

## Meeting Agenda

### Joint MTC Planning Committee with the ABAG Administrative Committee

*MTC Committee Members:*

*James P. Spring, Chair    Eddie Ahn, Vice Chair*

*David Canepa, Damon Connolly, Carol Dutra-Vernaci,  
Victoria Fleming, Sam Liccardo, and Libby Schaaf*

*Non-Voting Members: Dorene M. Giacomini and Vacant*

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Friday, October 8, 2021

9:45 AM

REMOTE

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In light of Governor Newsom's State of Emergency declaration regarding COVID-19 and in accordance with the recently signed Assembly Bill 361 allowing remote meetings, this meeting will be accessible via webcast, teleconference, and Zoom for all participants.

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. When called upon, unmute yourself or dial \*6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/84374543314>

iPhone One-Tap: US: +14086380968,,84374543314# or +16699006833,,84374543314#

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: 843 7454 3314

International numbers available: <https://bayareametro.zoom.us/j/84374543314>

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](mailto: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. Call to Order / 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. [21-1158](#) Approval of ABAG Administrative Committee Summary Minutes of the September 10, 2021 Regular and Special Meetings
- Action:** ABAG Administrative Committee Approval
- Attachments:** [3a ABAG Administrative September 10, 2021 Regular and Special Meeting Mir](#)
- 3b. [21-1159](#) BayREN Single Family Design and Implementation Consulting Services: CLEAResult Consulting, Inc. (\$2,825,261.76) and Rising Sun Center for Opportunity (\$2,823,626.30)
- Action:** ABAG Administrative Committee Approval
- Presenter:** Jeffery Liang
- Attachments:** [3b BayREN Single Family Design and Implementation Services.pdf](#)

## 4. MTC Planning Committee Consent Calendar

- 4a. [21-1160](#) Approval of MTC Planning Committee Minutes of the September 10, 2021 Meeting
- Action:** MTC Planning Committee Approval
- Attachments:** [4a MTC Planning Sept 10 2021 Meeting Minutes.pdf](#)



## 5. Final Plan Bay Area 2050

- 5a. [21-1148](#) Final Plan Bay Area 2050 (Consolidated Slide Deck)

**Attachments:** [5a\\_Final Plan Bay Area 2050\\_October 2021\\_PowerPoint.pdf](#)

- 5b. [21-1149](#) MTC Resolution No. 4482: Final Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050 and Amended 2021 Transportation Improvement Program (TIP)

A request for referral of MTC Resolution No. 4482 to the Commission for adoption.

**Action:** MTC Commission Approval

**Presenter:** Dave Vautin

**Attachments:** [5b\\_MTC Res No. 4482-Final Transportation-Air Quality Conformity Analysis for](#)

- 5c. [21-1150](#) MTC Resolution No. 4484 and ABAG Resolution No. 08-21: Final Plan Bay Area 2050 Environmental Impact Report

Request referral of MTC Resolution No. 4484 and ABAG Resolution No. 08-21 to the Joint Commission and ABAG Executive Board meeting on October 21, 2021 for adoption.

**Action:** ABAG Executive Board Approval  
MTC Commission Approval

**Presenter:** Dave Vautin

**Attachments:** [5c\\_MTC Resolution-4484 ABAG Resolution-08-21 Final Plan Bay Area 2050](#)

- 5d. [21-1151](#) MTC Resolution No. 4485 and ABAG Resolution No. 09-21: Final Plan Bay Area 2050

Request referral of MTC Resolution No. 4485 and ABAG Resolution No. 09-21 to the Joint Commission and ABAG Executive Board meeting on October 21, 2021 for adoption.

**Action:** ABAG Executive Board Approval  
MTC Commission Approval

**Presenter:** Dave Vautin

**Attachments:** [5di\\_MTC Resolution No. 4485 and ABAG Resolution No. 09-21-Final Plan Bay](#)  
[5dii\\_Attachment C Final Plan Bay Area 2050 Document.pdf](#)  
[5diii\\_Attachment D-Summer 2021 Engagement.pdf](#)

- 5e. [21-1152](#) MTC Resolution No. 4475, Revised - 2021 Transportation Improvement Program (TIP) Amendment 2021-10

A request for referral of MTC Resolution No. 4475, Revised, TIP Amendment 2021-10 to the Commission for adoption.

Action: MTC Commission Approval

Presenter: Dave Vautin

Attachments: [5e\\_MTC Res No. 4475-Revised – 2021 Transportation Improvement Program A](#)

- [21-1348](#) Correspondence Received

Attachments: [5\\_Correspondence Received.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. When called upon, unmute yourself or dial \*6.*

## 7. Adjournment / Next Meeting

The next meeting of the MTC Planning Committee will be Friday, November 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](http://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.

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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.



## **Meeting Minutes - Draft**

### **ABAG Administrative Committee**

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

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Friday, September 10, 2021

9:45 AM

Board Room - 1st Floor (REMOTE)

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#### **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 9:45 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, Pat Eklund, Neysa Fligor, Dave Hudson, Otto Lee, Rafael Mandelman, Karen Mitchoff, Raul Peralez, David Rabbitt, Belia Ramos, Carlos Romero, Lori Wilson

#### **1. Call to Order / Roll Call / Confirm Quorum**

Chair Arreguin called the meeting to order at about 11:23 a.m. Quorum was present.

**Present:** 10 - Arreguin, Eklund, Fligor, Hudson, Lee, Mandelman, Mitchoff, Peralez, Ramos, and Romero

**Absent:** 2 - Rabbitt, and Wilson L

#### **2. ABAG Compensation Announcement – Clerk of the Board**

The ABAG Clerk of the Board made the ABAG Compensation Announcement.

#### **3. ABAG Administrative Committee Consent Calendar**

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

**Aye:** 10 - Arreguin, Eklund, Fligor, Hudson, Lee, Mandelman, Mitchoff, Peralez, Ramos, and Romero

**Absent:** 2 - Rabbitt, and Wilson L

- 3.a. [21-1084](#) Approval of ABAG Administrative Committee Summary Minutes of the July 9, 2021 Meeting

#### **4. MTC Planning Committee Consent Calendar**

The MTC Planning Committee took action on this item.

- 4.a. [21-1054](#) Approval of MTC Planning Committee Minutes of the July 9, 2021 Meeting

#### **5. Approval**

- 5.a. [21-1073](#) MTC Res. Nos. 4035, Revised and 4202, Revised - Climate Initiatives Program Mobility Hubs Pilot Project Selection

Approval of a program of projects selected through the pilot phase of the Mobility Hubs program, an MTC Climate Initiatives Program strategy.

The MTC Planning Committee took action on this item.

The following gave public comment: Roland Lebrun.

#### **6. Information**

- 6.a. [21-1071](#) Plan Bay Area 2050: Implementation Plan Partnerships & Final Steps to Adoption

Summary of major findings and considerations from the Partnership Phase of the Implementation Plan as well as final steps for overall Plan Bay Area 2050 finalization, prior to a joint meeting of the Commission and ABAG Executive Board in October to consider Final Plan adoption.

Chirag Rabari and Dave Vautin gave the report.

The following gave public comment: Tim Frank, Rich Hedges.

#### **7. Public Comment / Other Business**

There was no public comment.

#### **8. Adjournment / Next Meeting**

Chair Arreguin adjourned the meeting at about 12:11 p.m. The next regular meeting of the ABAG Administrative Committee with the MTC Planning Committee is on October 8, 2021.



## **Meeting Minutes - Draft**

### **ABAG Administrative Committee**

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

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Friday, September 10, 2021

9:50 AM

Board Room - 1st Floor (REMOTE)

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#### **Special Meeting**

#### **Association of Bay Area Governments Administrative Committee**

The ABAG Administrative Committee may act on any item on the agenda.

The meeting is scheduled to begin at 9:50 a.m.,  
or immediately following the preceding ABAG/MTC committee meetings.

Agenda, roster, and webcast available at <https://abag.ca.gov>

For information, contact Clerk of the Board at (415) 820-7913.

#### **Roster**

Jesse Arreguin, Pat Eklund, Neysa Fligor, Dave Hudson, Otto Lee, Rafael Mandelman, Karen Mitchoff, Raul Perez, David Rabbitt, Belia Ramos, Carlos Romero, Lori Wilson

#### **1. Call to Order / Roll Call / Confirm Quorum**

Vice Chair Ramos called the meeting to order at about 12:13 p.m. Quorum was present.

**Present:** 8 - Arreguin, Eklund, Fligor, Hudson, Lee, Mitchoff, Ramos, and Romero

**Absent:** 4 - Mandelman, Perez, Rabbitt, and Wilson L

#### **2. Public Comment**

There was no public comment.

#### **3. Committee Member Announcements**

There were no committee member announcements.

#### **4. Chair's Report**

4.a. [21-1117](#) ABAG Administrative Committee Chair's Report for September 10, 2021

Vice Chair Ramos gave the report.

## **5. Executive Director's Report**

- 5.a. [21-1118](#) Executive Director's Report for September 10, 2021

There was no Executive Director's report.

## **6. Regional Housing Needs Allocation (RHNA)**

- 6.a. [21-1083](#) RHNA Appeals Public Hearing Orientation

Presentation on the RHNA appeals procedures adopted by the ABAG Executive Board in May 2021, as well as further context on the adopted RHNA methodology and eligible appeal grounds identified in State law, in advance of the appeals hearing commencing later in the month.

Gillian Adams gave the report.

There was no public comment.

## **7. Adjournment / Next Meeting**

Vice Chair Ramos adjourned the meeting at about 1:05 p.m. The ABAG Administrative Committee will commence a public hearing on RHNA Appeals on Friday, September 24, 2021.

**Association of Bay Area Governments  
ABAG Administrative Committee**

**October 8, 2021**

**Agenda Item 3b**

**BayREN Single Family Design and Implementation Consulting Services: CLEAResult Consulting, Inc. (\$2,825,261.76) and Rising Sun Center for Opportunity (\$2,823,626.30)**

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**Subject:**

Authorization to enter into contracts through December 31, 2023, with CLEAResult Consulting, Inc. in an amount not to exceed \$2,825,261.76, and Rising Sun Center for Opportunity in an amount not to exceed \$2,823,626.30.

**Background:**

Since 2013, the Bay Area Regional Energy Network (BayREN) has implemented a portfolio of energy efficiency programs across the region. The Association of Bay Area Governments (ABAG) serves as the program administrator and lead agency for a 10-member unincorporated association of local government entities.

On May 31, 2018, the California Public Utilities Commission (CPUC) issued Decision 18-05-041 which, among other things, authorized funding for BayREN through 2025, allowed for modifications to the existing portfolio, and increased the portfolio's total and annualized budget. PG&E – as directed by the CPUC – is the fiscal agent for BayREN. The CPUC has also allowed PG&E and BayREN to negotiate contract terms independent of the CPUC. ABAG and PG&E have a contract for funding through December 2022 or FY 2022-23. The overall BayREN budget is developed each calendar year and the contracts have historically been amended on an annual basis or as needed.

On August 6, 2021, ABAG issued a Request for Proposals (RFP) seeking interested firms to submit proposals for program design and implementation and workforce development services for the BayREN Single Family program. Proposers were instructed that they could bid on both Task 1 (single-family program design and implementation) and/or Task 2 (workforce development program design and implementation). ABAG received two proposals for both Task 1 and 2, and one proposal for Task 2 only.



On September 14, 2021, an independent review panel comprised of ABAG staff and outside local government staff completed the review and scoring of the proposals. CLEAResult received the highest score for Task 1, and Rising Sun Center for Opportunity received the highest score for Task 2.

The following table shows the collective final score average of the three proposers based on their proposals and interviews.

	Total (Task 1)	Experience in desirable qualifications	Workplan and approach	Hourly rates and cost effectiveness	Communications	SBE
Supplier	/ 110 pts	/ 35 pts	/ 35 pts	/ 20 pts	/ 10 pts	/ 10 pts
CLEAResult Consulting, Inc.	82.5	29.75	28.25	16.40	7.75	0
Franklin Energy Services, LLC	72	26.5	25.75	13.75	6	0

	Total (Task 2)	Experience in desirable qualifications	Workplan and approach	Hourly rates and cost effectiveness	Communications	SBE
Supplier	/ 110 pts	/ 35 pts	/ 35 pts	/ 20 pts	/ 10 pts	/ 10 pts
CLEAResult Consulting, Inc.	82.95	28.75	27.75	18	6.75	10
Franklin Energy Services, LLC	66.59	25	26.75	14.5	7	0
Rising Sun Center for Opportunity	94.55	33.75	33.5	17.75	9	10

Attachment A includes a summary of CLEAResult Consulting, Inc. and Rising Sun Center for Opportunity and their project teams' small business and disadvantaged business enterprise status.

**Issues:**

None identified.

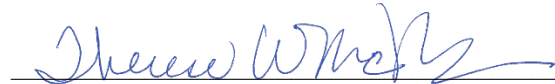
**Recommendations:**

The ABAG Administrative Committee is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or designee, to enter into an agreement with CLEAResult Consulting, Inc. for Single Family program design and implementation services in an amount not to exceed \$2,825,261.76 for services related to Single Family Program Implementation for BayREN from January 1, 2022 to December 31, 2023.

The ABAG Administrative Committee is also requested to authorize the Executive Director of the Metropolitan Transportation Commission, or designee, to enter into an agreement with Rising Sun Center for Opportunity in an amount not to exceed \$2,823,626.30 for services related to workforce development program design and implementation for BayREN from January 1, 2022 to December 31, 2023.

**Attachments:**

- Attachment A: Contractor DBE and SBE Status



Therese W. McMillan

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Attachment A

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**Disadvantaged Business Enterprise and Small Business Enterprise Status**

	<b>Firm Name</b>	<b>Role on Project</b>	<b>DBE* Yes / No</b>	<b>If DBE Yes, List #</b>	<b>SBE** Yes / No</b>	<b>If SBE Yes, List #</b>
Prime Contractor	CLEAResult Consulting, Inc.	Implementer				
Subcontractor	Rising Sun Center for Opportunity	Implementer			Yes	18-00025

\*Denotes certification by the California Unified Certification Program (CUCP).

\*\*Denotes certification by the State of California.

## **Request for Committee Approval**

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### **Summary of Proposed Contracts**

Work Item No.: 1721

Consultant: CLEAResult Consulting, Inc.  
Oakland, CA  
Rising Sun Center for Opportunity  
Oakland, CA

Work Project Title: BayREN Single Family Program

Purpose of Project: Provide design and implementation services for Single-Family program and workforce development.

Brief Scope of Work: Responsible for processing rebates, contractor management, workforce development, and marketing activities related to the BayREN Single Family program.

Project Cost Not to Exceed: CLEAResult, Consulting, Inc.: \$2,825,261.76  
Rising Sun Center for Opportunity: \$2,823,626.30

Funding Source: PG&E (ratepayer funds) as directed by the CPUC

Fiscal Impact: Funds programmed in FY 22, and FY 23 Budgets

Motion by Committee: That the Executive Director of the Metropolitan Transportation Commission, or designee, on behalf of the Association of Bay Area Governments is authorized to enter into contracts with CLEAResult Consulting, Inc. in an amount not to exceed \$2,825,261.76 and Rising Sun Center for Opportunity in an amount not to exceed \$2,823,626.30, for services related to BayREN from January 1, 2022 through December 31, 2023.

Operations Committee:

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Jesse L. Arreguín, ABAG President

Approved: October 8, 2021

## Meeting Minutes - Draft

### Joint MTC Planning Committee with the ABAG Administrative Committee

*MTC Committee Members:*

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

*David Canepa, Damon Connolly, Carol Dutra-Vernaci,  
Victoria Fleming, Sam Liccardo, and Libby Schaaf*

*Non-Voting Members: Dorene M. Giacomini and Vacant*

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Friday, September 10, 2021

9:45 AM

Board Room - 1st Floor (REMOTE)

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#### 1. Call to Order / Roll Call / Confirm Quorum

**Present:** 5 - Commissioner Liccardo, Chair Spering, Vice Chair Ahn, Commissioner Canepa and Commissioner Fleming

**Absent:** 3 - Commissioner Connolly, Commissioner Dutra-Vernaci and Commissioner Schaaf

Non-Voting Member Present: Commissioner Giacomini

Ex Officio Voting Member Present: Commission Chair Pedroza and  
Commission Vice Chair Josefowitz

Ad Hoc Non-Voting Member Present: Commissioner Worth

ABAG Administrative Committee Members Present: Arreguin, Eklund, Fligor, Hudson, Lee, Mandelman,  
Mitchoff, Peralez, Ramos, and Romero.

#### 2. ABAG Compensation Announcement – Clerk of the Board

#### 3. ABAG Administrative Committee Consent Calendar

- 3a. [21-1053](#) Approval of ABAG Administrative Committee Summary Minutes of the  
July 9, 2021 Meeting

**Action:** ABAG Administrative Committee Approval

**Attachments:** [3a ABAG AC Minutes 20210709 MTC Planning Draft.pdf](#)

#### 4. MTC Planning Committee Consent Calendar

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

**Aye:** 5 - Commissioner Liccardo, Chair Spering, Vice Chair Ahn, Commissioner Canepa and Commissioner Fleming

**Absent:** 3 - Commissioner Connolly, Commissioner Dutra-Vernaci and Commissioner Schaaf

4a. [21-1054](#) Approval of MTC Planning Committee Minutes of the July 9, 2021 Meeting

**Action:** MTC Planning Committee Approval

**Attachments:** [4a\\_MTC PLNG\\_Minutes\\_July 9 2021.pdf](#)

#### 5. Approval

5a. [21-1073](#) MTC Res. Nos. 4035, Revised and 4202, Revised - Climate Initiatives Program Mobility Hubs Pilot Project Selection

Approval of a program of projects selected through the pilot phase of the Mobility Hubs program, an MTC Climate Initiatives Program strategy.

**Action:** MTC Commission Approval

**Presenter:** Krute Singa

**Attachments:** [15a - 21-1073 - DRAFT Reso 4035 and 4202 Mobility Hubs Pilot Recommendations.pdf](#)

Roland Lebrun spoke on this item.

Upon the motion by Commissioner Canepa and second by Chair Spering, MTC Res. Nos. 4035, Revised and 4202, Revised - Climate Initiatives Program Mobility Hubs Pilot Project Selection was approved to forwarded to the Commission for approval. The motion carried by the following vote:

**Aye:** 5 - Commissioner Liccardo, Chair Spering, Vice Chair Ahn, Commissioner Canepa and Commissioner Fleming

**Absent:** 3 - Commissioner Connolly, Commissioner Dutra-Vernaci and Commissioner Schaaf

## 6. Information

- 6a. [21-1071](#) Plan Bay Area 2050: Implementation Plan Partnerships & Final Steps to Adoption

Summary of major findings and considerations from the Partnership Phase of the Implementation Plan as well as final steps for overall Plan Bay Area 2050 finalization, prior to a joint meeting of the Commission and ABAG Executive Board in October to consider Final Plan adoption.

**Action:** Information

**Presenter:** Chirag Rabari and Dave Vautin

**Attachments:** [6a\\_PBA50\\_ImplementationPlan\\_partnerships.pdf](#)  
[6a-Handout-Attachment B\\_PBA2050\\_IP\\_Briefs\\_September 2021.pdf](#)

Tim Frank of the Building and Construction Trades Council spoke on this item.

Rich Hedges spoke on this item.

## 7. Public Comment / Other Business

## 8. Adjournment / Next Meeting

The next meeting of the MTC Planning Committee will be Friday, October 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.

PLAN BAY AREA 2050

# Final Plan Bay Area 2050

*MTC/ABAG Regional Planning Program*

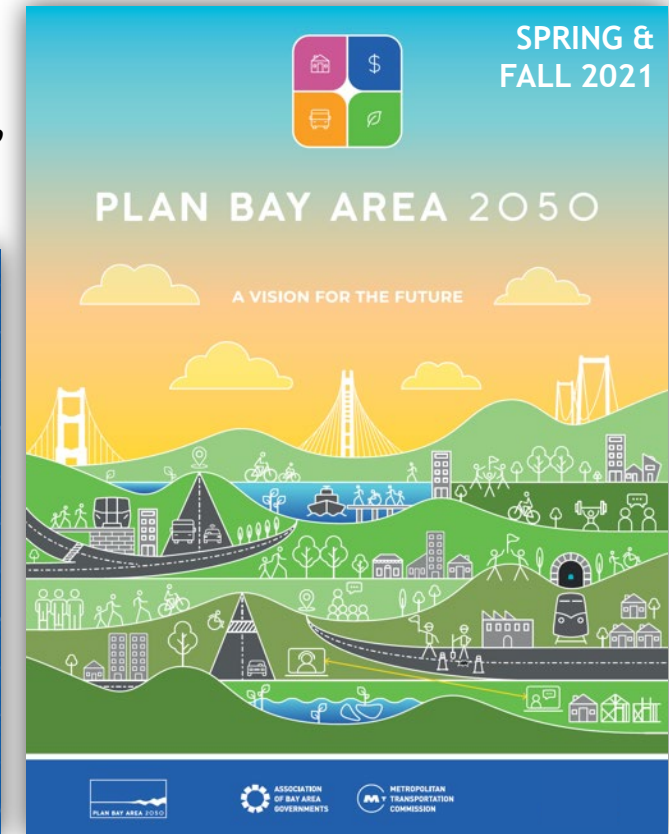
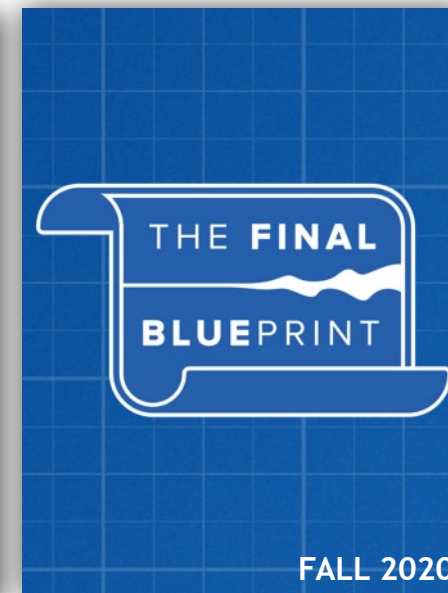
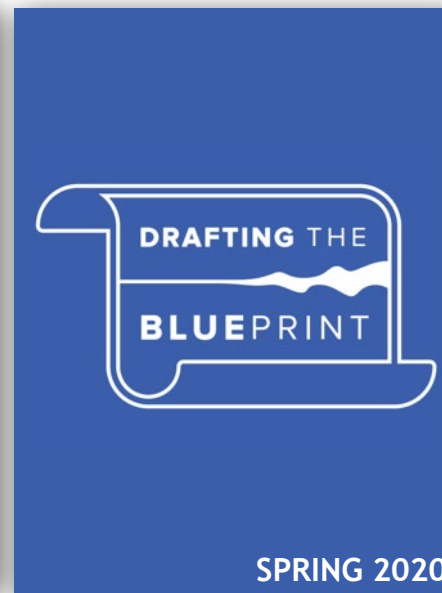
*October 2021*



# Four-Year Journey to a Bold New Regional Vision

Kicked off in early 2018, Horizon and Plan Bay Area 2050 focused on planning for an uncertain future, while advancing more equitable outcomes for all residents.

