

Meeting Agenda

Joint MTC Planning Committee with the ABAG Administrative Committee

MTC Committee Members:

James P. Spring, Chair David Rabbitt, Vice Chair

**Eddie Ahn, Cindy Chavez, Damon Connolly,
Sam Liccardo, Jake Mackenzie, Warren Slocum**

Non-Voting Members: Dorene M. Giacomini and Jimmy Stracner

Friday, January 8, 2021

9:40 AM

Board Room - 1st Floor (REMOTE)

In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for Committee members who will participate in the meeting from individual remote locations.

A Zoom panelist link for meeting participants will be sent separately to Committee members.

The meeting webcast will be available at <http://mtc.ca.gov/whats-happening/meetings>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. Committee Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/82597725692>

iPhone One-Tap: US:+14086380968,,82597725692# or +16699006833,,82597725692#

**Join by Telephone (for higher quality, dial a number based on your current location) US:
+1 669 900 6833 or +1 408 638 0968 or +1 346 248 7799 or +1 253 215 8782 or +1 646 876 9923
or +1 301 715 8592 or +1 312 626 6799 or 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)**

Webinar ID: 825 9772 5692

International numbers available: <https://bayareametro.zoom.us/j/kdL0RBnoHO>

Detailed instructions on participating via Zoom are available at:

<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.

1. Roll Call / Confirm Quorum

Quorum: A quorum of the ABAG Administrative Committee shall be a majority of its regular voting members (6).

Quorum: A quorum of the MTC Planning Committee shall be a majority of its regular voting members (5).

2. ABAG Compensation Announcement – Clerk of the Board

3. ABAG Administrative Committee Consent Calendar

- 3a. [21-0057](#) Approval of ABAG Administrative Committee Summary Minutes of the December 11, 2020 Meeting

Action: ABAG Administrative Committee Approval

Attachments: [3a_ABAG AC Minutes 20201211 MTC Planning Draft.pdf](#)

- 3b. [21-0158](#) San Francisco Estuary Partnership

Action: ABAG Administrative Committee Approval

Presenter: Caitlin Sweeney

Attachments: [3b_SF Estuary Partnership.pdf](#)

4. MTC Planning Committee Consent Calendar

- 4a. [21-0058](#) Approval of MTC Planning Committee Minutes of the December 11, 2020 Meeting

Action: MTC Planning Committee Approval

Attachments: [4a_MTC PLNG_Minutes_Dec 11 2020.pdf](#)

- 4b. [21-0059](#) Federal Performance Target-Setting Update - January 2021

Action: Information

Presenter: Raleigh McCoy

Attachments: [4b_Federal Performance Target-Setting Update.pdf](#)

5. Approval

- 5a. [20-1685](#) MTC Resolution No. 4451 and ABAG Resolution No. 01-2021: Plan Bay Area 2050 Final Blueprint: Approval as Preferred Environmental Impact Report (EIR) Alternative
- Presentation on the Plan Bay Area 2050 Final Blueprint Outcomes, including performance & equity outcomes, and recommendation to advance the Final Blueprint as the Preferred Alternative in the EIR process.
- Action:** ABAG Executive Board Approval
Metropolitan Transportation Commission Approval
- Presenter:** Dave Vautin and Lisa Zorn
- Attachments:** [5ai_PBA50_FinalBlueprint_PREFERRED EIRAlt_Summary Sheet and PPT.pdf](#)
[5aii_PBA50_FinalBlueprint_PREFERRED EIRAlt_Attachments B-G.pdf](#)
[5aiii_PBA50_FinalBlueprint_PREFERRED EIRAlt_MTC Res. No 4451 and ABAG Re](#)
[5a_Late Handout-1-RHNA-final letter.pdf](#)

6. Public Comment / Other Business

*Committee Members and members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9.*

7. Adjournment / Next Meeting

The next meeting of the MTC Planning Committee will be Friday, February 12, 2021 at 9:40 a.m. remotely and by webcast as appropriate depending on the status of any shelter in place orders. 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 #: 21-0057 **Version:** 1 **Name:**

Type: Minutes **Status:** Informational

File created: 12/6/2020 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 1/8/2021 **Final action:**

Title: Approval of ABAG Administrative Committee Summary Minutes of the December 11, 2020 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [3a ABAG AC Minutes 20201211 MTC Planning Draft.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Approval of ABAG Administrative Committee Summary Minutes of the December 11, 2020 Meeting

Recommended Action:

ABAG Administrative Committee Approval

Attachments:



Meeting Minutes - Draft

ABAG Administrative Committee

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

Friday, December 11, 2020

9:40 AM

Board Room - 1st Floor (REMOTE)

Association of Bay Area Governments Administrative Committee

The ABAG Administrative Committee may act on any item on the agenda.
The ABAG Administrative Committee will meet jointly with the MTC Planning Committee.

The meeting is scheduled to begin at 9:40 a.m.
or immediately following the preceding MTC committee meeting.
Agenda, roster, and webcast available at <https://abag.ca.gov>
For information, contact Clerk of the Board at (415) 820-7913.

Roster

Jesse Arreguin, Cindy Chavez, Scott Haggerty, Karen Mitchoff, Raul Peralez, David Rabbitt,
Belia Ramos, Carlos Romero

1. Call to Order / Roll Call / Confirm Quorum

Chari Arreguin called the meeting to order at about 10:14 a.m. Quorum was present.

Present: 8 - Arreguin, Chavez, Haggerty, Mitchoff, Peralez, Rabbitt, Ramos, and Romero

2. ABAG Compensation Announcement – Clerk of the Board

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

3. ABAG Administrative Committee Consent Calendar

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

Aye: 8 - Arreguin, Chavez, Haggerty, Mitchoff, Peralez, Rabbitt, Ramos, and Romero

- 3.a.** [21-0040](#) Approval of ABAG Administrative Committee Summary Minutes of the November 6, 2020 Meeting

4. MTC Planning Committee Consent Calendar

The MTC Planning Committee took action on this item.

- 4.a. [20-1683](#) Approval of MTC Planning Committee Minutes of the November 6, 2020 Meeting
- 4.b. [20-1684](#) MTC Resolution No. 3000, Revised - Congestion Management Program Policy

5. Information

- 5.a. [21-0010](#) Plan Bay Area 2050: What's Next for 2021?

Presentation on the status of Plan Bay Area 2050 and anticipated milestones for the final phase in 2021.

Dave Vautin gave the report.

The following gave public comment: Roland LeBrun.

6. Public Comment / Other Business

7. Adjournment / Next Meeting

Chair Arreguin adjourned the meeting at about 10:44 a.m. The next ABAG Administrative Committee meeting is on January 8, 2021.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 21-0158 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 1/4/2021 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 1/8/2021 **Final action:**

Title: San Francisco Estuary Partnership

Sponsors:

Indexes:

Code sections:

Attachments: [3b SF Estuary Partnership.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

San Francisco Estuary Partnership

Presenter:

Caitlin Sweeney

Recommended Action:

ABAG Administrative Committee Approval

Attachments:

**Association of Bay Area Governments
Administrative Committee**

January 8, 2021

Agenda Item 3b

San Francisco Estuary Partnership

- Subject:** Authorization to amend an agreement with Regents of the University of California in the amount of \$57,809 for the services of a Sea Grant Fellow for the 2021-22 year between January 1, 2021 and March 31, 2022.
- Background:** The San Francisco Estuary Partnership (SFEP) began participating in the California Sea Grant Fellow program in 2018. The program offers limited-term fellowship opportunities (approximately 12-14 months) in research, natural resource management, and marine policy for graduate students. At SFEP, Sea Grant Fellows are assisting implementation of key elements of SFEP's Estuary Blueprint.
- SFEP wishes to amend the agreement for 2021-22 with the Regents of the University of California, for the University of California, San Diego, which administers the Sea Grant Fellow program, to bring in a new 2021-22 Fellow to work on the Wetland Regional Monitoring Program and the State of the Estuary Conference.
- Issues:** None
- Recommendation:** The Administrative Committee is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or designee, to amend an agreement on behalf of the San Francisco Estuary Partnership with the Regents of the University of California for Sea Grant Fellow services in an amount not to exceed \$57,809 between January 1, 2021 and March 31, 2022.
- Attachments:** Attachment A: Summary of Proposed Contract Amendment


Therese W. McMillan

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract Amendment

Work Item No.:	1720 (FSRC 1343)
Grantor:	United States Environmental Protection Agency
Work Project Title:	California Sea Grant Fellow
Purpose of Project:	This project will advance the San Francisco Bay Wetland Regional Monitoring Program and the 2021 State of the Estuary Conference.
Brief Scope of Work:	Bring in a Sea Grant Fellow for 2021-22 to assist with continued development of the Wetlands Regional Monitoring Program and the State of the Estuary Conference.
Project Cost Not to Exceed:	\$57,809
Funding Source:	United States Environmental Protection Agency
Fiscal Impact:	Funds programmed in FY 2020-21 Budget
Motion by Committee:	The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or designee, to amend an agreement on behalf of the San Francisco Estuary Partnership with the Regents of the University of California for Sea Grant Fellow services in an amount not to exceed \$57,809 between January 1, 2021 and March 31, 2022.
Administrative Committee:	<hr/> Jesse Arreguin, ABAG President
Approved:	January 8, 2021

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 21-0058 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 12/6/2020 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 1/8/2021 **Final action:**

Title: Approval of MTC Planning Committee Minutes of the December 11, 2020 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [4a MTC PLNG Minutes Dec 11 2020.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Approval of MTC Planning Committee Minutes of the December 11, 2020 Meeting

Recommended Action:

MTC Planning Committee Approval

Attachments:

Meeting Minutes - Draft

Joint MTC Planning Committee with the ABAG Administrative Committee

MTC Committee Members:

James P. Spering, Chair David Rabbitt, Vice Chair

*Eddie Ahn, Damon Connolly, Dave Cortese,
Sam Liccardo, Jake Mackenzie, Warren Slocum*

Non-Voting Members: Dorene M. Giacomini and Jimmy Stracner

Friday, December 11, 2020

9:40 AM

Board Room - 1st Floor (REMOTE)

1. Roll Call / Confirm Quorum

Present: 6 - Commissioner Connolly, Commissioner Liccardo, Commissioner Mackenzie, Vice Chair Rabbitt, Chair Spering and Commissioner Ahn

Absent: 1 - Commissioner Slocum

Non-Voting Member Present: Commissioner Giacomini

Non-Voting Member Absent: Commissioner Stracner

Ex Officio Voting Members Present: Commission Chair Haggerty and
Commission Vice Chair Pedroza

Ad Hoc Non-Voting Members Present: Commissioner Josefowitz and Commissioner Worth

ABAG Administrative Committee Members Present: Arreguin, Chavez, Haggerty, Mitchoff, Peralez, Rabbitt, Ramos, and Romero.

2. ABAG Compensation Announcement – Clerk of the Board

3. ABAG Administrative Committee Consent Calendar

- 3a. [20-1682](#) Approval of ABAG Administrative Committee Summary Minutes of the November 6, 2020 Meeting

Action: ABAG Administrative Committee Approval

Attachments: [3a ABAG AC Minutes 20201106 MTC Planning Draft.pdf](#)

4. MTC Planning Committee Consent Calendar

Upon the motion by Commissioner Connolly and second by Commissioner Liccardo, the MTC Planning Committee Consent Calendar was unanimously approved. The motion carried by the following vote:

Aye: 6 - Commissioner Connolly, Commissioner Liccardo, Commissioner Mackenzie, Vice Chair Rabbitt, Chair Spering and Commissioner Ahn

Absent: 1 - Commissioner Slocum

- 4a. [20-1683](#) Approval of MTC Planning Committee Minutes of the November 6, 2020 Meeting

Action: MTC Planning Committee Approval

Attachments: [4a MTC PLNG Minutes Nov 6 2020.pdf](#)

- 4b. [20-1684](#) MTC Resolution No. 3000, Revised - Congestion Management Program Policy

Action: MTC Planning Committee Approval

Presenter: Adam Noelting

Attachments: [4b MTC Reso-3000 CMP Guidance.pdf](#)

5. Information

- 5a. [21-0010](#) Plan Bay Area 2050: What's Next for 2021?

Presentation on the status of Plan Bay Area 2050 and anticipated milestones for the final phase in 2021.

Action: Information

Presenter: Dave Vautin

Attachments: [5a PBA50 Update 2021.pdf](#)

Roland Lebrun spoke on this item.

6. Public Comment / Other Business

7. Adjournment / Next Meeting

The next meeting of the MTC Planning Committee will be Friday, January 8, 2021 at 9:40 a.m. remotely and by webcast as appropriate depending on the status of any shelter in place orders. Any changes to the schedule will be duly noticed to the public.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 21-0059 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 12/6/2020 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 1/8/2021 **Final action:**

Title: Federal Performance Target-Setting Update - January 2021

Sponsors:

Indexes:

Code sections:

Attachments: [4b Federal Performance Target-Setting Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Federal Performance Target-Setting Update - January 2021

Presenter:
Raleigh McCoy

Recommended Action:
Information

Attachments:

Metropolitan Transportation Commission Planning Committee

January 8, 2021

Agenda Item 4b

Federal Performance Target-Setting Update – January 2021

Subject: Update on federally-required Road Safety regional performance targets for the year 2021.

Background: The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) established a Transportation Performance Management program to orient transportation investment decision-making around national transportation goals, thus increasing accountability and transparency of Federal programs while also moving toward a performance-based planning and programming paradigm. This memo summarizes MTC target-setting actions for Road Safety and presents the methodology and rationale used to arrive at the targets.

Under MTC Resolution No. 4295, adopted in June 2017, the MTC Planning Committee delegated authority for target-setting to staff, requiring regular consultation with stakeholders through MTC's working groups and semiannual updates to the committee going forward.

Through the Transportation Performance Management program, State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPOs), and transit agencies are responsible for setting targets for 28 performance measures covering the following federal goal areas: Safety; Infrastructure Condition; System Reliability; Freight Movement and Economic Vitality; Congestion Reduction; and Environmental Sustainability (**Attachment A**). Federal regulation requires targets to be set on varying performance cycles ranging from once every year to once every four years.

Target-Setting Methodology

This will be the fourth round of Road Safety target-setting for Caltrans and MTC. MPOs are required to either support State targets or set regional targets for federally-mandated performance measures for Road Safety by February 2021. This memo summarizes MTC target-setting actions and presents the methodology used to arrive at the targets. As detailed in **Attachment B** and **Attachment C**, staff propose setting targets using a Vision Zero framework, where targets are set based on a linear decline to zero fatalities and zero serious injuries in the year 2030. MTC has used this methodology for the past two target-setting cycles.

Issues:

While over 400 fatalities and 2,000 serious injuries occur on the region's roads each year, current and future projects and policies at the local and regional level underscore a commitment to swiftly improving safety conditions. At the regional level, MTC adopted MTC Resolution No. 4400 in June 2020, establishing a Regional Safety/Vision Zero Policy. The resolution affirmed MTC's commitment to working collaboratively with partner agencies at the county and local levels to encourage and support equitable and data-driven actions achieving the target of eliminating traffic fatalities and serious injuries in the Bay Area by 2030 (**Attachment D**). Following the adoption of the Regional Safety/Vision Zero Policy, MTC has procured a consultant to build out a regional safety data system, which will serve as a clearinghouse for local jurisdictions seeking to make data-driven decisions on where to prioritize safety projects.

Additionally, strategies to advance road safety have been integrated into the Plan Bay Area 2050 Final Blueprint, approved for analysis in September 2020. These strategies include speed limit reductions on freeways and local streets and a significant expansion of infrastructure for cyclists and pedestrians. While the strategies advanced in the Plan Bay Area 2050 Final Blueprint are not forecasted to fully eliminate fatalities and serious injuries, they do result in thousands fewer fatalities and serious injuries over the 30-year planning horizon. At the local level, several jurisdictions, including the region's three largest cities, have adopted Vision Zero policies, affirming their commitment to ending road fatalities and serious injuries.

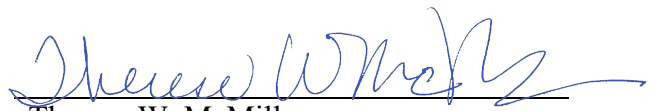
Progress toward targets will be reviewed during MTC's biannual certification review with the Federal Highway Administration, though there are no ramifications for not meeting regional targets at this time.

Next Steps:

Updated Road Safety targets will be posted on Vital Signs, where progress toward achieving targets is updated on an annual basis. The next round of target-setting for federal performance measures will occur in April 2021, where MTC will set its fifth round of targets for State of Good Repair of Transit Assets.

Attachments:

Attachment A: List of Federally-Required Performance Measures
Attachment B: 2021 Target-Setting Summary: Road Safety
Attachment C: 2021 Targets for Road Safety
Attachment D: MTC Resolution No. 4400, Regional Safety/Vision Zero Policy


Therese W. McMillan

List of Federally-Required Performance Measures

FEDERAL GOALS & PROGRAMS	GENERAL MEASURES IN LAW	FINAL PERFORMANCE MEASURES	TARGET-SETTING FREQUENCY	TARGET-SETTING DUE DATES	CURRENT STATUS
Safety HSIP TSOP	Number of Fatalities on Roads	1. Total number of road fatalities	Annual	State: annually in August MPO: annually in February	Caltrans set its 2021 targets in August 2020. MTC must set regional targets by February 2021. Three rounds of target-setting complete.
	Rate of Fatalities on Roads	2. Road fatalities per 100M VMT	Annual	State: annually in August MPO: annually in February	
	Number of Serious Injuries on Roads	3. Total number of serious injuries on roads	Annual	State: annually in August MPO: annually in February	
	Rate of Serious Injuries on Roads	4. Serious injuries on roads per 100M VMT	Annual	State: annually in August MPO: annually in February	
	Non-Motorized Safety on Roads	5. Combined total number of non-motorized fatalities and serious injuries	Annual	State: annually in August MPO: annually in February	
	Safety of Public Transit Systems	6. Total number of reportable transit fatalities	Annual	Operators: July 2021 MPO: January 2022	Federal guidance required transit operators to establish a Public Transportation Agency Plan, including safety performance targets, by July 20, 2020. Due to extraordinary circumstances facing transit operators, this deadline was extended to July 20, 2021. MPOs will have 180 days after the establishment of the Safety Plan to establish regional targets.
		7. Reportable transit fatalities per RVM by mode <i>(example below)</i> a. <i>Motor bus</i> b. <i>Light rail</i> c. <i>etc.</i>			
		8. Total number of reportable transit injuries			
		9. Reportable transit injuries per RVM by mode <i>(example below)</i> a. <i>Motor bus</i> b. <i>Light rail</i> c. <i>etc.</i>			
		10. Total number of reportable transit safety events			
		11. Reportable transit safety events per RVM by mode <i>(example below)</i> a. <i>Motor bus</i> b. <i>Light rail</i> c. <i>etc.</i>			
		12. Mean distance between major mechanical failures by mode <i>(example below)</i> a. <i>Motor bus</i> b. <i>Light rail</i> c. <i>etc.</i>			

FEDERAL GOALS & PROGRAMS	GENERAL MEASURES IN LAW	FINAL PERFORMANCE MEASURES	TARGET-SETTING FREQUENCY	TARGET-SETTING DUE DATES	CURRENT STATUS
Infrastructure Condition NHPP NTAMS	Pavement Condition on the IHS	13. Percentage of pavements on the IHS in good condition 14. Percentage of pavements on the IHS in poor condition	Every 4 years	State: May 2022 MPO: November 2022	MTC supported State targets in 2018. One round of target-setting complete.
	Pavement Condition on the NHS	15. Percentage of pavements on the non-IHS NHS in good condition 16. Percentage of pavements on the non-IHS NHS in poor condition	Every 4 years	State: May 2022 MPO: November 2022	
	Bridge Condition on the NHS	17. Percentage of NHS bridges by deck area classified in good condition 18. Percentage of NHS bridges by deck area classified in poor condition	Every 4 years	State: May 2022 MPO: November 2022	
	State of Good Repair for Public Transit Assets	19. Percentage of revenue vehicles that have met or exceeded their ULB by asset class (example below) <i>a. Motor bus</i> <i>b. Light rail vehicle</i> <i>c. etc.</i> 20. Percentage of facilities within a condition rating below fair by asset class (example below) <i>a. Administrative and maintenance facilities</i> <i>b. Passenger facilities</i> 21. Percentage of guideway directional route-miles with performance restrictions 22. Percentage of non-revenue vehicles that have met or exceeded their ULB	Annual	Operators: annually in October MPO: annually in April	Operators set their 2021 targets in October 2020. MTC must set regional targets by April 2021. Four rounds of target-setting complete.
System Performance NHPP	Performance of the Interstate System	23. Percentage of person-miles traveled on the IHS that are reliable	Every 4 years	State: May 2022 MPO: November 2022	MTC supported State targets in 2018. One round of target-setting complete.
	Performance of the NHS	24. Percentage of person-miles traveled on the non-IHS NHS that are reliable 25. Percent change in NHS tailpipe CO₂ emissions compared to 2017 baseline (eliminated by FHWA in spring 2018)	Every 4 years	State: May 2022 MPO: November 2022	

FEDERAL GOALS & PROGRAMS	GENERAL MEASURES IN LAW	FINAL PERFORMANCE MEASURES	TARGET-SETTING FREQUENCY	TARGET-SETTING DUE DATES	CURRENT STATUS
Freight Movement and Economic Vitality NHFP	Freight Movement on the Interstate System	26. IHS truck travel reliability index	Every 4 years	State: May 2022 MPO: November 2022	MTC supported State targets in 2018. One round of target-setting complete.
Congestion Reduction CMAQ	Traffic Congestion	27. Annual hours of peak-hour excessive delay per capita by urbanized area <ul style="list-style-type: none"> a. San Francisco-Oakland UA b. San Jose UA c. Concord UA** d. Santa Rosa UA** e. Antioch UA** 28. Percent of non-SOV travel by urbanized area <ul style="list-style-type: none"> a. San Francisco-Oakland UA b. San Jose UA c. Concord UA** d. Santa Rosa UA** e. Antioch UA** ** = not required during 1 st target-setting cycle	Every 4 years	State: May 2021 MPO: November 2021 <i>Note that targets must be fully consistent with state targets; therefore the de facto target-setting deadline for both State and MPO is May 2021.</i>	State & MTC agreed upon targets in May 2018 for PHED and non-SOV travel. One round of target-setting complete.
Environmental Sustainability CMAQ	On-Road Mobile Source Emissions	29. Total emissions reductions from CMAQ-funded projects by pollutant <ul style="list-style-type: none"> a. PM_{2.5} b. PM₁₀ c. CO d. VOC e. NO_x 	Every 4 years	State: May 2022 MPO: November 2022	MTC set regional targets for on-road mobile emissions based on EMFAC regional emissions forecasts in 2018. One round of target-setting complete.
Reduced Project Delivery Delays	<i>none</i>	<i>none</i> (neither MAP-21 nor FAST included performance measures for this goal)	<i>n/a</i>	<i>n/a</i>	<i>n/a</i>

2021 Target-Setting Summary: Roadway Safety

Overview

The final rule from FHWA established five performance measures to assess performance for Road Safety. The rule contained new requirements for State DOTs and MPOs. The major requirements of the rule related to safety are:

- 1) **Safety Targets** – The final rule established five performance measures to assess progress towards the safety goal, defined as such:

Measure	Definition
Number of fatalities	The number of people involved in a crash with the outcome fatal injury.
Rate of fatalities per 100 million vehicle miles traveled	The number of people involved in a crash with the outcome fatal injury, divided by the number of vehicle miles traveled on roads within the jurisdiction in hundreds of millions of miles.
Number of serious injuries	The number of people involved in a crash with the outcome suspected serious injury.
Rate of serious injuries per 100 million vehicle miles traveled	The number of people involved in a crash with the outcome suspected serious injury, divided by the number of vehicle miles traveled on roads within the jurisdiction in hundreds of millions of miles.
Number of non-motorized fatalities and non-motorized serious injuries	The number of pedestrians or cyclists involved in a crash with the outcome fatal injury or suspected serious injury.

State DOTs must set numerical targets and MPOs must support State targets or set numerical regional targets annually for each of the five safety targets to comply with the regulation.

- 2) **Reporting** – State DOTs must submit a report at the start of each performance period summarizing baseline conditions and targets. Additionally, State DOTs must submit progress reports at the midpoint and end of the performance period. MPOs and State DOTs must agree on reporting process as part of their Metropolitan Planning Agreements, though federal regulation does not require separate reports to be submitted to FHWA.
- 3) **Evaluation** – A State DOTs is said to have made “significant progress” if it meets four out of five safety performance targets or if performance is better than baseline data for four out of five safety performance targets. FHWA will assess an MPO’s progress as part of ongoing transportation planning process reviews. If an MPO does not meet or achieved its targets, the MPO is encouraged to develop a statement that describes how the MPO will work with the State and other partners to meet targets during the next performance period.

MPOs are required to establish their 2021 targets for safety by February 26, 2021, 180 days after the state DOT requirement.

Per federal guidelines, baseline and target performance are both reported as 5-year rolling averages, meaning baseline performance represents the average of the years 2014-2018 and the targets represent the years 2017-2021.

