projects permitted “by-right.” 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 Plan Bay Area 2050	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>Similar</u> : Emphasis on innovative finance and construction approaches has been added.	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.	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, and ownership models to reduce development costs, make the most of available public subsidies, and expand pathways to long-term economic security.	\$302B
H5	Integrate Affordable Housing into All Major Housing Projects	<u>No changes</u>	To create more inclusive communities, ensure new housing projects integrate households at a variety of income levels, while allowing residential development, including Accessory Dwelling Units, 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 5 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> : Locally identified Priority Sites on aging commercial sites have been integrated within the strategy scope.	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 by providing low-interest loans and targeted infrastructure investment. Advance regionally significant projects that add 500+ homes and dedicate land for affordable housing and public institutions such as community colleges and university extensions.	<\$1B



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)
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> : Locally identified Priority Sites on public lands have been integrated within the strategy scope.	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, and create community gathering spaces.	Help public agencies, community land trusts and other non-profit landowners accelerate the development of mixed-income affordable housing, including on locally-designated Priority Sites.	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. Provide low-interest loans and targeted infrastructure investments to spur development on locally-designated Priority Sites. Align with the Build Adequate Affordable Housing to Ensure Homes for All and Provide Targeted Mortgage, Rental, and Small Business Assistance strategies to match sites with funding, developers, and 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 Plan Bay Area 2050	Strategy Objective	Strategy Short Descriptions	Strategy Long Descriptions	Estimated Cost (Billions in Year of Expenditure dollars)
EC1	Implement a Statewide Guaranteed Income	<u>Similar</u> : Strategy title has been modified for greater consistency with local implementation efforts.	To 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. Although a small amount such as \$500 cannot make up for a lost job, it can and does help with everyday emergencies, reduce anxiety, improve family stability, health, and improve access to opportunity.	\$205B
EC2	Expand Job Training and Incubator Programs	<u>Similar</u> : The geographic focus of the strategy has been clarified by prioritizing places within, or accessible by frequent transit from, Equity Priority Communities.	To prepare workers for middle-wage job opportunities and to create new small businesses in communities with more limited employment opportunities today.	Fund assistance programs for establishing new businesses, as well as job training programs, in Equity Priority Communities and Transit-Rich Areas.	Fund co-located business incubation and job training centers to help residents establish a new business and access workspaces, mentorship, and financing. 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 select Equity Priority Communities, as well as Transit-Rich and Priority Production Areas easily accessible to Equity Priority Communities.	\$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 to 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 designed to be complementary to the commute trip reduction strategy featured in the Environment Element, while recognizing that internet connectivity benefits enable working from home.	\$11B
EC4	Allow a Greater Mix of Land Uses and Densities in Growth Geographies	<u>Slightly Modified</u> : Strategy expanded to promote a full range of active land uses and integrate all areas subject to the Transit-Oriented Communities Policy.	To 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 Plan Bay Area 2050	Strategy Objective	Strategy Short Descriptions	Strategy Long Descriptions	Estimated Cost (Billions in Year of Expenditure dollars)
EC5	Provide Incentives to Employers to Locate in Transit- and Housing-Rich Areas	<u>Significant Changes:</u> Strategy expanded to prioritize transit-rich downtowns and main streets regionwide, with added incentives for essential services and industries that offer middle-wage jobs and rely on in-person work.	To encourage middle-wage jobs that involve in-person work in transit- and housing-rich locations.	Provide incentives to encourage employers that offer middle-wage, in-person jobs to locate in Transit- and housing-rich areas.	Provide incentives to encourage employers that provide middle wage jobs that rely heavily on in-person work to locate in Transit-Rich Areas—prioritizing regional transit nodes in housing-rich areas—to support transit recovery and balance commute patterns.	\$11B
EC6	Retain and Invest in Key Industrial Lands	<u>Similar:</u> Infrastructure improvement categories expanded to include renewable energy and building retrofits.	To 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.	\$5B