Ultimately, these efforts shaped the most comprehensive regional vision to date, with deep community engagement & a strong commitment to equity.



## HORIZON

Futures Planning  
Perspective Papers  
Project Performance

## PLAN BAY AREA 2050

Draft Blueprint & Final Blueprint  
Plan Document & Implementation Plan  
Environmental Impact Report (EIR)

# First Regional Plan for the Bay Area to...



Pivot from predicting the future to **exploring strategies** in uncertain futures



**Lead with equity** in all strategies from square one



Pursue **innovative public engagement**, from mobile games to “pop-up” events



Demonstrate what a **unified staff** can deliver for both boards



Lay out a roadmap showing “**what it would take**” to tackle the intractable housing crisis



Integrate bold new strategies from all-lane road pricing to lower speed limits



Sketch out an initial vision to **mitigate near-term sea level rise impacts** along the entire Bay & Pacific Coast



Identify **specific near-term implementation actions** for all 35 strategies

# Deep Community Engagement Throughout

160+

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

150+

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

140+

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

234,000+

**public comments** received

23,000+

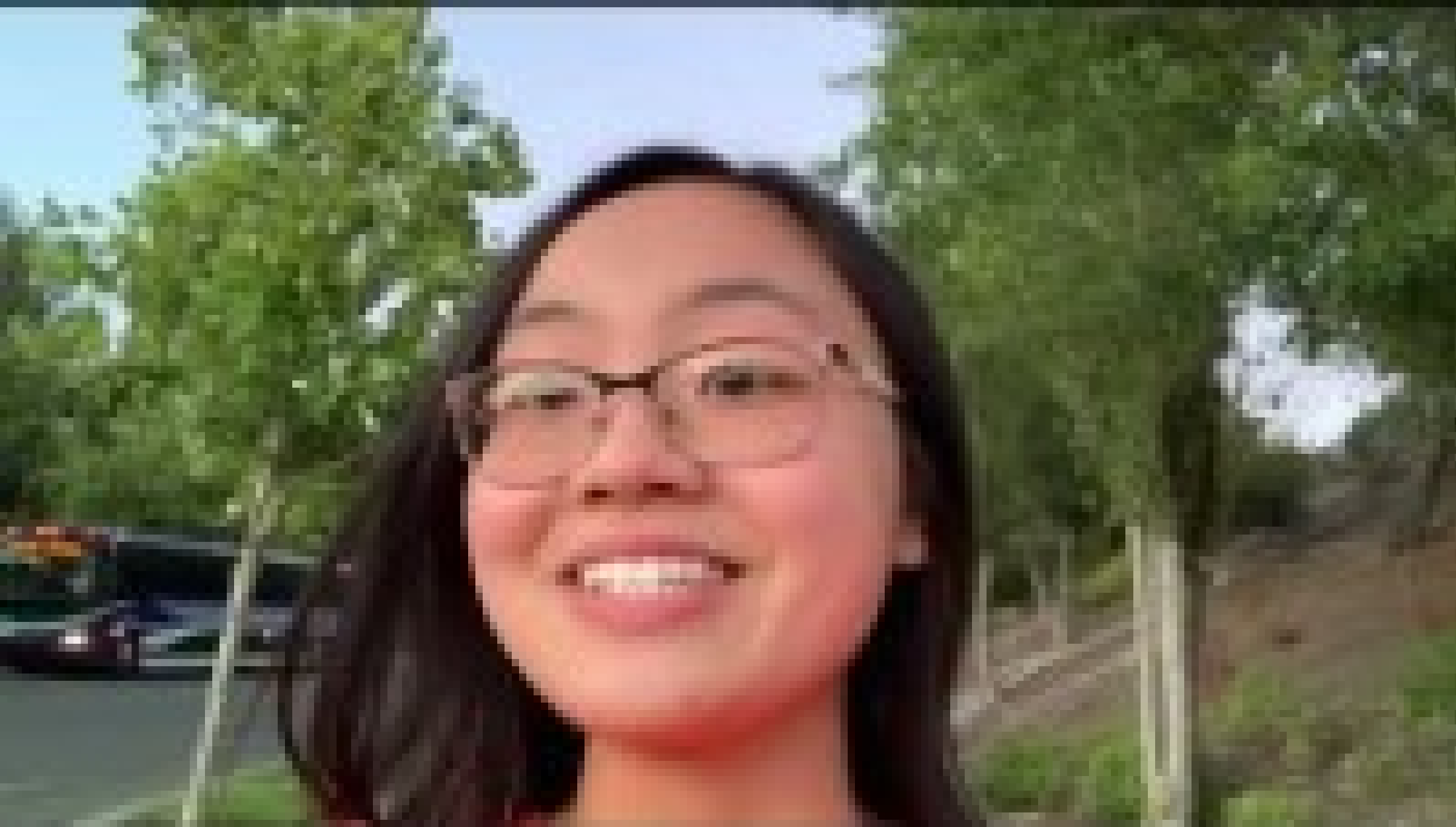
**participants** in planning process

60%+

**of events/activities targeted Equity Priority Communities or other underserved groups**



# Listening to & Learning from the Next Generation



**Video:**  
*Highlights of  
Summer 2021  
Youth Engagement  
on Draft Plan Bay  
Area 2050  
(MTC/ABAG)*



# Refresher: Vision + 11 Themes + 35 Strategies

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



Maintain and Optimize the Existing System



Create Healthy and Safe Streets



Build a Next-Generation Transit Network

Transportation



Housing



Protect and Preserve Affordable Housing

Spur Housing Production at All Income Levels

Create Inclusive Communities



Improve Economic Mobility



Shift the Location of Jobs



Economy

Environment



Reduce Risks from Hazards

Expand Access to Parks and Open Space

Reduce Climate Emissions

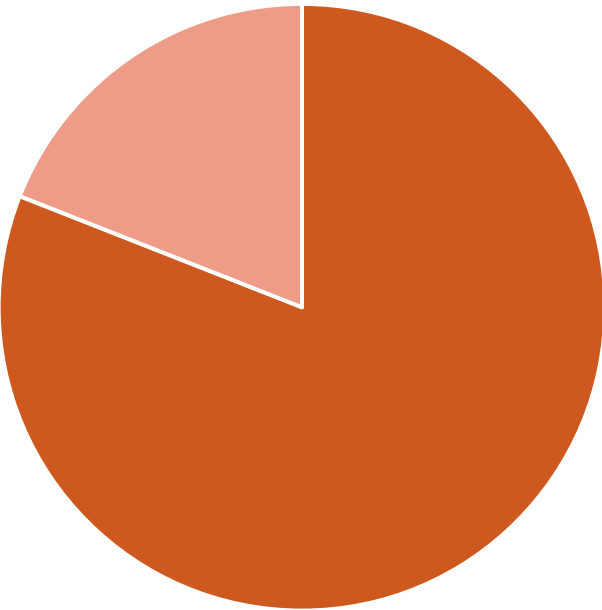


# Refresher: Existing & New Revenues

While all four elements of Plan Bay Area 2050 rely on existing and reasonably-anticipated new revenues, realization of those new revenues will be critical over the coming decade to fully implement the Final Plan.

## Transportation Element

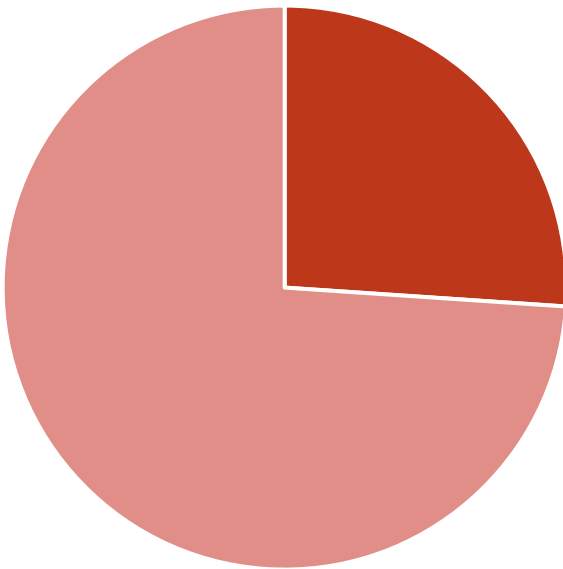
\$468 billion in existing funding  
\$110 billion in new revenues



■ Existing Revenues ■ New Revenues

## Housing Element

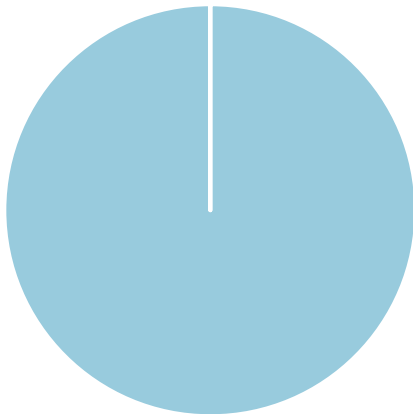
\$122 billion in existing funding  
\$346 billion in new revenues



■ Existing Revenues ■ New Revenues

## Economy Element

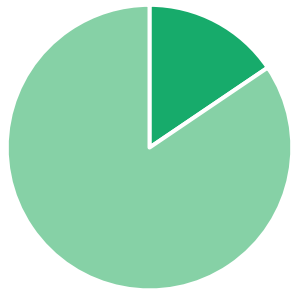
N/A in existing funding  
\$234 billion in new revenues



■ Existing Revenues ■ New Revenues

## Environment Element

\$16 billion in existing funding  
\$87 billion in new revenues








■ Existing Revenues ■ New Revenues

**Note:** \$13 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** and **parks & conservation**, existing funding is underrepresented.

# Refresher: Key Outcomes

AFFORDABLE		Plan would reduce housing & transportation cost burden by 13 percentage points, with even greater improvements for low-income households
CONNECTED		Plan would improve access to frequent transit and to safe bicycle & pedestrian facilities, enabling 20 percent of workers to shift away from commuting by auto
DIVERSE		Plan would provide more affordable housing in historically-exclusionary jurisdictions, while helping at least 10 percent of the region's low-income residents to buy their first home
HEALTHY		Plan would meet the state-mandated greenhouse gas reduction target, while concurrently protecting nearly all homes from sea level rise impacts through 2050
VIBRANT		Plan would improve jobs-housing balance in counties throughout the Bay Area, yielding shorter commutes for all workers



PLAN BAY AREA 2050

# From Draft Plan to Final Plan

Targeted Updates to Final Plan Document & Final EIR



# Minor Technical Updates: Summary

Performance outcomes for Final Plan Bay Area 2050 have slight differences when compared to Draft Plan Bay Area 2050, as reflected in the Final Plan Document, Final Supplemental Reports, and Final EIR.



## Minor Changes to Strategy Funding Levels

- In response to feedback from the California Air Resources Board (CARB), MTC/ABAG staff **shifted additional funds from programmatic investments towards Strategy EN8** compared to the Draft Plan to maintain forecasted greenhouse gas emission reductions from electric vehicle subsidies and charging infrastructure.



## Adjustments to Modeled “Stay-at-Home” Levels

- Final Plan modeling corrected a **technical issue that assumed an increase in vacation/sick/personal days** taken by workers through 2050.
- Instead, the Final Plan modeling more conservatively assumes that this exogenous assumption remains constant through 2050, resulting in a **+1% to +2% across-the-board change in GHG performance** when comparing Draft Plan/EIR Alternatives with Final Plan/EIR Alternatives.



## Minor Technical Corrections to Individual Project Coding

- Last but not least, staff **fixed project coding errors for a few transportation projects**, responding both to external feedback from transportation partners and from a final round of internal quality control.

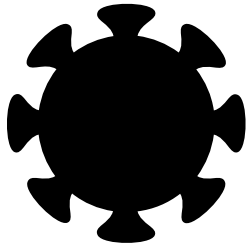
# What's New: Final EIR

The Final EIR includes responses to comments received, as well as minor revisions to the Draft EIR. After the committees make a recommendation on adoption of the proposed Plan, the recommendation, along with the Findings of Fact and Mitigation and Monitoring Plan, will be forwarded to the Commission and ABAG Board.



## Responses to Hundreds of Public Comments

- Unlike comments on the Draft Plan which were responded to on a rolling basis, staff **responded to all comments raised on environmental issues through the Final EIR**, totaling just under 150 in total from public hearings, letters, emails, etc.



## Master Responses Addressing Key Issues

- Given that many comments addressed similar issues, eight “master responses” were crafted to provide thorough responses on the following topics:
  - Regional Growth Forecast
  - COVID-19 Pandemic
  - Water Supply
  - EIR Alternatives
  - Sea Level Rise
  - Roles & Authority
  - Fiscally-Constrained Transportation Project List
  - Travel Model Refinements

# Key Takeaways: Final EIR

**#1: No significant new information was added to the Draft EIR in the Final EIR that would warrant recirculation.** Revisions, refinements, and responses to comments serve to clarify and amplify past analysis in the Draft EIR.

**#2: The Final EIR did not identify any new significant environmental impacts relative to the Draft EIR.** Furthermore, the Final EIR did not identify any substantial increases in the severity of any significant impact.

**#3: The Final EIR does not make a recommendation on which alternative to advance.** The joint committee's direction will shape the CEQA Findings and Statement of Overriding Considerations for the October 21<sup>st</sup> meeting.

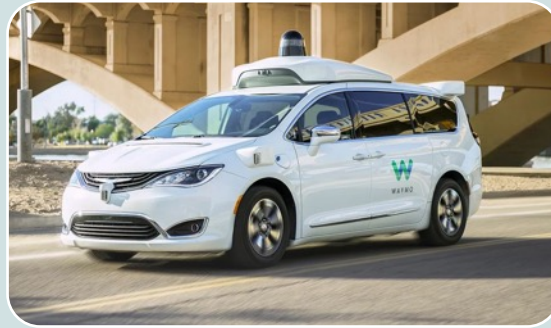


Document  
available on  
[planbayarea.org](https://planbayarea.org)

# What's New: Staff Recommendation



The proposed Plan reflects much greater public and stakeholder input than other EIR alternatives from a four-year planning process.



Unlike new strategies introduced during scoping, proposed Plan strategies were stress-tested against a wide range of conditions in Horizon Futures Planning to advance equity & resilience.



Unlike some other alternatives explored, the proposed Plan advances all five Guiding Principles and meets all applicable federal & state requirements.



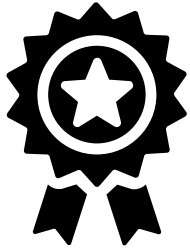
The proposed Plan identifies 80+ near-term implementation actions to expedite implementation of the 35 strategies, making it more actionable than EIR alternatives.

For these reasons, MTC/ABAG staff recommend **certification of the Final EIR and adoption of the proposed Plan as the Final Plan Bay Area 2050.**



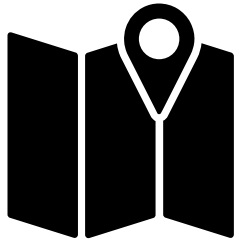
# What's Changed: Final Plan Document

The Final Plan Document sees some focused improvements between Draft and Final, reflecting the latest information while addressing feedback received during the public comment period.



## New Sidebars Spotlighting Emerging Issues

- New sidebars highlight work that further evolved throughout summer 2021, including the **Blue Ribbon** Transit Recovery Task Force action plan & **COVID-19** pandemic impacts integration.



## New and Improved Maps

- Additional maps on key issue areas for implementation, such as **parks & conservation** and **express bus** upgrades, were added to the Final Plan Bay Area 2050 Document.



## Refinements from Public Comments

- When appropriate, staff refined Plan Document language to provide **further clarity or context** in response to public comments received this summer.



Document  
available on  
[planbayarea.org](https://planbayarea.org)



## PLAN BAY AREA 2050

# Pivoting Toward Implementation

Final Implementation Plan & What's Next for 2022



# What's Changed: Final Implementation Plan

In contrast to the rest of the Final Plan Document, the Final Implementation Plan saw significant changes between the Draft and Final iterations, both as a result of the public comment period and significant stakeholder engagement through the Partnership Phase this summer.

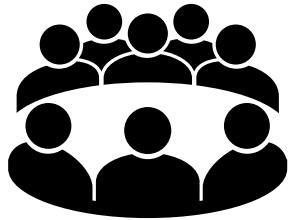


## Refined Implementation Actions

- As highlighted at last month's Joint MTC Planning/ABAG Administrative Committee, the 35 strategies included in the Final Plan link to **more than 80 near-term implementation actions**.
- While implementation actions can be refined in the years ahead, this effort has sketched out a path for MTC/ABAG to **lead, partner, or support implementation of every Plan strategy**.

## Expanded Partnership Opportunities

- Thanks to ongoing engagement throughout the Implementation Plan process, MTC/ABAG received potential commitments from **more than 45 potential partners in the public, private, and non-profit sectors** to advance strategy implementation in the years ahead.
- The Implementation Plan chapter, nested at the end of the Plan Document, reflects an **expanded emphasis on partnerships** identified throughout summer 2021, including a new discussion of potential partnership opportunities with labor organizations.



# 2022 Implementation Spotlight: Housing

- The Expanded Regional Housing Portfolio will advance **five pilot projects**, from a homelessness prevention system to the “Doorway” affordable housing application platform, leveraging \$20 million in new State monies for BAHFA.
- The **Transit-Oriented Development policy update** will provide enhanced guidance for local jurisdictions to ensure land use supports current & future transit investments.





# 2022 Implementation Spotlight: Economy

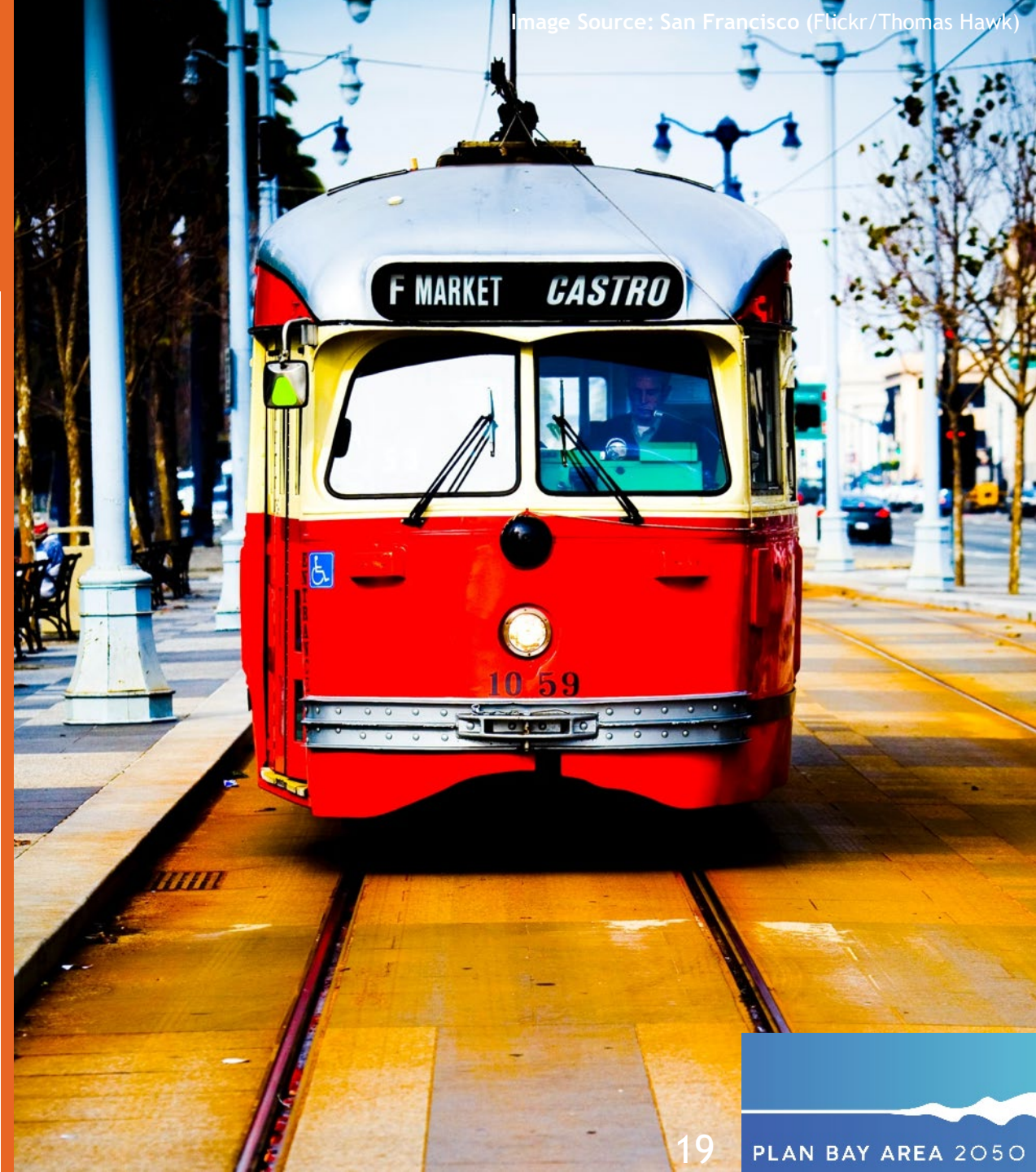
- Through new funding sources like OBAG3 and REAP2.0, MTC/ABAG will explore **potential funding sources** for the Priority Production Area (PPA) pilot program.
- Staff will consider how to integrate new advocacy priorities in Economy and other elements of the Plan Bay Area 2050 Implementation Plan into the **2022 joint advocacy platform**.