Target-Setting Methodology

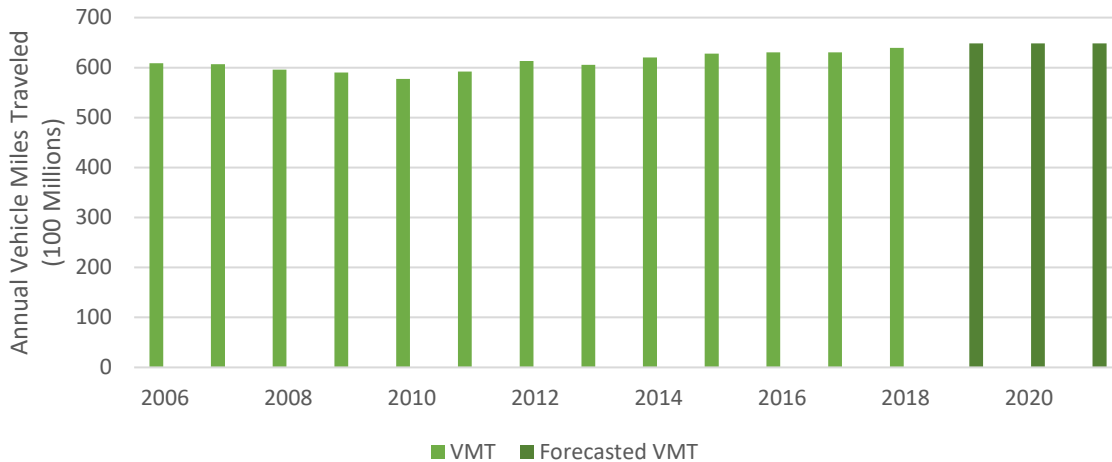
Given the Bay Area's commitment to advancing road safety and the ongoing initiatives that seek to bend the curve of fatalities and serious injuries toward zero, MTC opted to set aspirational targets in line with Vision Zero, an approach the agency has taken over the past two target-setting cycles. Such initiatives include the adoption of the Resolution 4400, establishing a Regional Safety/Vision Zero Policy, the initiation of the development of a regional safety data system, and ongoing work to support local jurisdictions through technical assistance and information-sharing networks. Under MTC's Vision Zero-based target-setting methodology, road safety targets were set based on a linear decline toward zero fatalities and serious injuries in the year 2030 starting in 2019.

This methodology differs from the methodology used by Caltrans to set targets at the state level, which sets targets based on the observed trends in fatalities and serious injuries. Under the Caltrans framework, the observed percentage change in fatalities or serious injuries between 2017 and 2018 is assumed to continue in perpetuity, with targets set based on the forecasted number of fatalities and serious injuries. Statewide targets were set based on an annual decrease in number of fatalities of 2.9 percent over the previous year, an annual decrease in number of serious injuries of 1.3 percent over the previous year, and an annual decrease of 2.9 percent of non-motorized fatalities and 1.3 percent of non-motorized serious injuries over the previous year. In comparison, targets for the Bay Area were set based on an annual decline of 8 percent of the 2018 value for fatalities, serious injuries, and non-motorized fatalities and serious injuries.

A substantial time lag exists in the publishing of crash data due to the time-intensive process of collecting data from various reporting agencies and preparing data for public consumption. Final data for fatalities and serious injuries are available through 2018 from the Fatality Analysis Reporting System (FARS) and the Statewide Integrated Traffic Records System (SWITRS), respectively. While some data on the number of serious injuries for 2019 and 2020 are available from SWITRS, they are considered provisional, and fatality data for 2019 or 2020 are not yet available from FARS. As such, the regional targets are set using 2018 as a baseline, in line with the methodology used by Caltrans. Additionally, since MTC supported state targets in 2018, there is no quantitative regional target to which observed 2018 road safety performance may be compared. Starting in 2019, MTC will be able to compare its regional performance to targets.

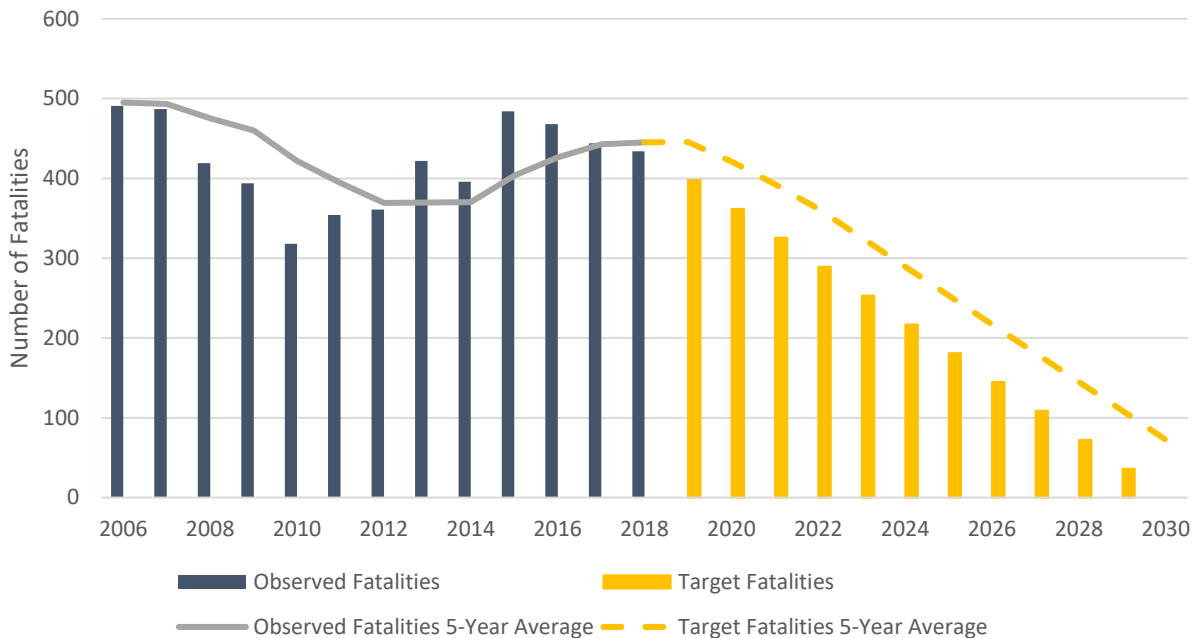
Annual vehicle miles traveled (VMT) data are used to set targets for the rate of fatalities and serious injuries per 100 million VMT. As regional VMT data for years 2019 through 2021 are not yet available, MTC replicated the methodology used by Caltrans to estimate future regional VMT. It was assumed that the annual growth in regional VMT between 2017 and 2018 (+1.4%) would continue into 2019. For years 2020 and 2021, VMT was assumed to remain constant at the estimated 2019 levels due to the suppression of transportation demand due to Shelter-in-Place orders and the lasting impacts of the present economic recession.

Figure 1: MTC Observed and Estimated Vehicle Miles Traveled for Target-Setting



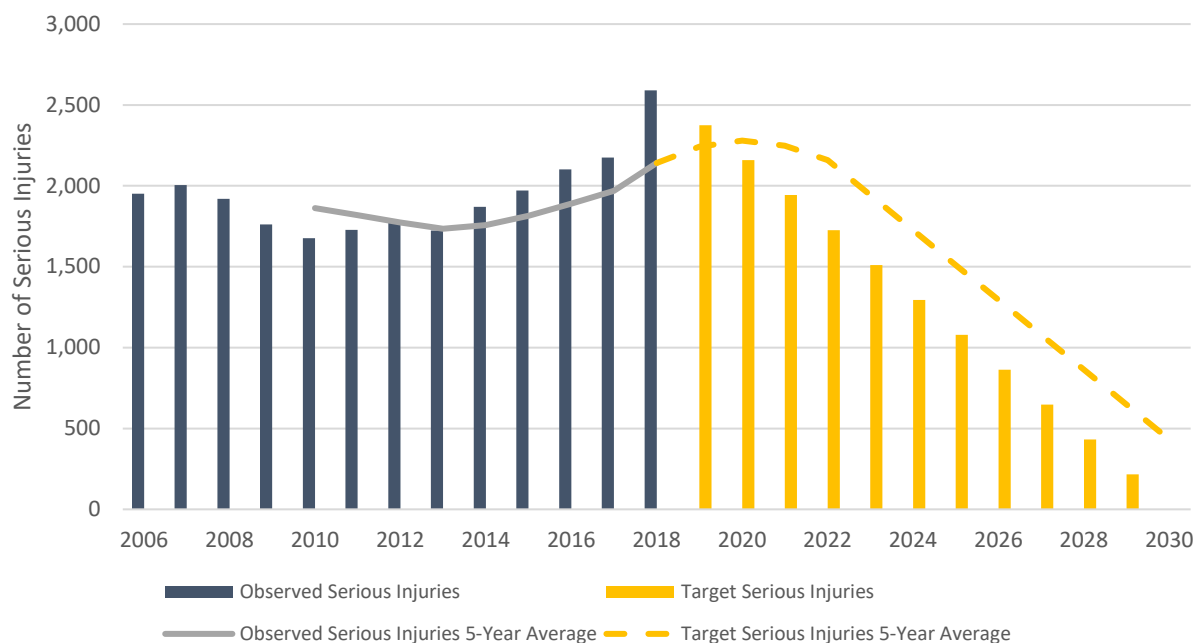
Figures 2 through 4 summarize the Bay Area's past performance and estimated future performance, upon which the targets are based, for number of fatalities, number of serious injuries, and number of non-motorized fatalities and serious injuries. The target number of fatalities or serious injuries is then divided by vehicle miles traveled (Figure 1) to calculate performance and targets for rate of fatalities and serious injuries per 100 million annual VMT.

Figure 2: MTC Regional Performance and Targets for Number of Fatalities



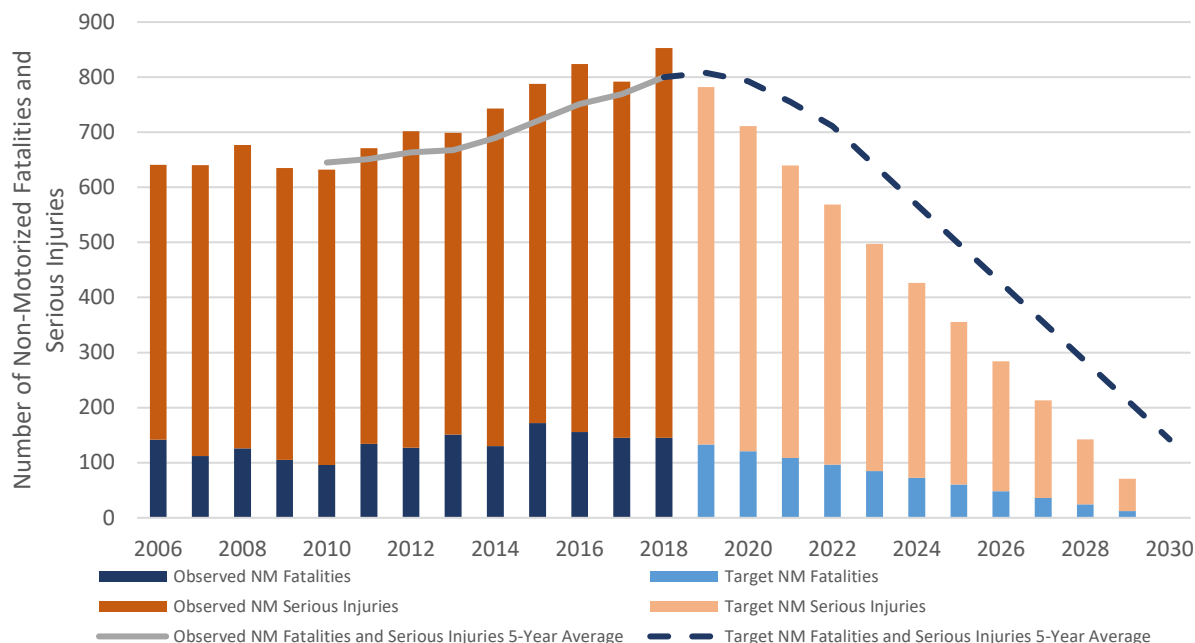
Road fatalities in the Bay Area have historically been linked with economic conditions – periods of economic growth lead to more VMT, which in turn leads to more fatalities if safety measures are not implemented. However, starting in 2016, the region began to break with that trend. While the region experienced sustained economic growth in the period between 2015 and 2018, road fatalities trended downward, perhaps signaling early benefits of an increased emphasis on road safety in jurisdictions throughout the Bay Area. That said, while the trend is optimistic, over 400 people lost their lives on the region’s roads in 2018. In order to arrive at zero fatalities by the year 2030, the region would need to eliminate 36 fatalities each year.

Figure 3: MTC Regional Performance and Targets for Number of Serious Injuries



While the number of fatalities has decreased in recent years in the region, the same cannot be said for the number of serious injuries. Like fatalities, the number of serious injuries increased as the region recovered from the Great Recession in the early 2010s. However, the number of serious injuries continued to climb between 2015 and 2018, reaching consecutive new highs every year since 2016 with over 2,500 serious injuries occurring on the region’s roads in 2018. The spike in serious injuries in 2018 can be attributed in part to a change in the way serious injuries are quantified. In mid-2017, the definition of serious injuries was amended to include suspected serious injuries, making 2018 the first full year of this expanded definition. In order to arrive at zero serious injuries by the year 2030, the region would need to eliminate 216 serious injuries each year.

Figure 4: MTC Regional Performance and Targets for Number of Non-Motorized Fatalities and Serious Injuries



Pedestrians, cyclists, and those using other non-auto personal mobility options such as scooters or skateboards, referred to as “non-motorized” travelers in the context of target-setting, face a higher risk of fatality or serious injury in the event of a collision. The number of non-motorized fatalities has followed a similar pattern to the overall number of fatalities, decreasing slightly between 2015 and 2018, even as cycling and walking commute mode shares continue to inch up slowly. Meanwhile, the number of non-motorized serious injuries has also matched the trend for the number of serious injuries, increasing in recent years to a new regional high in 2018. In order to arrive at zero non-motorized fatalities and serious injuries by the year 2030, the region would need to eliminate 12 non-motorized fatalities and 59 non-motorized serious injuries each year.

Summary of Proposed Targets

As presented in detail in **Attachment C**, staff propose the following targets for Road Safety for the 5-year performance period ending in 2021. The regional targets for this performance period are set based on a linear decrease in fatalities, serious injuries, and non-motorized fatalities and serious injuries to zero in the year 2030, in line with the Vision Zero framework.

Measure	Baseline*	2021 Target
Number of fatalities	445.2	392.6
Rate of fatalities per 100 million vehicle miles traveled	0.707	0.612
Number of serious injuries	2,141.6	2,248.0
Rate of serious injuries per 100 million vehicle miles traveled	3.399	3.499
Number of non-motorized fatalities and non-motorized serious injuries	800.0	755.5

* = based upon most recently available data (2018); uses five-year rolling average (2014-2018).

Proposed 2021 Targets for Roadway Safety

General Information

Goal	Road Safety
Performance Measure(s)	<ul style="list-style-type: none"> Number of fatalities Rate of fatalities per 100 million vehicle miles traveled Number of serious injuries Rate of serious injuries per 100 million vehicle miles traveled Number of non-motorized fatalities and non-motorized serious injuries
Target(s) for Year	2021
Target(s) Deadline for MTC Approval	February 26, 2021

Past Targets & Past Performance

Measure	Target (2014-2018)	Actual (2014-2018)	Target Achieved?	Measure ID
Number of fatalities	Support State targets	445.2	N/A	1
Rate of fatalities per 100 million vehicle miles traveled		0.707		2
Number of serious injuries		2,141.6		3
Rate of serious injuries per 100 million vehicle miles traveled		3.399		4
Number of non-motorized fatalities and non-motorized serious injuries		800.0		5

Current Conditions and Proposed Regional Targets

Measure	Baseline (2014- 2018)*	Target (2016- 2020)	Target (2017- 2021)	Measure ID
Number of fatalities	445.2	401.1	392.6	1
Rate of fatalities per 100 million vehicle miles traveled	0.707	0.630	0.612	2
Number of serious injuries	2,141.6	1,800.9	2,248.0	3
Rate of serious injuries per 100 million vehicle miles traveled	3.399	2.841	3.499	4
Number of non-motorized fatalities and non-motorized serious injuries	800.0	702.0	755.5	5

* = based upon most recently available data (2018); uses five-year rolling average (2014-2018)

Date: June 24, 2020
W.I.: 1233
Referred by: Planning

ABSTRACT
Resolution No. 4400

This resolution sets forth MTC's Regional Safety/Vision Zero Policy to support achievement of safety targets adopted by MTC.

Further discussion of these actions is contained in the MTC Executive Director's Memorandum to the Planning Committee dated June 12, 2020.

Date: June 24, 2020
W.I.: 1233
Referred by: Planning

Re: Regional Safety/Vision Zero Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4400

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region, and safety has been a goal included in MTC’s Regional Transportation Plans for twenty years; and

WHEREAS the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America’s Surface Transportation (FAST) Act require metropolitan planning organizations to frequently set short range performance targets related to safety; and MTC has adopted aspirational regional safety targets as shown in Attachment A; and

WHEREAS, short-range federally-required targets will be incorporated into planning and programming processes in the coming years in compliance with the final Metropolitan Planning rule as adopted by the Federal Highway Administration and Federal Transit Administration on May 27, 2016;

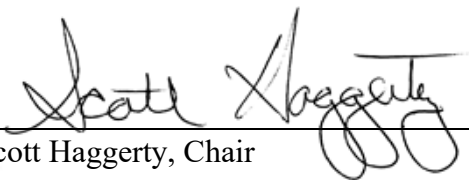
WHEREAS, 23 U.S. Code §450 requires the Regional Transportation plan to include a system performance report, including progress achieved by the MPO in meeting safety performance targets, and requires the Transportation Improvement Program (TIP), once implemented is designed to make progress toward achieving the safety performance target.

WHEREAS, “Vision Zero (VZ)” is defined as a strategy to eliminate traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. Effective VZ strategies must be data-driven, and must consider equity and community concerns in all stages; and:

RESOLVED, that MTC hereby adopts a Regional Safety/VZ policy to support achievement of safety targets adopted by MTC, as stated in Attachment A; and:

RESOLVED, that MTC establishes “Proposed Principles and Actions for a Regional Vision Zero Policy” to guide staff in working towards supporting reduction of fatalities and serious injuries across the region, as detailed in Attachment A.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on June 24, 2020.

Date: June 24, 2020
W.I.: 1233
Referred by: Planning

Attachment A
Resolution No. 4400
Page 1 of 2

REGIONAL SAFETY/VISION ZERO POLICY STATEMENT:

Working together with our partner agencies, encourage and support equitable and data-driven actions towards eliminating traffic fatalities and serious injuries for the Bay Area region by 2030.

REGIONAL SAFETY TARGETS:

MTC's current safety targets for the region are based on a Toward Zero Deaths framework, basing targets on a linear reduction to zero fatalities and serious injuries in the region by the year 2030.

PROPOSED PRINCIPLES AND ACTIONS FOR A REGIONAL VISION ZERO POLICY:

Provide Regional Leadership to Promote Safety

1. MTC will engage and incentivize leadership across local jurisdictions in prioritizing safety and work towards aligning funding investments with safety goals.

Apply a Data Driven Approach

2. MTC's safety policies shall be driven and informed by data to allow available funds to be used strategically. Regional safety data will be used for safety target-setting, and monitoring of progress towards regional safety goals.
3. MTC will serve as a regional safety data bank so that cities - especially those with more limited resources - can benefit from an integrated safety data repository and a consistent and reliable source of safety data for traffic safety analysis, evaluation and applying for safety funding.

Promote Equity in Regional Safety Policies

4. MTC will advance equity through safety policies noting that communities of concern are the most at risk of suffering from traffic fatalities and serious injuries.
5. MTC will emphasize the importance of protecting all roadway users, including vulnerable users such as pedestrians, bicyclists, and users of new mobility.

Support Beneficial Safety Policies and Legislation

6. MTC will encourage safety policies and support safety legislation that targets evidence based solutions to safety problems.

Educate & Engage

7. Within budgetary constraints, MTC will conduct public outreach and provide technical assistance - reliable safety data, analytical toolkits, technical expertise - for local jurisdictions across the region, especially those that lack expertise or resources to implement a successful safety program.
8. MTC will engage key regional stakeholders in safety policy development and implementation, including local jurisdictions, counties, police departments, emergency response and others, to collaborate on safety best practices.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-1685	Version:	1	Name:	
Type:	Report	Status:		Commission Approval	
File created:	11/4/2020	In control:		Joint MTC Planning Committee with the ABAG Administrative Committee	
On agenda:	1/8/2021	Final action:			
Title:	MTC Resolution No. 4451 and ABAG Resolution No. 01-2021: Plan Bay Area 2050 Final Blueprint: Approval as Preferred Environmental Impact Report (EIR) Alternative				
	Presentation on the Plan Bay Area 2050 Final Blueprint Outcomes, including performance & equity outcomes, and recommendation to advance the Final Blueprint as the Preferred Alternative in the EIR process.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	5ai_PBA50_FinalBlueprint_PreferredEIRAlt_Summary Sheet and PPT.pdf 5aii_PBA50_FinalBlueprint_PreferredEIRAlt_Attachments B-G.pdf 5aiii_PBA50_FinalBlueprint_PreferredEIRAlt_MTC Res. No 4451 and ABAG Res. No. 01-2021.pdf 5a_Late Handout-1-RHNA-final letter.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4451 and ABAG Resolution No. 01-2021: Plan Bay Area 2050 Final Blueprint: Approval as Preferred Environmental Impact Report (EIR) Alternative

Presentation on the Plan Bay Area 2050 Final Blueprint Outcomes, including performance & equity outcomes, and recommendation to advance the Final Blueprint as the Preferred Alternative in the EIR process.

Presenter:

Dave Vautin and Lisa Zorn

Recommended Action:

ABAG Executive Board Approval
Metropolitan Transportation Commission Approval

Attachments:

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

January 8, 2021

Agenda Item 5a

MTC Resolution No. 4451 and ABAG Resolution No. 01-2021:

Plan Bay Area 2050 Final Blueprint: Approval as Preferred EIR Alternative

Subject: Presentation on the Plan Bay Area 2050 Final Blueprint Outcomes, including performance & equity outcomes, and recommendation to advance the Final Blueprint as the Preferred Alternative in the EIR process.

Background: Last fall, MTC and ABAG approved the Strategies and Growth Geographies for the Plan Bay Area 2050 Final Blueprint (**Attachments B and C**), as well as the Final Regional Growth Forecast. The Final Blueprint integrates 35 resilient and equitable strategies, building upon the predecessor Horizon initiative, to advance the adopted vision of a more affordable, connected, diverse, healthy, and vibrant Bay Area for all.

By weaving together strategies for transportation, housing, the economy, and the environment – and integrating public feedback on the Draft Blueprint from summer 2020 – the Final Blueprint moves the region even closer towards this vision. It also addresses the five key challenges laid out in July 2020, ranging from insufficient affordable housing to further climate emissions reduction.

Building on the Draft Blueprint: The Plan Bay Area 2050 Final Blueprint preserves many of the successes of the Draft Blueprint. Most of the region's future growth is focused in walkable, transit-rich communities, within existing urban growth boundaries. Along with a more compact land use pattern, transportation strategies enable a significant shift away from auto use. Robust sea level rise protections ensure that nearly all homes at risk through 2050 are protected, with homes at high risk due to earthquakes and wildfires funded for much-needed retrofits (more context in **Attachment G**).

Final Blueprint Growth Pattern: The Final Blueprint growth pattern (**Attachment F**) continues to focus the largest shares of housing and job growth in Santa Clara County, the heart of Silicon Valley. At the same time, there is slightly more housing and job growth in San Francisco and the East Bay, compared to the Draft Blueprint. The North Bay remains relatively unchanged, with less housing growth in Sonoma County and more job growth in Solano County. Importantly, the growth pattern has even higher shares near frequent public transit – 82 percent of new homes and 63 percent of new jobs – which support the critical greenhouse gas reduction target.

Beyond integrating updated baseline and pipeline land use data, several strategies rise to the top as key drivers of these shifts. With regard to housing, refined strategies enable a greater share of growth to occur in transit-rich, high-resource places to support the Plan's climate target, while large development sites in North Santa Clara County and portions of the East Bay are transformed into dense walkable communities near BART and light rail. With regard to jobs, the new economic strategy to incentivize development near regional rail stations in the East Bay and North Bay play a role in the slightly higher shares in Alameda, Solano, and (to a lesser extent) Contra Costa counties.

Supporting the Plan Vision: The Final Blueprint also makes further headway towards ensuring the Bay Area is more affordable, connected, diverse, healthy, and vibrant for all. Key findings related to each of the Plan's Guiding Principles are spotlighted below, with additional context in **Attachments D and E**:

- **Advancing Affordability:** The Final Blueprint reduces the burden of housing and transportation on a typical household's budget from 58 percent in 2015 to 45 percent in 2050, with even greater reductions for low-income households.
- **Advancing Connectivity:** The Final Blueprint doubles the number of jobs accessible by transit for a typical household, supporting a reduction in auto commute mode share from 71 percent in 2015 to 53 percent in 2050.
- **Advancing Diversity:** The Final Blueprint enables nearly one-quarter of low-income households to live in High-Resource Areas, while also reducing displacement risk in Growth Geographies through robust affordable housing development.
- **Advancing Public Health:** The Final Blueprint builds parks, trails, and open space in historically disinvested communities, closing the gap in urban park access between Communities of Concern and the rest of the region.
- **Advancing Economic Vibrancy:** The Final Blueprint makes even further headway on the jobs-housing imbalance by integrating strategies to provide tax incentives to employers locating offices in transit-rich, housing-rich East Bay communities.