Plan Bay Area 2050+ Environment Element

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)
EN1	Adapt to Sea Level Rise	<u>Significant Changes:</u> Areas that flood up to 4.9-feet, up from 3-feet in Plan Bay Area 2050, are proposed for protection in Plan Bay Area 2050+. Further categorization of sea level rise projects with partner support is envisioned.	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. <i>As part of the Final Blueprint phase, staff will produce a Resilience Project List in coordination with stakeholders and partners that delineates the specific investments included within Strategy EN1.</i>	\$94B
EN2	Provide Means-Based Financial Support Seismic and Wildfire Home Retrofits	<u>Similar:</u> The strategy previously included energy and water efficiency upgrades for residential buildings which are now proposed to move to Strategy EN3.	Preserve the Bay Area’s existing, most-vulnerable housing from earthquakes and wildfire.	Adopt building ordinances and incentivize retrofits to existing residential buildings to meet higher seismic and wildfire standards, providing means-based subsidies to off-set associated costs.	Adopt building ordinances and incentivize retrofits to bring existing buildings up to higher seismic and wildfire standards, providing means-based subsidies to offset costs. To ease the burden of residential building retrofits, this strategy would prioritize assistance in Equity Priority Communities. Seismic improvements would focus action in 425,000 housing units with likely crawl space and soft story deficiencies for which retrofit standards exist, while 105,000 homes would be retrofit with proven fire-resistant roofing and defensible space retrofits.	\$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)
EN3	Provide Means-Based Financial Support for Energy Decarbonization and Water Efficiency Upgrades in All Buildings	<u>Slightly Modified</u> : In addition to absorbing residential upgrades, the strategy has increased in scale to address decarbonization for all buildings.	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> : Strategy includes a new approach to develop financial needs, but strategy scale and focus are otherwise the same.	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 Adapt to Sea Level Rise.	\$42B



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)
EN6	Expand Urban Greening in Communities	<u>Slightly Modified</u> : Strategy includes additional emphasis on urban greening, including tree canopy investments.	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 green infrastructure within urban areas with limited parks, shade, or pervious surfaces.	Strategically plan and invest in quality parks and trails in urban areas that provide 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 and stormwater flooding and pollution within communities. This strategy would fund enhancements to local parks, development of new parks and recreation facilities, and construction of cross-jurisdictional trails and greenways with an emphasis in Equity Priority Communities and other underserved areas.	\$20B
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



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)
EN8	Expand Clean Vehicle Initiatives	<u>Slightly Modified</u> : The strategy includes bolder targets for charging station buildout and vehicle buyback, alongside scope additions including subsidy or shared programs for e-bikes.	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 & Electric Vehicle Incentive 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 50,000 public EV chargers to expand charging opportunities for EVs.	\$8B
EN9	Expand Transportation Demand Management Initiatives	<u>Slightly Modified</u> : The investment level in this strategy has increased to support greater greenhouse gas emission reductions impact. The parking pricing components previously included in the strategy has been shifted to Strategy T5.	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 vehicles (SOVs) 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 economic 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.	\$2B

Transportation Strategies to be Integrated as Part of the Plan Bay Area 2050+ Final Blueprint

Please note that several transportation strategies from Plan Bay Area 2050 will not be included as part of the Plan Bay Area 2050+ Draft Blueprint, consistent with the approach taken in 2020 during the Plan Bay Area 2050 Blueprint process. Instead, these strategies will be incorporated as part of the plan’s Final Blueprint, which is tentatively scheduled for adoption in summer 2024.

This includes strategies T3, T4, T10, T11, and T12, which are being updated as part of the parallel Transit 2050+ effort. It also includes strategies T2, T6, and T7, which are primarily project-based strategies and therefore subject to the transportation element’s fiscal constraint requirements.

The development of a fiscally constrained Transportation Project List over the winter and spring of 2024 will further inform the final scope of these strategies, which in turn will be reflected as part of the Plan Bay Area 2050+ Final Blueprint.

Transportation Strategies Slated for Final Blueprint Integration

Strategy ID	Strategy Name
T2	Support Community-Led Transportation Enhancements in Equity Priority Communities
T3	Enable a Seamless Mobility Experience
T4	Reform Regional Transit Fare Policy
T6	Improve Interchanges and Address Highway Bottlenecks
T7	Advance Other Regional Programs and Local Priorities
T10	Enhance Local Transit Frequency, Capacity and Reliability
T11	Expand and Modernize the Regional Rail Network
T12	Build an Integrated Regional Express Lanes and Express Bus Network

Plan Bay Area 2050+ Draft Blueprint Growth Geographies

Attachment C

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).

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 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.

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 the Plan Bay Area 2050 process.

High-Resource Areas — State-identified places with well-resourced schools and access to jobs and open space. 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 the Plan Bay Area 2050 process.

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 Plan Bay Area 2050?

The Plan Bay Area 2050+ Growth Geographies are similar to Plan Bay Area 2050 Growth Geographies, with minor refinements to add five new Priority Development Areas and boundary changes to 16 Priority Development Areas approved by ABAG. They also reflect up-to-date information on transit service, natural hazards, and demographics. Areas subject to MTC’s Transit-Oriented Communities Policy are shown as Transit-Rich Areas if not already within a Priority Development Area.



Contra Costa Centre Priority Development Area



Benicia Northern Gateway Priority Production Area

Photo Credits: Karl Nielsen