# 2022 Implementation Spotlight: Transportation

- Through implementation of near-term **Blue Ribbon** priorities, further work on the **Major Project Advancement Policy**, and completion of the **Fare Coordination Study**, 2022 will be a prime opportunity to position Bay Area transit for success in the years ahead.
- Deep community engagement on the future of Bay Area freeways - and how pricing can play a role - will commence through the **Next-Generation Freeways Study**.



# 2022 Implementation Spotlight: Environment

- The **Sea Level Rise Funding and Investment Strategy**, identified as a priority by both Plan Bay Area 2050 and BCDC's Bay Adapt process, will kick off to explore shoreline solutions & funding opportunities.
- MTC/ABAG will continue working closely with the Air District to **accelerate implementation of climate strategies**, from sustainable commute targets to electric vehicle subsidies & marketing.







Plan Bay Area 2050 reflects input from thousands of Bay Area residents over the past four years that has yielded a bold new vision for our shared future.

**We're ready to pivot from planning toward implementation - together with our partners.**



**MTC/ABAG staff recommend approval** of the following resolutions to formally adopt Plan Bay Area 2050 as the region's new long-range plan:

- **Final Air Quality Conformity Analysis**  
*MTC Resolution No. 4482*
- **Final Environmental Impact Report**  
*MTC Resolution No. 4484 & ABAG Resolution No. 08-21*
- **Final Plan Bay Area 2050**  
*MTC Resolution No. 4485 & ABAG Resolution No. 09-21*
- **2021 Transportation Improvement Program**  
*MTC Resolution No. 4475*

**Metropolitan Transportation Commission  
Planning Committee**

**October 8, 2021**

**Agenda Item 5b**

**MTC Resolution No. 4482:  
Final Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050 and  
Amended 2021 Transportation Improvement Program (TIP)**

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**Subject:**

A request for referral of MTC Resolution No. 4482 to the Commission for adoption.

**Background:**

Federal regulations require that Metropolitan Planning Organization conduct an analysis to determine whether the region's long-range plan (Plan Bay Area 2050, referred thereafter as the "Plan") and short-range funding program (Amended 2021 TIP) are consistent with the federal air quality plan, which is referred to as the State Implementation Plan (SIP), prior to their approval. MTC has prepared the Final Transportation-Air Quality Conformity Analysis for the Plan and the Amended 2021 TIP (Conformity Analysis) in accordance with the latest U.S. Environmental Protection Agency (U.S. EPA) transportation conformity regulations and the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757). To complete this analysis, staff used the latest planning assumptions, emissions model, and consultation provisions, including a quantitative regional emissions analysis that meets emissions budget requirements of the U.S. EPA transportation conformity rule.

The Draft Conformity Analysis was released for a 30-day public review and comment period beginning on July 7, 2021 and ending on August 5, 2021. The document was available on the [Draft Supplemental Reports webpage](#). No comments were submitted during the comment period. The Final Conformity Analysis approach, methodology, and findings were prepared in consultation with the multiagency Air Quality Conformity Task Force (comprised of staff from the U.S. EPA, Federal Highway Administration, Federal Transit Administration, Caltrans, and participating congestion management agencies and transit operators), as stipulated in MTC Resolution No. 3757. The task force discussed the Conformity Analysis methodology, public comment period, and findings during their June 2020, January 2021, February 2021, May 2021, July 2021, and September 2021 meetings, which were held on Zoom due to COVID-19 and open to the public.

**Findings:**

The Final Conformity Analysis demonstrates that both the Plan and the Amended 2021 TIP conform to the federal air quality plan and the proposed transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the federal air quality standards. Based on the Final Conformity Analysis, MTC makes the following conformity findings for the Plan and the Amended 2021 TIP:


- Conforms to the applicable provisions of the SIP and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and the interim conformity emissions test for the national fine particulate matter standard; and
- Provides for the timely implementation of transportation control measures (TCMs) pursuant to the applicable SIP.

**Recommendation:**

Staff requests the MTC Planning Committee find the Final Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050 and the Amended 2021 TIP to be in conformance with the applicable federal air quality plan for ozone and particulates and refer MTC Resolution No. 4482 to the Commission and for approval.

**Attachment:**

- Attachment A: MTC Resolution No. 4482



Therese W. McMillan

Date: October 21, 2021  
W.I.: 1412  
Referred by: Planning

ABSTRACT

Resolution No. 4482

This resolution finds that the Final Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050 and the Amended 2021 Transportation Improvement Program are in conformance with the State Implementation Plan to achieve National Ambient Air Quality Standards.

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



Date: October 21, 2021  
W.I.: 1412  
Referred by: Planning

Re: Approval of the Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050 and the Amended 2021 Transportation Improvement Program (TIP) to demonstrate conformity for the 2015 Ozone and 2006 24-hour PM<sub>2.5</sub> National Ambient Air Quality Standards (NAAQS)

## METROPOLITAN TRANSPORTATION COMMISSION

### RESOLUTION NO. 4482

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

WHEREAS, MTC is the federally designated Metropolitan Planning Organization (MPO), pursuant to Section 134(d) of Title 23 of the United States Code (USC) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, Part 450 of Title 23 of the Code of Federal Regulations (CFR), require MTC as the MPO to prepare and update a long-range Regional Transportation Plan (RTP) every four years; and

WHEREAS, California Government Code § 65080 *et seq.* (Senate Bill 375) requires MTC to prepare and update a long-range RTP, including a Sustainable Communities Strategy (SCS) prepared in conjunction with the Association of Bay Area Governments (ABAG), every four years; and

WHEREAS, MTC and ABAG will jointly adopt the Final Plan Bay Area 2050 (Plan) (MTC Resolution No. 4485 and ABAG Resolution No. 09-2021) on October 21, 2021; and

WHEREAS, the Transportation-Air Quality Conformity Analysis for Plan and the Amended 2021 TIP meets all required EPA guidance criteria and, therefore, the region has demonstrated conformity for the 2015 Ozone National Ambient Air Quality Standards (NAAQS); and

WHEREAS, the Plan and the Amended TIP must conform to the federal air quality plan, which is also referred to as the State Implementation Plan (SIP); and

WHEREAS, MTC has conducted a transportation-air quality conformity analysis for the Plan and the Amended TIP in accordance with U.S. EPA conformity regulations and the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757); and

WHEREAS, MTC conducted a transportation-air quality conformity analysis for the Plan and the Amended 2021 TIP utilizing the latest planning assumptions, emissions model, and consultation provisions, including a quantitative regional emissions analysis that meets emissions budget requirements of the U. S. Environmental Protection Agency transportation conformity rule, and the Plan contributes to all required emissions reductions; and

WHEREAS, said conformity analysis is included as Attachment A of this resolution, and is incorporated herein as though set forth at length; and

WHEREAS, the conformity analysis has been circulated for 30-day public review period from July 7, 2021, through August 5, 2021; now, therefore be it

RESOLVED, that MTC makes the following conformity findings for the Plan and the Amended 2021 TIP:

- (A) Conforms to the applicable provisions of the State Implementation Plan and the applicable transportation conformity budgets in the State Implementation Plan approved for the national 8-hour ozone standard and to the interim conformity emissions test for the national fine particulate matter standard; and
- (B) Provides for the timely implementation of transportation control measures (TCMs) pursuant to the applicable State Implementation Plan;

RESOLVED, that Executive Director shall forward a copy of this Resolution to the U.S. Department of Transportation for its approval of MTC's conformity findings, along with a copy of the Plan and the Amended 2021 TIP and to such other agencies as appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a meeting of the Commission held in San Francisco, California and at other remote locations on October 21, 2021.

Date: October 21, 2021  
W.I.: 1412  
Referred by: Planning

Attachment A  
Resolution No. 4482  
Page 1 of 1

**Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050 and the Amended  
2021 Transportation Improvement Program**

The Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050 and the Amended  
2021 Transportation Improvement Program is on file in the offices  
of the Metropolitan Transportation Commission, Bay Area Metro Center,  
375 Beale Street, Suite 800, San Francisco, CA 94105.

The Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050 and the Amended  
2021 Transportation Improvement Program can also be viewed on the [Plan Bay Area 2050 Air  
Quality Conformity Report webpage](#).

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

**October 8, 2021**

**Agenda Item 5c**

**MTC Resolution No. 4484 and ABAG Resolution No. 08-21:  
Final Plan Bay Area 2050 Environmental Impact Report**

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**Subject:**

Request referral of MTC Resolution No. 4484 and ABAG Resolution No. 08-21 to the Joint Commission and ABAG Executive Board meeting on October 21, 2021 for adoption.

**Background:**

MTC/ABAG staff prepared the proposed Final Environmental Impact Report (Final EIR) for Plan Bay Area 2050 in accordance with the requirements of the California Environmental Quality Act (CEQA). The Final EIR discloses the significant environmental effects of implementing the proposed Plan Bay Area 2050, identifies possible ways to minimize the significant effects, and describes reasonable alternatives to the proposed Plan. Development of the Final EIR is one of the final steps in the environmental process that commenced in September 2020 when the Notice of Preparation (NOP) was issued for the Plan Bay Area 2050 EIR.

After analyzing the proposed Plan against several EIR alternatives throughout the winter and spring, staff released the Draft EIR on June 4, 2021, initiating a 47-day public comment period through July 20, 2021. During that time, staff held three virtual public hearings to receive comments on the Draft EIR, in addition to public engagement conducted on Draft Plan Bay Area 2050 overall. Comment letters received on the Draft EIR were also reviewed in August and September 2021, with all comments posted online and electronically shared with elected officials and stakeholders in mid-August.

Nearly 150 comments on the Draft EIR received yielded refinements, and responses to commentors are featured in the Final EIR. In addition to being featured in the Final EIR, staff will provide written responses to comments submitted by public agencies 10 days prior to proposed certification of the Final EIR on October 21, 2021. However, no significant new information was added that would trigger recirculation of the Draft EIR under CEQA. Furthermore, there were no new significant environmental impacts, or a substantial increase in

the severity of any impact, identified in the comments or responses that were not already identified in the Draft EIR.

**Final EIR and Findings:**

The Final EIR includes all comments and responses on the Draft EIR, including “master responses” that address issues referenced by multiple commenters. The Final EIR also integrates revisions to the Draft EIR and the Mitigation Monitoring and Reporting Program. Last but not least, the Draft EIR and all appendices are included for context purposes. While the Final EIR is too long to attach to this committee memorandum as an attachment, the Final EIR is available for review online on the [Plan Bay Area 2050 website](#); in-person and by appointment at 375 Beale Street in San Francisco; or by emailing [info@planbayarea.org](mailto:info@planbayarea.org) or calling (415) 778-6757 to make alternative arrangements to access the document.

The CEQA Findings and Facts in Support of Findings and Statement of Overriding Considerations (Findings) will be brought forward to the joint meeting of the Commission and ABAG Executive Board, at which time the Final EIR will be considered for final approval. It is anticipated that the Findings will highlight the following key points:

- The proposed Plan reflects much greater public and stakeholder input than other EIR alternatives from a four-year planning process.
- Unlike new strategies introduced during scoping, proposed Plan strategies were stress-tested against a wide range of conditions in Horizon Futures Planning to advance equity and resilience to uncertainty.
- Unlike some other alternatives explored, the proposed Plan advances all five Guiding Principles and meets all applicable federal and state requirements.
- The proposed Plan identifies 80+ near-term implementation actions to expedite implementation of the 35 strategies, making it more actionable in the near term than other EIR alternatives.

For the reasons identified above, MTC/ABAG staff recommend certification of the Final EIR and adoption of the proposed Plan as the Final Plan Bay Area 2050.

**Next Steps:**

Staff will finalize the proposed Findings document in advance of the joint Commission and ABAG Executive Board meeting scheduled for October 21, 2021.

**Issues:**

None identified.

**Recommendation:**

Refer MTC Resolution No. 4484 and ABAG Resolution No. 08-21 to the Joint Commission and ABAG Executive Board meeting on October 21, 2021 to adopt the Final Plan Bay Area 2050 Environmental Impact Report.

**Attachment:**

- Attachment A: MTC Resolution No. 4484 and ABAG Resolution No. 08-21



Therese W. McMillan

Date: October 21, 2021  
W.I.: 1121  
Referred by: MTC Planning /  
ABAG Administrative

ABSTRACT

MTC Resolution No. 4484

ABAG Resolution No. 08-21

This resolution certifies the Final Environmental Impact Report prepared for Plan Bay Area 2050, the San Francisco Bay Area's plan for transportation, housing, the economy, and the environment (SCH# 2020090519), and adopts environmental findings pursuant to the California Environmental Quality Act; a Statement of Overriding Considerations; and a Mitigation Monitoring and Reporting Program.

Further discussion of this subject is contained in the Joint MTC Planning Committee and ABAG Administrative Committee memorandum dated October 8, 2021.



Date: October 21, 2021  
W.I.: 1121  
Referred by: MTC Planning /  
ABAG Administrative

Re: Certification of the Final Environmental Impact Report prepared for Plan Bay Area 2050 (SCH# 2020090519), and adoption of environmental findings pursuant to the California Environmental Quality Act; a Statement of Overriding Considerations; and a Mitigation Monitoring and Reporting Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4484

ASSOCIATION OF BAY AREA GOVERNMENTS  
EXECUTIVE BOARD  
RESOLUTION NO. 08-21

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 ABAG, every four years; and

WHEREAS, Plan Bay Area 2050 (“Plan”) will serve as the region’s next-generation plan for transportation, housing, the economy, and the environment, while serving as the Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area consistent with federal and state requirements; and

WHEREAS, MTC and ABAG served as joint lead agencies in preparing a Programmatic Environmental Impact Report (Program EIR) (SCH# 2020090519) with the assistance of MTC staff and consultants pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code § 21000 *et seq.*) and the State CEQA Guidelines (14 Cal. Code Regs. § 15000 *et seq.*) for the Plan; and

WHEREAS, the Program EIR provides full disclosure and programmatic analysis of the potentially significant environmental effects of the Plan for purposes of State law requirements; federal law exempts approval of a transportation plan from environmental review (23 U.S.C., § 134 (j)); and

WHEREAS, MTC and ABAG issued a Notice of Preparation (NOP) of a Draft Program EIR on September 28, 2020, and circulated the NOP for a period of 30 days pursuant to State CEQA Guidelines §§ 15082(a), 15103 and 15375; and

WHEREAS, pursuant to State CEQA Guidelines §§ 15206 and 15082, MTC and ABAG publicly noticed and held a public scoping meeting on October 15, 2020, for the purpose of soliciting comments from the public and potential responsible and trustee agencies, including details about the scope and content of the environmental information related to the responsible and trustee agencies' areas of statutory responsibility, as well as the significant environmental issues, reasonable alternatives, and mitigation measures that the responsible and trustee agencies would need to have analyzed in the Program EIR; and

WHEREAS, MTC and ABAG received responses to the NOP from state, regional and local agencies, organizations, and individuals, which assisted MTC and ABAG in narrowing the issues and identifying alternatives to be analyzed in the Draft Program EIR; and

WHEREAS, the Draft Program EIR was completed and filed with the State Office of Planning and Research (OPR) on June 3, 2021; and

WHEREAS, MTC and ABAG commenced a 47-day review period to solicit comments on the Draft Program EIR, which ended on July 20, 2021; and

WHEREAS, pursuant to State CEQA Guidelines § 15087, MTC and ABAG also provided a Notice of Availability (NOA) to all organizations and individuals who previously requested such notice and published a NOA for the Draft Program EIR on June 3, 2021, in a newspaper of general circulation. In addition, copies of the Draft Program EIR were made available at public libraries and at the offices of MTC and ABAG and electronic links to the Draft Program EIR were provided on their websites; and

WHEREAS, during the comment period on the Draft Program EIR, MTC and ABAG consulted with and requested comments from responsible and trustee agencies, other regulatory agencies, and others pursuant to State CEQA Guidelines § 15086; and

WHEREAS, during the public review period for the Draft Program EIR, MTC and ABAG held three public hearings on the Draft Program EIR and three public hearings on the Plan; and

WHEREAS, during the public review period for the Draft Program EIR, MTC and ABAG received written comment letters, email correspondence, and oral and written comments from public hearings, which are included in the Final Program EIR; and

WHEREAS, after the public review period for the Draft Program EIR ended, MTC and ABAG received additional written comment letters; and

WHEREAS, MTC and ABAG staff evaluated all comments on environmental issues received during the administrative process including all comments received during the public comment period and, after the close of the public comment period, has continued to review additional comments submitted upon receipt; and

WHEREAS, pursuant to Public Resources Code § 21092.5 and CEQA Guidelines § 15088, MTC and ABAG provided written responses to all public agencies that submitted comments on the Draft Program EIR on October 11, 2021, more than ten days prior to certification of the Program EIR; and

WHEREAS, MTC and ABAG staff prepared the Final Program EIR, consisting of: (1) comments and recommendations received from state, regional and local agencies, organizations, and individuals on the Draft Program EIR; (2) responses by MTC and ABAG to significant environmental points raised in the review and consultation process including Master Responses to comments; (3) revisions to the Draft Program EIR; (4) all appendices to the Final Program EIR; and (5) the Draft Program EIR, including all appendices and revisions thereto; and

WHEREAS, no comments made in the public hearings conducted by MTC and ABAG, or any additional information received by MTC and ABAG, have produced significant new information requiring recirculation or additional environmental review under State CEQA Guidelines § 15088.5; and

WHEREAS, State CEQA Guidelines § 15090 provides that lead agencies shall certify that the decision-making body of the lead agency has reviewed and considered the information presented in the Program EIR prior to approving a project; and

WHEREAS, State CEQA Guidelines § 15090 further provides that lead agencies shall certify that an EIR prepared for a project has been completed in compliance with CEQA; and

WHEREAS, State CEQA Guidelines § 15090 further provides that lead agencies shall certify that an EIR prepared for a project reflects their independent judgment and analysis; and

WHEREAS, certification of the Final Program EIR was placed on the agenda for the October 21, 2021 Joint MTC Commission and ABAG Executive Board meeting, and public notice of the meeting was circulated to the public on October 14, 2021;

WHEREAS, MTC and ABAG have prepared CEQA Findings in compliance with Public Resources Code §§ 21081 and 21081.5, and CEQA Guidelines § 15091, which are entitled “CEQA Findings and Facts in Support of Findings and Statement of Overriding Considerations” (CEQA Findings) (attached hereto as Attachment A and incorporated herein as though set forth at length); and

WHEREAS, all of the findings and conclusions made by MTC and ABAG pursuant to this Resolution are based upon the oral and written evidence presented to it as a whole not based solely on the information provided in this Resolution; and

WHEREAS, the Plan will have significant impacts that cannot be fully mitigated to less than significant, and MTC and ABAG have prepared a Statement of Overriding Considerations in compliance with Public Resources Code § 21081 and CEQA Guidelines § 15093, included in the CEQA Findings, which concludes that specific economic, legal, social, technological, and other benefits of the Plan outweigh the potentially significant and unavoidable impacts identified in the Final Program EIR; and

WHEREAS, each of the specific economic, legal, social, technological, and other benefits of the Plan included in the Statement of Overriding Considerations is independently sufficient to justify approval of the Plan; and

WHEREAS, MTC and ABAG have prepared a Mitigation Monitoring and Reporting Program in compliance with Public Resources Code § 21081.6 and CEQA Guidelines § 15097, included as Attachment B, to ensure compliance with the mitigation measures identified in the Final Program EIR during Plan implementation to the extent feasible; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred; and

WHEREAS, prior to taking action on the Final Program EIR, MTC and ABAG have heard, been presented with, reviewed, and considered all of the information and data in the administrative record, including the Final Program EIR, and all oral and written evidence presented to it during all meetings and hearings; now, therefore, be it

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

RESOLVED, MTC and ABAG staff prepared the Final Program EIR, consisting of: (1) the Draft Program EIR, including all appendices and revisions thereto; (2) comments and

recommendations received on the Draft Program EIR, a list of persons, organizations, and public agencies commenting on the Draft Program EIR; (3) responses by MTC and ABAG to significant environmental points raised in the review and consultation process including Master Responses to comments; (4) revisions to the Draft Program EIR; and (5) all appendices to the Final Program EIR; and be it further

RESOLVED, that MTC and ABAG find the Final Program EIR satisfies all the requirements of CEQA and the State CEQA Guidelines; and be it further

RESOLVED, that MTC and ABAG find the Final Program EIR sufficiently analyzes both the feasible mitigation measures necessary to avoid or substantially lessen the Plan's potentially significant environmental impacts and a reasonable range of alternatives capable of eliminating or reducing these effects in accordance with CEQA and the State CEQA Guidelines; and be it further

RESOLVED, that MTC and ABAG find that the Plan will have significant impacts that cannot be fully mitigated to less than significant; and be it further

RESOLVED, that MTC and ABAG certify that the Final Program EIR (attached hereto as Attachment B and incorporated herein as though set forth at length) represents the independent judgment and analysis of MTC and ABAG; and be it further

RESOLVED, that MTC and ABAG, as the decision making bodies, certify the Program EIR (Attachment B) was presented to them and that they reviewed and considered the information in the Final Program EIR prior to approving the Plan; and be it further

RESOLVED, that MTC and ABAG adopt the Mitigation Monitoring and Reporting Program as required by CEQA Guidelines § 15097, which is attached hereto as Appendix A of Attachment B and incorporated fully by this reference; and be it further

RESOLVED, that MTC and ABAG make and adopt the CEQA Findings required in CEQA Guidelines § 15091, which are attached hereto as Attachment A; and be it further



RESOLVED, that MTC and ABAG adopt the Statement of Overriding Considerations as required by CEQA Guidelines § 15093, which describes numerous specific economic, legal, social, technological, and other benefits of the Plan each of which is independently sufficient to justify approval of the project, and is attached hereto as part of the CEQA Findings (Attachment A) and incorporated fully by this reference; and be it further

RESOLVED, that MTC and ABAG direct staff to immediately (within five working days): (a) file a Notice of Determination documenting these decisions (CEQA Guidelines § 15094); (b) retain a copy of the certified Final Program EIR as a public record; and (c) provide a copy of the certified Final Program EIR to the planning agencies of all member jurisdictions and each responsible agency (CEQA Guidelines § 15095).