Next Steps:


Following the identification of the Preferred EIR Alternative, staff will proceed into the final phase of Plan Bay Area 2050. In addition to developing the EIR and Plan Document, work in 2021 will further develop the Implementation Plan to define near-term implementation actions for MTC/ABAG to advance in partnership with public, private, and non-profit organizations over the next five years. Following robust public and stakeholder engagement in winter and spring 2021, as shown in **Attachment A**, the final Plan Bay Area 2050 is anticipated to be considered by the Commission and Board for approval in fall 2021.

Recommendation:

Staff recommends the MTC Planning Committee and ABAG Administrative Committee approve MTC Resolution No. 4451 (**Attachment H**) and ABAG Resolution No. 01-2021 (**Attachment I**), respectively, which approve the identification of the Final Blueprint as the Preferred Alternative for the Plan Bay Area 2050 EIR, and refer them to the MTC Commission and ABAG Executive Board (respectively) for approval.

Attachments:

Attachment A: Presentation
Attachment B: Final Blueprint – Strategies (*adopted fall 2020*)
Attachment C: Final Blueprint – Growth Geographies (*adopted fall 2020*)
Attachment D: Final Blueprint – Investment Analysis
Attachment E: Final Blueprint – Outcomes
Attachment F: Final Blueprint – Growth Pattern
Attachment G: Final Blueprint – Additional Context on Resilience Integration
Attachment H: MTC Resolution No. 4451
Attachment I: ABAG Resolution No. 01-2021


Therese W. McMillan

PLAN BAY AREA 2050



Final Blueprint: Approval as Preferred EIR Alternative

January 2021

Dave Vautin and Lisa Zorn

MTC/ABAG Regional Planning Program

Long-Range Planning... for an Uncertain Future

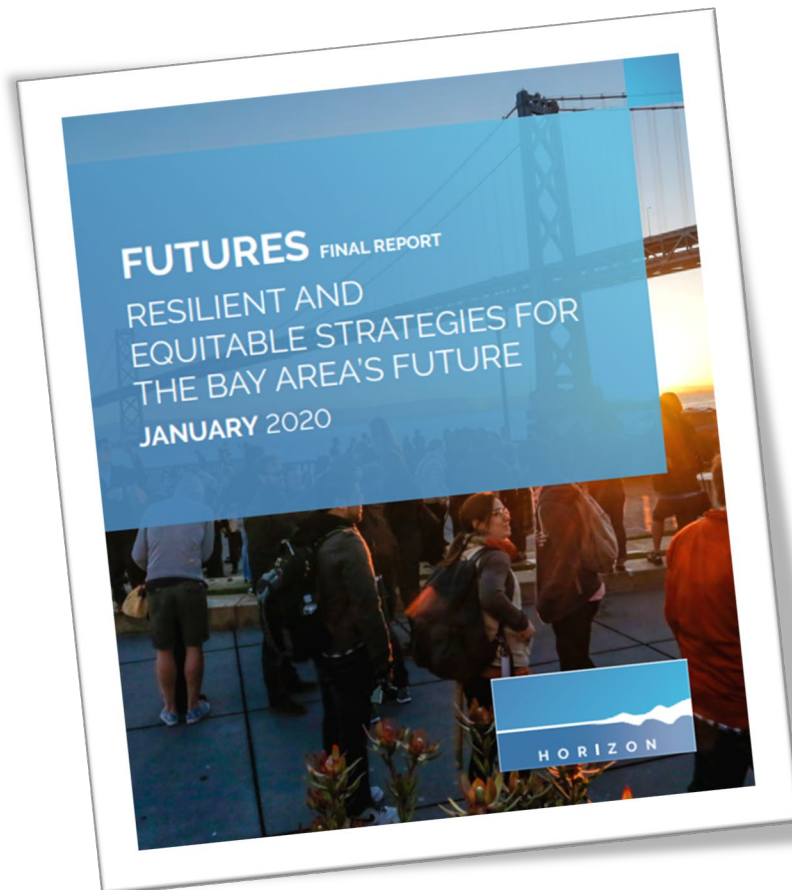
2018

2019

2020

2021

Plan Bay Area 2050 built upon the foundation of the Horizon initiative, which generated new strategy ideas and stress-tested them against a broad range of economic, technological, environmental, and political forces.



**Strategies
prioritized
based upon:**



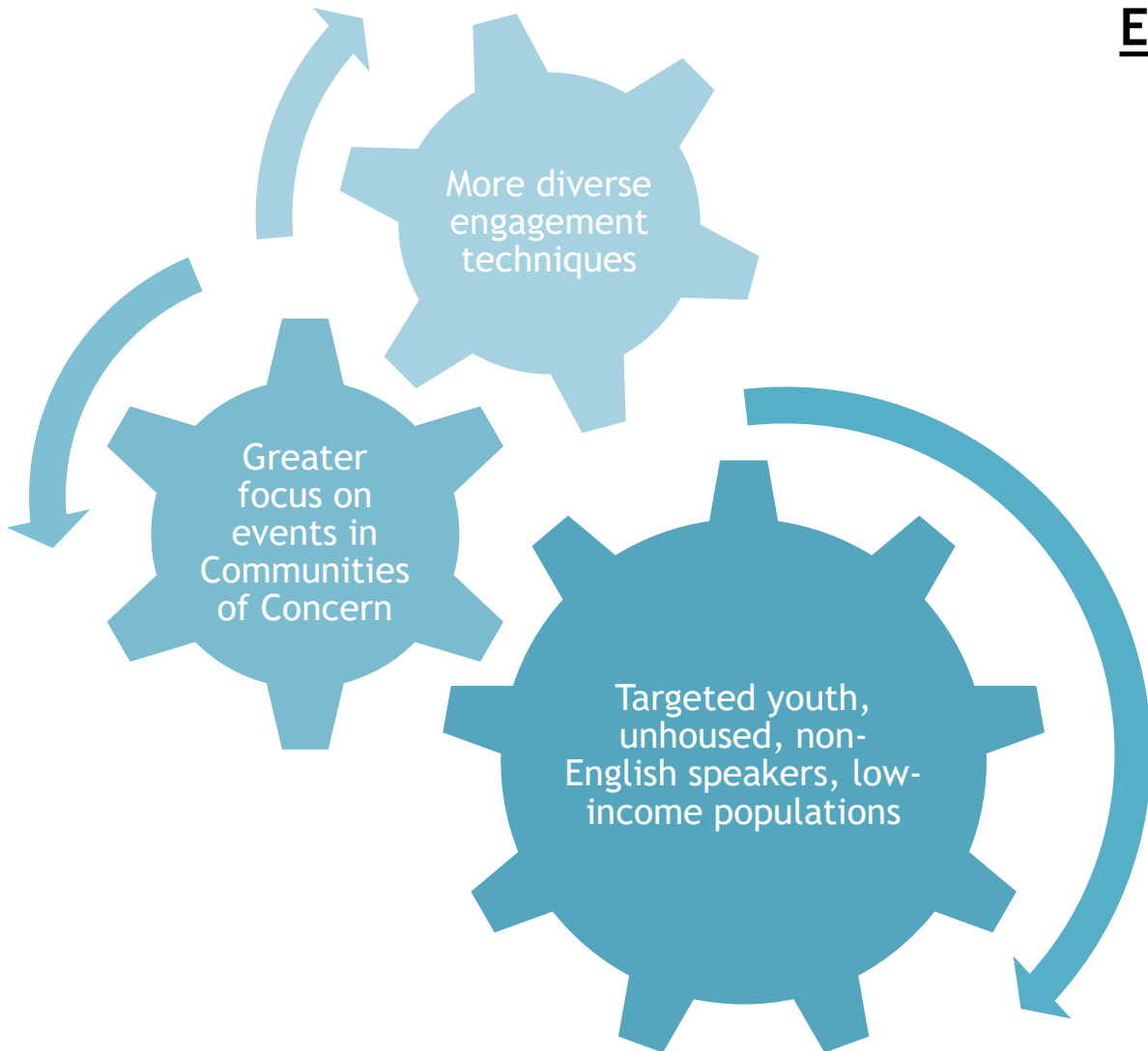
Resilience



Equity



Long-Range Planning... Driven by Public Input



Engagement to Date by the Numbers

130+ **public meetings** featuring discussion of Horizon & Plan Bay Area 2050

100+ **public events** including in-person & virtual workshops, pop-up events, and focus groups

60+ **stakeholder events** including RAWG and REWG meetings, workshops, and webinars

33,000+ **public and stakeholder comments** received to date

15,000+ **participants in planning process** to date

Final Blueprint: Advancing the Plan Vision

*Vision: Ensure by the year 2050 that the Bay Area is **affordable**, **connected**, **diverse**, **healthy** and **vibrant** for all.*



- **Transportation** Strategies
- **Housing** Geographies & Strategies
- **Economic** Geographies & Strategies
- **Environmental** Strategies

Adopted This Fall: 11 Themes, 35 Bold Strategies

Final Blueprint Strategies (Inputs to Modeling Process)



Maintain and Optimize the Existing System



Create Healthy and Safe Streets



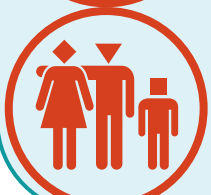
Build a Next-Generation Transit Network



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

Housing Strategies – Cost: \$468 Billion		
Protect and Preserve Affordable Housing	Further Strengthen Renter Protections Beyond State Legislation. Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old.	\$2 BILLION
	Preserve Existing Affordable Housing. Acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing.	\$237 BILLION
Spur Housing Production at All Income Levels	Allow a Greater Mix of Housing Densities and Types in Growth Areas. Allow a variety of housing types at a range of densities to be built in Priority Development Areas, select Transit-Rich Areas, and select High-Resource Areas.	N/A
	Build Adequate Affordable Housing to Ensure Homes for All. Construct enough deed-restricted affordable homes necessary to fill the existing gap in housing for the unsheltered community and to meet the needs of low-income households.	\$219 BILLION
	Integrate Affordable Housing into All Major Housing Projects. Require a baseline of 10 to 20 percent of new market-rate housing developments of 5 units or more to be affordable to low-income households.	N/A
	Transform Aging Malls and Office Parks into Neighborhoods. Permit and promote the reuse of shopping malls and office parks with limited commercial viability as neighborhoods with housing at all income levels.	N/A
Create Inclusive Communities	Provide Targeted Mortgage, Rental and Small Business Assistance to Communities of Concern. 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.	\$10 BILLION
	Accelerate Reuse of Public and Community-Owned Land for Mixed-Income Housing and Essential Services. Help public agencies, community land trusts and other non-profit landowners to accelerate development of mixed-income affordable housing.	N/A

Economic Strategies – Cost: \$234 Billion		
Improve Economic Mobility	Implement a Statewide Universal Basic Income. Provide an average \$500 per month payment to all Bay Area households to improve family stability, promote economic mobility and increase consumer spending.	\$205 BILLION
	Expand Job Training and Incubator Programs. Fund assistance programs for establishing a new business, as well as job training programs, primarily in historically disinvested communities.	\$5 BILLION
	Invest in High-Speed Internet in Underserved Low-Income Communities. Provide direct subsidies and construct public infrastructure to ensure all communities have affordable access to high-speed internet.	\$10 BILLION
Shift the Location of Jobs	Allow Greater Commercial Densities in Growth Geographies. Allow greater densities for new commercial development in select Priority Development Areas and select Transit-Rich Areas to encourage more jobs to locate near public transit.	N/A
	Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit. Provide subsidies to encourage employers to relocate offices to housing-rich areas near regional rail stations.	\$10 BILLION
	Retain Key Industrial Lands through Establishment of Priority Production Areas. Implement local and state policies to protect key industrial lands identified as Priority Production Areas, while funding key infrastructure improvements in these areas.	\$4 BILLION

Learn more about each of the 35 adopted strategies at planbayarea.org, including the revised Strategy EN7.

Adopted This Fall: Growth Forecast & Geographies



**1.4
million**

*new households
between 2015
and 2050*



**1.4
million**

*new jobs
between 2015
and 2050*

Protect



Areas Outside
Urban Growth
Boundaries
(including PCAs)



Unmitigated
High Hazard
Areas

Prioritize



**Priority Development
Areas (PDAs)**



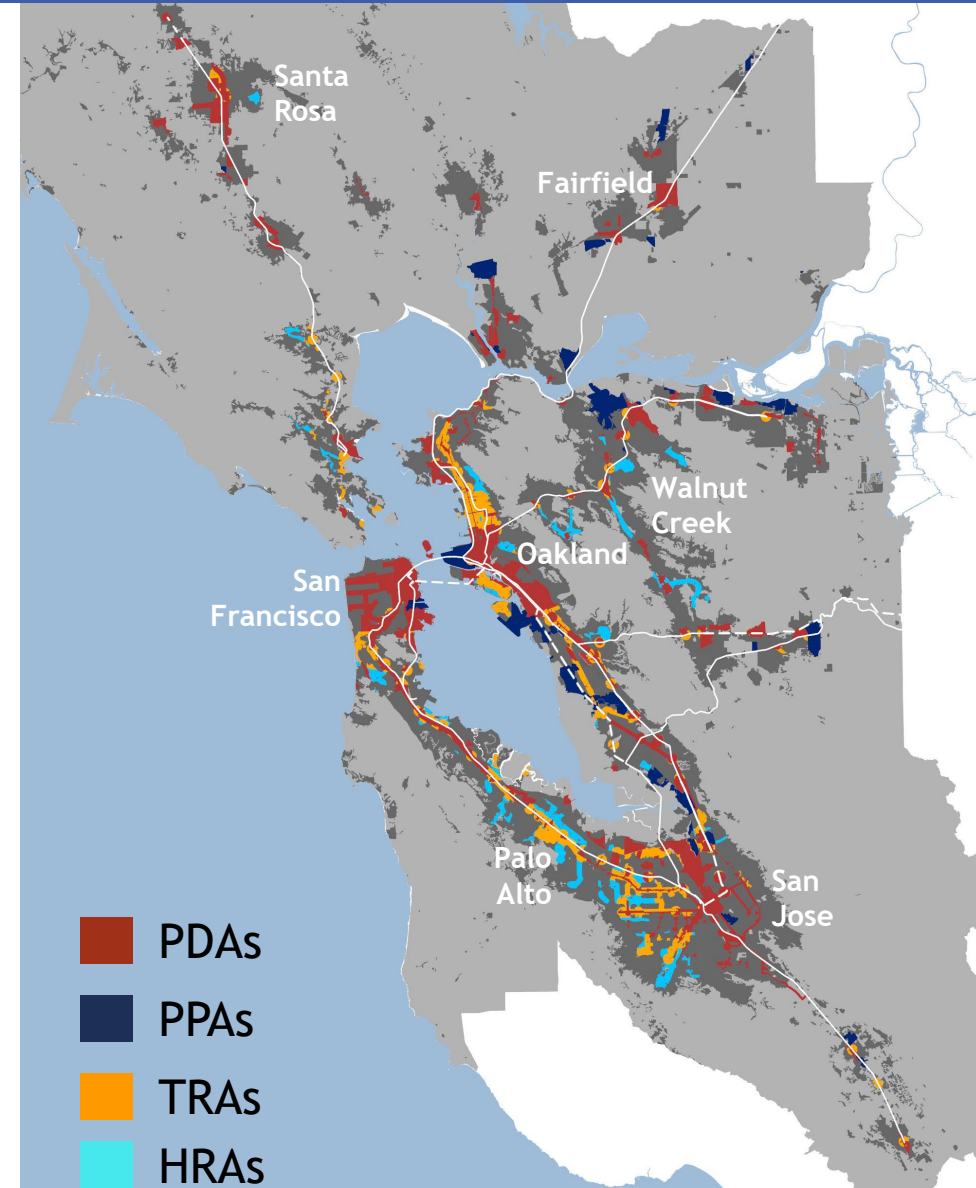
**Priority Production
Areas (PPAs)**



**Transit-Rich Areas
(TRAs)**



**High-Resource
Areas (HRAs)**

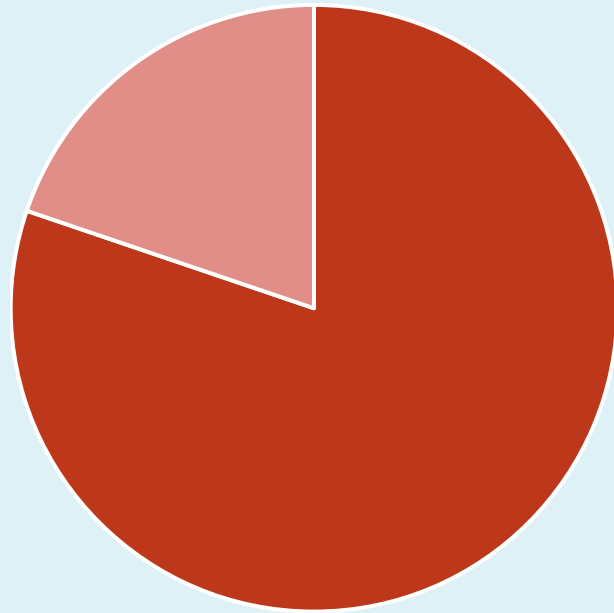


Note: some High-Resource Areas are also Transit-Rich Areas

Adopted This Fall: Revenues & Expenditures

Transportation Element

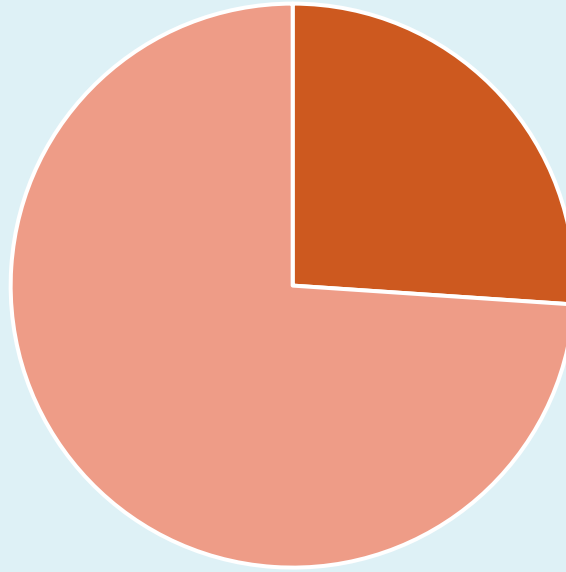
\$466 billion in existing funding
\$113 billion in new revenues



■ Existing Revenues ■ New Revenues

Housing Element

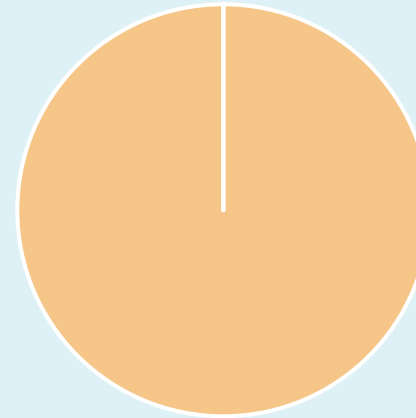
\$122 billion in existing funding
\$346 billion in new revenues



■ Existing Revenues ■ New Revenues

Economy Element

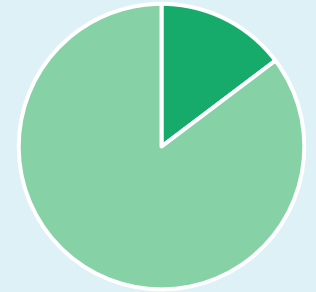
N/A in existing funding
\$234 billion in new revenues



■ Existing Revenues ■ New Revenues

Environment Element

\$15 billion in existing funding
\$87 billion in new revenues



■ Existing Revenues ■ New Revenues

Note: \$12 billion in existing transportation funding is shown in Environment Element for climate & sea level rise strategies.

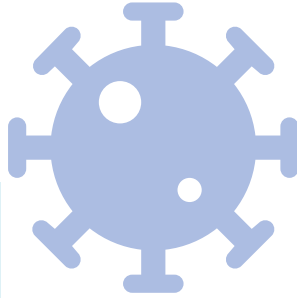
Note: new housing revenues could come from a mix of federal, state, regional, or local sources.

Note: as Needs & Revenue data is unavailable for economic development, existing funding is underrepresented.

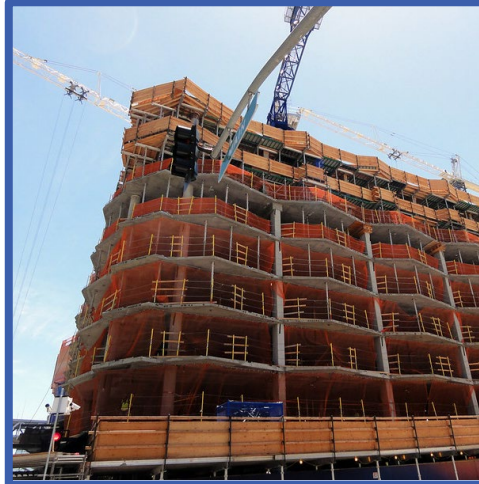
Note: as Needs & Revenue data is unavailable for parks & conservation, existing funding is underrepresented.

Final Blueprint: Preparing for a Post-COVID Future

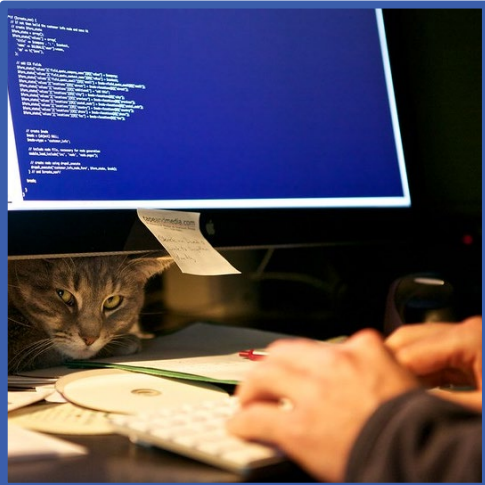
While the future remains quite uncertain, the emergence of the pandemic this spring gave us time to integrate some of its critical near- and medium-term impacts into the Final Blueprint.



Integrated near-term revenue impacts from COVID/2020 recession, plus expanded low-cost strategies ideal for an era of fiscal constraint



Refreshed economic strategies in Final Blueprint with expanded emphasis on job training and business incubator programs



Adjusted telecommute growth projections, with accelerated regional action by major employers to incentivize alternative modes to the automobile



Doubled-down on resilience focus of Blueprint to reduce regional risk in the face of other future disasters, including sea level rise, wildfires & earthquakes



How Does the Final Blueprint Advance the Plan Bay Area 2050 Vision?

(in an uncertain future...)

Final Blueprint: Builds Upon July's Draft Blueprint

Most of the positive forecasted outcomes from the Draft Blueprint remain in the Final Blueprint, including key highlights spotlighted below. New strategies adopted in the Final Blueprint enabled even further progress in tackling the five key challenges spotlighted in summer 2020 public outreach.