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a special meeting of the Commission held in San Francisco, California and at other remote locations on October 21, 2021.

The foregoing was adopted by the Executive Board this 21<sup>st</sup> day of October, 2021.

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Jesse Arreguin  
President

**Certification of Executive Board Approval**

I, the undersigned, the appointed and qualified Clerk of the Board of the Association of Bay Area Governments (Association), do hereby certify that the foregoing resolution was adopted by the Executive Board of the Association at a duly called meeting held on the 21<sup>st</sup> day of October, 2021.

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Frederick Castro  
Clerk of the Board

**Approved as To Legal Form**

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Kathleen Kane  
Legal Counsel

Date: October 21, 2021  
W.I.: 1121  
Referred by: MTC Planning /  
ABAG Administrative

Attachment A  
MTC Resolution No. 4484  
ABAG Resolution No. 08-21  
Page 1 of 1

**CEQA Findings and Facts in Support of Findings and  
Statement of Overriding Considerations**

The CEQA Findings and Facts in Support of Findings and  
Statement of Overriding Considerations is on file in the offices of the  
Metropolitan Transportation Commission, Bay Area MetroCenter,  
375 Beale Street, Suite 800, San Francisco, CA 94105.

Date: October 21, 2021  
W.I.: 1121  
Referred by: MTC Planning /  
ABAG Administrative

Attachment B  
MTC Resolution No. 4484  
ABAG Resolution No. 08-21  
Page 1 of 1

## **Final Environmental Impact Report**

The Final Environmental Impact Report (EIR)  
(with Mitigation Monitoring and Reporting Program) is on file in the offices  
of the Metropolitan Transportation Commission, Bay Area Metro Center,  
375 Beale Street, Suite 800, San Francisco, CA 94105.

**MTC Resolution No. 4485 and ABAG Resolution No. 09-21:**  
**Final Plan Bay Area 2050**

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**Subject:**

Request referral of MTC Resolution No. 4485 and ABAG Resolution No. 09-21 to the Joint Commission and ABAG Executive Board meeting on October 21, 2021 for adoption.

**Background:**

In February 2018, MTC and ABAG initiated a new cycle of long-range planning for the San Francisco Bay Area with the Horizon initiative, designed to prioritize resilient and equitable strategies in an increasingly uncertain future. Stress-testing strategies for the region's future – against a broad range of external forces like telecommuting adoption, economic boom-bust cycles, and changing land use preferences – helped create a solid foundation for Plan Bay Area 2050. Starting in late 2019, the Plan Bay Area 2050 Blueprint phase further enhanced strategies to accelerate equitable outcomes through deep public and stakeholder engagement – both in-person and virtual. As the COVID-19 pandemic impacted the Bay Area throughout 2020, Blueprint strategies were further refined to account for this new reality, even as the pandemic underscored the need to tackle the region's continued crises related to housing unaffordability, climate change, and more. After the Commission and Board advanced the Final Blueprint into the environmental phase in early 2021, staff then focused on translating each of the Blueprint's 35 long-term strategies into more than 80 near-term implementation actions, working in partnership with public, private, and non-profit entities to create a comprehensive Implementation Plan for the next five years.

Ultimately, Plan Bay Area 2050 (Plan) is ready to serve as a resilient and equitable next-generation plan for the San Francisco Bay Area 2050 – laying out a pathway toward a better future for all residents through specific strategies – policies and investments – related to transportation, housing, the economy, and the environment. The Final Plan was informed by over 23,000 Bay Area residents and over 234,000 comments, with over 450 public and stakeholder meetings and events held over the four-year planning process. Most importantly, more than 60 percent of public engagement activities targeted communities – including residents of Equity



Priority Communities and other underserved groups – who have been historically underrepresented in planning processes.

As shown in **Attachment C**, the Final Plan works to ensure that the Bay Area of 2050 is more affordable, connected, diverse, healthy, and vibrant for all through 35 strategies to be implemented at the local, county, regional, and state levels over the next three decades. Totalling approximately \$1.4 trillion, the Plan’s strategies rely on existing and reasonably-anticipated new monies, but fully realizing those revenues will be critical in the decade ahead to fully implement the Final Plan. If implemented, the Final Plan would significantly reduce housing and transportation costs for a typical household, shift approximately one-fifth of the workforce away from commuting by auto, provide more affordable housing in historically-exclusionary cities and towns, meet the state-mandated greenhouse gas target, and improve intraregional jobs-housing balances, among other beneficial outcomes. Last but certainly not least, the Final Plan would make greater headway in addressing challenges for households with low incomes, and Equity Priority Communities, addressing long-standing disparities in housing, transportation, and more.

**Revisions to Plan Document and Implementation Plan:**

Between the release of Draft Plan Bay Area 2050 in late May and the close of the public comment period on July 20, 2021, MTC and ABAG received hundreds of comment letters, as well as feedback at virtual workshops and related public engagement. Comments received on Draft Plan Bay Area 2050, including the Draft Implementation Plan, were reviewed in August and September 2021, with all comments posted online and electronically shared with elected officials and stakeholders in mid-August (**Attachment D**). In response to comments received as well as minor technical updates, Final Plan Bay Area 2050 reflects the following key changes:

- **Minor Technical Updates.** Staff updated funding assumptions for Strategy EN8 (electric vehicles) in response to feedback from the California Air Resources Board to maintain forecasted greenhouse gas emission reductions. Staff also adjusted “stay-at-home” assumptions related to vacation, sick, and personal business days, which led to slightly higher greenhouse gas emissions for all EIR alternatives, including the Final Plan.

- **Final Plan Document.** In addition to integrating minor data updates discussed above, the Final Plan Document features expanded sidebars and maps on topics such as: the Blue Ribbon Transit Recovery Task Force; COVID-19 pandemic integration; parks, recreation, and conservation; and express bus network improvements.
- **Final Implementation Plan.** The Implementation Plan received significant feedback, especially from stakeholder organizations, during the summer 2021 Partnership Phase. Integrated as the final chapter of the Plan Document, the Final Implementation Plan integrates refined implementation actions on topics ranging from workforce development to sea level rise mitigation, previewed in September. The Final Implementation Plan also identifies timeframes and partnership opportunities to further explore in the years ahead.

Final Plan Bay Area 2050 is available for review online on the [Plan Bay Area 2050 website](#); in-person and by appointment at 375 Beale Street in San Francisco; or by emailing [info@planbayarea.org](mailto:info@planbayarea.org) or calling (415) 778-6757 to make alternative arrangements to access the document.

### **Pivoting Toward Implementation in 2022:**

While the Implementation Plan highlights more than 80 specific implementation actions that MTC and ABAG are slated to advance in partnership with other entities over the next five years, adoption of Final Plan Bay Area 2050 will allow MTC/ABAG staff to begin advancing some key initiatives over the next year specifically. High-priority actions for next year include:

- Advancing pilot projects such as a homelessness prevention system and the “Doorway” affordable housing platform through the Expanded Regional Housing Portfolio and the Bay Area Housing Finance Authority (BAHFA)
- Providing land use guidance for local jurisdictions through the Transit-Oriented Development (TOD) Policy Update
- Advancing transit recovery through implementation of the Blue Ribbon Transit Recovery Task Force priorities, as well as further progress on the Major Project Advancement Policy and completion of the Fare Coordination and Integration Study

- Conducting deep community engagement on the future of Bay Area freeways, and how pricing can play a role, through the Next-Generation Freeways Study
- Expanding coordination with the Bay Area Air Quality Management District to accelerate implementation of all climate mitigation strategies, from sustainable commute targets to electric vehicle subsidies & marketing to travel demand management programs

Adopting Final Plan Bay Area 2050 through MTC Resolution No. 4485 and ABAG Resolution No. 09-21 (**Attachments A and B, respectively**) will allow staff to pivot toward implementation and advance these and many other priorities in the coming year to realize the Plan's Vision.

**Next Steps:**

If approved by the Commission and ABAG Executive Board later this month, staff will finalize the document and officially publish Plan Bay Area 2050 as the new regional long-range plan. Staff will report back to the joint committees annually with updates on overall progress on Plan implementation to maximize accountability. A focused update to the regional long-range plan, anticipated to build upon Plan Bay Area 2050, is slated to commence in mid-to-late 2023.

**Issues:**

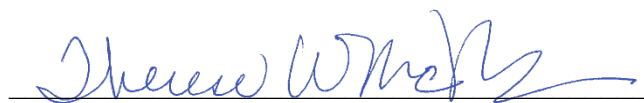
None identified.

**Recommendation:**

Refer MTC Resolution No. 4485 and ABAG Resolution No. 09-21 to the Joint Commission and ABAG Executive Board meeting on October 21, 2021 to adopt Final Plan Bay Area 2050.

**Attachments:**

- Attachment A: MTC Resolution No. 4485
- Attachment B ABAG Resolution No. 09-21
- Attachment C: Final Plan Bay Area 2050 (*proposed for adoption*)
- Attachment D: Summer 2021 Public Engagement Summary (*August 2021*)



Therese W. McMillan

Date: October 21, 2021  
W.I.: 1121  
Referred by: MTC Planning /  
ABAG Administrative

ABSTRACT

MTC Resolution No. 4485

ABAG Resolution No. 09-21

This resolution adopts Plan Bay Area 2050, the regional plan for transportation, housing, the economy, and the environment. Plan Bay Area 2050 serves as the Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area.

Further discussion of this subject is contained in the Executive Director's memorandum to the MTC Planning Committee and ABAG Administrative Committee dated October 8, 2021.

Date: October 21, 2021  
W.I.: 1121  
Referred by: MTC Planning /  
ABAG Administrative

Re: Adoption of Plan Bay Area 2050

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4300

ASSOCIATION OF BAY AREA GOVERNMENTS  
EXECUTIVE BOARD  
RESOLUTION NO. 09-21

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, Part 450 of Title 23 of the Code of Federal Regulations (CFR), require MTC as the MPO to prepare and update a long-range Regional Transportation Plan (RTP) every four years; 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 Association of Bay Area Governments (ABAG), every four years; and

WHEREAS, Plan Bay Area 2050 (“Plan”) will serve as the region’s next-generation plan for transportation, housing, the economy, and the environment, while serving as the Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area consistent with federal and state requirements; 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, beginning in early 2018, MTC and ABAG conducted the Horizon initiative, which explored a range of different potential futures for the San Francisco Bay Area with the goal of identifying strategies that are resilient to uncertainty while advancing social equity; and

WHEREAS, MTC and ABAG commenced a comprehensive and coordinated planning process for transportation, housing, the economy, and the environment with a 2050 horizon year known as Plan Bay Area 2050 (Plan) in fall 2019, in conformance with all applicable federal and state requirements including Senate Bill 375; and

WHEREAS, the Plan, including both the RTP and the SCS, which is attached hereto as Attachment A, and incorporated herein as though set forth in length, contains an integrated set of fiscally-constrained strategies across each of the four elements of the Plan; 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, 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, MTC and ABAG advanced the Plan Bay Area 2050 Final Blueprint into the environmental and implementation planning phase in winter 2021 (MTC Resolution No. 4451 and ABAG Resolution No. 01-2021), and;



WHEREAS, MTC and ABAG analyzed Draft Plan Bay Area 2050, previously known as the Final Blueprint, through the Environmental Impact Report (EIR) process under the California Environmental Quality Act, releasing the Draft Plan Document and Draft Environmental Impact Report for review in May and June 2021, respectively, and;

WHEREAS, public and stakeholder engagement activities were held on Draft Plan Bay Area 2050 throughout June and July 2021, with all comments considered and, when appropriate, integrated in Final Plan Bay Area 2050 prior to its release in early October 2021, and;

WHEREAS, between fall 2020 and fall 2021, MTC and ABAG developed a detailed Implementation Plan with more than 80 discrete actions identified to advance the 35 strategies featured in Final Plan Bay Area 2050 to be implemented by MTC and ABAG with deep engagement with partner organizations over the next five years; and

WHEREAS, Final Plan Bay Area 2050 was ultimately informed by over 230,000 public comments, over 23,000 planning process participants, and over 450 public and stakeholder events through the Plan Bay Area 2050 process and its predecessor, the Horizon initiative; and

WHEREAS, the Plan advances regional affordability through strategies to tackle the region's long-standing housing crisis through preservation and production of more housing units at all income levels, while advancing means-based strategies to improve affordability for low-income transit riders and motorists; and

WHEREAS, the Plan advances regional connectivity through strategies to build next-generation networks for transit and active transportation, improving access to destinations across the nine-county region and beyond, while enabling motorists to shift to more healthier and more sustainable modes; and

WHEREAS, the Plan helps to maintain and expand the region's diversity by advancing strategies to protect vulnerable lower-income renters from displacement, while working with

Equity Priority Communities to invest in community-prioritized infrastructure and recognizing the need for renter and homebuyer assistance programs for low-income families; and

WHEREAS, the Plan advances human and environmental health in the region and beyond through strategies to reduce greenhouse gas emissions by electrifying vehicles and buildings, reducing automobile dependence, investing in parks and conservation, among others; and

WHEREAS, the Plan helps to maintain and grow the region's economic vibrancy through strategies to expand job training and business incubator programs to create more economic opportunities in Equity Priority Communities while preserving and investing in key industrial lands; and

WHEREAS, Final Plan Bay Area 2050 meets all relevant federal and state requirements, including those related to air quality, land use, and transportation as described below; and

WHEREAS, MTC conducted an air quality analysis of the Plan using the latest planning assumptions, emissions model, and consultation provisions, including a quantitative regional emissions analysis that meets emissions budget requirements of the U. S. Environmental Protection Agency transportation conformity rule, and the Plan contributes to all required emissions reductions; and

WHEREAS, adoption of, and the conformity determination for, the proposed 2017 TIP has been determined simultaneously with the Plan for consistency purposes (MTC Resolution No. 4482); and

WHEREAS, pursuant to California Government Code § 65080(b)(2)(G), in preparing the Plan, MTC and ABAG considered spheres of influence adopted by the Local Agency Formation Commissions within the San Francisco Bay Area; and

WHEREAS, pursuant to California Government Code § 65080(b)(2)(E), federal public participation requirements, and MTC's Public Participation Plan (MTC Resolution No. 4246),

the Plan was developed through a strategic, proactive, comprehensive public outreach and involvement program, which included: an adopted public participation plan; routine distribution of information to local/regional media; advertising in local and regional newspapers; distribution of public information materials, such as brochures and newsletters; a dedicated website; meetings with representatives from each county's board of supervisors and city councilmembers; noticed public hearings to receive testimony on the Plan and the Environmental Impact Report (EIR); subregional workshops to facilitate public comment on the Plan; and interagency coordination and involvement; and

WHEREAS, pursuant to California Government Code § 65080(b)(2)(B), the Plan (i) identifies the general location of uses, residential densities, and building intensities within the region; (ii) identifies areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of Plan Bay Area 2050 taking into account net migration into the region, population growth, household formation and employment growth; (iii) identifies areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to California Government Code § 65584; (iv) identifies a transportation network to service the transportation needs of the region; (v) gathers and considers the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of California Government Code § 65080.01; (vi) considers the state housing goals specified in California Government Code §§ 65580 and 65581; and (viii) allows the Plan to comply with Section 176 of the Federal Clean Air Act (42 U.S.C. § 7506); and

WHEREAS, pursuant to California Government Code § 65080(b)(2)(B), in preparing the Plan, MTC was responsible for identifying a transportation network to service the transportation needs of the region; and allowing the Plan to comply with Section 176 of the Federal Clean Air Act (42 U.S.C. Sec. 7506); and

WHEREAS, pursuant to California Government Code § 65080(b)(2)(B), in preparing the Plan, MTC and ABAG were jointly responsible for setting forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other

transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve the greenhouse gas emission reduction targets adopted by the California Air Resources Board (CARB) for the San Francisco Bay Area; and

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

WHEREAS, as demonstrated in the Program EIR certified for the Plan, the Plan sets forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve the regional greenhouse gas emission targets set by CARB for the region; and

WHEREAS, prior to taking action on the Plan, MTC has heard, been presented with, reviewed, and considered all of the information and data in the administrative record, including the Final Program EIR, and all oral and written evidence presented to it during all meetings and hearings; and

WHEREAS, adoption of the Plan is accompanied by adoption of the 2021 TIP (MTC Resolution No. 4475) and certification that the Final Environmental Impact Report for the Plan complies with the California Environmental Quality Act (CEQA) (MTC Resolution No. 4484); now, therefore, be it

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

RESOLVED, that MTC finds that the Plan meets the requirements of Senate Bill 375 (Steinberg, 2008) as codified in California Government Code § 65080, subdivision (b); and be it further

RESOLVED, that MTC finds that the Plan complies with the requirements of all other applicable laws; and be it further

RESOLVED, that MTC does hereby adopt the Plan as included as Attachment A, as well as all associated supplemental reports, subject to additional minor or non-substantive technical corrections and editorial changes (Final Plan); and be it further

RESOLVED, that MTC directs its staff to publish the Final Plan and to submit the Final Plan to relevant state and federal agencies.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a special meeting of the Commission held in San Francisco, California and at other remote locations on October 21, 2021.