Vast majority of new growth in **walkable, transit-rich communities**

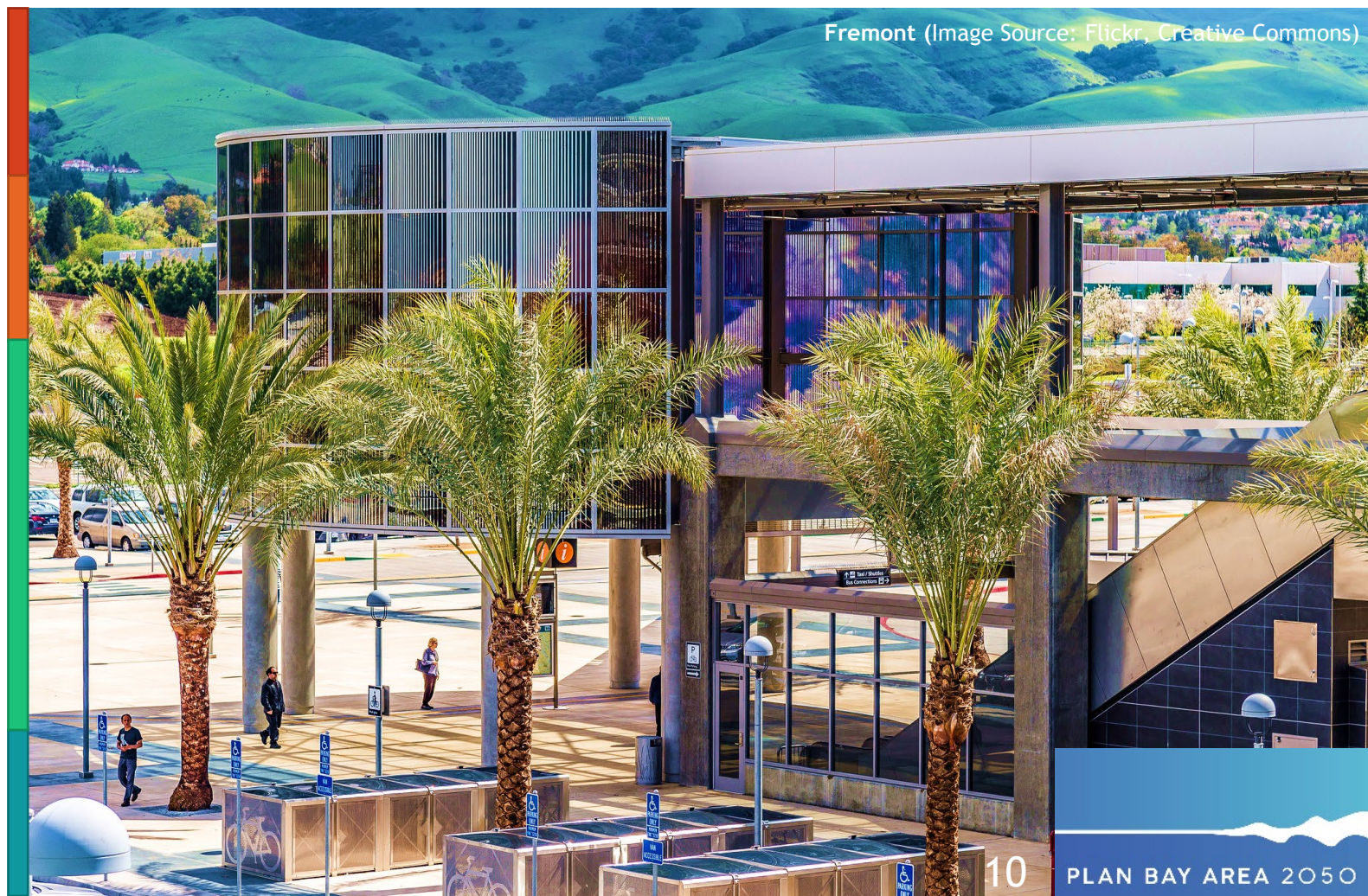
Significant **shift away from auto dependence** for both commute & non-commute trips

Nearly all Bay Area homes **protected from sea level rise**

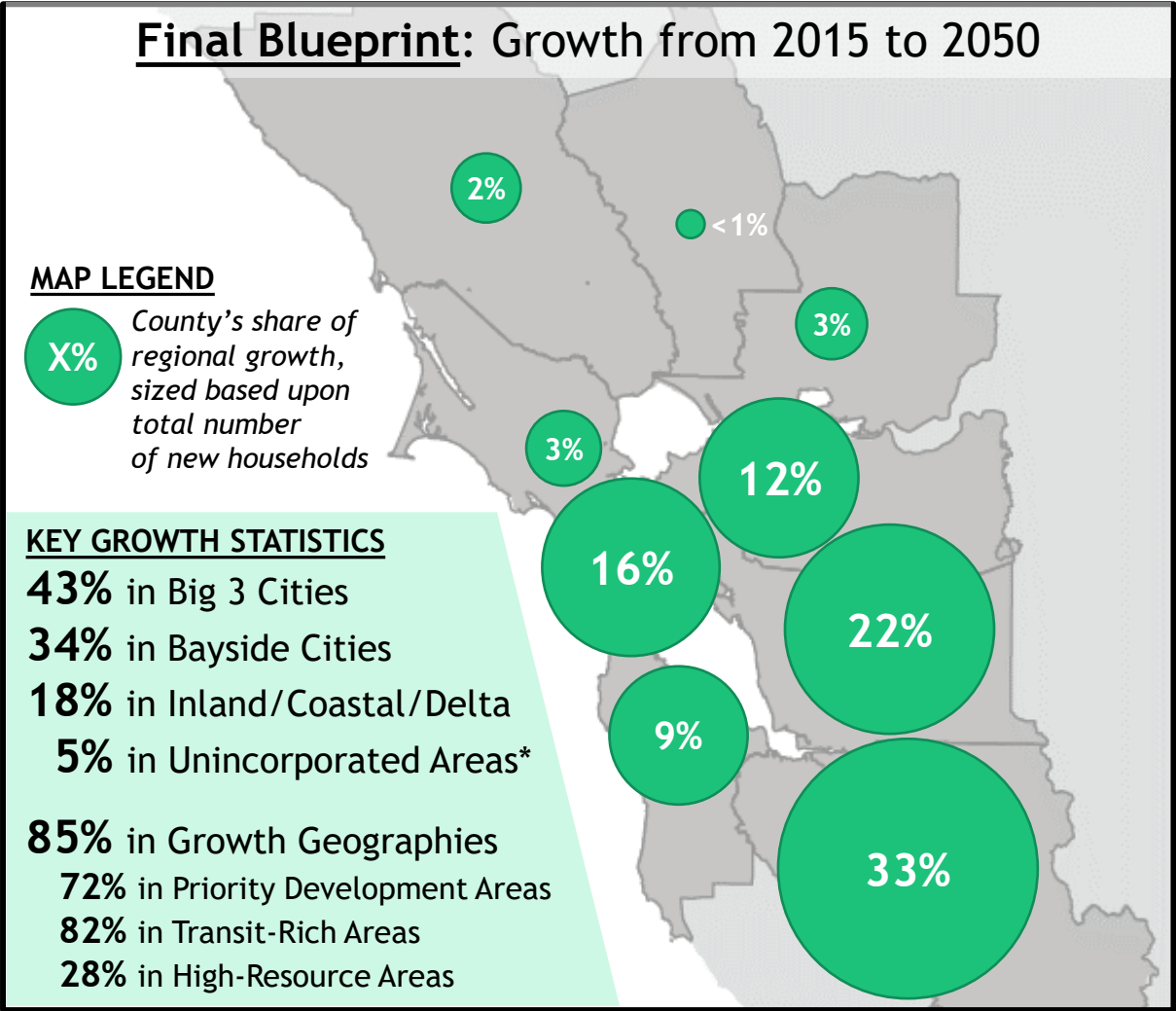
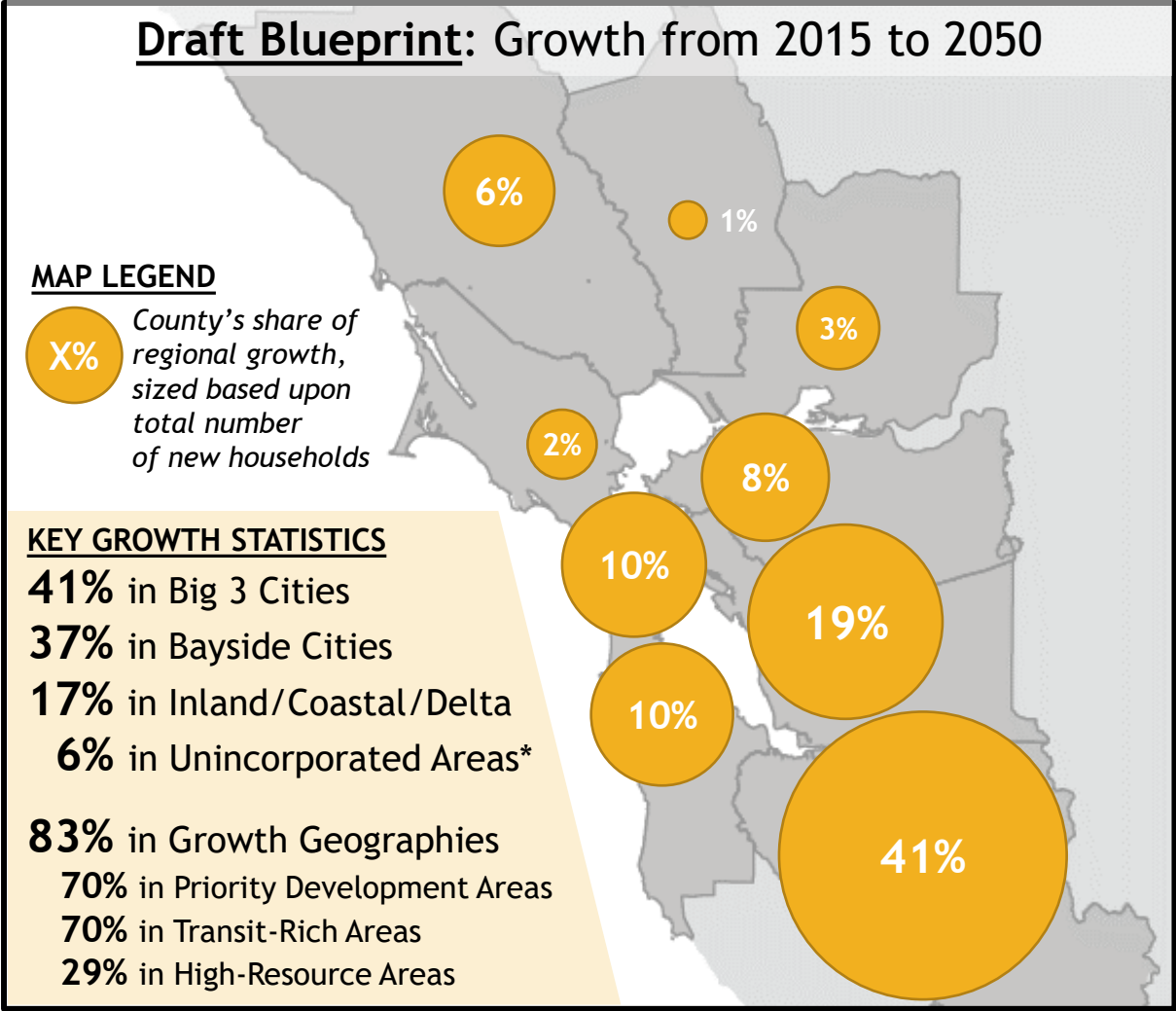
All high-risk Bay Area homes **retrofitted to reduce seismic and wildfire risks**

No urban growth envisioned **outside of present-day growth boundaries**

New revenues required to advance Plan **forecasted to support, not inhibit, future economic growth**



Household Growth: Draft vs. Final Blueprint



** All urbanized growth in unincorporated areas is focused within existing urban growth boundaries (Strategy EN4).
For breakdowns on the subcounty level, please refer to the Final Blueprint Growth Pattern on planbayarea.org.
Totals do not always sum to 100% due to rounding.*

Household Growth: Draft vs. Final Blueprint

Which new or revised Final Blueprint Strategies are driving changes between Draft & Final?



Allow a Greater Mix of Housing Densities and Types in Growth Areas

Refinements approved in September focused a greater share of growth in transit-rich, high-resource places, yielding shifts toward San Francisco & higher-resource East Bay cities.



Transform Aging Malls & Office Parks + Accelerate Reuse of Public Land

Larger sites with significant development potential - including in North Santa Clara County and in portions of the East Bay - are seeing more housing in the Final Blueprint as a result.



Improved Baseline & Pipeline Data

Further engagement with local jurisdiction partners this summer improved baseline, pipeline, and zoning data, which contributed to changes in household growth projections for select counties.

Final Blueprint: Growth from 2015 to 2050

MAP LEGEND

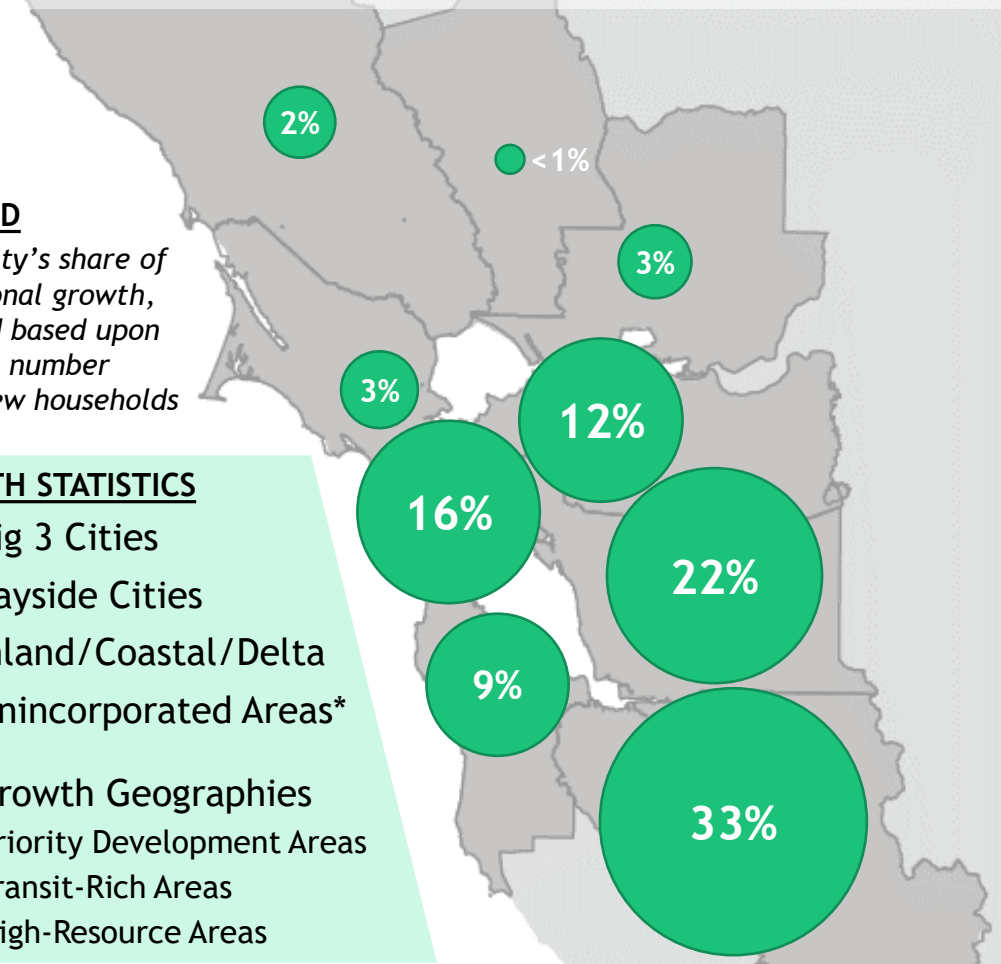
X% County's share of regional growth, sized based upon total number of new households

KEY GROWTH STATISTICS

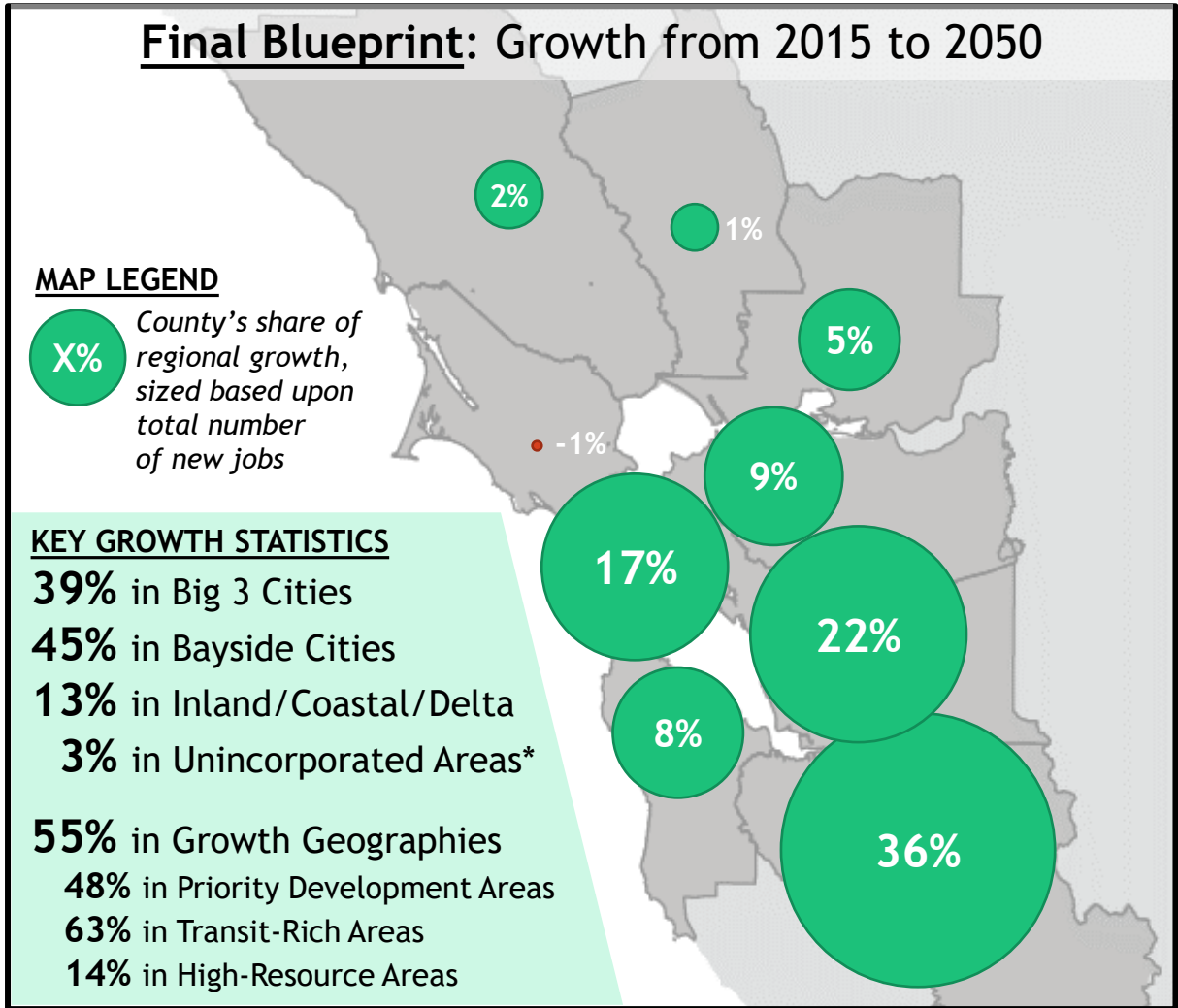
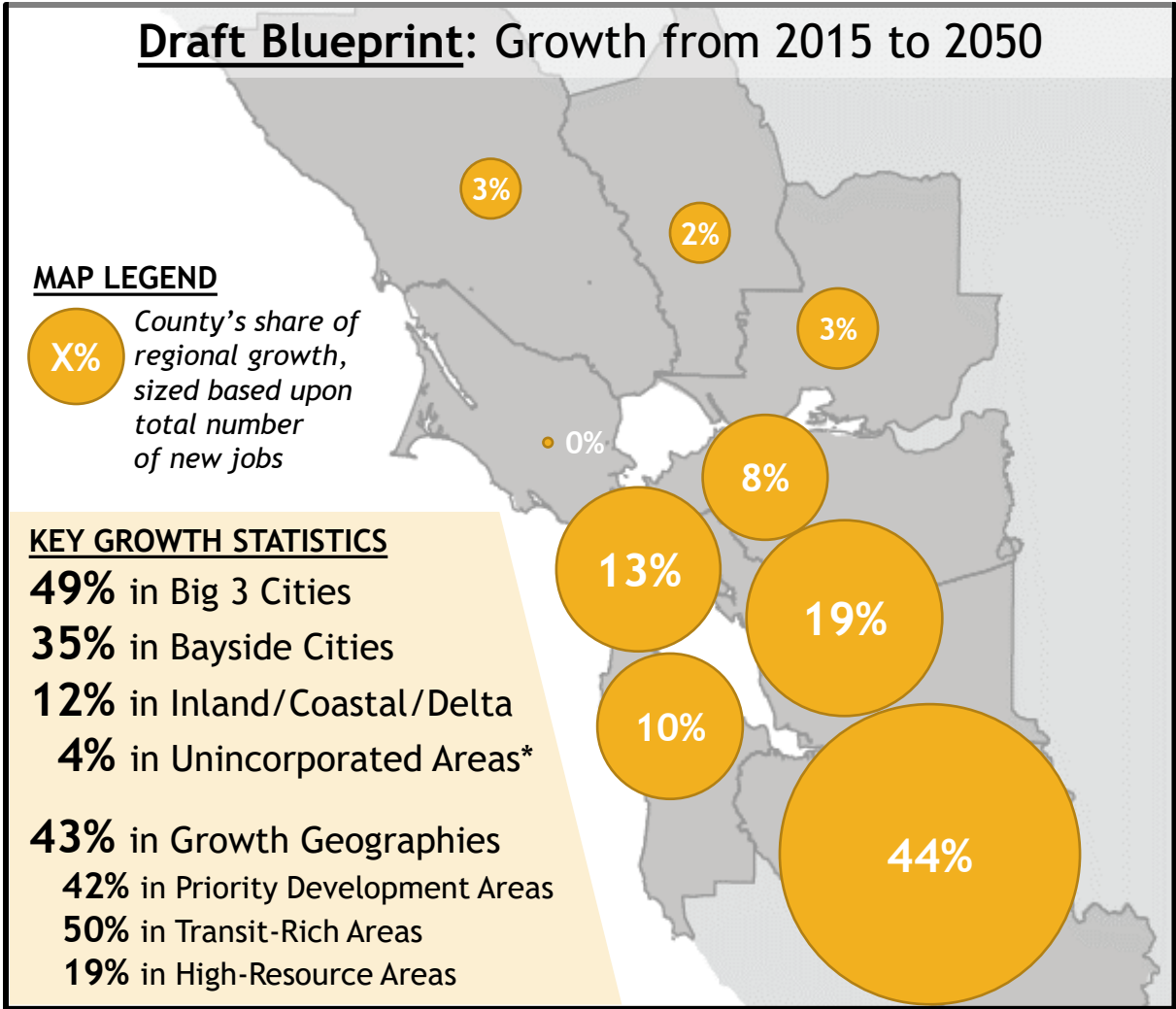
43% in Big 3 Cities
34% in Bayside Cities
18% in Inland/Coastal/Delta
5% in Unincorporated Areas*
85% in Growth Geographies
72% in Priority Development Areas
82% in Transit-Rich Areas
28% in High-Resource Areas

* All urbanized growth in unincorporated areas is focused **within existing urban growth boundaries** (Strategy EN4).

Totals do not always sum to 100% due to rounding.




Job Growth: Draft vs. Final Blueprint




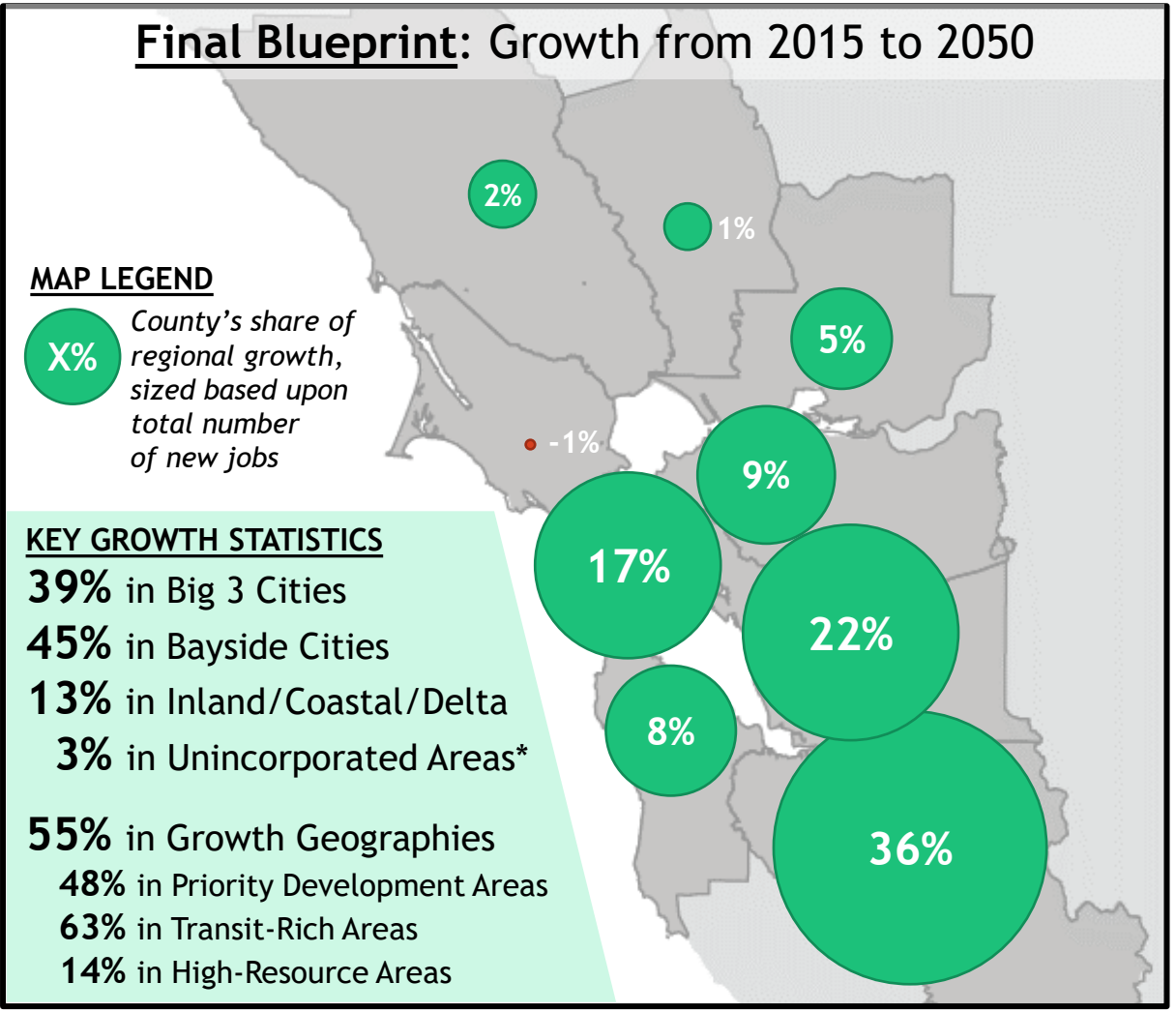
* All urbanized growth in unincorporated areas is focused within existing urban growth boundaries (Strategy EN4).
For breakdowns on the subcounty level, please refer to the Final Blueprint Growth Pattern on planbayarea.org.
Totals do not always sum to 100% due to rounding.

Job Growth: Draft vs. Final Blueprint

Which new or revised Final Blueprint Strategies are driving changes between Draft & Final?

 **Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit**
This new strategy to incentivize more job growth in the East Bay and North Bay led to moderate shifts from select South Bay cities; the elimination of jobs-housing imbalance fees featured in the Draft Blueprint also contributed to intra-county shifts within Santa Clara County.