Date: October 21, 2021  
W.I.: 1121  
Referred by: MTC Planning /  
ABAG Administrative

Attachment A  
MTC Resolution No. 4485

## **Final Plan Bay Area 2050**



**ASSOCIATION OF BAY AREA GOVERNMENTS  
EXECUTIVE BOARD**

**RESOLUTION NO. 09-2021**

**ADOPTION OF FINAL PLAN BAY AREA 2050**

**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 the Metropolitan Transportation Commission (MTC) to prepare and update a long-range Regional Transportation Plan (RTP), including a Sustainable Communities Strategy (SCS) prepared in conjunction with ABAG, every four years; and

**WHEREAS**, Plan Bay Area 2050 (“Plan”) will serve as the region’s next-generation plan for transportation, housing, the economy, and the environment, while serving as the Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area consistent with federal and state requirements; 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**, beginning in early 2018, MTC and ABAG conducted the Horizon initiative, which explored a range of different potential futures for the San Francisco Bay Area with the goal of identifying strategies that are resilient to uncertainty while advancing social equity; and

**WHEREAS**, MTC and ABAG commenced a comprehensive and coordinated planning process for transportation, housing, the economy, and the environment with a 2050 horizon year known as Plan Bay Area 2050 (Plan) in fall 2019, in conformance with all applicable federal and state requirements including Senate Bill 375; and

**WHEREAS**, the Plan, including both the RTP and the SCS, which is attached hereto as Attachment A, and incorporated herein as though set forth in length, contains an integrated set of fiscally-constrained strategies across each of the four elements of the Plan; 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);

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 09-2021**

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**, 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**, MTC and ABAG advanced the Plan Bay Area 2050 Final Blueprint into the environmental and implementation planning phase in winter 2021 (MTC Resolution No. 4451 and ABAG Resolution No. 01-2021), and;

**WHEREAS**, MTC and ABAG analyzed Draft Plan Bay Area 2050, previously known as the Final Blueprint, through the Environmental Impact Report (EIR) process under the California Environmental Quality Act, releasing the Draft Plan Document and Draft Environmental Impact Report for review in May and June 2021, respectively, and;

**WHEREAS**, public and stakeholder engagement activities were held on Draft Plan Bay Area 2050 throughout June and July 2021, with all comments considered and, when appropriate, integrated in Final Plan Bay Area 2050 prior to its release in early October 2021, and;

**WHEREAS**, between fall 2020 and fall 2021, MTC and ABAG developed a detailed Implementation Plan with more than 80 discrete actions identified to advance the 35 strategies featured in Final Plan Bay Area 2050 to be implemented by MTC and ABAG with deep engagement with partner organizations over the next five years; and

**WHEREAS**, Final Plan Bay Area 2050 was ultimately informed by over 230,000 public comments, over 23,000 planning process participants, and over 450 public and stakeholder events through the Plan Bay Area 2050 process and its predecessor, the Horizon initiative; and

**WHEREAS**, the Plan advances regional affordability through strategies to tackle the region's long-standing housing crisis through preservation and production of more housing units at all income levels, while advancing means-based strategies to improve

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 09-2021**

affordability for low-income transit riders and motorists; and

**WHEREAS**, the Plan advances regional connectivity through strategies to build next-generation networks for transit and active transportation, improving access to destinations across the nine-county region and beyond, while enabling motorists to shift to more healthier and more sustainable modes; and

**WHEREAS**, the Plan helps to maintain and expand the region's diversity by advancing strategies to protect vulnerable lower-income renters from displacement, while working with Equity Priority Communities to invest in community-prioritized infrastructure and recognizing the need for renter and homebuyer assistance programs for low-income families; and

**WHEREAS**, the Plan advances human and environmental health in the region and beyond through strategies to reduce greenhouse gas emissions by electrifying vehicles and buildings, reducing automobile dependence, investing in parks and conservation, among others; and

**WHEREAS**, the Plan helps to maintain and grow the region's economic vibrancy through strategies to expand job training and business incubator programs to create more economic opportunities in Equity Priority Communities while preserving and investing in key industrial lands; and

**WHEREAS**, Final Plan Bay Area 2050 meets all relevant federal and state requirements, including those related to air quality, land use, and transportation as described below; and

**WHEREAS**, pursuant to California Government Code § 65080(b)(2)(G), in preparing the Plan, MTC and ABAG considered spheres of influence adopted by the Local Agency Formation Commissions within the San Francisco Bay Area; and

**WHEREAS**, pursuant to California Government Code § 65080(b)(2)(E), federal public participation requirements, and MTC's Public Participation Plan (MTC Resolution No. 4246), the Plan was developed through a strategic, proactive, comprehensive public outreach and involvement program, which included: an adopted public participation plan; routine distribution of information to local/regional media; advertising in local and regional newspapers; distribution of public information materials, such as brochures and newsletters; a dedicated website; meetings with representatives from each county's board of supervisors and city councilmembers; noticed public hearings to receive testimony on the Plan and the Environmental Impact Report (EIR); subregional workshops to facilitate public comment on the Plan; and interagency coordination and involvement; and

**WHEREAS**, pursuant to California Government Code § 65080(b)(2)(B), the Plan (i) identifies the general location of uses, residential densities, and building intensities within the region; (ii) identifies areas within the region sufficient to house all the

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 09-2021**

population of the region, including all economic segments of the population, over the course of the planning period of Plan Bay Area 2050 taking into account net migration into the region, population growth, household formation and employment growth; (iii) identifies areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to California Government Code § 65584; (iv) identifies a transportation network to service the transportation needs of the region; (v) gathers and considers the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of California Government Code § 65080.01; (vi) considers the state housing goals specified in California Government Code §§ 65580 and 65581; and (viii) allows the Plan to comply with Section 176 of the Federal Clean Air Act (42 U.S.C. § 7506); and

**WHEREAS**, pursuant to California Government Code § 65080(b)(2)(B), in preparing the Plan, ABAG was responsible for identifying the general location of uses, residential densities, and building intensities within the region; identifying areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the Plan taking into account net migration into the region, population growth, household formation and employment growth; identifying areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to California Government Code § 65584; gathering and considering the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of California Government Code § 65080.01; and considering the state housing goals specified in California Government Code §§ 65580 and 65581; and

**WHEREAS**, pursuant to California Government Code § 65080(b)(2)(B), in preparing the Plan, MTC and ABAG were jointly responsible for setting forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve the greenhouse gas emission reduction targets adopted by the California Air Resources Board (CARB) for the San Francisco Bay Area; and

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

**WHEREAS**, as demonstrated in the Program EIR certified for the Plan, the Plan sets forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve the regional greenhouse gas emission targets set by CARB for the region; and

**WHEREAS**, prior to taking action on the Plan, ABAG has heard, been presented

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 09-2021**

with, reviewed, and considered all of the information and data in the administrative record, including the Final Program EIR, and all oral and written evidence presented to it during all meetings and hearings; and

**WHEREAS**, adoption of the Plan is accompanied by certification that the Final Environmental Impact Report for the Plan complies with the California Environmental Quality Act (CEQA) (ABAG Resolution No. 08-2021);

**NOW, THEREFORE, BE IT RESOLVED**, that the Executive Board of the Association of Bay Area Governments hereby certifies that the foregoing recitals are true and correct and incorporated by this reference; and be it further

**RESOLVED**, that ABAG finds that the Plan meets the requirements of Senate Bill 375 (Steinberg, 2008) as codified in California Government Code § 65080, subdivision (b); and be it further

**RESOLVED**, that ABAG finds that the Plan complies with the requirements of all other applicable laws; and be it further

**RESOLVED**, that ABAG does hereby adopt the Plan as included as Exhibit 1, as well as all associated supplemental reports, subject to additional minor or non-substantive technical corrections and editorial changes (Final Plan); and be it further

**RESOLVED**, that ABAG directs its staff to publish the Final Plan and to submit the Final Plan to relevant state and federal agencies.

The foregoing was adopted by the Executive Board this 21<sup>st</sup> day of October, 2021.

---

Jesse Arreguin  
President

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 09-2021**

**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 and noticed meeting held in San Francisco, California, and at other remote locations, on the 21<sup>st</sup> day of October, 2021.

---

Frederick Castro  
Clerk of the Board



**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 09-2021**

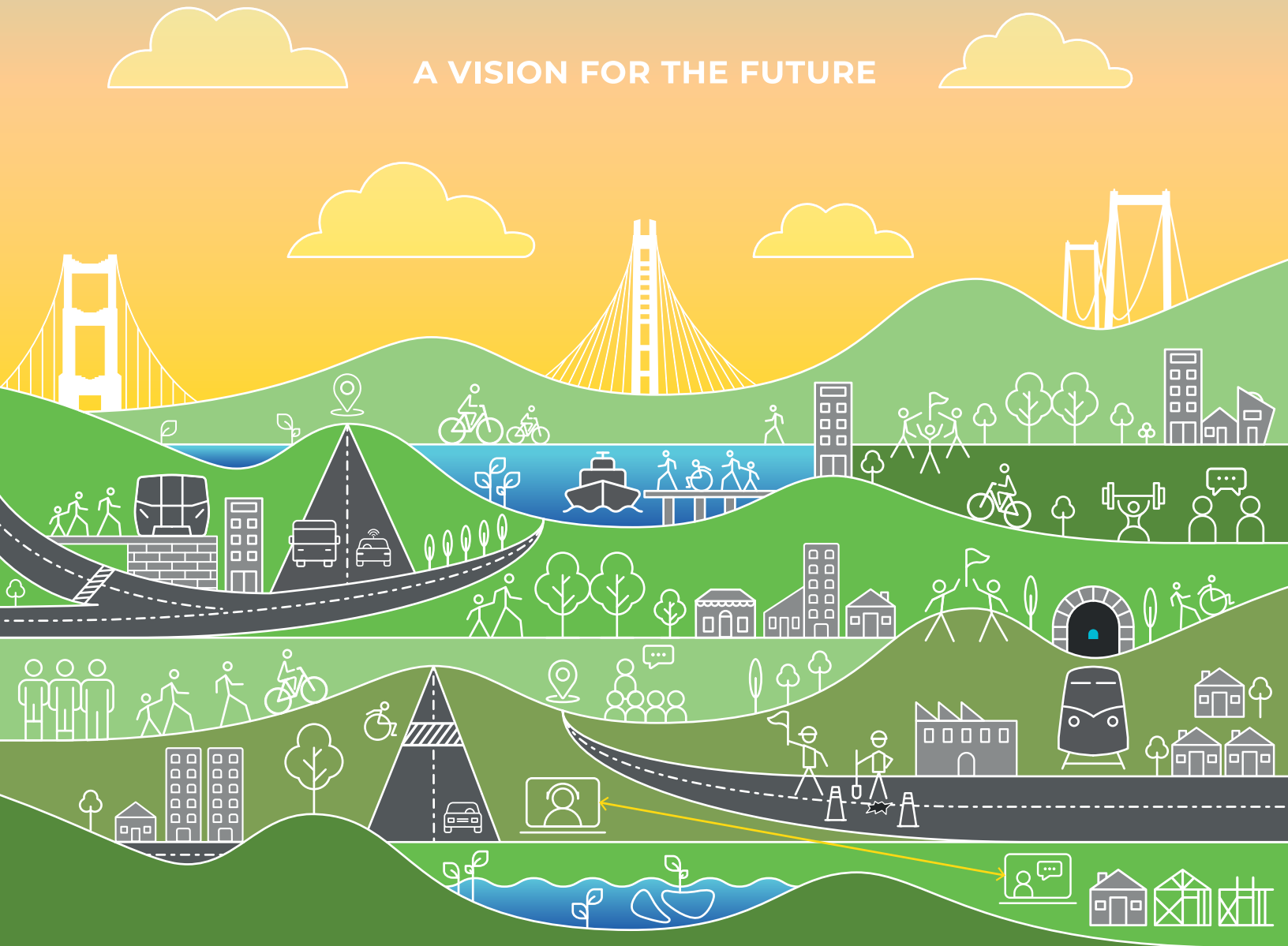
**Exhibit 1**

**Final Plan Bay Area 2050**



# PLAN BAY AREA 2050

A VISION FOR THE FUTURE



## Metropolitan Transportation Commission

### **Alfredo Pedroza, Chair**

Napa County and Cities

### **Nick Josefowitz, Vice Chair**

San Francisco Mayor's Appointee

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Cities of Santa Clara County

### **Eddie H. Ahn**

San Francisco Bay Conservation and Development Commission

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San Mateo County

### **Cindy Chavez**

Santa Clara County

### **Damon Connolly**

Marin County and Cities

### **Carol Dutra-Vernaci**

Cities of Alameda County

### **Dina El-Tawansy**

California State Transportation Agency

### **Victoria Fleming**

Sonoma County and Cities

### **Dorene M. Giacopini**

U.S. Department of Transportation

### **Federal D. Glover**

Contra Costa County

### **Sam Liccardo**

San José Mayor's Appointee

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Alameda County

### **Gina Papan**

Cities of San Mateo County

### **David Rabbitt**

Association of Bay Area Governments

### **Hillary Ronen**

City and County of San Francisco

### **Libby Schaaf**

Oakland Mayor's Appointee

### **James P. Spering**

Solano County and Cities

### **Amy R. Worth**

Cities of Contra Costa County

### **Vacant**

U.S. Department of Housing and Urban Development

## Association of Bay Area Governments

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Mayor, City of Berkeley

### **Belia Ramos, Vice President**

Supervisor, County of Napa

### **David Rabbitt, Immediate Past President**

Supervisor, County of Sonoma

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Supervisor, County of Contra Costa

### **David Canepa**

Supervisor, County of San Mateo

### **Cindy Chavez**

Supervisor, County of Santa Clara

### **Otto Lee**

Supervisor, County of Santa Clara

### **Gordon Mar**

Supervisor, City and County of San Francisco

### **Rafael Mandelman**

Supervisor, City and County of San Francisco

### **Nate Miley**

Supervisor, County of Alameda

### **Karen Mitchoff**

Supervisor, County of Contra Costa

### **Stephanie Moulton-Peters**

Supervisor, County of Marin

### **James P. Spering**

Supervisor, County of Solano

### **Vacant**

County of Alameda

### **Vacant**

County of San Mateo

## City Representatives

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### **Nikki Fortunato Bas**

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### **London Breed**

Mayor, City and County of San Francisco

### **Tom Butt**

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Planning Director, City and County of San Francisco

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### **Carlos Romero**

Mayor, City of East Palo Alto

### **Loren Taylor**

Councilmember, City of Oakland

### **Lori Wilson**

Mayor, City of Suisun City

### **Vacant**










City and County of San Francisco (Mayor's Appointee)

## Advisory Member

### **Jayne Battey**

Board Member, San Francisco Bay Regional Water Quality Control Board

# Table of Contents

	Letter from the Executive Director . . . . . i
	Indigenous Land Acknowledgement . . . . . ii
	Executive Summary . . . . . iv
	<b>1  </b> Introduction . . . . . 1
	<b>2  </b> Housing . . . . . 22
	<b>3  </b> Economy . . . . . 37
	<b>4  </b> Transportation . . . . . 54
	<b>5  </b> Environment . . . . . 78
	<b>6  </b> Outcomes . . . . . 102
	<b>7  </b> Implementation Plan . . . . . 119
	Supplemental Reports . . . . . 169



October 2021

**To the residents of the Bay Area:**

As we mark more than a year and a half since the onset of the COVID-19 pandemic, we continue to mourn the lives lost and extend immense gratitude to our frontline workers. Reflecting on the events of 2020 and 2021, we at MTC and ABAG stand in solidarity with the worldwide coalition of voices demanding action to confront racially discriminatory policies across public and private sectors — including our own field of regional planning. Together, these events underscore just how essential it is to plan for uncertainty and address systemic discrimination. Starting with the Horizon initiative in 2018, MTC and ABAG were already seeking to identify resilient and equitable solutions for an uncertain future. This work now feeds into the recommendations of Plan Bay Area 2050, the long-range plan for the nine-county San Francisco Bay Area, and provides greater degrees of confidence that the plan's strategies will advance equity regardless of uncertainties in the years to come.

Plan Bay Area 2050 is comprised of 35 strategies across the elements of housing, the economy, transportation and the environment, founded on multiple cycles of meticulous analysis and rigorous public engagement. Alongside the thoughtful, coordinated land use and transportation planning developed in prior iterations of Plan Bay Area, this plan expands its scope to introduce strategies for long-term economic development and environmental resilience. Importantly, equity is interwoven into every strategy, from housing strategies to produce one million new permanently affordable homes by 2050 to transit fare reforms that would reduce cost burdens for riders with low incomes.

We want to thank the many voices that contributed to Plan Bay Area 2050, including members of the public; peers at city, county, regional, state and federal agencies; and partners in the private, non-profit and advocacy spheres. Engagement was fundamental to shaping the plan, and the pandemic allowed innovation and flexibility through new online methods, enabling more diverse voices to weigh in at multiple decision points. In support of the plan's bold equity goals, we sought to hear from the broadest spectrum of the public possible by offering engagement opportunities in multiple languages, connecting with young people who will inherit the Bay Area of 2050, and prioritizing the voices of historically underserved communities.

The release of this plan coincides with what appears to be a new era in policymaking at the state and federal levels. Bold new policy approaches that could lift people out of poverty, counter the effects of climate change and address centuries of racial inequity are cropping up each day at all levels of government. In Sacramento and Washington, D.C., leaders are discussing large-scale investments that would open new revenues for transit operators, cities, counties and regional agencies to carry out their own visionary plans. Plan Bay Area 2050 provides a regional blueprint for how to use these potential new resources to best support a more resilient and equitable Bay Area.

As we wrap up work on Plan Bay Area 2050, it is now time to transition from long-range planning to near-term action. The Plan Bay Area 2050 Implementation Plan details over 80 concrete actions that MTC, ABAG and our partners can take to advance strategies in the next five years. Turning the plan's vision into reality will require advocacy, legislation, research and, above all, partnership, because no strategy in the plan can be implemented by MTC and ABAG alone. The Bay Area will need to think beyond our neighborhoods and act collaboratively as a region if we are going to address the challenges at hand. Every Bay Area resident can contribute to a more equitable and resilient region. As residents of one of the most beautiful and diverse regions in the world, we must listen more intently, make stronger commitments, and respect one another.

Now, we look forward to getting down to the hard work of implementing the plan and realizing its vision. We hope that you will join us as we work toward a Bay Area that is more affordable, connected, diverse, healthy and vibrant for all, together.

Sincerely,

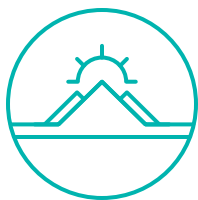
**Therese W. McMillan**

Executive Director









The land that makes up the nine-county San Francisco Bay Area has been home to diverse groups of Indigenous peoples with unique cultures and deeply rooted relationships to the land for over 10,000 years.<sup>1</sup> The Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) acknowledge the Ohlone as the traditional caretakers of the land that makes up the Bay Area. We honor their connection to the land and the deep respect they hold for this region.

Ohlone is the most commonly used term for the predominant Indigenous group of the Bay Area, who are made up of linguistically similar but ethnically diverse Native American tribes. These tribes include the Chochenyo and the Karkin of the East Bay, the Ramaytush of San Francisco, the Yokuts of the South Bay and Central Valley, and the Muwekma tribe from throughout the region. Other Indigenous groups of the region are distinct from the Ohlone linguistic group, including the Coast Miwok and Southern Pomo of the Graton Rancheria community; the Kashaya, Patwin and Mishewal Wappo of the North Bay; and the Bay Miwok of the East Bay.<sup>2</sup> MTC and ABAG are committed to furthering meaningful partnerships with the tribes of this region.

Thank you for your stewardship.

---

1 UC Berkeley Centers for Educational Justice & Community Engagement. (© 2021). Ohlone Land. <https://cejce.berkeley.edu/ohloneland>

2 Bay Area Equity Atlas. (© 2021). Indigenous Populations in the Bay Area. <https://bayareaequityatlas.org/about/indigenous-populations-in-the-bay-area>



# PLAN BAY AREA 2050 EXECUTIVE SUMMARY

## What Is Plan Bay Area 2050?

Plan Bay Area 2050 is a 30-year plan that charts a course for a Bay Area that is affordable, connected, diverse, healthy and vibrant for all residents through 2050 and beyond. Thirty-five strategies comprise the heart of the plan to improve housing, the economy, transportation and the environment across the Bay Area's nine counties — Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma. This long-range plan, developed by the Bay Area's two regional planning agencies, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG), lays out a \$1.4 trillion vision for a more equitable and resilient future for Bay Area residents.



Photo: MTC Stock Archive

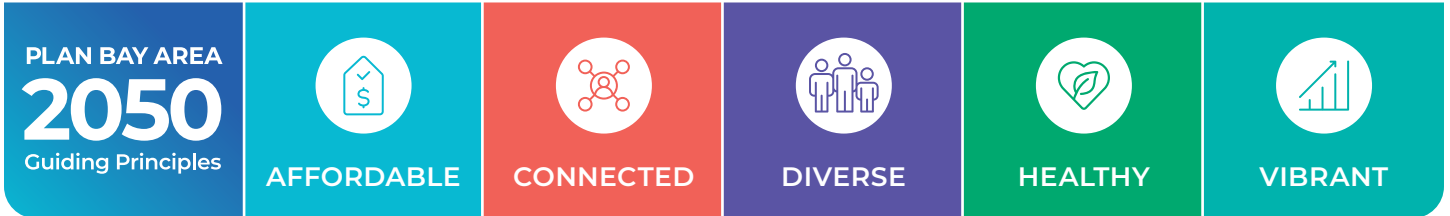
## About the Strategies

In Plan Bay Area 2050, a **strategy** is a public policy or set of investments that can be implemented in the Bay Area at the city, county, regional or state level over the next 30 years. A strategy is not a near-term action, a mandate for a jurisdiction or agency, or a legislative proposal. All levels of government — as well as advocacy groups, the private sector and Bay Area residents — have a role to play in implementing the strategies. Specific actions and roles for MTC and ABAG, as well as partners, have been identified through the collaborative development of the Implementation Plan.



## The New Normal

The COVID-19 pandemic changed overnight how Bay Area residents live, work and travel. As a regional long-range plan developed during an unprecedented global health crisis, Plan Bay Area 2050 was shaped by and responds to COVID-19's new challenges in several ways. In summer 2020, MTC and ABAG staff connected with over 8,200 Bay Area residents online, in writing and over the phone to understand their present-day challenges and most pressing concerns. As a result, strategies in each of the four elements of the plan were added or adjusted to respond to the pandemic's effects. Simultaneously, planning assumptions related to future financial projections and population growth were revised to reflect slower short-term growth. While the long-term impacts of this watershed event may change many aspects of life in the Bay Area, Plan Bay Area 2050 meets the moment and plans for the future by centering equity and resilience to uncertainty in each of its strategies.



## 5 GUIDING PRINCIPLES, SHAPED BY EXTENSIVE PUBLIC ENGAGEMENT

### Preparing for an Uncertain Future

Between now and 2050, best estimates suggest the Bay Area’s population will rise from nearly 8 million to over 10 million residents and that the number of jobs within the nine counties will climb from 4 million to more than 5 million. This growth will influence what the Bay Area looks like in 30 years, and many questions remain about where these new residents will live and work. In addition to growth, forces outside of the region’s control such as climate change, economic booms and busts, and changing technologies will contribute to future uncertainty. The COVID-19 pandemic provides an extreme example of how these unprecedented events can reshape everyday life.

In order to craft a long-range plan that is resilient to future unknowns, MTC and ABAG planners developed a multi-year scenario-planning effort called Horizon prior to beginning work on Plan Bay Area 2050. Through Horizon, the agencies analyzed strategies and transportation projects in divergent potential future conditions called **Futures**, evaluating each strategy’s probable success across three sets of future conditions. Each Future varied in terms of economic vibrancy, population growth rates, severity of natural hazards like sea level rise and earthquakes, and adoption rates for telecommuting or autonomous vehicles, among other forces. The 35 strategies included in Plan Bay Area 2050 proved effective across multiple Futures or respond to challenges that remained unaddressed after the conclusion of the Horizon effort.

### Advancing Equity

MTC and ABAG define equity for Plan Bay Area 2050 as “just inclusion in a Bay Area where everyone can participate, prosper and reach their full potential.” The agencies strive to advance equity through careful consideration of investments and policies that affect historically and systemically marginalized, underserved and excluded groups, including people with low incomes, people with disabilities and communities of color. Each strategy in Plan Bay Area 2050 has been crafted to advance equity, with particular attention paid to the needs of people living in Equity Priority Communities, which are geographic areas that have a concentration of both residents of color and residents with low incomes, or that have a concentration of residents with low incomes and other factors such as limited English proficiency, seniors or people with disabilities.

Most of Plan Bay Area 2050’s investments are directed toward residents of Equity Priority Communities or other systemically underserved communities. Among its many equity-advancing components, the plan envisions billions of dollars for affordable housing production and preservation, a universal basic income to support residents’ essential needs, investments in means-based transit fare discounts, and subsidies to protect homes and businesses from natural hazards.





## Housing Strategies — Cost: \$468 Billion

Protect and Preserve Affordable Housing	<b>H1. Further strengthen renter protections beyond state law.</b> Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old.	<b>\$2 BILLION</b>
	<b>H2. Preserve existing affordable housing.</b> Acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing.	<b>\$237 BILLION</b>
Spur Housing Production for Residents of All Income Levels	<b>H3. Allow a greater mix of housing densities and types in Growth Geographies.</b> 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.	<b>N/A</b>
	<b>H4. Build adequate affordable housing to ensure homes for all.</b> Construct enough deed-restricted affordable homes to fill the existing gap in housing for the unhoused community and to meet the needs of low-income households.	<b>\$219 BILLION</b>
	<b>H5. Integrate affordable housing into all major housing projects.</b> Require a baseline of 10-20% of new market-rate housing developments of five units or more to be affordable to low-income households.	<b>N/A</b>
	<b>H6. Transform aging malls and office parks into neighborhoods.</b> Permit and promote the reuse of shopping malls and office parks with limited commercial viability as neighborhoods with housing for residents at all income levels.	<b>N/A</b>
Create Inclusive Communities	<b>H7. Provide targeted mortgage, rental and small business assistance to Equity Priority Communities.</b> 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.	<b>\$10 BILLION</b>
	<b>H8. Accelerate reuse of public and community-owned land for mixed-income housing and essential services.</b> Help public agencies, community land trusts and other non-profit landowners accelerate the development of mixed-income affordable housing.	<b>N/A</b>

**NOTE:** Numbers may not sum due to rounding.



## Economic Strategies — Cost: \$234 Billion

### Improve Economic Mobility

**EC1. 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**

**EC2. Expand job training and incubator programs.** Fund assistance programs for establishing new businesses, as well as job training programs, primarily in historically disinvested communities.

**\$5  
BILLION**

**EC3. 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

**EC4. Allow greater commercial densities in Growth Geographies.** Allow greater densities for new commercial development in select Priority Development Areas and Transit-Rich Areas to encourage more jobs to locate near public transit.

**N/A**

**EC5. 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**

**EC6. 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**

**NOTE:** Numbers may not sum due to rounding.



## Transportation Strategies — Cost: \$578 Billion

Maintain and Optimize the Existing System	<b>T1. Restore, operate and maintain the existing system.</b> Commit to operate and maintain the Bay Area's roads and transit infrastructure while reversing pandemic-related cuts to total transit service hours.	<b>\$389 BILLION</b>
	<b>T2. Support community-led transportation enhancements in Equity Priority Communities.</b> Provide direct funding to historically marginalized communities for locally identified transportation needs.	<b>\$8 BILLION</b>
	<b>T3. Enable a seamless mobility experience.</b> Eliminate barriers to multi-operator transit trips by streamlining fare payment and trip planning while requiring schedule coordination at timed transfer hubs.	<b>\$3 BILLION</b>
	<b>T4. Reform regional transit fare policy.</b> Streamline fare payment and replace existing operator-specific discounted fare programs with an integrated fare structure across all transit operators.	<b>\$10 BILLION</b>
	<b>T5. Implement per-mile tolling on congested freeways with transit alternatives.</b> 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; and reinvest excess revenues into transit alternatives in the corridor.	<b>\$1 BILLION</b>
	<b>T6. Improve interchanges and address highway bottlenecks.</b> Rebuild interchanges and widen key highway bottlenecks to achieve short- to medium-term congestion relief.	<b>\$12 BILLION</b>
	<b>T7. Advance other regional programs and local priorities.</b> Fund regional programs like motorist aid and 511 while supporting local transportation investments on arterials and local streets.	<b>\$17 BILLION</b>
Create Healthy and Safe Streets	<b>T8. Build a Complete Streets network.</b> 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.	<b>\$13 BILLION</b>
	<b>T9. Advance regional Vision Zero policy through street design and reduced speeds.</b> Reduce speed limits to between 20 and 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.	<b>\$4 BILLION</b>
Build a Next-Generation Transit Network	<b>T10. Enhance local transit frequency, capacity and reliability.</b> 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.	<b>\$32 BILLION</b>
	<b>T11. Expand and modernize the regional rail network.</b> Better connect communities while increasing frequencies by advancing the Link21 new transbay rail crossing, BART to Silicon Valley Phase 2, Valley Link, Caltrain Downtown Rail Extension and Caltrain/High-Speed Rail grade separations, among other projects.	<b>\$81 BILLION</b>
	<b>T12. Build an integrated regional express lanes and express bus network.</b> Complete the buildout of the regional express lanes network to provide uncongested freeway lanes for new and improved express bus services, carpools and toll-paying solo drivers.	<b>\$9 BILLION</b>

NOTE: Numbers may not sum due to rounding.



## Environmental Strategies — Cost: \$103 Billion

Reduce Risks From Hazards	<b>EN1. Adapt to sea level rise.</b> Protect shoreline communities affected by sea level rise, prioritizing low-cost, high-benefit solutions and providing additional support to vulnerable populations.	<b>\$19 BILLION</b>
	<b>EN2. Provide means-based financial support to retrofit existing residential buildings.</b> 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.	<b>\$15 BILLION</b>
	<b>EN3. Fund energy upgrades to enable carbon neutrality in all existing commercial and public buildings.</b> Support electrification and resilient power system upgrades in all public and commercial buildings.	<b>\$18 BILLION</b>
Expand Access to Parks and Open Space	<b>EN4. Maintain urban growth boundaries.</b> Using urban growth boundaries and other existing environmental protections, focus new development within the existing urban footprint or areas otherwise suitable for growth, as established by local jurisdictions.	<b>N/A</b>
	<b>EN5. Protect and manage high-value conservation lands.</b> 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 areas.	<b>\$15 BILLION</b>
	<b>EN6. Modernize and expand parks, trails and recreation facilities.</b> Invest in quality parks, trails and open spaces that provide inclusive recreation opportunities for people of all backgrounds, abilities and ages to enjoy.	<b>\$30 BILLION</b>
Reduce Climate Emissions	<b>EN7. Expand commute trip reduction programs at major employers.</b> 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.	<b>N/A</b>
	<b>EN8. Expand clean vehicle initiatives.</b> Expand investments in clean vehicles, including more fuel-efficient vehicles and electric vehicle subsidies and chargers.	<b>\$5 BILLION</b>
	<b>EN9. Expand transportation demand management initiatives.</b> Expand investments in programs like vanpools, bikeshare, carshare and parking fees to discourage solo driving.	<b>\$1 BILLION</b>

**NOTE:** Numbers may not sum due to rounding.

## OUTCOMES

Plan Bay Area 2050 is forecasted to make significant progress in tackling the greatest challenges facing the region, from housing affordability to the intensifying impacts of global climate change, based on the extensive analysis and modeling conducted over nearly four years of planning work by MTC and ABAG. Using simulation models to forecast future economic, land use and travel patterns over the next three decades, Plan Bay Area 2050 explores how the plan's strategies advance the region toward the adopted vision of a Bay Area that is affordable, connected, diverse, healthy and vibrant for all residents, with a strong focus on measuring equity outcomes.

If Plan Bay Area 2050's strategies were implemented, housing and transportation costs, the two largest expenditures for most Bay Area families today, would decrease as a share of household income by 2050, and families with low incomes would see larger reductions in these costs than the region at large. This is the first regional plan for the Bay Area that makes meaningful progress on this critical metric of affordability. Plan Bay Area 2050 would also prepare the region's workforce for future jobs while simultaneously planning for enough new housing to ensure that strong job growth is not met with an increase in the number of long-distance commuters traveling to the Bay Area from outside of the region.

Under Plan Bay Area 2050's strategies, just under half of all Bay Area households would live within one half-mile of frequent transit by 2050, with this share increasing to over 70% for households with low incomes. Transportation and environmental strategies that support active and shared modes, combined with a transit-supportive land use pattern, are forecasted to lower the share of Bay Area residents that drive to work alone from 50% in 2015 to 33% in 2050. Greenhouse gas emissions from transportation would decrease significantly as a result of these transportation and land use changes, and the Bay Area would meet the state mandate of a 19% reduction in per-capita emissions by 2035 — but only if all strategies are implemented.

## IMPLEMENTATION PLAN

How do the Plan Bay Area 2050 strategies get implemented? No strategy can be carried out by MTC and ABAG alone, so partners, policymakers and the public will be essential to realizing the plan's vision. Developed through months of in-depth engagement with staff from city, county, regional, state and federal agencies; equity and environmental groups; labor organizations; businesses; and members of the public, the Plan Bay Area 2050 Implementation Plan identifies concrete actions that can be implemented within the next five years to advance each of the 35 strategies. Over 80 individual implementation actions have been identified, covering a wide array of activities ranging from new programs to areas of further study (see Chapter 7).

Implementation actions can be broadly classified into three types of activities, also known as implementation vehicles: advocacy and legislation; new, existing or restructured initiatives; and planning or research. The Implementation Plan identifies several near-term legislative priorities, including working to secure new revenues to fund strategies across the four elements. Additionally, the Implementation Plan outlines near-term steps for new, existing or restructured programs housed within MTC and ABAG that have a nexus with the plan's strategies. Finally, additional planning or research work needed to inform future action is also included in the Implementation Plan, with future studies examining the future implications of road pricing and Priority Conservation Areas planned for the next few years.

## LOOKING AHEAD

As the Bay Area continues to navigate the COVID-19 pandemic, there are many opportunities to enact new policies and practices to better reflect the needs and desires of all who live in the region. Together, Bay Area residents and leaders can work toward equity and prosperity by taking bold actions in the face of a rapidly changing world. The 35 strategies described in Plan Bay Area 2050 outline a vision for confronting unpredictable societal forces in a way that is inclusive and pragmatic — a plan for a Bay Area that is more affordable, connected, diverse, healthy and vibrant for all residents.

For more information, read the full plan and supplemental reports. To request translation of any part of the plan, or request other assistance, call (415) 778-6757 or email [info@bayareametro.gov](mailto:info@bayareametro.gov).





## 1 | Introduction







## THE BAY AREA: REGION AT A CROSSROADS

The nine counties of the San Francisco Bay Area are world-renowned for their natural beauty, innovative spirit and diverse culture. Together, Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma counties form one of the most vibrant regions in the United States and the world, with nearly 8 million people of many different races, ethnicities, nationalities and cultures calling the Bay Area home. People of color have comprised the majority of the population since around 2000 — decades before the nation as a whole is expected to experience the same demographic shift.<sup>1,2</sup>

Cities and towns surrounding the San Francisco Bay have symbolized progress and economic opportunity in the Golden State for centuries. From technological innovation and environmental stewardship to thriving art scenes and social justice movements, the region is recognized as a world-class problem-solver and trend-setter. Bay Area residents have consistently stepped up to face challenges and advocate for change, including leading nationally on LGBTQ rights and setting the stage for the Americans with Disabilities Act in recent decades.

1 Bay Area Census. (2000 US Census data). <http://www.bayareacensus.ca.gov/bayarea.htm> (See “Not Hispanic or Latino – White”).

2 Colby, S. L. and Ortman, J. M. (2015, March). Projections of the Size and Composition of the U.S. Population: 2014 to 2060. US Census Bureau. <https://www.census.gov/content/dam/Census/library/publications/2015/demo/p25-1143.pdf>

By 2050, best estimates suggest the Bay Area's population will grow to just over 10 million residents, and that the number of jobs within the nine counties will climb to more than 5 million. Where in the region will these 2 million new people live and work? Will they be able to live conveniently near their jobs or work from home, or will they commute for hours each day? Will the children, grandchildren and great-grandchildren of today's residents be able to raise their own children in the region, or will they be priced out? Could entire neighborhoods be displaced by the effects of climate change?

The answers to these questions will depend on how the region addresses inequities as it grows. Well-crafted policies can help families stay in affordable homes, surrounded by inclusive communities, for generations. The nine counties and 101 cities and towns of the Bay Area can lead residents down the path of economic security to a thriving middle class while prioritizing communities of color and families with lower incomes that have been shut out of past opportunities. Strategic investments can protect increasingly vulnerable communities from the devastating effects of sea level rise, wildfires and earthquakes, while improving air quality and open spaces for everyone.

The decisions the Bay Area makes over the next 30 years will greatly shape its future residents' lives, even as many factors remain outside the region's control. Outside forces like climate change, new technologies and worldwide political volatility threaten to disrupt everyday life. Other new challenges will unquestionably emerge, requiring new solutions and new collaborations. The magnitude of forces the Bay Area will face may seem daunting, but as residents of one of the most innovative and accomplished regions in the world, important decisions about the future are ours to make.

When planning for the future, decision-makers must craft both a strong, principled vision that centers equity and the practical, achievable steps that can make this vision a reality. Plan Bay Area 2050 explores how the region may grow over the next 30 years and offers cross-disciplinary strategies for regional government and its many partners to work together. Under the vision and strategies of Plan Bay Area 2050, the region can work toward resilient, equitable solutions that will improve the lives of all current and future Bay Area residents.



Photo: Noah Berger



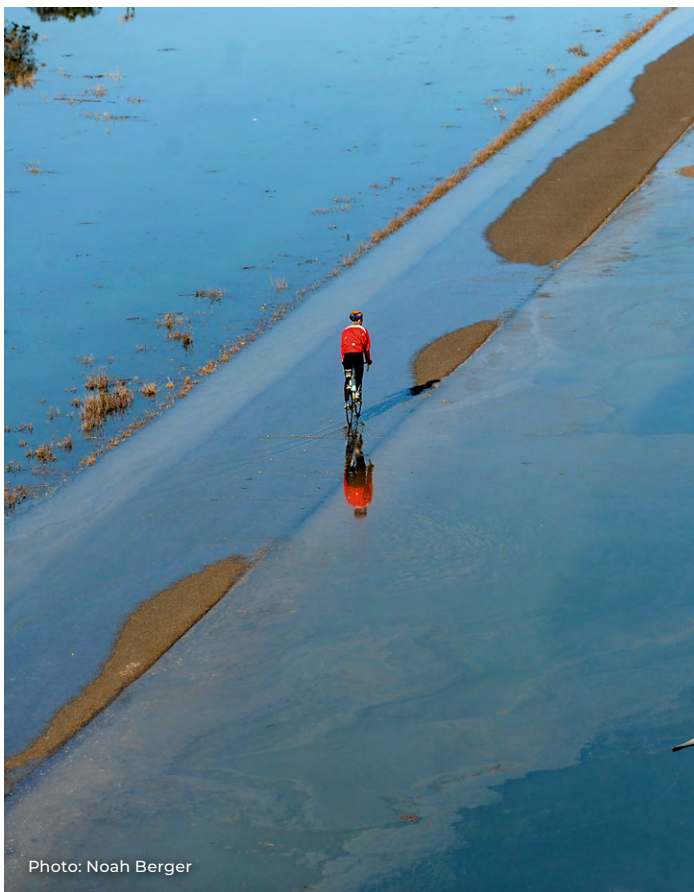


Photo: Noah Berger

## PLAN BAY AREA 2050

### A Resilient and Equitable Vision for the Bay Area's Future

The COVID-19 pandemic has starkly illustrated just how powerful unforeseeable forces can be. The pandemic upended daily life overnight, costing thousands of Bay Area lives and eliminating over 150,000 jobs<sup>3</sup> in 2020. Other challenges are poised to be even more disruptive to Bay Area life over the next 30 years. Perhaps the most serious existential consideration of all is climate change, a growing crisis that threatens to reshape the region through worsening cycles of flooding, extreme heat, drought and wildfire. While not tied to climate change, a major earthquake is also likely to hit the Bay Area in the coming decades.

Alongside the pandemic and the growing sense of urgency to address climate change, the early 2020s have ushered in a broad awakening to racial discrimination. In the Bay Area and beyond, previously unheard voices are demanding new ways to solve problems. Decision-makers are explicitly acknowledging and addressing legacies of exclusion that are deeply, often invisibly, embedded in business-as-usual approaches. Some difficult equity conversations call for immediate action to address wrongdoings, while many others require long-term planning to solve longstanding problems.

While the Bay Area has a long history of working together to create a better, more inclusive region, opportunities abound to examine the past and continue the work to advance a more equitable and inclusive society. Some past policies and practices are obvious examples of inequity; exclusionary housing policies like redlining, for example, and practices like uprooting thriving Black neighborhoods to make way for transportation infrastructure are difficult parts of the Bay Area's past.

The deeply entrenched effects of these past policies and practices continue to affect lives today, and they must not be minimized. However, something as seemingly straightforward as planning a park in any neighborhood today can also bring up equity concerns that are less obvious. Which communities have access to high-quality parks and recreation spaces in the Bay Area today, and why? Can the region work together to balance the needs of all counties more evenly, so that all residents in every county can enjoy the region's beauty in open spaces?




Photo: Brett Sayles, pexels.com


3 Li, R. and Blom, E. (2020, September 2). Bay Area Layoff Tracker: Over 150,000 jobs lost. *San Francisco Chronicle*. <https://projects.sfchronicle.com/2020/layoff-tracker/>


MTC and ABAG explore these questions and many others in **Plan Bay Area 2050**, the region's long-range strategic plan focused on the interrelated elements of housing, the economy, transportation and the environment. The heart of the plan is 35 strategies, described in the chapters that follow. Each strategy has been crafted to weather uncertain future conditions and advance equity. This plan expands in scope beyond past Bay Area long-range plans by examining the themes of economic development and environmental resilience for the first time. The plan also meets all state and federal requirements for a Regional Transportation Plan and Sustainable Communities Strategy.<sup>4</sup>

**PLAN BAY AREA  
2050**  
The Four Elements

  
**HOUSING**

  
**ECONOMY**

  
**TRANSPORTATION**

  
**ENVIRONMENT**

### PLAN BAY AREA 2050 STRATEGIES

A Plan Bay Area 2050 **strategy** is a public policy or set of investments that can be implemented in the Bay Area at the city, county, regional or state level over the next 30 years. A strategy is not a near-term action, a mandate for a jurisdiction or agency, or a legislative proposal.

## ABOUT MTC AND ABAG

Plan Bay Area 2050 is a joint project of the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG), two regional government agencies that collaborate with the cities and counties of the Bay Area to plan for a more equitable, sustainable and prosperous region.



MTC is the transportation planning, financing and coordinating agency for the Bay Area, in addition to the region's federally-designated metropolitan planning organization and state-designated regional transportation planning agency. ABAG serves as the Council of Governments for the region, addressing issues of housing, resilience and economic development.

MTC and ABAG combined staffs in 2017 to more effectively coordinate regional planning across areas of expertise, including developing Plan Bay Area 2050, though the agencies retain separate governing boards made up of elected officials and appointees from around the region.

<sup>4</sup> For federal requirements, see the Federal Transit Administration website at: <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-planning-organization-mpo>. For California requirements, see Government Code Section 65080.



Photo: Courtesy MidPen Housing



## UNDERSTANDING EQUITY APPROACHES AND TERMINOLOGY

### Equity Platform

MTC and ABAG's working definition of equity is "just inclusion in a Bay Area where everyone can participate, prosper and reach their full potential." The agencies strive to advance equity through carefully considered investments and policies that affect historically and systemically marginalized, underserved and excluded groups, including people with low incomes, people with disabilities and communities of color. MTC and ABAG's Equity Platform, launched in 2019, is based on a commitment to meaningfully reverse disparities in access and dismantle systemic exclusion.<sup>5</sup>

More specifically, both agencies acknowledge and seek to repair the historic role government and the planning profession have played in systemically denying opportunities to Black people and other communities of color through redlining, urban highways that uprooted neighborhoods, exclusionary zoning, redevelopment, segregation and discrimination. Plan Bay Area 2050 further articulates a regional vision for equity in each of the four element chapters that follow.

### Terminology

Language is powerful, and the words we use to talk about equity matter. We specifically recognize the needs of **Indigenous, Black, Hispanic and Latino people**, and we also use the term **communities of color**, which effectively means non-white people. These communities, of course, are not monoliths, and many within them prefer different terms to describe themselves. Language and norms are shifting rapidly in this area,<sup>6</sup> and we acknowledge that we will not capture everyone's experiences.

In addition to communities of color, we recognize the specific needs of people with disabilities, who face daily barriers to housing and transportation access and are over-represented in the ranks of the economically disadvantaged and unemployed.

We recognize that Indigenous, Black, Hispanic and Latino people, other communities of color, and people with disabilities are historically and systemically

marginalized, underserved, and excluded. Other groups have also faced similar issues, including women, people with low incomes and seniors.

These terms indicate that society — both public and private institutions — has failed to adequately serve these groups over centuries, and that governments and the private sector must work harder to ensure that they thrive. Importantly, these are not terms that these communities use to describe themselves; rather, they indicate that the systems responsible for the damage must be responsible for the repairs.

### Equity Priority Communities

Throughout this document, the phrase **Equity Priority Community** refers to a geographic area (census tract) that has a concentration of both residents of color and residents with low incomes, or that has a concentration of residents with low incomes and any three or more of the following six factors: people with limited English proficiency, zero-vehicle households, seniors aged 75 years and over, people with one or more disability, single-parent families, and renters spending more than 50% of their household income on housing. This framework has been used by MTC, ABAG and other Bay Area public agencies since 2001 to focus and assess equity efforts across a number of planning, analysis and funding programs in the region.