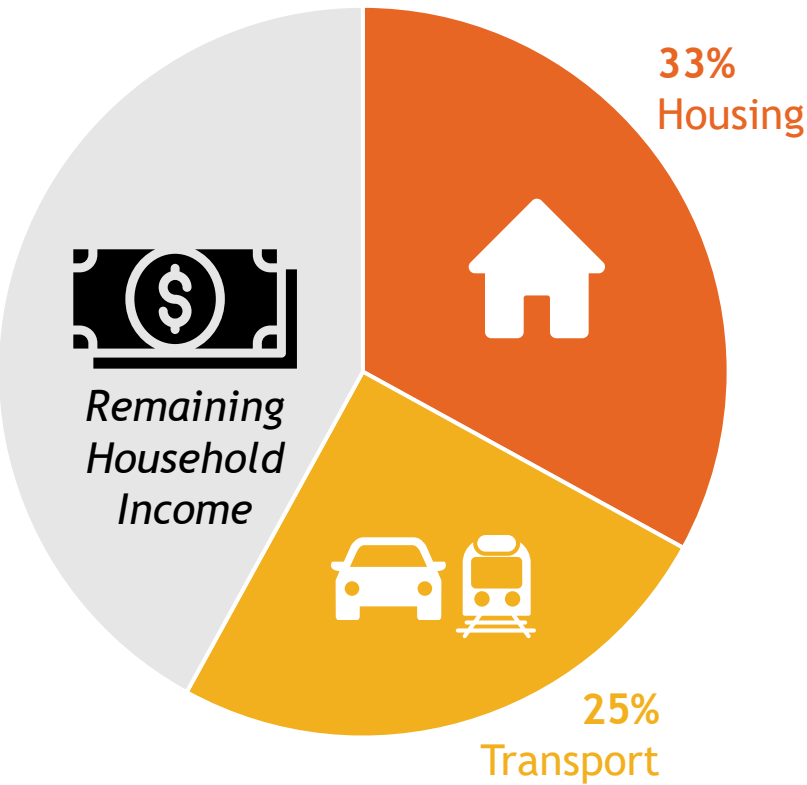
 **Allow Greater Commercial Densities in Growth Geographies**
With a focus on greater capacity near public transit, updates to this strategy led to a much greater share of job growth within walking distance of high-quality transit hubs.



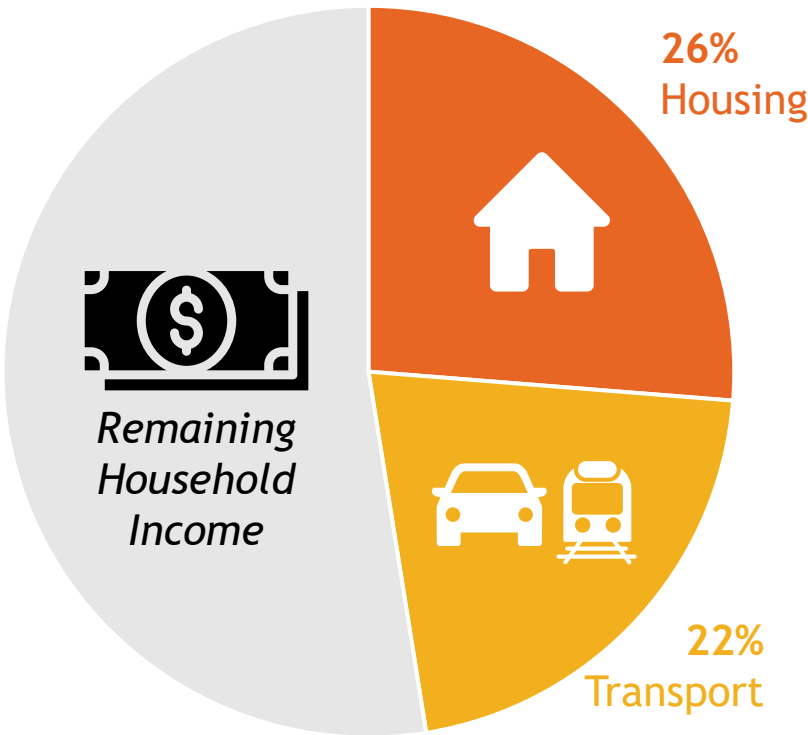
* All urbanized growth in unincorporated areas is focused **within existing urban growth boundaries** (Strategy EN4).
For breakdowns on the subcounty level, please refer to the Final Blueprint Growth Pattern on planbayarea.org.
Totals do not always sum to 100% due to rounding.

Affordability: Draft vs. Final Blueprint

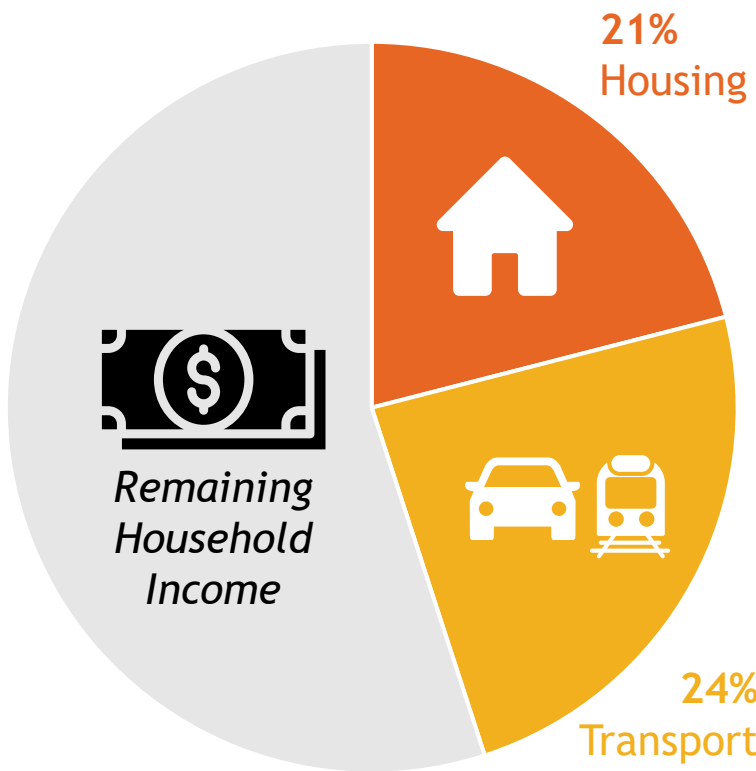
Housing & Transport Costs
2015



Housing & Transport Costs
2050 Draft Blueprint



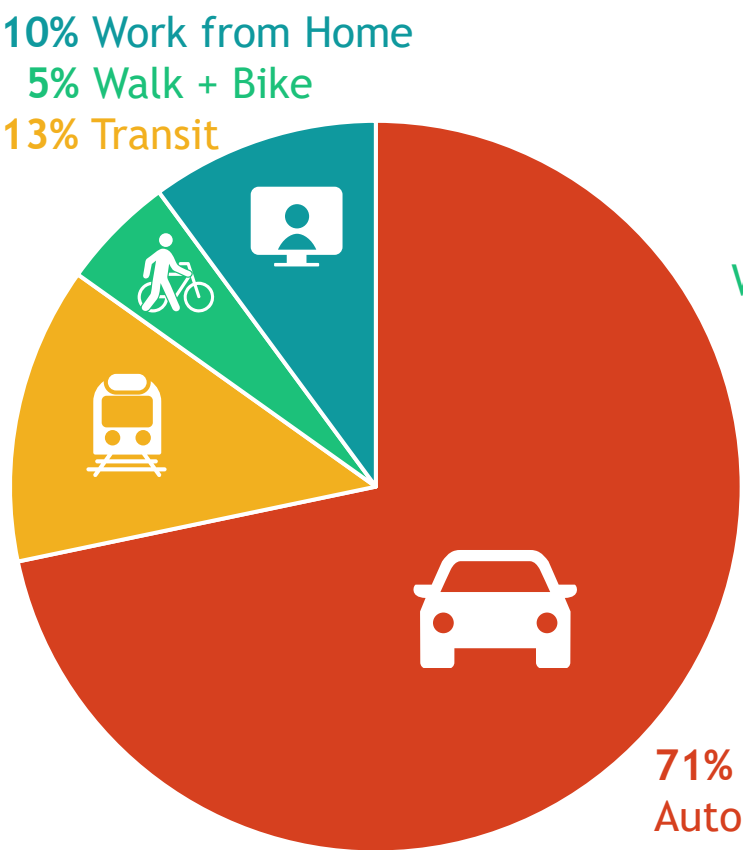
Housing & Transport Costs
2050 Final Blueprint



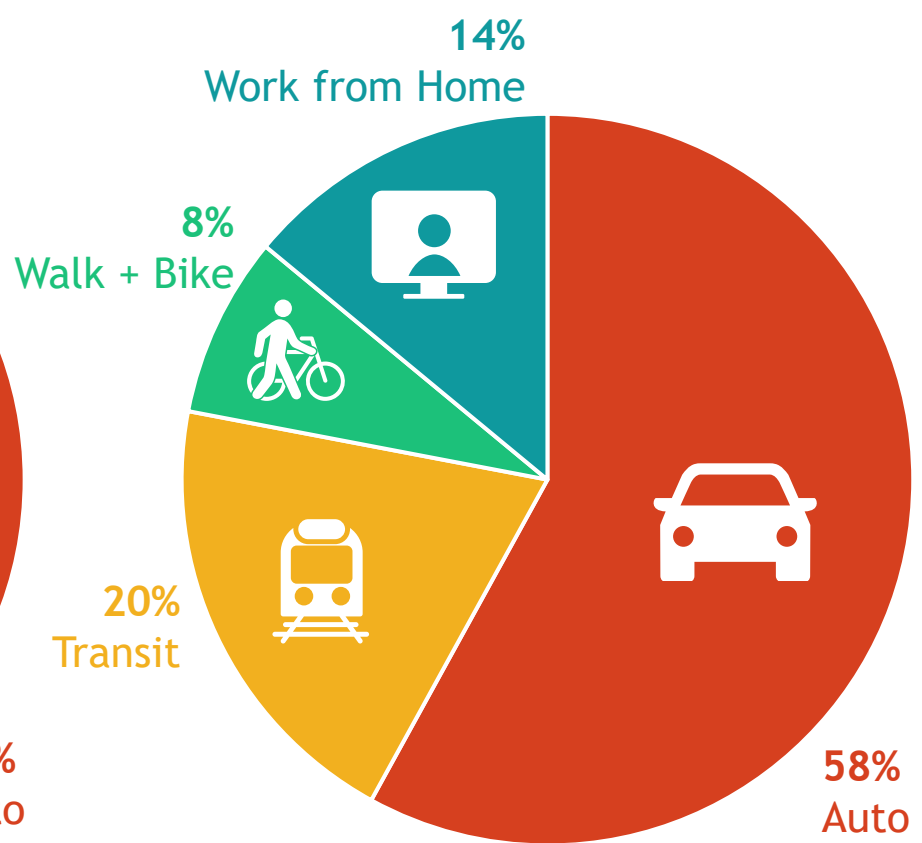
Totals do not always sum to 100% due to rounding.

Commute Mode Choice: Draft vs. Final Blueprint

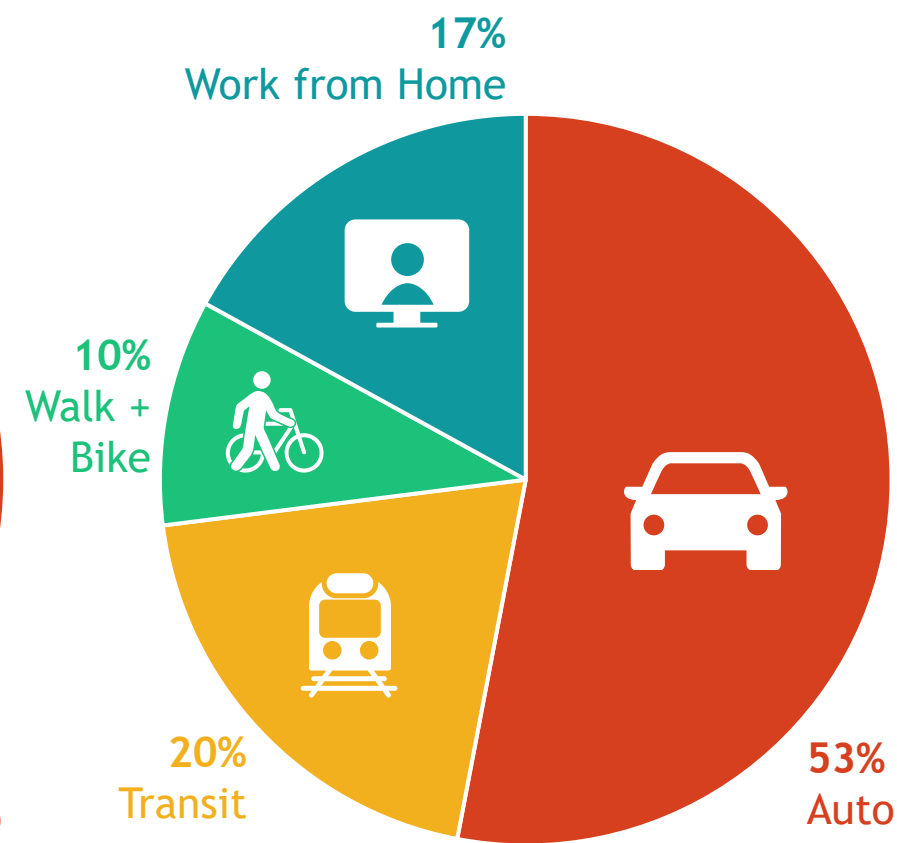
Commute Mode Choice
2015



Commute Mode Choice
2050 Draft Blueprint



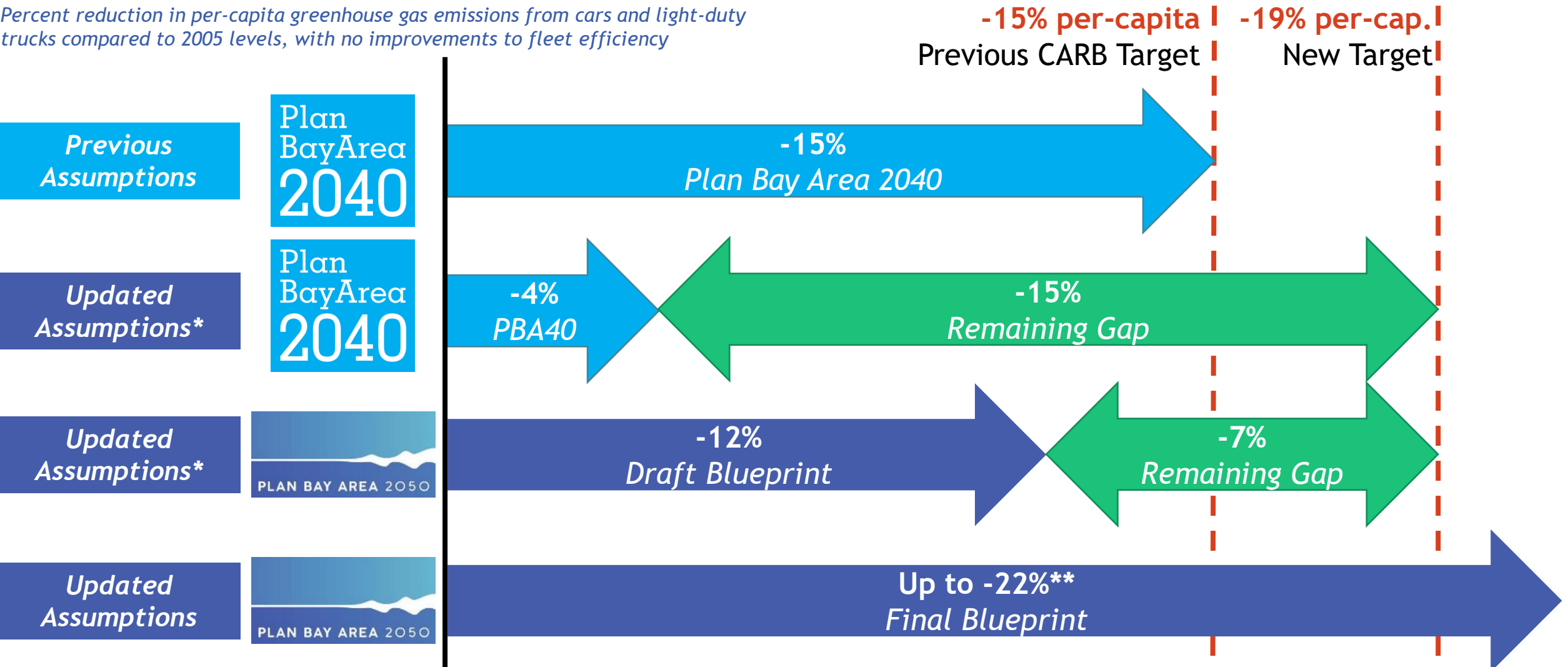
Commute Mode Choice
2050 Final Blueprint



Baseline year telecommute data has been updated to better reflect both frequent and infrequent telecommuters working from home on a typical weekday. Totals do not always sum to 100% due to rounding.

GHG: Draft vs. Final Blueprint

Percent reduction in per-capita greenhouse gas emissions from cars and light-duty trucks compared to 2005 levels, with no improvements to fleet efficiency



* = impact from updated auto operating cost approximated based upon prior model runs for Plan Bay Area 2040 and Draft Blueprint; approved by CARB in October 2020

** = estimated GHG reductions could change as a result of CARB review process in 2021-22; CARB could request even more conservative assumptions re: strategy benefits



GHG: Draft vs. Final Blueprint

Which new or revised Final Blueprint Strategies are driving changes between Draft & Final?



Expand Clean Vehicle Incentives

Increasing funding for clean vehicles helped to accelerate the region's shift towards clean vehicles and reduce emissions at a faster rate than envisioned by CARB.



Expand Commute Trip Reduction Programs and Transportation Demand Management Initiatives

Strategies for major employers to incentivize sustainable commutes, combined with regional parking initiatives, enabled progress toward the target.



Expand Per-Mile Tolling and Allow a Greater Mix of Housing Densities & Types in Growth Areas

By doubling down on existing Draft Blueprint strategies as identified in the September action item, additional emission reductions were possible.



Marin Headlands (Image Source: Flickr, Creative Commons)

Final Blueprint: More Affordable than Draft



- Will Bay Area residents spend less on housing and transportation?
Yes.
 - Housing cost burden declines significantly from 2015 levels, especially for those with the fewest means to afford Bay Area homes.
- Will the Bay Area produce and preserve more affordable housing?
Yes.
 - Final Blueprint strategies to expand preservation and production of affordable units result in more than one-quarter of regional housing stock as deed-restricted affordable by 2050.

Share of <u>average</u> household income spent on housing + transportation	58%	in <u>2015</u>
	48%	in <u>Draft 2050</u>
	45%	in <u>Final 2050</u>

Share of <u>low-income</u> household income spent on housing + transportation	113%	in <u>2015</u>
	83%	in <u>Draft 2050</u>
	58%	in <u>Final 2050</u>

Final Blueprint: More Connected than Draft



- Will Bay Area residents be able to access their destinations more easily?
Yes, if using public transit.
- Access to destinations by public transit continue to grow, while means-based road pricing helps to manage congestion and provide reliable auto travel times.
- Will Bay Area residents have a transportation system they can rely on?
Yes, especially for motorists.
- While freeway reliability improves due to Final Blueprint strategies, transit crowding remains an ongoing concern on select systems in the medium-to-long term.

<i>Jobs accessible by transit in 45 minutes or less (average Bay Area resident)</i>	131k	in <u>2015</u>
	254k	in <u>Draft 2050</u>
	276k	in <u>Final 2050</u>

<i>Jobs accessible by transit in 45 minutes or less (average resident in Community of Concern)</i>	201k	in <u>2015</u>
	389k	in <u>Draft 2050</u>
	427k	in <u>Final 2050</u>

Final Blueprint: More Diverse than Draft



- Will Bay Area communities be more inclusive?
To a limited degree, yes.
- While Plan Bay Area 2050 makes some headway by focusing affordable housing in transit-rich, high-resource areas, RHNA is likely to go even further.
- Will Bay Area residents be able to stay in place?
It depends.
- While new strategies both expand protections for renters and generate much-needed affordable housing, some low-income residents may end up relocating to seek improved housing or other amenities.

Share of low-income households in High-Resource Areas	20%	in <u>2015</u>
	22%	in <u>Draft 2050</u>
	24%	in <u>Final 2050</u>

Share of Growth Geography tracts at risk of displacement	42% <u>Draft</u>	17% <u>Final</u>
Share of Communities of Concern tracts at risk of displacement	42% <u>Draft</u>	40% <u>Final</u>

Final Blueprint: Healthier than Draft



- Will Bay Area residents be healthier and safer?
Yes.
 - Strategies to invest in parks and open space - focused in disinvested communities - provide more opportunities for recreation.
- Will the environment of the Bay Area be healthier and safer?
Yes.
 - In addition to reduced GHG emissions for transportation, building modernization strategies create jobs, improve energy efficiency, and reduce water consumption.

	1.7	in <u>2015</u>
<i>Acres of urban parks per 1,000 residents (regionwide)</i>	1.7	in <u>Draft 2050</u>
	2.1	in <u>Final 2050</u>

	1.4	in <u>2015</u>
<i>Acres of urban parks per 1,000 residents (Communities of Concern)</i>	1.4	in <u>Draft 2050</u>
	2.3	in <u>Final 2050</u>

Final Blueprint: Resilience Highlights



One common question during the Blueprint planning process relates to how resilience is integrated into the Plan. **Plan Bay Area 2050 is the first comprehensive regional plan featuring multi-hazard strategies to reduce risks, paired with exclusion of unmitigated high-hazard risk areas from the Growth Geographies.**



Source: Southern Marin Fire Protection District

A suite of strategies works together to reduce wildfire risks in the Final Blueprint, including:

- Maintain Urban Growth Boundaries
- Protect and Manage High-Value Conservation Land
- Modernize Existing Residential Buildings



A single, unifying strategy focuses attention on adapting to sea level rise, protecting nearly all communities at risk from two feet of permanent inundation* plus 100,000 acres of marsh restoration.

** Per State guidance; less than 1% chance of greater inundation by year 2050.*



Building retrofit strategies tackle seismic and drought deficiencies, with a focus on older residential structures and providing means-based subsidies to do so.

Final Blueprint: More Vibrant than Draft

- Will jobs and housing be more balanced?
Yes.
 - Even more improvement in the intraregional jobs-housing balance in Final Blueprint help to reduce commute distances, especially for workers with low incomes.
- Will the Bay Area economy thrive?
Yes.
 - In addition to the robust long-term growth forecasted in the Draft Blueprint, business incubators and job training programs help support more middle-wage jobs in industrial lands across the Bay Area.

<i>Jobs-housing ratio for combined West & South Bay subregion</i>	1.8	in <u>2015</u>
	1.6	in <u>Draft 2050</u>
	1.5	in <u>Final 2050</u>

<i>Median commute distance for workers with low incomes (in miles)</i>	10	in <u>2015</u>
	12	in <u>Draft 2050</u>
	9	in <u>Final 2050</u>

What's Next?

Transitioning to the Final Phase of
Plan Bay Area 2050

Winter/Spring: Public and Stakeholder Engagement

Winter 2021
Focus on
Implementation Plan
Development



Ongoing small-group stakeholder meetings and CBO focus groups to discuss potential implementation actions

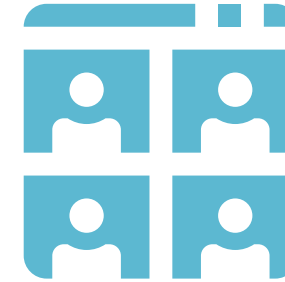


Online survey & text-based service (for those without internet access) to prioritize strategies to advance/implement first

Spring 2021
Focus on
Draft *Implementation Plan*,
Draft *Plan Document*, and
Draft *EIR* Release



Videos, podcasts, and/or webinars in multiple languages



Virtual public meetings & digital webinars with partners to learn about the draft Plan



Postcards, flyers, telephone comment line, and digital in-language promotion



Virtual scavenger hunt (for youth & young-at-heart)

Seeking Approval: Preferred EIR Alternative

Plan Bay Area 2050
Final Blueprint



No Project Alternative
as required by CEQA

Alternative #1
based upon comments received in scoping

Alternative #2
based upon comments received in scoping

*Alternatives will be finalized
this winter with a focus on
reducing environmental
impacts, as required by
CEQA.*

Staff Recommendation:
*Approve MTC Resolution
No. 4451 and ABAG
Resolution No. 01-2021
to Advance as Preferred
EIR Alternative*

**Environmental
Impact Report
(EIR)**

A BLUEPRINT FOR THE BAY AREA'S FUTURE



What is Plan Bay Area 2050?

Plan Bay Area 2050 is the long-range plan now being developed by the Metropolitan Transportation Commission and the Association of Bay Area Governments to guide the growth of our nine-county region for the next generation. Scheduled for completion in 2021, the plan integrates strategies for transportation, housing, the environment and the economy.

What requirements must Plan Bay Area 2050 meet?

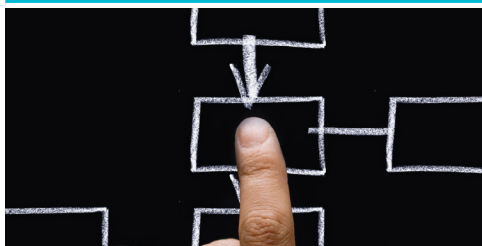
The plan must work to advance the Vision and Guiding Principles adopted by MTC and ABAG in 2019 — to ensure that the Bay Area in 2050 is more affordable, connected, diverse, healthy and vibrant for all. Furthermore, among many statutory requirements, the plan must meet or exceed a 19 percent per capita greenhouse gas (GHG) emissions reduction target for light-duty vehicles by 2035, while planning for sufficient housing at all income levels.

What is the Final Blueprint?



The Final Blueprint integrates 35 bold, equitable and resilient strategies—building upon the predecessor Horizon Initiative—to tackle the region's transportation, housing, economic and environmental challenges.

What is a “strategy”?



A strategy is either a public policy or set of investments that can be implemented in the Bay Area over the next 30 years. A strategy is not a near-term action, a mandate for a jurisdiction or agency, or a legislative proposal. In addition, because Plan Bay Area 2050 must be fiscally constrained, not every strategy can be integrated into the plan given finite available revenues.

Who implements these strategies?



Strategies in Plan Bay Area 2050 can be implemented at the local, regional, or state levels. Specific implementation actions and the role for MTC and ABAG are being identified through a collaborative Implementation Plan process between fall 2020 and summer 2021. [See inside to learn more about the Final Blueprint strategies.](#)

Four Elements of Plan Bay Area 2050



TRANSPORTATION



HOUSING



ECONOMY



ENVIRONMENT



Key Milestones

SPRING

- Analyze Draft Blueprint Outcomes

SUMMER

- Convene Public and Stakeholder Workshops
- Revise Strategies for Final Blueprint

FALL

- Adopt Final Blueprint
- Advance to Environmental Impact Report (EIR)

WINTER

- Conduct Environmental Analysis
- Develop Implementation Plan



Transportation Strategies – Cost : \$579 Billion

Maintain and Optimize the Existing System

Restore, Operate and Maintain the Existing System. Commit to operate and maintain the Bay Area's roads and transit infrastructure, while restoring transit service frequencies to 2019 levels no later than 2035.

\$390
BILLION

Support Community-Led Transportation Enhancements in Communities of Concern. Provide direct funding to historically marginalized communities to fund locally identified transportation needs.

\$8
BILLION

Enable a Seamless Mobility Experience. Eliminate barriers to multi-operator transit trips by streamlining fare payment and trip planning, while requiring schedule coordination at timed transfer hubs.

\$3
BILLION

Reform Regional Transit Fare Policy. Streamline fare payment and replace existing operator- specific discounted fare programs with an integrated fare structure across all transit operators.

\$10
BILLION

Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives. Apply a per-mile charge on auto travel on select congested freeway corridors where transit alternatives exist, with discounts for carpoolers, low-income residents, and off-peak travel, with excess revenues reinvested into transit alternatives in the corridor.

\$1
BILLION

Improve Interchanges and Address Highway Bottlenecks. Rebuild interchanges and widen key highway bottlenecks to achieve short-to-medium-term congestion relief.

\$11
BILLION

Advance Other Regional Programs and Local Priorities. Fund regional programs like Clipper and 511, while supporting local transportation investments on arterials and local streets.

\$18
BILLION

Create Healthy and Safe Streets

Build a Complete Streets Network. Enhance streets to promote walking, biking, and other micro-mobility through sidewalk improvements, car-free slow streets, and 10,000 miles of bike lanes or multi-use paths.

\$13
BILLION

Advance Regional Vision Zero Policy through Street Design and Reduced Speeds. Reduce speed limits to 20 to 35 miles per hour on local streets and 55 miles per hour on freeways, relying on design elements on local streets and automated speed enforcement on freeways.

\$4
BILLION

Build a Next-Generation Transit Network

Enhance Local Transit Frequency, Capacity and Reliability. Improve the quality and availability of local bus and light rail service, with new bus rapid transit lines, South Bay light rail extensions, and frequency increases focused in lower-income communities.

\$31
BILLION

Expand and Modernize the Regional Rail Network. Better connect communities while increasing frequencies by advancing a New Transbay Rail Crossing, BART to Silicon Valley Phase 2, Valley Link and Caltrain/High-Speed Rail Grade Separations, among other projects.

\$81
BILLION

Build an Integrated Regional Express Lane and Express Bus Network. Complete the buildout of the Regional Express Lanes Network to provide uncongested freeway lanes for expanded express bus services, carpools and toll-paying solo drivers.

\$9
BILLION



Housing Strategies – Cost : \$468 Billion

Protect and Preserve Affordable Housing

Further Strengthen Renter Protections Beyond State Legislation. Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old.

**\$2
BILLION**



Preserve Existing Affordable Housing. Acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing.

**\$237
BILLION**

Spur Housing Production at All Income Levels

Allow a Greater Mix of Housing Densities and Types in Growth Geographies. Allow a variety of housing types at a range of densities to be built in Priority Development Areas, select Transit-Rich Areas, and select High-Resource Areas.

N/A



Build Adequate Affordable Housing to Ensure Homes for All. Construct enough deed-restricted affordable homes necessary to fill the existing gap in housing for the unhoused community and to meet the needs of low-income households.

**\$219
BILLION**

Integrate Affordable Housing into All Major Housing Projects. Require a baseline of 10 to 20 percent of new market-rate housing developments of 5 units or more to be affordable to low-income households.

N/A

Transform Aging Malls and Office Parks into Neighborhoods. Permit and promote the reuse of shopping malls and office parks with limited commercial viability as neighborhoods with housing at all income levels.

N/A

Create Inclusive Communities

Provide Targeted Mortgage, Rental and Small Business Assistance to Communities of Concern. 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.

**\$10
BILLION**



Accelerate Reuse of Public and Community-Owned Land for Mixed-Income Housing and Essential Services. Help public agencies, community land trusts and other non-profit landowners to accelerate development of mixed-income affordable housing.

N/A



Economic Strategies – Cost : \$234 Billion

Improve Economic Mobility

Implement a Statewide Universal Basic Income. Provide an average \$500 per month payment to all Bay Area households to improve family stability, promote economic mobility and increase consumer spending.

**\$205
BILLION**



Expand Job Training and Incubator Programs. Fund assistance programs for establishing a new business, as well as job training programs, primarily in historically disinvested communities.

**\$5
BILLION**

Invest in High-Speed Internet in Underserved Low-Income Communities. Provide direct subsidies and construct public infrastructure to ensure all communities have affordable access to high-speed internet.

**\$10
BILLION**

Shift the Location of Jobs

Allow Greater Commercial Densities in Growth Geographies. Allow greater densities for new commercial development in select Priority Development Areas and select Transit-Rich Areas to encourage more jobs to locate near public transit.

N/A



Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit. Provide subsidies to encourage employers to relocate offices to housing-rich areas near regional rail stations.

**\$10
BILLION**

Retain and Invest in Key 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.

**\$4
BILLION**



Environmental Strategies – Cost : \$102 Billion

Reduce Risks from Hazards

Adapt to Sea Level Rise. Protect shoreline communities affected by sea level rise, prioritizing areas of low costs and high benefits and providing additional support to vulnerable populations.

**\$19
BILLION**



Provide Means-Based Financial Support to Retrofit Existing Residential Buildings. Adopt building ordinances and incentivize retrofits to existing buildings to meet higher seismic, wildfire, water and energy standards, providing means-based subsidies to offset associated costs.

**\$15
BILLION**

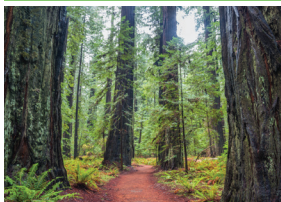
Fund Energy Upgrades to Enable Carbon-Neutrality in All Existing Commercial and Public Buildings. Support electrification and resilient power system upgrades in all public and commercial buildings.

**\$18
BILLION**

Expand Access to Parks and Open Space

Maintain Urban Growth Boundaries. Using urban growth boundaries and other existing environmental protections, confine new development within areas of existing development or areas otherwise suitable for growth, as established by local jurisdictions.

N/A



Protect and Manage High-Value Conservation Lands. Provide strategic matching funds to help conserve and maintain high-priority natural and agricultural lands, including but not limited to Priority Conservation Areas and wildland-urban interface lands.

**\$15
BILLION**

Modernize and Expand Parks, Trails and Recreation Facilities. Invest in quality parks, trails and open spaces that provide inclusive recreation opportunities for people from all backgrounds, abilities and ages to enjoy.

**\$30
BILLION**

Reduce Climate Emissions

Expand Commute Trip Reduction Programs at Major Employers. 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 telecommuting, transit, walking, and/or bicycling.

N/A



Expand Clean Vehicle Initiatives. Expand investments in clean vehicles, including more fuel-efficient vehicles and electric vehicle subsidies and chargers.

**\$4
BILLION**

Expand Transportation Demand Management Initiatives. Expand investments in programs like vanpools, bikeshare, carshare and parking fees to discourage solo driving.

**\$1
BILLION**

ADVANCING EQUITY WITH BOLD STRATEGIES

As a cross-cutting issue of Plan Bay Area 2050, staff has worked to weave equity into every single strategy for the Final Blueprint.



AFFORDABLE



Consistent regional means-based discounts for fares and tolls.



CONNECTED



Service frequency increases in currently underserved PDAs and community-prioritized transportation improvements.



DIVERSE



Emphasis on growth in High-Resource Areas to address the legacy of race-based exclusion.



HEALTHY



Prioritization of retrofit assistance and sea level rise infrastructure in lower-income communities.



VIBRANT



Universal basic income to help enable greater economic mobility.



**Stay
Involved!**

Visit planbayarea.org to stay informed on the Plan Bay Area 2050 process and learn about future opportunities to provide your input. You can also follow MTC BATA on social media.



@mtcbata

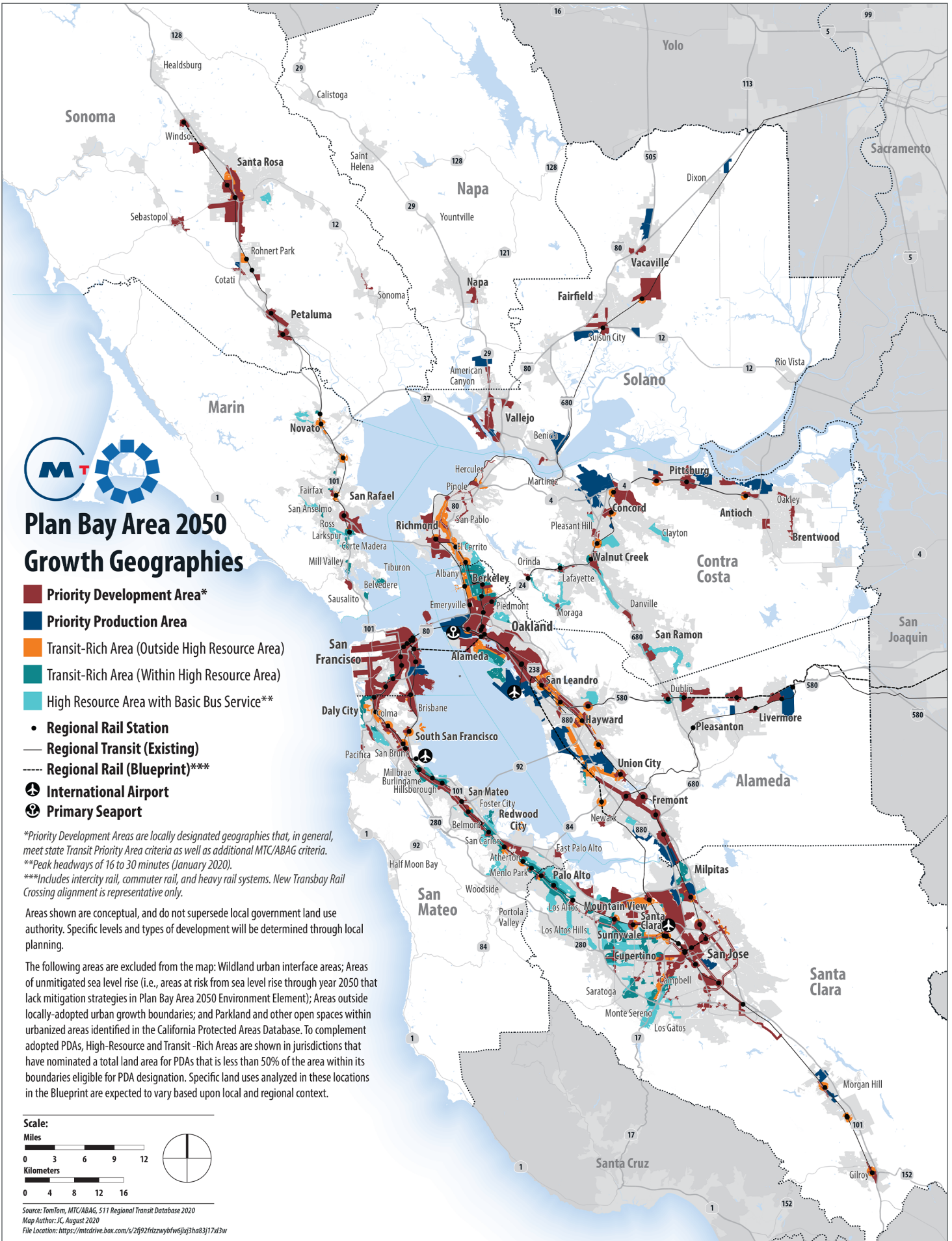
#BayArea2050



MTCBATA



@MTCBATA



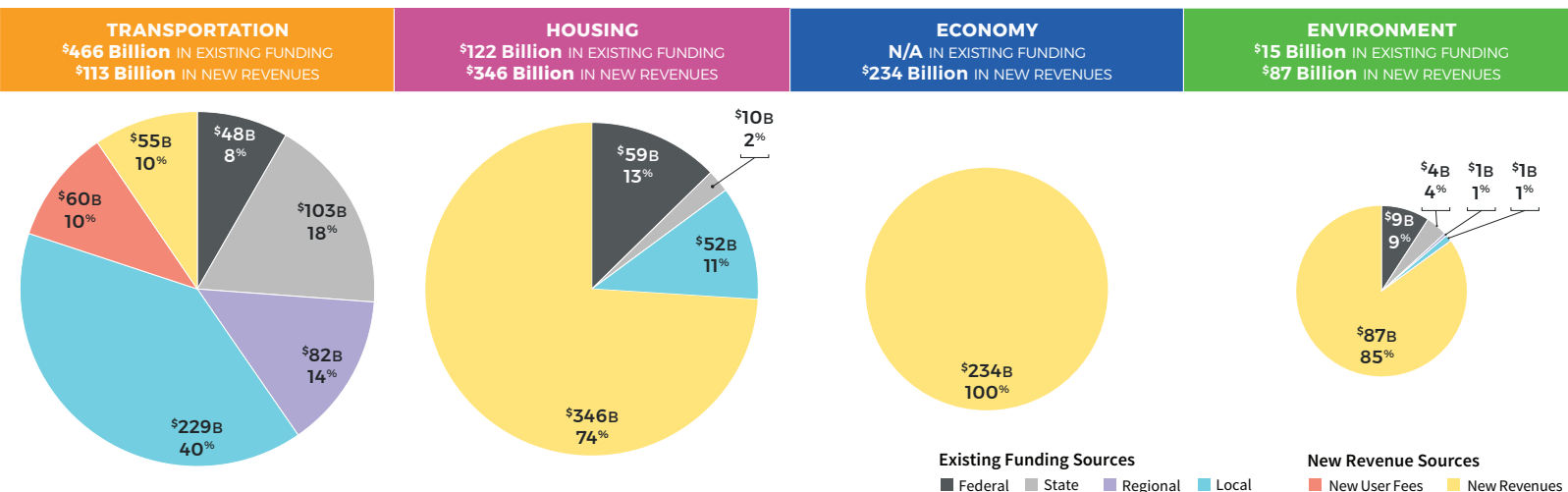


INVESTMENT ANALYSIS

PLAN BAY AREA 2050

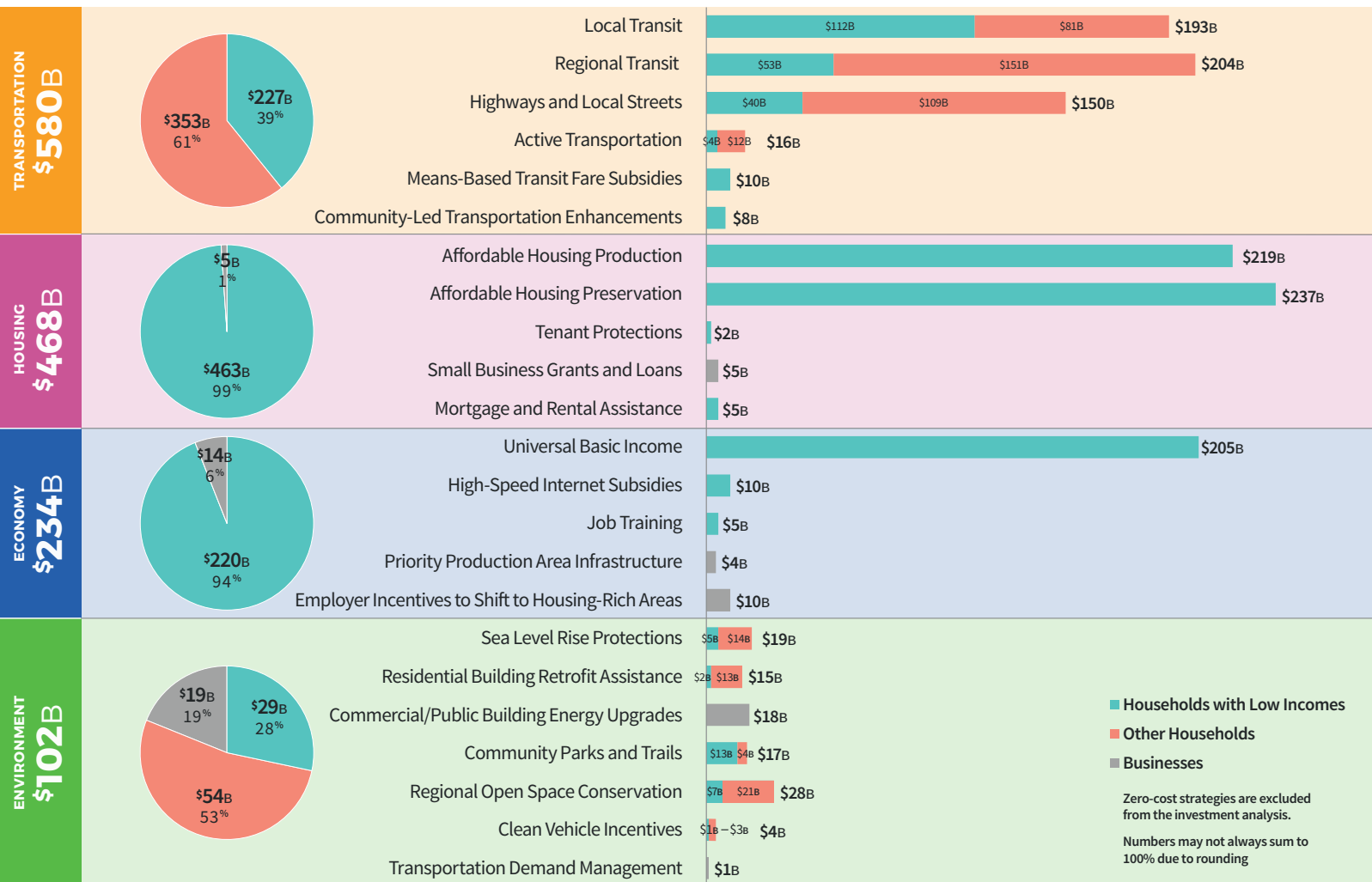
What are the Sources of Final Blueprint Investments?

The Final Blueprint anticipates total inflation-adjusted revenues of nearly \$1.4 trillion across the four topic areas of transportation, housing, economy and environment during the plan period, from 2021 to 2050. Nearly \$603 billion is expected from existing funding sources, after accounting for impacts of the COVID-19 recession. The remaining \$780 billion is expected from a mix of new revenues, including per-mile freeway tolls, parking fees and other regional funding measures. These could reflect a mix of state, regional, and local sources – ranging from sales taxes to income taxes to property taxes – implemented in a phased manner over the coming decades.



Who Benefits from Final Blueprint Investments?

Each Final Blueprint strategy was carefully crafted to advance equity, with an emphasis on channeling strategy-related investments toward households with low incomes (under \$45,000 per year) - roughly a quarter of all households. Investments in the housing and economy elements are directed almost exclusively toward households with low incomes, while transportation and environment investments are split between households with low incomes and other households.





EQUITY AND PERFORMANCE OUTCOMES

Organized by the Plan Bay Area 2050 Guiding Principles, several metrics help answer two key questions per Guiding Principle. Icons indicate whether outcomes are favorable. Accompanying text sheds light on how Final Blueprint strategies and assumptions contribute to performance outcomes, and metrics highlight impacts on disadvantaged populations where feasible.

KEY DEFINITIONS IN METRICS

2015 Refers to simulated 2015 conditions, which were calibrated to closely match on-the-ground conditions.

2050 Blueprint Reflects simulated 2050 outcomes if population and job growth continue according to the Plan Bay Area 2050 Regional Growth Forecast and all 35 Final Blueprint strategies are implemented.

Households with Low Incomes Households with an annual income of less than \$45,000 in today's dollars; shown where feasible to parse out equity impacts.

Communities of Concern (CoCs) Census tracts with a significant concentration of underserved populations, including people of color and households with low incomes; updated using latest ACS data.

High-Resource Areas State-designated areas with access to well-resourced schools, open space, jobs and services.

Transit-Rich Areas State-designated areas within ½ mile of a rail station, ferry terminal, or frequent bus stop (every 15 minutes or better in peak periods).

Priority Production Areas Locally-identified industrial districts that support industries that are critical to the functioning of the Bay Area economy and are home to middle wage jobs.

What are the Key Equity and Performance Outcomes of the Final Blueprint?

All dollar values shown as part of the Equity and Performance outcomes are in year 2020 dollars.

OUTCOMES LEGEND



Moving in the Right Direction



Mixed Outcomes



Moving in the Wrong Direction



AFFORDABLE

WILL BAY AREA RESIDENTS SPEND LESS ON HOUSING AND TRANSPORTATION?

		HOUSING AND TRANSPORTATION COSTS AS SHARE OF INCOME		2015	2050 FINAL BLUEPRINT
		Housing and Transportation	Households with Low Incomes	113%	58%
	In 2015, households with low incomes had an extreme housing and transportation cost burden. Accounting for people with no incomes, people on financial assistance, and the currently unhoused, housing and transportation costs exceeded average incomes for households with low incomes. Strategies in the Final Blueprint geared toward housing production at all income levels, preservation of affordable housing, universal basic income and means-based fares and tolls are forecasted to make the region more affordable for all.	Housing	All Households	58%	45%
			Households with Low Incomes	68%	29%
		Transportation	All Households	33%	21%
			Households with Low Incomes	45%	29%
			All Households	25%	24%
		TRANSPORT EXPENSES PER TRIP		2015	2050 FINAL BLUEPRINT
		Average Fare per Transit Trip	Households with Low Incomes	\$2.78	\$1.49
	Transit fare integration significantly reduces average transit fares per trip by 2050, with greater reductions for households with low incomes due to the introduction of means-based fare discounts. Meanwhile, the average "out-of-pocket" cost per auto trip, which includes fuel, maintenance, parking and tolls, increases for all households in 2050. This increase is driven primarily by the introduction of parking fees and all-lane freeway tolling that are critical for curbing emissions and managing congestion. The impact on households with low incomes is mitigated through a means-based toll discount and reinvestment of revenues into historically disinvested communities.		All Households	\$3.16	\$2.87
			Households with Low Incomes	\$1.39	\$2.37
		Average "Out-of-Pocket" Cost per Auto Trip	All Households	\$1.57	\$2.73
			Households with Low Incomes	\$0.37	\$1.11
		Average Parking Cost per Auto Trip	All Households	\$0.31	\$0.93
			Households with Low Incomes	\$0.05	\$0.11
		Average Toll per Auto Trip	All Households	\$0.08	\$0.23

WILL THE BAY AREA PRODUCE AND PRESERVE MORE AFFORDABLE HOUSING?

		SHARE OF HOUSING THAT IS DEED-RESTRICTED AFFORDABLE		2015	2050 FINAL BLUEPRINT
		Region-Wide		4%	27%
	The share of Bay Area homes that are permanently affordable (i.e., deed-restricted) is significantly higher in 2050, driven by the reuse of public land for affordable housing, subsidies to build new and acquire existing affordable homes, and minimum affordability requirements for major housing projects.	Communities of Concern		11%	39%
		High-Resource Areas		2%	24%
		SHARE OF NEW HOUSING PRODUCTION (2015-50) THAT IS DEED-RESTRICTED AFFORDABLE		Region-Wide	35%
				Communities of Concern	33%
				High-Resource Areas	42%
	Along with acquisition of currently affordable homes, the affordable housing preservation strategy ensures that all existing deed-restricted affordable units at risk of conversion to market-rate units are converted to permanently affordable homes.	SHARE OF AT-RISK AFFORDABLE HOUSING PRESERVED AS PERMANENTLY AFFORDABLE		Region-Wide	100%

What are the Key Equity and Performance Outcomes of the Final Blueprint?



WILL BAY AREA RESIDENTS BE ABLE TO ACCESS THEIR DESTINATIONS MORE EASILY?

The number of jobs accessible within a 30-minute drive increases by over 200,000 jobs between 2015 and 2050; however, the share of the region's jobs that can be accessed is forecasted to stay roughly similar, with marginally improved outcomes for Community of Concern residents. While the number of jobs accessible within a 45-minute transit trip remains lower than the number within a 30-minute drive, focused housing growth in Transit-Rich Areas and transit expansion strategies significantly improve the share of jobs accessible by transit. Biking and walking access also both increase slightly, mainly due to greater housing and commercial densities in growth areas. Overall, Community of Concern residents have greater job accessibility than the average Bay Area resident in 2015, with Final Blueprint strategies further advancing equitable outcomes.