Prior to 2021, MTC and ABAG used the term "Communities of Concern" for these areas. Following discussions within agency committees and with residents of these communities, the Commission and Executive Board in May 2021 adopted the term Equity Priority Communities to describe these places going forward. This small but meaningful change communicates that MTC and ABAG intend to prioritize these historically underserved and still underrepresented communities to advance equitable outcomes.

Refer to the Plan Bay Area 2050 Equity Analysis Report for more information on how the strategies of Plan Bay Area 2050 affect residents of these communities.






5 Read more about the Equity Platform on the MTC website at: <https://mtc.ca.gov/about-mtc/what-mtc/mtc-abag-equity-platform>

6 AP Stylebook (2021). Race-related coverage. <https://www.apstylebook.com/race-related-coverage>

## Guiding Principles and Vision for Plan Bay Area 2050

Extensive public engagement led MTC and ABAG to five guiding principles that informed every step of Plan Bay Area 2050's development: **affordable, connected, diverse, healthy** and **vibrant**. These principles were distilled from thousands of comments received at online and in-person events, as people consistently cited issues like affordable housing, racial diversity, quality transportation options and climate change as top concerns for their future. MTC and the ABAG Executive Board formally adopted the principles in the following vision statement for Plan Bay Area 2050: "To ensure by the year 2050 that the Bay Area is affordable, connected, diverse, healthy and vibrant for all."

A guiding vision is a crucial complement to both policies and concrete actions in planning work. A common vision demonstrates leadership and consensus in an organization, setting the tone for the actions that follow. After the vision was adopted, the MTC and ABAG planning team used it to refine potential strategies for inclusion in the plan, resulting in the final 35 strategies. The five guiding principles also provide a structure to evaluate the plan's performance, as detailed in the outcomes chapter. While the strategies are described by topic in each of the elements chapters that follow, the outcomes chapter evaluates the overall combined impact of the strategies, using the five guiding principles as a framework to gauge how well they perform.

CROSS-CUTTING THEMES	RESILIENCE AND EQUITY
Vision	To ensure by the year 2050 that the Bay Area is affordable, connected, diverse, healthy and vibrant for all.
GUIDING PRINCIPLE	DESCRIPTION
 AFFORDABLE	All Bay Area residents and workers have sufficient access to housing options they can afford — households are economically secure.
 CONNECTED	An expanded, well-functioning, safe and multimodal transportation system connects the Bay Area — fast, frequent and efficient intercity trips are complemented by a suite of local transportation options, connecting communities and creating a cohesive region.
 DIVERSE	The Bay Area is an inclusive region where people from all backgrounds, abilities, and ages can remain in place with access to the region's assets and resources.
 HEALTHY	The region's natural resources, open space, clean water and clean air are conserved — the region actively reduces its environmental footprint and protects residents from environmental impacts.
 VIBRANT	The Bay Area region is an innovation leader, creating job opportunities for all and ample fiscal resources for communities.

**SOURCE:** Adopted by MTC and ABAG in September 2019.



Photo: Karl Nielsen

## HORIZON EXPANDING THE SCOPE OF RESILIENCE

The Horizon initiative, a scenario-planning effort leading up to Plan Bay Area 2050, was the first comprehensive Bay Area planning effort to actively consider future uncertainties, including new technologies like autonomous vehicles, rising sea levels, earthquakes, economic booms and busts, and political volatility. Findings from the Horizon process shaped the strategies included in Plan Bay Area 2050.

In 2018 and 2019, MTC and ABAG staff developed three streams of work as part of Horizon, all of which were guided by robust public engagement:

1. **Perspective papers:** A series of white papers explored strategies for issues previously outside the scope of Bay Area long-range planning. The five paper topics were autonomous vehicles, transportation demand management, regional growth strategies, the future of jobs and additional San Francisco Bay crossings.
2. **Futures planning:** Three divergent “what-if” scenarios called **Futures** were central to Horizon. Futures planning identified how a range of forces would potentially shape the Bay Area of 2050 and assessed the performance of strategies that emerged from the perspective papers using simulation models. This work transcended previous planning efforts by including a greater variety of political, technological, economic and environmental challenges, and it informed the strategies included in Plan Bay Area 2050.
3. **Project performance assessment:** Nearly 100 transportation projects were evaluated for cost effectiveness, equity impacts and alignment with the guiding principles of Plan Bay Area 2050 in each of the three divergent Futures. Findings from this analysis informed the formation of strategies for investing in the region’s transit and road systems, resulting in packages of investments that were likely to perform well across a variety of uncertain conditions.





Photo: Joey Kotfica

## RESILIENT STRATEGIES FOR UNCERTAIN TIMES

### LONG-RANGE PLANNING THROUGH COVID-19

While no one could have predicted the events of 2020, the years of uncertainty-based analysis completed by MTC and ABAG staff through 2018 and 2019's **Horizon initiative** provided important insights into how shocks to the system could influence the effectiveness of various strategies. Horizon represented a new approach to long-range planning, deviating from the standard practice of planning based on a linear prediction of the future by instead analyzing strategies and investments in multiple, divergent visions of the Bay Area in 2050. The result was a set of strategies that had proved resilient to more than 20 sources of uncertainty, including economic recessions, major earthquakes and varying preferences for shared transportation.

As the COVID-19 pandemic began to upend daily life in the Bay Area in March 2020 with the onset of shelter-in-place orders in all nine counties, Horizon's analysis had already laid the foundation for responding to the unprecedented changes to life, work and travel that Bay Area residents would face as a result of the pandemic. As a regional long-range plan developed during an unprecedented global health crisis, Plan Bay Area 2050 was shaped by and responds to COVID-19's new challenges in several ways.

For example, through Horizon's analysis, MTC and ABAG planners assessed potential strategies in a future Bay Area where telecommute rates were similar to an average pre-pandemic weekday, and then again in a future where one out of every three employees worked remotely. Findings from this analysis later informed the creation of Strategy EN7, Expand Commute Trip Reduction Programs at Major Employers, which was added to the plan following the onset of the pandemic. As one of the **new and enhanced strategies** added to the plan following the release of the Plan Bay Area 2050 Draft Blueprint in February 2020, this strategy sought to address the unique challenges posed by COVID-19. The strategy would require major employers to set a sustainable commute target, while giving employees the flexibility to use any mix of telecommuting, active or shared modes of transportation to meet their employer's goal for non-single-occupancy vehicle commute mode share. This flexibility makes it more likely that the strategy would succeed regardless of future telecommuting rates.

Furthermore, strategies in each of the four elements of the plan were added or adjusted to respond to the pandemic's effects, presenting a holistic approach to a more resilient future. To address higher unemployment levels during the pandemic, Strategy EC1, Implement a Statewide Universal Basic Income, was reintroduced to the plan as a way to attenuate economic precarity. The strategy was first studied in Horizon but not selected for plan inclusion prior to the pandemic, but the unexpected economic turmoil of 2020 made it clear that Plan Bay Area 2050 needed to better address economic volatility. Additionally, revenues in the transportation element were directed toward returning baseline transit service hours to pre-pandemic levels and funding for active transportation infrastructure was increased. In the housing element, strategies were enhanced to support greater affordable housing production, in turn providing longstanding relief to cost burdened families with low incomes.

To best capture the impacts of these strategies and the financial capacity available to implement them, Plan Bay Area 2050 leverages **updated planning assumptions** that more closely represent near-term conditions and trends. This includes a revised Final Regional Growth Forecast that assumes slower population and job growth in the near-term — with 200,000 fewer residents and 400,000 fewer jobs by 2025 than initially anticipated in the Draft Regional Growth Forecast. Financial assumptions were also revised in summer 2020 to reflect more limited near-term revenues from sources like tolls and sales taxes. Analytical tools were updated to reflect modestly higher rates of telecommuting through 2050, understanding that some but not all office-based workers will prefer to work remotely even after the pandemic recedes.

Ultimately, Plan Bay Area 2050 responds to the unique challenges of the pandemic with an eye toward the future, enabling the region to build back stronger and more equitably as it recovers from the pandemic. While the future is uncertain, MTC and ABAG remain committed to meeting those uncertainties head-on, with a focus on equity first and foremost.



## BRIDGING PAST AND PRESENT

### Legacies of Exclusion and Steps Toward Progress

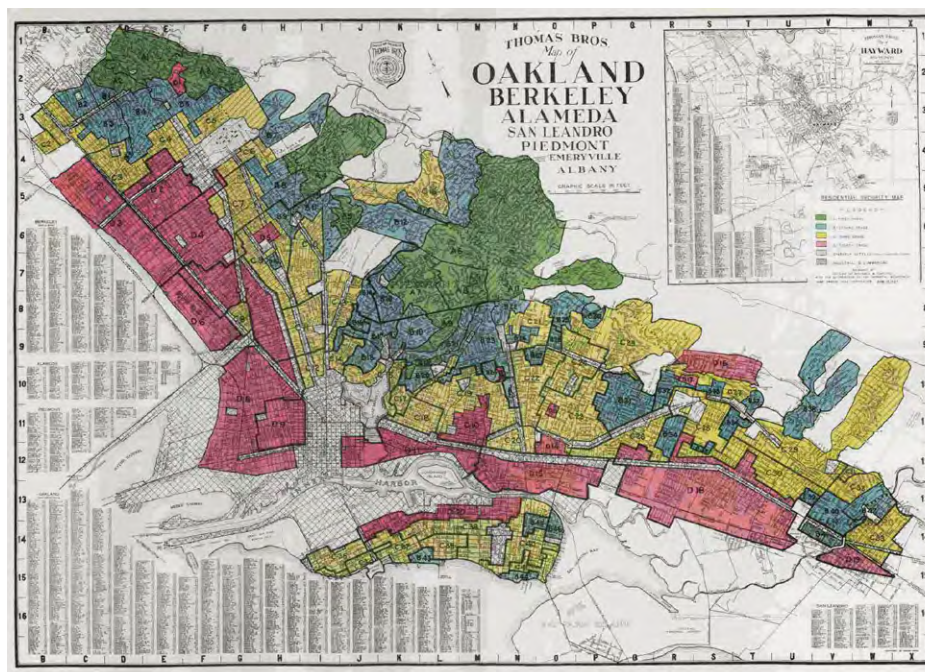
The Bay Area has long been one of the most diverse and prosperous regions in the nation, but this prosperity has never been shared equally. Understanding the impacts that past policy decisions have had on people of color, people with low incomes, people with disabilities and other historically marginalized groups is a crucial starting point to understanding inequity in the region. Along with understanding the past, however, it is also critical to look toward the future. Recent government actions that affect the Bay Area's housing, economy, transportation and environment have begun to undo a legacy of exclusion and make steps toward equity.



## Inclusive Communities to Call Home

Rising home prices have led to financial stability and a high quality of life for many Bay Area homeowners over the past few decades. For many others who live or want to live in the Bay Area, however, high rents and home prices are the primary obstacle to calling the region home. Housing growth in cities with growing high-wage workforces — notably those in Silicon Valley — has not kept pace with job growth, resulting in spillover demand for homes and higher housing costs throughout the region. Every day, Bay Area workers of all income levels struggle to find housing close to their workplaces, though this trend is particularly challenging for workers with low incomes.

Historical practices like redlining and urban renewal throughout the 20th century resulted in disinvestment within low-income communities and communities of color, and the effects of these practices are still felt. A home in a Black-majority part of the Bay Area today, for example, is worth about \$164,000 less than a home with equivalent amenities in a neighborhood with very few Black people.<sup>7</sup>



Redlining map of northern Alameda County, produced by the federal Homeowners' Loan Corporation (HOLC).

**SOURCE:** [https://localwiki.org/oakland/Redlining/\\_files/1937-oaklandberkeleyHOLCmap-redlining.jpg/\\_info/](https://localwiki.org/oakland/Redlining/_files/1937-oaklandberkeleyHOLCmap-redlining.jpg/_info/)

While some exclusionary housing policies common across the United States originated in the Bay Area, the region's cities and towns, as well as state and federal governments, have recently begun to explicitly acknowledge and address these legacies of exclusion. Berkeley, for example, was the first city in the U.S. to zone neighborhoods exclusively for single-family houses in 1916, but the city council in early 2021 approved a resolution that will work toward ending exclusionary zoning, joining a wave of other cities nationwide doing the same.<sup>8</sup> At the state level, housing bills that explore statewide renter protections, streamline the approval process for affordable housing, and make it easier for homeowners to build in-law units, among many other proposed tactics, have proliferated in recent years to tackle the housing crisis.

7 Levin, M. (2020, June 19). Black Californians' Housing Crisis, By The Numbers. *CalMatters/CapRadio*. <https://www.caprado.org/articles/2020/06/19/black-californians-housing-crisis-by-the-numbers/>

8 Metcalfe, J. (2021, February 17). Berkeley may get rid of single-family zoning as a way to correct the arc of its ugly housing history. *Berkeleyside*. <https://www.berkeleyside.com/2021/02/17/berkeley-may-get-rid-of-single-family-zoning-as-a-way-to-correct-the-arc-of-its-ugly-housing-history>



## Sharing Prosperity

The Bay Area has reinvented its economy several times in the last half-century and is widely recognized as the global center for technological innovation. Despite a strong economy, however, the Bay Area also has the greatest income inequality of any region in California as of 2021.<sup>9</sup> Low- and middle-income workers have seen fewer gains than those in the top bracket in recent decades, and the gulf between high and low wages has widened with each economic bust. Even during booms, as incomes have risen, so has the measure of inequality for each of the nine Bay Area counties since 1980.<sup>10</sup> Most of the region's (and the nation's) overall income growth is received by households at the very top income levels. Bay Area households in the 90th percentile of incomes earned \$384,000 a year in 2018, compared to just \$32,000 for those in the bottom 10th percentile.<sup>11</sup>

One idea that local governments have begun testing to address economic inequity is a universal basic income, a strategy explored further in the economy chapter. First implemented in California by the neighboring city of Stockton, a number of other universal basic income pilots are on the horizon. In the Bay Area, Oakland, San Francisco, South San Francisco, Marin County and Santa Clara County are all exploring universal basic income programs. In July 2021, the state made \$35 million available to fund universal basic income pilots, with an emphasis on programs supporting pregnant people and young people leaving foster care.<sup>12</sup>

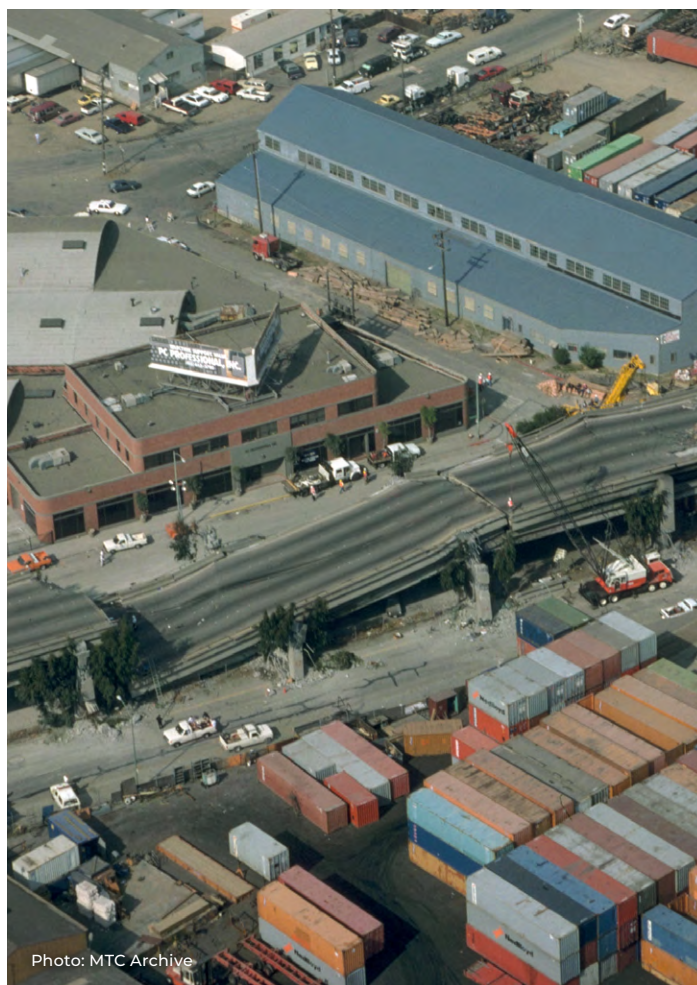


Photo: MTC Archive

## Connecting Divided Communities

In the transportation realm, decisions that guided where housing, jobs and transportation infrastructure were built throughout the 20th century have deeply affected the Bay Area's most historically marginalized and systemically underserved communities. Federally funded highway projects in the 1950s and 1960s often routed construction through low-income communities of color in the region's urban core, displacing families and breaking up thriving downtowns.<sup>13</sup> The primary beneficiaries of these decisions lived miles away, in residential communities that relied on freeways for a convenient drive to downtown job centers.

In an unexpected turn, the 1989 Loma Prieta earthquake prompted Bay Area leaders to explore the possibility of knitting these communities back together. The earthquake damaged several freeway segments in the Bay Area, including an elevated structure running parallel to the Embarcadero in San Francisco and the Cypress Structure in Oakland. Leaders chose to remove the freeways rather than repair them, making way for multimodal corridors where drivers, transit vehicles, cyclists and pedestrians share the road. This Bay Area decision to elevate the needs of transit riders, bicyclists and pedestrians, alongside drivers, serves as a model for several Plan Bay Area 2050 transportation strategies, including more frequent, reliable transit service and infrastructure for a regional network of safe bike lanes as well as trails.

9 Bohn, S. and Thorman, T. (2020, January). Income Inequality in California. Public Policy Institute of California. <https://www.ppic.org/publication/income-inequality-in-california/>

10 Ibid.

11 Ibid.

12 Beam, A. (2020, July). California approves 1st state-funded guaranteed income plan. *Associated Press*. <https://apnews.com/article/government-and-politics-california-4fea151e0425f8188337e44a02ab8177>

13 DiMento, J.F.C. and Ellis, C. (2012). *Changing Lanes: Visions and Histories of Urban Freeways*. MIT Press. <http://doi.org/10.1080/02665433.2013.860821>

## Health and Safety for All Residents

Inequitable transportation, housing and economic policies have also left communities of color, low-income communities and residents with disabilities more exposed to environmental health hazards.<sup>14</sup> While overall pollution levels have improved greatly over the past decades, disparate burdens on systemically underserved people remain. Many contaminated land sites are still in or adjacent to communities of color in the Bay Area today, and homes in Equity Priority Communities may be over 50% more likely to experience flooding from sea level rise. There are even disparities in which residents and communities see reinvestment following environmental disasters: neighborhoods with concentrations of residents of color and people with low incomes consistently see smaller amounts of reinvestment in their communities, which widens the overall gap in wealth inequality.<sup>15</sup>

Alongside these inequities, however, the Bay Area, and California as a whole, are recognized as national leaders in environmental advocacy, and lawmakers and governments have recently made strides in working toward better health and more resilient communities for all. Nonetheless, the Bay Area must ensure that its legacy of environmental stewardship is not used as a tool of exclusion that prevents people of color from calling the region home. Community-engaged planning work is already underway as required by Assembly Bill 617 (C. Garcia, Statutes of 2017), a mandate to improve community health and promote equity by reducing exposure to air pollutants in neighborhoods most affected by air pollution. Communities in places like West Oakland and Richmond, for example, now have a stronger voice in making the decisions that will affect environmental quality in their neighborhoods.

## Shaping What Comes Next

While history reveals that past planning actions across federal, state and local levels have sown the seeds of the greatest challenges facing our region today — fights to protect and expand civil rights, environmental justice, housing affordability, disparities in wages, and so much more — there is hope for a better future. The spirit of innovation and diversity inherent to the Bay Area's identity will be essential as residents face the coming years together. There is an opportunity for the Bay Area to lead nationally and globally as a region where equity is championed as a principle, and where planning work is humble enough to know that unforeseen circumstances will arise.



Bay Area voters have also shown time and again that they will step up to support ideas that equitably improve quality of life for all. Faced with declining financial support from federal and state governments, Bay Area cities and counties over the past decades have enacted various local transportation sales taxes to help themselves, and voters have approved three regional measures to generate billions of dollars for much-needed transportation projects. Voter-approved environmental actions in the 20th century have protected the Bay Area from unchecked sprawl, degrading air quality and a shrinking bay. The Bay Area public has shown that it is eager to solve big problems together, and effective long-range planning can create those opportunities.

14 San Francisco Bay Conservation and Development Commission. (2019, June 7). Toward Equitable Shorelines: Environmental Justice and Social Equity at the San Francisco Bay. Staff Report. <https://bcdcc.ca.gov/cm/2019/0620BPA2-17BackgroundReport.pdf>

15 Howell, J. et al. (2018). As Disaster Costs Rise, So Does Inequality. *Socius: Sociological Research for a Dynamic World*, 4. <https://doi.org/10.1177/2378023118816795>





Photo: Noah Berger

## Navigating an Uncertain Future

Undeniably, the Bay Area will face unexpected and life-altering events over the next three decades and beyond. The COVID-19 public health crisis is a prime example of the unpredictability of things to come, and it will not be the last unforeseeable event with wide-reaching repercussions. Technological, environmental and economic changes are accelerating at an ever-quicken pace, requiring institutions to step up in response. Long-range planning in particular can guide responses to uncertainty through targeted policies and investments. Thoughtful long-range strategies can work to stabilize a high quality of life for Bay Area residents, no matter what may come.

Already, evidence of change is all around us. In less than a decade, ride-hailing companies have revolutionized how people get around, prompting transit operators to consider whether these on-demand private rides are a competitor to transit or a complement, or something in between. New revolutions in the transportation field, like self-driving cars or the growing acceptance of remote work, could remake the Bay Area's transportation system once again, or they may fade away as fads never fully realized. Nimble, forward-looking transportation strategies can help to keep Bay Area residents moving no matter what trends occur, while also helping to reduce greenhouse gas emissions.