NUMBER AND SHARE OF ALL BAY AREA JOBS THAT ARE ACCESSIBLE BY

2015

2050 FINAL BLUEPRINT

Number of Jobs

Share of Jobs

Number of Jobs

Share of Jobs

Auto (30 min)

Communities of Concern Residents

741,000

19.2%

1,060,000

19.6%

All Residents

687,000

17.8%

930,000

17.2%

Transit (45 min) (access by walk)

Communities of Concern Residents

201,000

5.2%

427,000

7.9%

All Residents

131,000

3.1%

276,000

5.1%

Bike (20 min)

Communities of Concern Residents

112,000

2.9%

184,000

3.4%

All Residents

89,000

2.3%

146,000

2.7%

Walk (20 min)

Communities of Concern Residents

12,000

0.3%

22,000

0.4%

All Residents

8,000

0.2%

11,000

0.2%

Nearly half of all households, and over two-thirds of households with low incomes, live within a half-mile of high-frequency transit, including rail, ferry and frequent bus stops, in 2050. The Final Blueprint focuses new affordable housing development in Transit-Rich Areas, while also investing in transit service increases. Due to the more dispersed nature of job growth, the share of jobs near high-frequency transit remains relatively constant.

SHARE OF HOUSEHOLDS AND JOBS WITHIN 1/2 MILE OF FREQUENT TRANSIT

2015

2050 FINAL BLUEPRINT

Households

Households with Low Incomes

42%

71%

All Households

33%

46%

Jobs

All Jobs

49%

51%

Retail Jobs

45%

50%

WILL BAY AREA RESIDENTS HAVE A TRANSPORTATION SYSTEM THEY CAN RELY ON?

Given a 35% increase in population by 2050, increases in freeway travel times are inevitable in the absence of new measures. Final Blueprint strategies such as per-mile tolling on key freeway corridors and other transportation demand management strategies, along with focused housing growth in key growth geographies, help maintain travel times near existing levels, even as lower speed limits reduce free-flow travel times.

FREEWAY CORRIDOR PEAK-HOUR TRAVEL TIME (MINUTES)

2015

2050 FINAL BLUEPRINT

Most of Route Features All-Lane Tolling

Oakland-San Francisco

30

31

Vallejo-San Francisco

57

58

Antioch-San Francisco

75

79

Antioch-Oakland

47

50

San Jose-San Francisco

64

68

Oakland-San Jose

56

56

Oakland-Palo Alto

54

56

Partial or No Tolling on Route

Fairfield-Dublin

48

50

Livermore-San Jose

48

62

Santa Rosa-San Francisco

69

75

PERCENT OF PERSON HOURS IN TRANSIT SPENT IN CROWDED CONDITIONS

2015

2050 FINAL BLUEPRINT

Local Transit

Muni Bus

20%

28%

AC Transit Local Bus

0%

31%

Muni Light Rail

32%

22%

VTA Light Rail

0%

33%

Regional Transit

AC Transit Transbay Bus

47%

32%

Golden Gate Express Bus

30%

72%

BART

19%

18%

Caltrain

8%

46%

WETA Ferry

14%

9%

With population growth and the full suite of Final Blueprint strategies, transit boardings nearly triple by 2050. While increased ridership supports critical climate goals, overcrowding on transit vehicles, which risks denial of boardings, is anticipated to rise. Final Blueprint strategies that optimize and expand transit service help maintain crowding levels close to existing conditions for some operators, but the transit service improvements are insufficient to fully manage overcrowding challenges in 2050.

In 2015, 30% of all transit vehicles had exceeded their federally recommended lifespans. As the Final Blueprint only includes sufficient maintenance funding to retain existing conditions, this metric remains mostly unchanged through 2050.

SHARE OF TRANSIT ASSETS PAST THEIR USEFUL LIFE BENCHMARK

2015

2050 FINAL BLUEPRINT

Vehicle Assets

30%

30%

Non-Vehicle Assets

18%

18%

What are the Key Equity and Performance Outcomes of the Final Blueprint?



DIVERSE

WILL BAY AREA COMMUNITIES BE MORE INCLUSIVE?

	<p>The share of households with low incomes increases in Transit-Rich and High-Resource Areas. Further, the same share decreases in Communities of Concern. Together, these trends suggest lower concentrations of poverty or affluence, and more mixed-income communities in 2050. Focused production and preservation of affordable housing in High-Resource Areas increases access to places of greatest opportunity for households with low incomes, helping reverse historically exclusionary policies in many of these communities.</p> <p>NOTE: The positive effects of the Universal Basic Income strategy in reducing income inequality and decreasing the share of households with low incomes were omitted from the calculation to have a clearer understanding of the trends.</p>	SHARE OF HOUSEHOLDS THAT ARE HOUSEHOLDS WITH LOW INCOMES		2015	2050 FINAL BLUEPRINT
		Region-Wide		26%	28%
		Transit-Rich and High-Resource Areas		24%	36%
		Transit-Rich Areas		32%	39%
		High-Resource Areas		20%	24%
		Communities of Concern		43%	41%
	<p>The Final Blueprint enables intergenerational wealth-building opportunities with strategies that support nearly 100,000 households with low incomes to own their first home.</p>	HOME OWNERSHIP RATE FOR HOUSEHOLDS WITH LOW INCOMES		2015	2050 FINAL BLUEPRINT
				37%	47%





WILL BAY AREA RESIDENTS BE ABLE TO STAY IN PLACE?

	<p>Region-wide, the share of neighborhoods that experience a net loss in the number of households with low incomes between 2015 and 2050 is 48%. This metric is mainly driven by households with low incomes relocating to growth geographies – neighborhoods near frequent transit and/or in high-resource areas – where much of the new affordable housing is being developed under Final Blueprint strategies. Growth geographies also experience some displacement, but analysis indicates that much of this displacement is actually households with low incomes relocating between these neighborhoods, rather than being displaced to neighborhoods that lack quality transit or access to opportunity. Furthermore, the displacement risk metric does not fully capture the positive impact of protection policies at the local level, which could further reduce displacement risk and prevent homelessness.</p> <p>NOTE: Displacement is defined as a net loss in number of households with low incomes in the neighborhood (tract) between 2015 and 2050. Gentrification is defined as a drop of over 10% in the share of households with low incomes. The positive effects of the Universal Basic Income strategy in reducing income inequality and decreasing the share of households with low incomes were omitted from the calculation to have a clearer understanding of displacement trends.</p>	SHARE OF NEIGHBORHOODS (TRACTS) THAT EXPERIENCE DISPLACEMENT AND GENTRIFICATION BETWEEN 2015 AND 2050		DISPLACEMENT	GENTRIFICATION
		Region-Wide	All Neighborhoods (total 1579 neighborhoods)	48%	53%
			Communities of Concern (total 339 neighborhoods)	40%	49%
			High Displacement Risk Tracts (total 850 neighborhoods)	37%	44%
		Within Growth Geographies	Growth Geographies (total 492 neighborhoods)	17%	28%
			High-Resource Areas (total 199 neighborhoods)	17%	19%
			Transit-Rich Areas (total 344 neighborhoods)	9%	11%



HEALTHY

WILL BAY AREA RESIDENTS BE HEALTHIER AND SAFER?

	With Final Blueprint strategies in place, 98% of all Bay Area households that would be affected by two feet of sea level rise are protected. All common seismically deficient housing types and homes built in high wildfire-risk zones are retrofitted to reduce the likelihood of damage in future earthquakes and wildfires. Retrofit strategies are expected to reduce the risk of damage from earthquakes or wildfire by 25 to 50%.	PERCENT OF HOUSEHOLDS IN RISK-PRONE AREAS/BUILDINGS THAT ARE PROTECTED/RETROFIT	Sea Level Rise (2ft)	Communities of Concern	100%
			Earthquake	All Households	98%
				Communities of Concern	100%
				All Households	100%
				Communities of Concern	100%
			Wildfire High / Medium Risk	All Households	100%
REDUCTION IN BUILDING RISK EXPOSURE TO DAMAGE FROM EARTHQUAKE OR WILDFIRE				25 to 50%	
	The rate of fatalities and injuries decreases in 2050 with reduced speed limits and enhanced street design under the Vision Zero strategy, but it remains far from zero incidents. Additional education and enforcement actions would be required to make further headway toward this important goal.	ANNUAL INCIDENTS PER ONE HUNDRED THOUSAND RESIDENTS		2015	2050 FINAL BLUEPRINT
		Fatalities		6.0	4.9
		Injuries		26.0	22.7
	Despite increases in population and total miles driven, fine particulate matter emissions (PM2.5) are forecasted to be lower than 2015 levels, driven by cleaner and more fuel-efficient vehicles.	DAILY PM2.5 EMISSIONS (TONS)		5.5	4.4
	Bay Area residents have increased access to recreation opportunities, thanks to Final Blueprint strategies to protect natural lands and invest in parks and trail facilities. Prioritized investments in Communities of Concern help close the gap in park access in historically disinvested communities.	PARKS AND TRAILS PER THOUSAND RESIDENTS		2015	2050 FINAL BLUEPRINT
		Urban Park Acres	Communities of Concern	1.4	2.3
			Region-Wide	1.7	2.1
		Trail Miles	Region-Wide	0.2	0.3
		Publicly Accessible Open Space Acres	Region-Wide	118	148

What are the Key Equity and Performance Outcomes of the Final Blueprint?

WILL THE ENVIRONMENT OF THE BAY AREA BE HEALTHIER AND SAFER?

➔	Greenhouse gas emission levels per capita are forecasted to drop by 22% in 2035 relative to 2005 levels, meeting the state-mandated target of 19% for the region. This is driven by strategies across all four elements of the plan (transportation, housing, economy and environment) primarily by allowance of increased housing and commercial densities in growth geographies, transportation demand management strategies including parking and tolling fees, and significant investment in clean vehicle initiatives. The projected decrease in emissions is even greater when the metric accounts for all vehicle types and future state-imposed restrictions on fuel efficiencies.	DAILY CO2 EMISSIONS PER CAPITA, RELATIVE TO 2005		2015	2035 FINAL BLUEPRINT	2050 FINAL BLUEPRINT
		Cars and Light-Duty Trucks (SB 375)		-1%	-22%	-20%
		All Vehicles (Including Fuel Efficiency Gains)		-7%	-48%	-52%
➔	With more efficient land use patterns, tolling and parking fee strategies, sustainable commute targets for major employers, and increased investment in active and shared modes, the commute mode share of single-occupancy auto travel drops from 51% in 2015 to 36% in 2050, thanks to more people choosing transit, telecommuting, walking and bicycling.	COMMUTE MODE SHARE			2015	2050 FINAL BLUEPRINT
		Auto: Single Occupancy			51%	36%
		Auto: Other			20%	17%
		Transit			13%	20%
		Active Modes (Bike/Walk)			5%	10%
➔	Retrofit strategies for making the Bay Area's existing residential building stock more resource-efficient contribute to significant reductions in the region's carbon footprint as well as water consumption.	EXISTING RESIDENTIAL BUILDING STOCK EFFICIENCY, RELATIVE TO 2015				2050 FINAL BLUEPRINT
		CO ₂ Emissions				-16%
		Energy Consumption				-16%
		Water Consumption				-8%

VIBRANT

WILL JOBS AND HOUSING IN THE BAY AREA BE MORE EVENLY DISTRIBUTED?

➔	The region-wide jobs-to-housing ratio decreases from 1.50 to 1.34 by 2050, reflecting a higher ratio of housing to job production to accommodate pent-up demand for housing. Final Blueprint strategies that enable more housing in job-rich areas, such as allowances for increased densities in growth geographies and accelerated reuse of public land, were particularly successful in the West and South Bay, bringing the ratio closer to the region-wide average in San Francisco, San Mateo and Santa Clara counties. Meanwhile, encouraging job growth in housing-rich areas continues to be a challenge. Incentives to encourage employers to shift jobs to housing-rich areas bring the ratio closer to the region-wide average in Napa and Solano counties, while Contra Costa and the other North Bay counties continue to have more housing than jobs.	JOBS-HOUSING RATIO	2015	2050 FINAL BLUEPRINT	JOBS-HOUSING RATIO	2015	2050 FINAL BLUEPRINT
		Region-Wide	1.50	1.34	San Francisco	1.86	1.59
		Alameda	1.57	1.40	San Mateo	1.48	1.29
		Contra Costa	1.05	0.97	Santa Clara	1.77	1.50
		Marin	1.24	0.79	Solano	0.93	1.14
		Napa	1.42	1.56	Sonoma	1.18	1.14
➔	The mean commute distance for all workers decreases slightly, further highlighting the impact of a more balanced distribution of jobs and housing.	MEAN ONE-WAY COMMUTE DISTANCE (MILES)				2015	2050 FINAL BLUEPRINT
		Workers with Low-Income				9.5	9.0
		All Workers				12.0	11.5

WILL THE BAY AREA ECONOMY THRIVE?

➔	The region's economic recovery is expected to be robust through 2050, with a real growth of 66% between 2015 and 2050, even when accounting for the inclusion of significant new regional tax measures to fund transit expansion projects, affordable housing, universal basic income, sea level rise mitigations, and more.	GROSS REGIONAL PRODUCT PER CAPITA (2020 DOLLARS)		2015	2050 FINAL BLUEPRINT
				\$107,000	\$178,000
➔	The long-term growth in number of jobs in high-wage industries continues to outpace overall job growth region-wide. Meanwhile, jobs in middle-wage industries keep pace, with some of that growth occurring in newly designated Priority Production Areas. Universal basic income programs also help to reduce income inequality for those continuing to work in lower-wage occupations.	GROWTH IN NUMBER OF JOBS (FROM 2015 TO 2050)			
		All Jobs			35%
		Low-Wage Industries			30%
		Middle-Wage Industries			34%
		High-Wage Industries			40%
		Priority Production Areas			83%

GROWTH PATTERN

Data tables below summarize the regional, county, and sub-county growth pattern for households and jobs in the Plan Bay Area 2050 Final Blueprint. Jurisdiction-level growth projections are developed solely for the 2023-2031 Regional Housing Needs Allocation (RHNA) process – for more information on RHNA, go to abag.ca.gov.

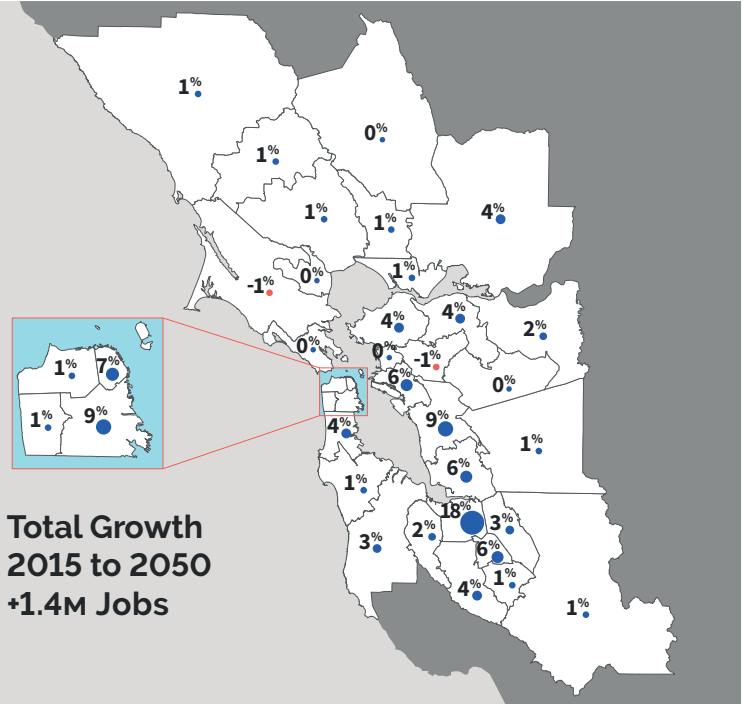
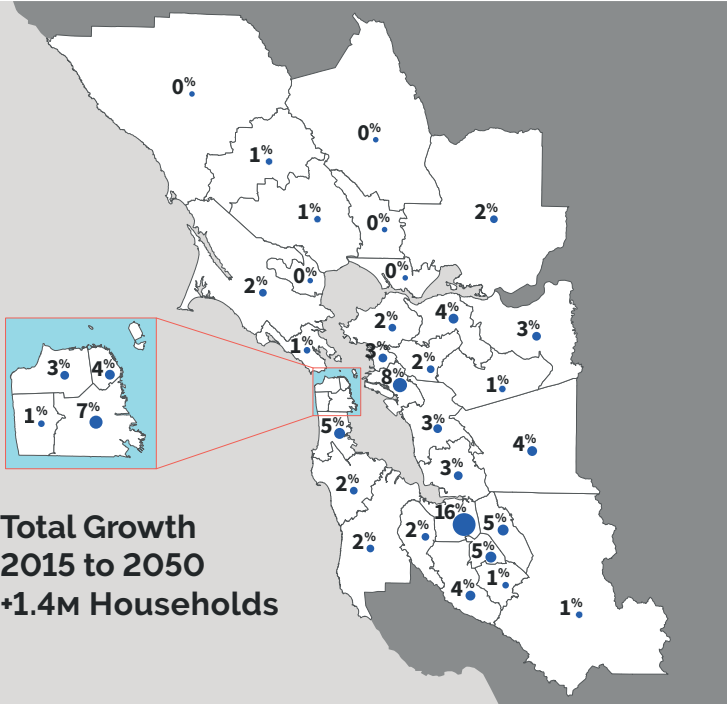
PROJECTED HOUSEHOLD AND JOB GROWTH, BY COUNTY

	HOUSEHOLDS					JOBS				
COUNTY	2015	2050	GROWTH	PERCENT GROWTH	SHARE OF REGIONAL GROWTH	2015	2050	GROWTH	PERCENT GROWTH	SHARE OF REGIONAL GROWTH
San Francisco	366,000	578,000	213,000	+58%	16%	682,000	918,000	236,000	+35%	17%
San Mateo	265,000	394,000	129,000	+48%	9%	393,000	507,000	114,000	+29%	8%
Santa Clara	623,000	1,075,000	453,000	+73%	33%	1,099,000	1,610,000	511,000	+46%	36%
Alameda	552,000	847,000	295,000	+54%	22%	867,000	1,182,000	315,000	+36%	22%
Contra Costa	383,000	551,000	169,000	+44%	12%	404,000	534,000	130,000	+32%	9%
Solano	142,000	177,000	35,000	+24%	3%	132,000	201,000	69,000	+53%	5%
Napa	50,000	56,000	5,000	+10%	0%	72,000	87,000	15,000	+21%	1%
Sonoma	188,000	220,000	32,000	+17%	2%	221,000	251,000	30,000	+14%	2%
Marin	109,000	146,000	37,000	+34%	3%	135,000	116,000	-19,000	-14%	-1%
REGION	2,677,000	4,043,000	1,367,000	+51%	100%	4,005,000	5,408,000	1,403,000	+35%	100%

Numbers may not always sum to 100% due to rounding.

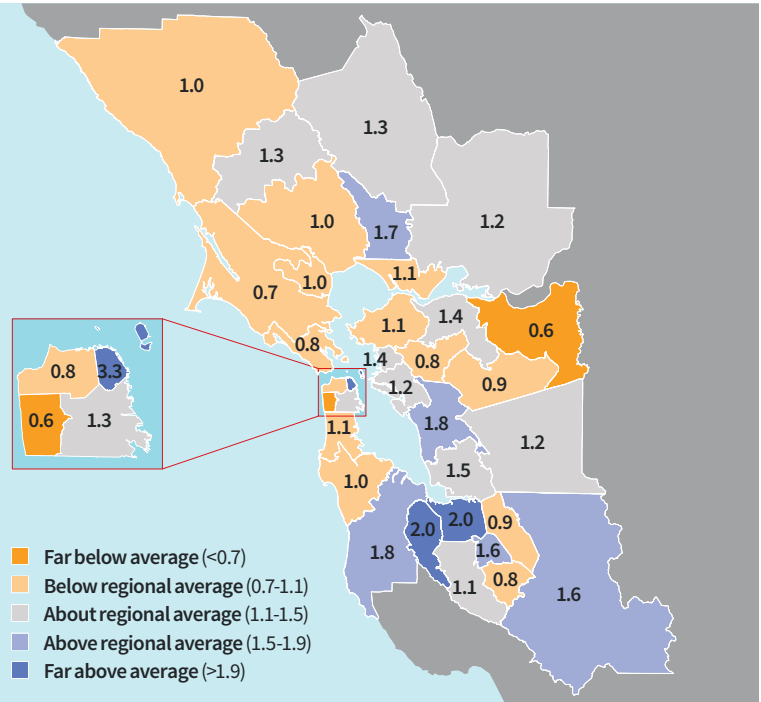
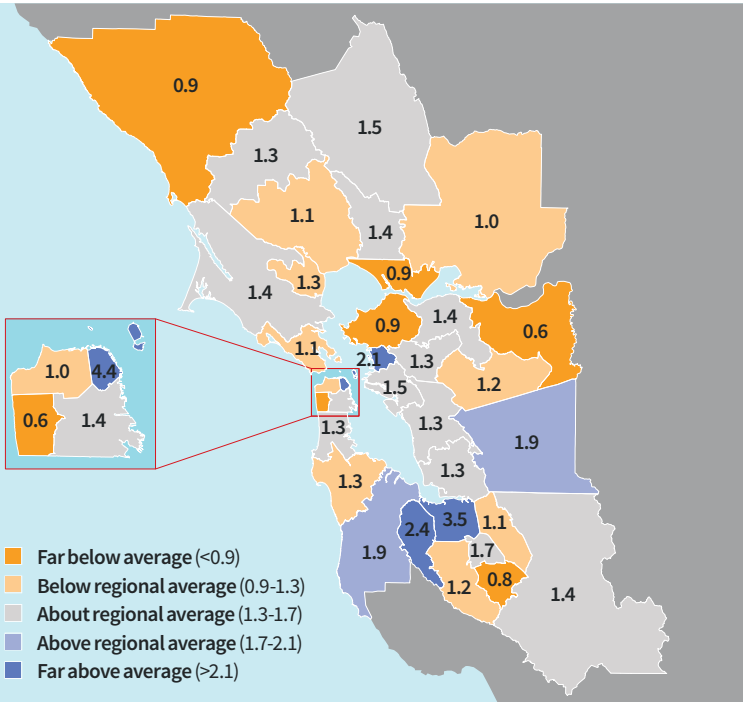
Housing Growth between 2015-2050 (as a Share of Region's Growth)

Job Growth between 2015-2050 (as a Share of Region's Growth)



Jobs/Housing Ratio 2015 (Region-Wide Average: 1.5)

Jobs/Housing Ratio 2050 (Region-Wide Average: 1.3)

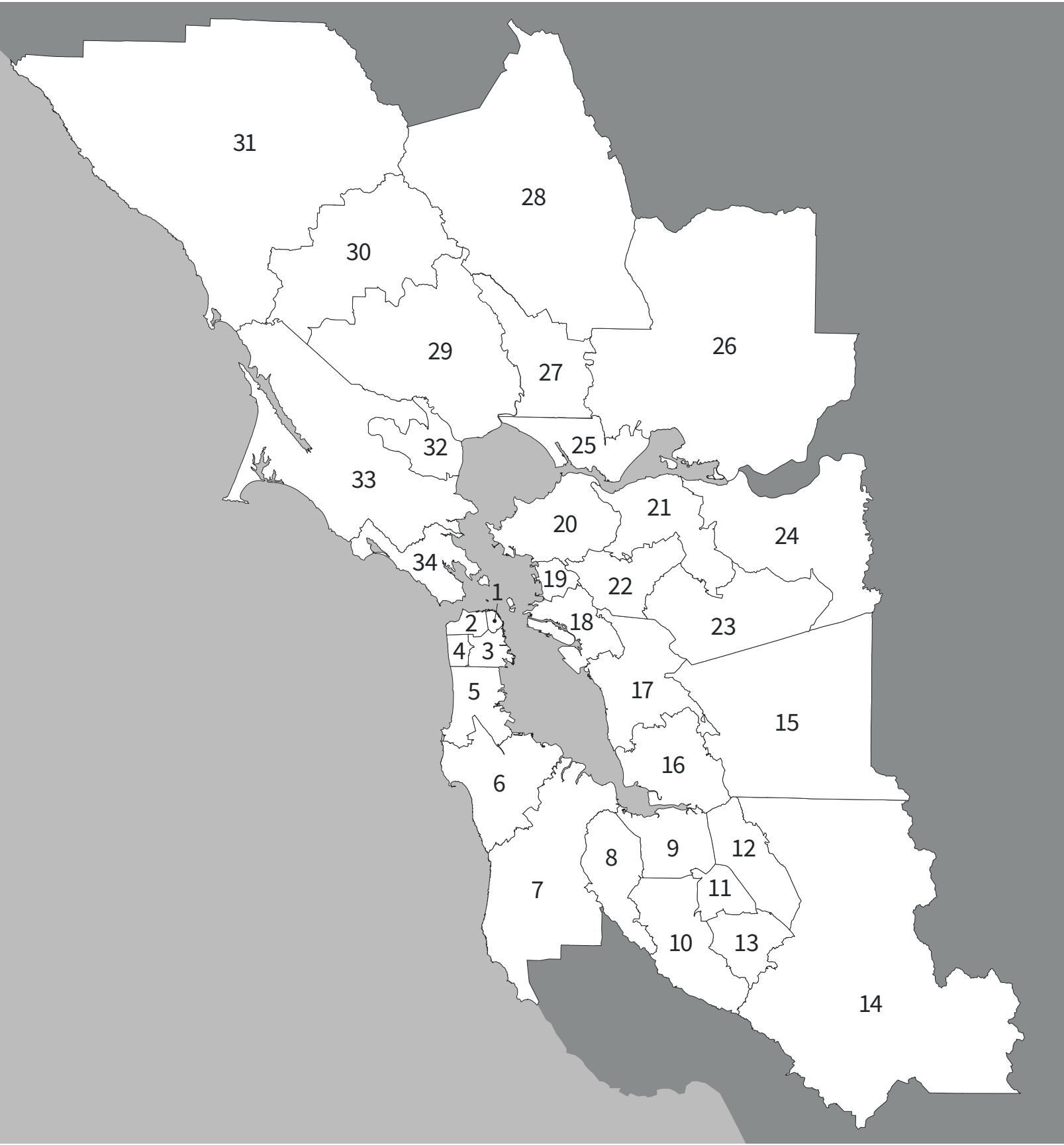


The nine-county Bay Area is divided into 34 subcounty areas, called “superdistricts.” Superdistricts are combinations of cities, towns and unincorporated areas that allow the public to see the more localized growth pattern in Plan Bay Area 2050. More information on the superdistricts can be found in the [layer documentation](#).

			PROJECTED HOUSEHOLD AND JOB GROWTH, BY SUPERDISTRICT									
			HOUSEHOLDS					JOBS				
COUNTY	SUPER-DISTRICT	SUPERDISTRICT NAME	2015	2050	GROWTH	PERCENT GROWTH	SHARE OF REGIONAL GROWTH	2015	2050	GROWTH	PERCENT GROWTH	SHARE OF REGIONAL GROWTH
San Francisco	1	Northeast San Francisco County	85,000	143,000	58,000	+68%	4%	376,000	469,000	93,000	+25%	7%
	2	Northwest San Francisco County	108,000	143,000	35,000	+33%	3%	103,000	110,000	7,000	+7%	1%
	3	Southeast San Francisco County	122,000	223,000	102,000	+83%	7%	173,000	296,000	123,000	+71%	9%
	4	Southwest San Francisco County	51,000	69,000	18,000	+35%	1%	30,000	43,000	13,000	+42%	1%
San Mateo	5	North San Mateo County	98,000	166,000	69,000	+70%	5%	130,000	188,000	58,000	+44%	4%
	6	Central San Mateo County	87,000	121,000	34,000	+39%	2%	110,000	123,000	13,000	+12%	1%
	7	South San Mateo County	80,000	106,000	26,000	+32%	2%	152,000	196,000	44,000	+29%	3%
Santa Clara	8	Northwest Santa Clara County	74,000	102,000	28,000	+38%	2%	180,000	207,000	27,000	+15%	2%
	9	North Santa Clara County	107,000	320,000	212,000	+199%	16%	370,000	629,000	259,000	+70%	18%
	10	West Santa Clara County	121,000	172,000	51,000	+42%	4%	145,000	197,000	52,000	+36%	4%
	11	Central Santa Clara County	105,000	168,000	63,000	+60%	5%	178,000	263,000	86,000	+48%	6%
	12	East Santa Clara County	108,000	180,000	72,000	+67%	5%	121,000	170,000	49,000	+40%	3%
	13	Central South Santa Clara County	73,000	91,000	18,000	+25%	1%	57,000	77,000	21,000	+36%	1%
Alameda	14	South Santa Clara County	35,000	43,000	8,000	+24%	1%	49,000	68,000	18,000	+37%	1%
	15	East Alameda County	72,000	132,000	60,000	+82%	4%	138,000	156,000	18,000	+13%	1%
	16	South Alameda County	105,000	152,000	47,000	+45%	3%	142,000	221,000	79,000	+56%	6%
	17	Central Alameda County	120,000	160,000	40,000	+33%	3%	157,000	285,000	128,000	+82%	9%
	18	North Alameda County	181,000	287,000	107,000	+59%	8%	275,000	358,000	83,000	+30%	6%
Contra Costa	19	Northwest Alameda County	73,000	115,000	42,000	+57%	3%	155,000	162,000	7,000	+5%	0%
	20	West Contra Costa County	89,000	123,000	34,000	+38%	2%	79,000	132,000	52,000	+66%	4%
	21	North Contra Costa County	85,000	134,000	49,000	+58%	4%	121,000	184,000	63,000	+52%	4%
	22	Central Contra Costa County	60,000	89,000	28,000	+47%	2%	81,000	74,000	-7,000	-9%	-1%
	23	South Contra Costa County	55,000	70,000	15,000	+28%	1%	66,000	60,000	-6,000	-9%	0%
	24	East Contra Costa County	94,000	136,000	42,000	+45%	3%	56,000	84,000	28,000	+51%	2%
Solano	25	South Solano County	53,000	57,000	5,000	+9%	0%	45,000	62,000	17,000	+37%	1%
	26	North Solano County	89,000	119,000	30,000	+34%	2%	87,000	139,000	53,000	+61%	4%
Napa	27	South Napa County	34,000	40,000	5,000	+15%	0%	48,000	66,000	19,000	+39%	1%
	28	North Napa County	16,000	16,000	0	+1%	0%	24,000	20,000	-3,000	-14%	0%
Sonoma	29	South Sonoma County	64,000	83,000	19,000	+30%	1%	72,000	80,000	8,000	+11%	1%
	30	Central Sonoma County	88,000	98,000	10,000	+11%	1%	118,000	131,000	14,000	+12%	1%
	31	North Sonoma County	36,000	39,000	3,000	+9%	0%	31,000	40,000	9,000	+28%	1%
Marin	32	North Marin County	23,000	30,000	7,000	+28%	0%	29,000	29,000	0	+0%	0%
	33	Central Marin County	44,000	66,000	22,000	+50%	2%	63,000	49,000	-14,000	-23%	-1%
	34	South Marin County	41,000	50,000	9,000	+21%	1%	44,000	40,000	-4,000	-10%	0%
REGION			2,677,000	4,043,000	1,367,000	+51%	100%	4,005,000	5,408,000	1,403,000	+35%	100%

Numbers may not always sum to 100% due to rounding.

REGIONAL MAP – SUPERDISTRICTS



SUPER-DISTRICT	COUNTY	SUPERDISTRICT NAME	PRIMARY JURISDICTIONS INCLUDED IN SUPERDISTRICT
1	San Francisco	Northeast San Francisco County	San Francisco (partial)
2	San Francisco	Northwest San Francisco County	San Francisco (partial)
3	San Francisco	Southeast San Francisco County	San Francisco (partial)
4	San Francisco	Southwest San Francisco County	San Francisco (partial)
5	San Mateo	North San Mateo County	Brisbane, Colma, Daly City, Pacifica, South San Francisco, Millbrae, San Bruno, Burlingame (partial)
6	San Mateo	Central San Mateo County	Half Moon Bay, Hillsborough, San Mateo, Foster City, Belmont, Burlingame (partial)
7	San Mateo	South San Mateo County	Atherton, Menlo Park, Redwood City, Woodside, East Palo Alto, Portola Valley, San Carlos
8	Santa Clara	Northwest Santa Clara County	Los Altos Hills, Los Altos, Palo Alto (partial), Mountain View (partial)
9	Santa Clara	North Santa Clara County	Sunnyvale, Santa Clara (partial), Mountain View (partial), Milpitas (partial), San Jose (partial), Palo Alto (partial)
10	Santa Clara	West Santa Clara County	Los Gatos, Monte Sereno, Saratoga, Cupertino, Campbell (partial), Santa Clara (partial)
11	Santa Clara	Central Santa Clara County	Campbell (partial), San Jose (partial)
12	Santa Clara	East Santa Clara County	Milpitas (partial), San Jose (partial)
13	Santa Clara	Central South Santa Clara County	San Jose (partial)
14	Santa Clara	South Santa Clara County	Gilroy, Morgan Hill, San Jose (partial)
15	Alameda	East Alameda County	Dublin, Livermore, Pleasanton
16	Alameda	South Alameda County	Newark, Fremont, Union City
17	Alameda	Central Alameda County	San Leandro, Hayward
18	Alameda	North Alameda County	Alameda, Piedmont, Oakland
19	Alameda	Northwest Alameda County	Albany, Berkeley, Emeryville
20	Contra Costa	West Contra Costa County	El Cerrito, Hercules, Pinole, Richmond, San Pablo
21	Contra Costa	North Contra Costa County	Clayton, Pleasant Hill, Concord, Martinez, Lafayette (partial), Pittsburg (partial)
22	Contra Costa	Central Contra Costa County	Moraga, Orinda, Walnut Creek (partial), Lafayette (partial)
23	Contra Costa	South Contra Costa County	Danville, San Ramon, Walnut Creek (partial)
24	Contra Costa	East Contra Costa County	Antioch, Brentwood, Oakley, Pittsburg (partial)
25	Solano	South Solano County	Benicia, Vallejo
26	Solano	North Solano County	Dixon, Fairfield, Rio Vista, Suisun City, Vacaville
27	Napa	South Napa County	American Canyon, Napa
28	Napa	North Napa County	Calistoga, St. Helena, Yountville
29	Sonoma	South Sonoma County	Cotati, Petaluma, Sonoma, Rohnert Park
30	Sonoma	Central Sonoma County	Santa Rosa, Sebastopol
31	Sonoma	North Sonoma County	Cloverdale, Healdsburg, Windsor
32	Marin	North Marin County	Novato
33	Marin	Central Marin County	Fairfax, San Anselmo, San Rafael, Ross
34	Marin	South Marin County	Belvedere, Corte Madera, Mill Valley, Sausalito, Tiburon, Larkspur

Unincorporated areas included in most superdistricts outside San Francisco. Small overlap zones, less than 10 percent of city size, are not shown for clarity.



**Final Blueprint:
Additional Context on Resilience Integration**

The Bay Area is a risk-rich region. No parcel escapes the full range of natural hazards and climate impacts. As part of the Horizon Initiative, the Bay Area's risk was explored in the Regional Growth Strategies Perspective Paper. The paper showed that while there are instances where the region has expanded into zones that are threatened by wildfire and flooding, as well as landslide and liquefaction, much of the region's current footprint has grown in the safest spaces in the region. This historic trend is continued in Plan Bay Area 2050's future Growth Geographies, which are largely located in less hazardous locations

The Plan Bay Area 2050 Final Blueprint balances the tradeoffs to achieve the affordable, connected, diverse, healthy, and vibrant region envisioned. In addition to seeking to avoid high-risk locations for future growth, it relies upon a suite of strategies to limit risks for existing and future communities.

Plan Bay Area 2050 addresses wildfire with many strategies, relying on core adaptation principles: land use, land management, and structural hardening.

- **Land use strategies** ensure that future development is restricted in the most fire-prone places. Plan Bay Area 2050 includes the *Maintain Urban Growth Boundaries* strategy which restricts growth beyond current boundaries and does not allow for *Growth Geographies (PDAs, TPAs, HRAs)* to overlap with the worst fire hazard severity zones. Fire hazard zones are defined by CALFIRE's Very High Fire Hazard Severity Zones in incorporated areas and by High or Very High Fire Hazard Severity Zones in unincorporated areas; these restrictions are augmented by county-adopted Wildland-Urban Interface zones where adopted. This restriction on growth only works because other, safer, and more easily mitigated areas of the region are proposed as areas for future growth. Together, these strategies limit further growth in the areas most at risk of wildfire.
- **Open space and working lands management** is included to reduce the intensity of future fires. The *Protect and Manage High-Value Conservation Land* strategy includes expanded new revenues beyond what already exist to support wildfire management. This strategy is unlikely to fund the level of wildfire management that may be warranted on the 2.2 million acres of existing and new lands as part of the strategy but is supportive of more expansive management programs.

- **Structural hardening** combats the risk in communities already built in the highest fire risk zones. The *Modernize Existing Residential Buildings* strategy is designed to reduce risk in all existing residential buildings (roughly 75,000 units) in the very-high fire hazard zone built before the 2009 wildland urban interface building code. The strategy would require proven structural hardening strategies like roofing and vent replacements and support homeowners with difficult defensible space work.

Together these strategies focus future growth away from the highest fire risk zones, support increased wildland management programs, and support residential building upgrades that reduce the likelihood for damage when fires occur in the wildland urban interface.

Plan Bay Area 2050 addresses sea level rise flooding with one large strategy, *Adapt to Sea Level Rise*. In addition to addressing the historic challenges of temporary riverine flooding, the region will increasingly have to address permanent inundation from sea level rise. While previous iterations of Plan Bay Area acknowledged sea level rise inundation, Plan Bay Area 2050 has integrated this issue area directly into the Plan itself with a built-in strategy to protect communities and infrastructure.

- To do so, staff identified areas with near-term sea level rise exposure and identified and estimated costs for generic adaptation options where permanent inundation occurred. The \$19 billion dollar Adapt to Sea Level Rise strategy included in the plans aims to focus adaption in areas with significant impact, while also ensuring the region has the resources needed to restore and adapt wetlands to hit the regional goal of 100,000 acres.
- All growth geographies, socially vulnerable communities, existing high population and job areas, and regionally significant transportation corridors were protected. Staff also included buyouts for residences that were not protected by the strategy, with those costs included in the \$19 billion dollar total. A longer [six-page briefer](#) describes all the details of how sea level rise was integrated into the plan.

It is not just wildfire and flooding events that will impact the Bay Area region over the next 30 years. There is a 3 in 4 chance of a major earthquake during the plan timeframe and the region and State will continue to need to address drought in addition to other climate change impacts. The *Modernize Existing Residential Building* Strategy addresses residential seismic safety for buildings with proven solutions and expands efforts to lessen the water and energy footprints of older buildings. The region should not stop with the strategies included in Plan Bay Area 2050, with work on local hazard mitigation plans and upcoming housing element updates as ways to advance resilience and reduce risks. Furthermore, there may be opportunities to partner with special districts like flood control and water agencies to advance a larger suite of strategies that meet these important issues.

The Final Blueprint includes an important set of strategies that will help reduce risks for existing and future Bay Area residents. As the Plan Bay Area 2050 process pivots toward the Implementation Plan, there is an opportunity to further strengthen and prioritize strategies that ensure resilience strategies advance over the next five years, making sure that future growth is planned for with key hazards in mind.

Date: January 27, 2021
W.I.: 1121
Referred by: Planning

ABSTRACT

Resolution No. 4451

This resolution approves the Plan Bay Area 2050 Final Blueprint as the Preferred Alternative for analysis in the Plan Bay Area 2050 Environmental Impact Report, as required under the California Environmental Quality Act (CEQA).

Further discussion of this subject is contained in the Planning Committee Summary Sheet dated January 8, 2021.

Date: January 27, 2021
W.I.: 1121
Referred by: Planning

Re: Approval of the Plan Bay Area 2050 Final Blueprint as the Preferred Alternative for Analysis in the Plan Bay Area 2050 Environmental Impact Report (EIR)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4451

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, the California Air Resources Board (CARB) set a higher year 2035 greenhouse gas emission reduction target for cars and light-duty trucks (-19 percent per-capita) for long-range regional plans in all major California metropolitan regions, as of March 2018; and

WHEREAS, Plan Bay Area 2050 (“Plan”) will serve as the region’s next-generation 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

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, ABAG approved the Regional Growth Forecast Methodology in September 2019, which guided the development of the Plan Bay Area 2050 Regional Growth Forecast; and

WHEREAS, ABAG approved the Final Regional Growth Forecast in September 2020, planning for 1.4 million new jobs and 1.4 million new households by 2050; and

WHEREAS, MTC and ABAG approved the analysis of the 25 Strategies for the Plan Bay Area 2050 Draft Blueprint in February 2020 as well as the corresponding Growth Geographies (MTC Resolution No. 4410 and ABAG Resolution No. 03-2020); and

WHEREAS, MTC and ABAG approved a revised set of 35 Strategies for the Plan Bay Area 2050 Final Blueprint in fall 2020 as well as the updated Growth Geographies (MTC Resolution No. 4437 and ABAG Resolution No. 16-2020), and;

WHEREAS, the Final Blueprint was informed by over 33,000 public comments, over 15,000 planning process participants, and over 290 public and stakeholder events through the Plan Bay Area 2050 process to date and its predecessor, the Horizon initiative; and

WHEREAS, MTC and ABAG released the Final Blueprint Outcomes and Growth Pattern in December 2020, demonstrating how Plan Bay Area 2050 advances the adopted Vision; and

WHEREAS, the Final Blueprint meets and exceeds the statutory greenhouse gas emissions established by CARB in March 2018, demonstrating the region's commitment to tackle climate change, while accommodating the Final Regional Growth Forecast; and

WHEREAS, the Final Blueprint, if approved to advance into the Plan Bay Area 2050 Environmental Impact Report, would be analyzed against a reasonable range of alternatives in 2021, as required by the California Environmental Quality Act, prior to Plan Bay Area 2050 adoption; 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 Plan Bay Area 2050 Final Blueprint as the Preferred Alternative for analysis in the Plan Bay Area 2050 Environmental Impact Report.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and remotely on January 27, 2021.

**ASSOCIATION OF BAY AREA GOVERNMENTS
EXECUTIVE BOARD**

ABSTRACT

Resolution No. 01-2021

This resolution adopts the Plan Bay Area 2050 Final Blueprint as the Preferred Alternative for analysis in the Plan Bay Area 2050 Environmental Impact Report, as required under the California Environmental Quality Act (CEQA).

Further discussion of this subject is contained in the Joint MTC Planning Committee with the ABAG Administrative Committee Summary Sheet dated January 8, 2021.

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 01-2021**

RESOLUTION NO. 01-2021

RE: APPROVAL OF THE PLAN BAY AREA 2050 FINAL BLUEPRINT AS THE
PREFERRED ALTERNATIVE FOR ANALYSIS IN THE PLAN BAY AREA 2050
ENVIRONMENTAL IMPACT REPORT (EIR)

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, 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, 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") will serve as the region's next-generation plan, ultimately serving as the Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area; and

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**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 01-2021**

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

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WHEREAS, the Final Blueprint, if approved to advance into the Plan Bay Area 2050 Environmental Impact Report, would be analyzed against a reasonable range of alternatives in 2021, as required by the California Environmental Quality Act, prior to Plan Bay Area 2050 adoption; 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

RESOLVED, that ABAG, as a decision-making body, hereby adopts the Plan Bay Area 2050 Final Blueprint as the Preferred Alternative for analysis in the Plan Bay Area 2050 Environmental Impact Report.

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 01-2021**

The foregoing was adopted by the Executive Board this 21st day of January, 2021.

Jesse Arreguín, Chair
President

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 01-2021**

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 21st day of January, 2021.

Frederick Castro
Clerk of the Board



City of Monte Sereno

Late Correspondence Received

Agenda Item 5a

18041 Saratoga-Los Gatos Road
Monte Sereno, California 95030-4299
Telephone: 408.354.7635
Fax: 408.395.7653
www.cityofmontesereno.org

January 07, 2021

Delivered by Express Delivery and via Email to RHNA@bayareametro.gov

To: The Association of Bay Area Governments, Executive Board
Bay Area Metro
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Proposed RHNA Methodology and Subregional Shares
Public Comment on RHNA Methodology and Objection Regarding Proposed Share

Dear ABAG Executive Team:

The City of Monte Sereno applauds your efforts in leading the 2023-2031 Regional Housing Needs Assessment (RHNA) along with the Housing Methodology Committee (HCD). Conceptually, The City of Monte Sereno agrees with the five main objectives put forth in the plan. Those objectives are:

- 1) Increase the housing supply and the mix of housing types in an equitable manner
- 2) Promote infill development, efficient development, and CHG reduction
- 3) Promote better relationships between jobs and housing, particularly jobs-housing fit
- 4) Balance existing disproportionate concentrations of income categories
- 5) Affirmatively further fair housing

That said, Monte Sereno strongly objects to the ABAG-proposed numbers we have seen under all current models that have been shared with us. The numbers proposed for Monte Sereno are unfair, untenable, and designed-to-fail. They are unacceptable and if not changed, will almost certainly require formal challenge. We would prefer to avoid that by getting an appropriate allocation from the start. More on that at the end of this letter.

Background

Monte Sereno is a hillside community with an area of 1.6 total square miles. Located just between larger Los Gatos and Saratoga in Santa Clara County, Monte Sereno contracts most of its city services from neighboring jurisdictions. Hence, Monte Sereno has a very small budget of only \$4 million annually and minimal staffing resources.

The City of Monte Sereno was chartered in unique fashion. Since inception, Monte Sereno has essentially functioned as one large residential-only district of approximately 1250 single family homes. There are no commercial shopping districts which can be rezoned. There are no mixed-use real estate developments which may be rezoned. There are no existing apartment complexes. There are simply no land use opportunities Monte Sereno can leverage to achieve substantial RHNA allocation numbers.

Monte Sereno has one bus stop, one traffic light, one church, and one school. Monte Sereno has a very limited jobs base (city services and school only; no commercial jobs). Monte Sereno has no practical access to public transportation. Monte Sereno is a net housing supplier for neighboring jurisdiction's employment centers.

Nearly all properties in Monte Sereno are governed by private property rights in the original covenants, conditions, and restrictions. Those grandfathered CCR's specify and restrict to single family home development on the property they govern. Homeowners who purchased properties under those written assumptions will ultimately be the decision makers when an opportunity presents itself about their property rights/usage. Forcing lip-service zoning changes on land which cannot and will not be developed is worse than no solution at all.

In recent years Monte Sereno **has been** successful adding housing units through use of Accessory Dwelling Units (ADUs), and Junior Accessory Dwelling Units (JADU's) to single family parcels. As a matter of fact, Monte Sereno **was** able to exceed its RHNA numbers of 60 units in the current allocation cycle – but multi-family/high-density mandates could not be fulfilled within the city; they were only met by annexing neighboring county land into the city! ADUs and California's legislative support of ADUs have generally been a workable solution for Monte Sereno's RHNA housing numbers, but there is no guarantee that ADUs will qualify as new housing stock in the next cycle. If they do not, we are again facing not just difficulty, but actual impossibility to comply with unreasonable numbers.

Conversely, the population of Monte Sereno (approximately 3,500) has increased by less than 2,000 persons since 1960. In fact, according to U.S. Census data, since 2010 the population of Monte Sereno has **decreased** by 4.1%. In other words, demand for housing within in Monte Sereno appears essentially static. This point was highlighted in the calculations in correspondence ABAG recently received from the Contra Costa County Mayors Conference dated October 2, 2020. We fully agree with the Contra Costa analysis, which concludes that Monte Sereno should not have 140-190 units assigned, but three units, total. That is the correct number related to our growth pattern and it is the correct number based on our employment-creation levels. Of course we can beat that number with liberal approval of ADU's, but ADU-creation is likely to fall in the 40-60 unit range.

In reference to the current Draft RHNA and its applicability to cities such as Monte Sereno, a "one size fits all" housing allocation is not practical to achieve utilizing the proposed methodology. The City of Monte Sereno will struggle with the Draft RHNA proposal as written. Despite our best efforts as a City, If over-allocation occurs, Monte Sereno will be forced to fail and will be unable to meet our assigned share of the contribution to objectives one through five listed above.

Another further critical consideration: Monte Sereno is located right next to a Tier 3 wildfire zone and there are serious limitations on local evacuation routes and resources. This fact presents additional difficulties developing multi-unit housing in Monte Sereno for ABAG and HCD to consider.

Jobs rich centers and Vehicle Miles Traveled (VMT) calculations are a contradictory measure when used to determine housing allocation for Monte Sereno. An alternative approach for cities like Monte Sereno would be to add additional objectives or exemptions based on factors like insignificant population, transportation, and, most important, a fair allocation based on our employment base and jobs-creation. Lack of local jobs and public transportation lead to increased VMT, an undesired consequence of RHNA's best intentions to reduce Green House Gas emissions (GHG).

Extremely unusual cities like Monte Sereno require will require different approaches to support housing and or alternative RHNA objectives. In other words, mandating a number of units referred to as “one’s share of an allocation” does not allow for consideration of unique characteristics or challenges some communities face delivering housing opportunities.

The City of Monte Sereno welcomes an opportunity to help resolve housing issues regionally. Monte Sereno desires to be included in regional housing, transportation, and climate change solutions.

But in its current draft, RHNA cannot be applied in any practical manner to the City of Monte Sereno, and in some respects, contradicts the very objectives RHNA strives to achieve. Please consider additional methodologies for small cities with small budgets, and large VMT. And please consider additional methodologies or exemptions from ncreased housing density near wildfire zones.

Conclusion

Monte Sereno supports efforts to increase much needed housing in the San Francisco Bay Area region. However, Monte Sereno just does not have the physical resources to add housing according to the objectives set forth in the RHNA 2023-2031 Draft, nor does Monte Sereno have the financial resources to achieve the proposed housing goals. For Monte Sereno to succeed in the 2023-2031 RHNA cycle, there must be alternative allocation solutions or exemptions provided to help small hillside communities play a meaningful part. That number must fall in the range of 40-60 units and it must include ADU’s an it must not impose multi-family and other requirements which simply cannot be met within the City’s borders.

Monte Sereno looks forward to an appropriate allocation which considers all of the foregoing information. Barring that, the City of Monte Sereno reserves all applicable rights and legal remedies that may be available should it be necessary to challenge the allocation methodology and/or the draft allocation to the City of Monte Sereno.

Sincerely,

A handwritten signature in black ink, appearing to read 'Shawn Leuthold', with a stylized, flowing script.

Shawn Leuthold, Mayor
City of Monte Sereno