Economic uncertainties are already on the minds of most Bay Area residents, as the economic fallout of the COVID-19 pandemic may take years to fully unfold. Economic booms and busts are bound to continue, regardless of any action the Bay Area takes, prompting new explorations of ways we might share the prosperity in good times and cushion against hardship when times are tough. Economic strategies that promote upward mobility and improve access to jobs hold the promise of a society that is as equitable as it is prosperous, even through ups and downs.

The unknown effects of climate change cannot be overstated. By 2050, sea levels around San Francisco Bay may rise multiple feet, and already-hazardous wildfires and droughts are expected to intensify. Earthquakes also represent a perennial threat in California, and there is a significant chance of a major earthquake in the Bay Area within the next 30 years.<sup>16</sup> While no one can predict when an individual earthquake or flood may strike, strategies to retrofit homes and protect shoreline communities can ensure the safety of all Bay Area residents through these hazardous events.

The ever-increasing cost of housing in the Bay Area today also presents a threat to stability. The housing market may continue to rise unchecked, pricing out all but the wealthiest residents in certain areas. Future tastes in housing may change, becoming more urban, suburban or rural. More people may work from home in the future, giving rise to new needs for living and working spaces. Strategies for the future of housing can reduce housing costs and increase access to opportunity for all Bay Area families, while guiding all neighborhoods to be more inclusive of residents at all income levels.

Government has recently shown that it can respond to an unexpected crisis. Local, state and federal agencies responded in unprecedented and meaningful ways to the many housing crises brought on by COVID-19, including eviction moratoria, rental and mortgage support, and services for currently unhoused people. Strategies for the future can build off these successes and take them even further, with solutions tailored to the Bay Area and its unique needs.

16 USGS. (2016, August). Earthquake Outlook for the San Francisco Bay Region 2014–2043. <https://pubs.usgs.gov/fs/2016/3020/fs20163020.pdf>



## Planning for Success Together

What may seem like a moment of crisis can often be a catalyst for necessary growth, as in retrospect, moments of historic upheaval have ignited passionate action and long-term progress. As the Bay Area emerges from a historical moment of crisis, there are many opportunities for public agencies to adapt and reform policies and practices to better reflect the needs of all residents.

MTC and ABAG envision a more responsive, responsible and representative course for the region's future that reflects the shifting priorities of Bay Area residents. Through partnerships and bold actions in the face of a rapidly changing world, the region can find a path toward inclusivity and prosperity for those who live, work and too often struggle to remain here. The 35 strategies described in the following chapters outline a vision for confronting huge societal forces in a way that is both equitable and pragmatic, both resilient and inclusive — a plan for a region that is more affordable, connected, diverse, healthy and vibrant for all Bay Area residents.



## NEW APPROACHES TO DEEPEN AND DIVERSIFY PUBLIC ENGAGEMENT

Developing a trillion-dollar plan for the Bay Area is no simple task. It is a multi-year process involving several regional agencies, nine counties, 101 towns and cities, elected officials, transit operators, planners, community-based organizations, business organizations, non-profits, and the general public. Despite this complexity, ongoing public engagement informed Plan Bay Area 2050's development at every phase.

Multiple rounds of public input transformed initial ideas into the 35 final strategies that comprise Plan Bay Area 2050. For example, strong public support for electric vehicles directed staff to expand the scope of the strategy for clean vehicle initiatives, resulting in exponentially increased funding for electric vehicle and charger subsidies. The strategy also includes even steeper discounts for low-income residents to ensure that cost is not a barrier to cleaner driving options, reflecting another desire expressed by the public.

### New Strategies for Representative Engagement

MTC and ABAG took intentional action to engage with people who were historically underrepresented in the regional planning process, including people with disabilities, youth, those with limited English proficiency and residents of Equity Priority Communities. This engagement effort required developing new avenues of public engagement specific to the plan, alongside discussions of Plan Bay Area 2050 at regular standing committees and in meetings with community-based organizations.

One new approach for Plan Bay Area 2050 was the “pop-up” engagement campaign. In 2019, prior to the onset of COVID-19, MTC and ABAG held in-person “pop-up” engagement sessions at farmers markets, libraries, marathons, parks, malls and other community gathering spaces, intercepting residents for impromptu discussions on regional planning topics. By popping up at dozens of sites throughout the region, staff members were able to interact with a diverse array of residents who had never before contributed to long-range planning. Two-thirds of engagement events and activities were held in or targeted to residents of Equity Priority Communities, and community-based organizations were compensated to convene focus groups for more in-depth discussions.

Online participation opportunities were another area of intensified focus, allowing members of the public to engage on their own time. An online game, Mayor of Bayville, as well as several rounds of online surveys, were used to understand priorities and gauge public support for strategies. Opportunities to engage in Spanish and Chinese were also available for all of these activities.



### CONNECTIONS AT A SAFE DISTANCE: Engagement During the COVID-19 Pandemic

When COVID-19 shelter-in-place orders hit the Bay Area in mid-March of 2020, MTC and ABAG had to devise new ways to reach the public while respecting social distancing requirements. Digital workshops and telephone town halls, two new engagement tools for the agencies, emerged as the most effective new methods of presenting in-depth content and receiving quality feedback from the general public. The workshops and telephone town halls were held in Cantonese, English, Mandarin and Spanish.







Photo: Peter Beeler

In summer 2020, MTC and ABAG held 24 public and stakeholder events. Residents were able to provide their feedback via online survey, informal virtual “coffee chats,” email, telephone, a statistically valid telephone poll and an online tribal summit. Over 178,000 comments were received from more than 8,200 residents. Plan Bay Area 2050 “wrapped up” its engagement efforts in summer 2021 following the release of the Draft Plan Bay Area 2050 and the completion of the third round of public and partner engagement.



**450+**

**PUBLIC AND  
STAKEHOLDER  
EVENTS AND  
ACTIVITIES**

including in-person and virtual workshops, pop-up events, and board and working group meetings, among others



**234,000+**

**PUBLIC  
COMMENTS  
RECEIVED**

during Horizon and Plan Bay Area 2050



**23,000+**

**PARTICIPANTS IN  
THE PLANNING  
PROCESS**



**TWO-THIRDS  
OF EVENTS AND ACTIVITIES**

**TARGETED TO  
EQUITY PRIORITY  
COMMUNITIES  
AND OTHER  
UNDERSERVED  
GROUPS**

# PLAN BAY AREA 2050 GROWTH GEOGRAPHIES

## FOCUS AREAS FOR FUTURE HOUSING AND JOBS GROWTH

Throughout Plan Bay Area 2050, Growth Geographies are geographic areas used to guide where future growth in housing and jobs would be focused under the plan's strategies over the next 30 years. These geographies are identified for growth either by local jurisdictions or because of their proximity to transit or access to opportunity. The four types of Growth Geographies analyzed in Plan Bay Area 2050 are:



**Priority Development Areas (PDAs):** Areas generally near existing job centers or frequent transit that are locally identified (i.e., identified by towns, cities or counties) for housing and job growth.



**Priority Production Areas (PPAs):** Locally identified places for job growth in middle-wage industries like manufacturing, logistics or other trades. An area must be zoned for industrial use or have a predominantly industrial use to be a PPA.



**Transit-Rich Areas (TRAs):** Areas near rail, ferry or frequent bus service that were not already identified as PDAs. Specifically, these are areas where at least 50% of the area is within 1/2 mile of either an existing rail station or ferry terminal (with bus or rail service), a bus stop with peak service frequency of 15 minutes or less, or a planned rail station or planned ferry terminal (with bus or rail service).



**High-Resource Areas (HRAs):** State-identified places<sup>17</sup> with well-resourced schools and access to jobs and open space, among other advantages, that may have historically rejected more housing growth. This designation only includes places that meet a baseline transit service threshold of bus service with peak headways of 30 minutes or better.

The map on the following page shows the four Growth Geographies, all of which are foundational to Plan Bay Area 2050.

<sup>17</sup> Plan Bay Area 2050's High-Resource Areas are a subset of the high-opportunity areas identified statewide by the California Department of Housing and Community Development that meet a minimum transit service threshold and are located in the Bay Area. See more at: <https://www.treasurer.ca.gov/ctcac/opportunity.asp>



MAP 1-1

# Plan Bay Area 2050 Growth Geographies

 Priority Development Area\*

 Priority Production Area

 Transit-Rich Area

 Transit-Rich and High-Resource Area

 High-Resource Area with Basic Bus Service\*\*

● Regional Rail Station (Existing)

○ Regional Rail Station (Plan Bay Area 2050)

— Regional Rail (Existing)

..... Regional Rail (Plan Bay Area 2050)\*\*\*

 Major Airport

 Major Seaport

\* Priority Development Areas are locally designated geographies that meet transportation and planning criteria adopted under ABAG Resolution No. 02-19.

\*\* Peak headways of 16 to 30 minutes (January 2020).

\*\*\* Includes intercity rail, commuter rail, and heavy rail systems with peak headway of one hour or less. New Transbay Rail Crossing alignment is representative only.

Areas shown guide Plan Bay Area 2050's development pattern, though they do not supersede local government land use authority.

Transit-Rich Areas and High-Resource Areas that overlap with the following zones are not identified as Growth Geographies: wildland urban interface areas; unmitigated High Hazard Areas; areas of unmitigated sea level rise; areas outside locally-adopted urban growth boundaries; and parks and open spaces within urbanized areas. To complement adopted PDAs, High-Resource and Transit-Rich Areas are shown in jurisdictions that have nominated a total land area for PDAs that is less than 50% of the area within its boundaries eligible for PDA designation.

## SCALE

OAKLAND > 350,000

Novato 50,000 – 350,000

Pacifica 35,000 – 50,000

0 8 16 24 Miles

0 12 24 36 Kilometers





## 2 | Housing



Photos (Bottom): Karl Nielsen





## A LONG-RANGE VISION FOR HOUSING

Housing is among the most basic human rights, the literal foundation where we rest our bodies, nurture our families and live much of our lives. As the largest expense in the average family's budget, the cost of housing can have a huge impact on a family's ability to meet other basic needs. Home locations also influence the job, transportation, healthcare and recreation options available to us, as well as health impacts like exposure to pollution.

The Bay Area has 2.5 million homes and counting throughout its nine counties.<sup>1</sup> To accommodate a growing population expected to reach 10 million by 2050, more housing will need to be built throughout the region. Where that housing is built, and in what form, can impact the greatest challenges facing the Bay Area today, including housing affordability, access to job opportunities and reducing greenhouse gas emissions. Strategies that enable housing production at all price points, while coordinating with existing and future transit service, can help the region to grow sustainably. Support for affordable housing production, access to opportunities like home ownership, and renter protections can help the region to grow more inclusively. Plan Bay Area 2050 showcases a vision for housing the 10 million people expected to live in the Bay Area in 2050, to be implemented by the region's 101 cities and towns using their deep knowledge of local needs and resources.



Photo: Noah Berger

1 ABAG and MTC (2021, January). *Plan Bay Area 2050: Final Blueprint Growth Pattern*. <https://www.planbayarea.org/document/finalblueprintreleasedecember2020growthpattern-jan2021updatepdf>



## ADVANCING EQUITY THROUGH HOUSING

In Plan Bay Area 2050, an equitable future in housing is a future where every resident enjoys the bedrock of a strong, vibrant community: a safe, stable, accessible, affordable, high-quality home.

Equitable housing in the Bay Area means increased access to opportunity, such as well-resourced schools and well-maintained transit — for all, regardless of race or income. Equity also means more housing choices for families that have historically had few options and accessible homes for people with disabilities and older residents with mobility limitations.

Strategies in Plan Bay Area 2050 facilitate this access to opportunity by allowing for increases in affordable housing in places like High-Resource Areas and historically exclusionary areas. This includes ensuring families have the ability to stay in their homes and maintain the community connections and cultural fabrics of their neighborhoods, without being priced out. Families will also benefit from planned investments in their communities, including enhanced transit service, improved parks and better access to open space.





Photo: Noah Berger

## WHAT IS “AFFORDABLE HOUSING”?

The Bay Area housing market consists of market-rate, rent-regulated and deed-restricted affordable housing.

Over 90% of Bay Area homes are **market-rate**, meaning they are bought, sold or rented on the private real estate market. The price of new and existing market-rate housing is influenced by supply and demand, resulting in unaffordability to most residents with low and moderate incomes. Factors such as high land and construction costs, minimum parking requirements, maximum unit densities and other local policies contribute to higher supply costs. Swiftly increasing demand for housing compounds these supply-side challenges, leading to higher rents and home prices.

Cities or counties may voluntarily adopt **rent regulations** to stabilize rents or protect renters from discrimination. Rent regulations apply to homes in privately owned buildings subject to local government-adopted policies. For example, a city or county may adopt maximum annual rent increases or protections against eviction without a “just cause.”

A small share of homes in the Bay Area today are **deed-restricted affordable housing**. In accordance with state and federal standards, the price of these homes is tied to affordability levels for households with low and moderate incomes, for a period of time defined in the deed of ownership for a property. Homes with deed restrictions lasting 55 years or more are often considered “permanently affordable,” though few mechanisms exist to ensure true permanency. Deed-restricted affordable homes are created through a variety of mechanisms, including the preservation of existing homes occupied by households with

low incomes and the production of deed-restricted affordable units by developers.

Both non-profit housing developers and developers that build market-rate housing may develop deed-restricted affordable housing — in some cases, to comply with “inclusionary zoning,” i.e., policies requiring that a share of new housing units be deed-restricted affordable. Generally, deed-restricted homes involve some form of public subsidy or are created to comply with regulatory requirements.

Public funding to support affordable housing production or preservation in the Bay Area has sharply declined since the 1980s, and today the region has among the smallest shares of deed-restricted affordable housing in the industrialized world. There is growing pressure for government to do more to address housing affordability for families with low and moderate incomes, especially in the wake of the COVID-19 pandemic.

Locally, efforts to address the “missing middle” — the shortage of homes affordable to families with moderate incomes — have been gaining momentum. Cities are exploring ways to increase their supply of duplexes, fourplexes and bungalow courts, and school districts in cities like Berkeley and San Francisco are exploring subsidized housing for teachers. Efforts like these suggest that housing cost relief in the region may expand to include more families with moderate incomes.

The commonly used income categories that determine eligibility for deed-restricted affordable housing today (subject to variations in household size and other factors) are defined in Table 2-1. Eligibility is based on **Area Median Income (AMI)**, the midpoint of a region’s income distribution, to account for regional differences in cost of living.



**Table 2-1.** Defining affordability thresholds

HOUSEHOLD INCOME CATEGORY	INCOME THRESHOLD	EXAMPLE JOBS
Extremely Low Income	Up to 30% of AMI	Farm worker, barista, cashier, housekeeper
Very Low Income	30% to 50% of AMI	Waiter, delivery driver, security guard, nursing aide
Low Income	50% to 80% of AMI	Retail manager, emergency medical technician
Moderate Income	80% to 120% of AMI	Construction site manager, data analyst, accountant
Above-Moderate Income	Above 120% of AMI	Doctor, software engineer, firefighter, CEO

## Planning for Resilience to Housing Uncertainty

A family's ability to pay for housing can be vulnerable to economic ups and downs, and further uncertainties will shape housing markets in the coming decades. Climate hazards could devastate housing supply. Future preferences in housing may drive demand for either more suburban single-family homes or for apartments in cities close to transit and jobs. Housing costs, undeniably influenced by supply and demand, will also shift based on construction costs and population growth. The strategies included in the housing, environment and economy chapters of Plan Bay Area 2050 are responsive to these unknowns. They build on a robust framework developed in MTC and ABAG's previous long-range plan, Plan Bay Area 2040, which was adopted in 2017. The 2017 plan highlighted how insufficient action on regional housing policy could lead to even more unaffordability for all residents, and it called for bold regional action to tackle this challenge.

Plan Bay Area 2050 promotes stable and affordable housing that all Bay Area residents can rely on in a variety of uncertain future conditions. There is no silver bullet to solve the Bay Area's housing crisis, so the package of housing strategies included in Plan Bay Area 2050 leverages all tools currently at the region's disposal. New partnerships and investments can make affordable, resilient and long-term housing a reality in the face of uncertainty. The eight housing strategies offered in this chapter fall into three themes, working together toward an affordable, inclusive future:

- 1. Protect and preserve affordable housing:** To increase housing security, the plan promotes further strengthening of renter protections beyond existing state law. It also seeks to preserve existing affordable housing, including expanding pathways to homeownership.
- 2. Spur housing production for residents of all income levels:** The plan spurs housing production by encouraging jurisdictions to allow a greater mix of housing densities and types in areas that can accommodate growth. It also calls on cities and towns to promote adequate affordable housing, and it centers the integration of affordable housing into all major housing projects. Creative re-envisioning of aging malls and office parks as new, transformed neighborhoods is another approach to help underused space meet current and future community needs.
- 3. Create inclusive communities:** By providing targeted mortgage, rental and small business assistance to low-income communities and communities of color, and by accelerating the reuse of public and community-owned land for mixed-income housing, the plan promotes inclusive communities where many different types of people can work, live and interact together.



Photo: Joey Kotfica

## STRATEGIES Protect and Preserve Affordable Housing

To protect current residents, especially those with the most precarious housing situations, Plan Bay Area 2050 proposes to **strengthen renter protections beyond state law**. This strategy builds upon an emergency rent cap established in 2019<sup>2</sup> by linking annual rent increases for all types of housing regionwide to the rate of inflation. New units would be exempt for a period of 10 years (the timeframe developers and lenders typically use to determine the financial feasibility of a project) to ensure that the strategy does not discourage new housing production. The plan also proposes a regional network of tenant protection services, such as legal assistance and strengthened enforcement of recently adopted and longstanding protections, including stronger enforcement of fair housing laws. Some individual cities and organizations provide emergency legal assistance to tenants and operate rental and mortgage assistance funds, but regional coordination of this patchwork of programs could make the most of available funding and promote consistent standards and best practices.

While long-term actions like building and preserving more affordable housing for the Bay Area are crucial, tenant protection programs are equally critical tools to keep people housed and prevent homelessness. Currently, there is an acute need for enhanced tenant protection programs, as thousands of renters in the Bay Area risk immediate displacement upon the expiration of pandemic-enacted eviction moratoria. Comparable to the benefits that homeowners receive from Proposition 13's limits on property tax increases, renter protections can reduce rental housing volatility and support housing stability while enabling market-rate and affordable housing production to continue.

Renter protections play an important role in providing stability and preventing displacement, but they are only one part of the solution to a much larger problem. Looking out over the next three decades, robust renter protections — tied together with continued efforts to add secure, affordable housing and prevent its conversion to market-rate housing — provide a holistic effort to address the Bay Area's housing affordability challenges.

Building upon strengthened renter protections, Plan Bay Area 2050 seeks to **preserve existing affordable housing** to expand housing security and pathways to home ownership for working families. This strategy would protect homes currently affordable to residents with low and moderate incomes (including both unsubsidized housing and homes with expiring deed restrictions) by funding their preservation as deed-restricted affordable housing. This process would involve pursuing tax incentives, targeted subsidies, favorable financing and other methods to transfer ownership of affordable units without deed restrictions<sup>3</sup> to individual tenants, housing cooperatives, or public or non-profit housing organizations, including community land trusts. Unsubsidized and subsidized affordable homes face challenges to their ongoing affordability. The cost of unsubsidized affordable homes can rise with few limitations as prices increase throughout the housing market. Deed restrictions keep subsidized homes affordable, but many are set to expire within the next 30 years.

Preservation aims to break a common displacement pattern: speculative acquisition of an aging building, eviction of the existing residents, renovation of the units, and then renting or selling the property to new residents with higher incomes. This pattern can displace residents with lower incomes while simultaneously reducing the housing stock affordable to them. The threat of displacement has only been heightened in the current environment, as investors become eager to acquire properties, displace tenants and list units at a higher price.

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2 The Tenant Protection Act of 2019 caps annual rent increases at 5%, plus inflation, for buildings 15 years and older and bans landlords from evicting tenants who have lived in their apartments for a year or more without “just cause.”

3 Affordable homes without deed restrictions are also known as “unsubsidized affordable housing,” and are sometimes referred to as “naturally occurring affordable housing.”



## THE REGION'S ROLE IN SOLVING THE HOUSING CRISIS BAHFA AND BEYOND

One of the most important emerging tools available to implement the plan's housing strategies is the Bay Area Housing Finance Authority (BAHFA). Established in 2019 through Assembly Bill 1487 (D. Chiu, Statutes of 2019), BAHFA has the potential to raise hundreds of millions of dollars annually through ballot measures and other revenue mechanisms for the entirety of the nine-county Bay Area. The new regional and local funding needed to ensure that every low-income household has access to permanently affordable housing is estimated in the plan at \$3.7 billion annually, and BAHFA equips the region with powerful financing potential to address systemic challenges.

While BAHFA represents a new opportunity to dramatically expand the Bay Area's capacity to coordinate planning, funding and delivery of affordable housing across the region, it also builds upon MTC's and ABAG's past strategic efforts to address the region's housing crisis. Other long-term approaches include:

**Planning Grants and Technical Assistance:** Through the Priority Development Area (PDA) Planning Program and the Regional Housing Technical Assistance Program, MTC and ABAG support local jurisdictions in completing plans that advance housing production and complete communities. Over its more than 10-year history, the PDA program has allowed cities to plan for more than 100,000 new housing units within walking distance of convenient transit. Established in 2020 with one-time state funding from a Regional Early Action Planning grant, the Regional Housing Technical Assistance Program will provide cities with tailored technical assistance to complete their upcoming Housing Elements.

**Investment in Affordable Housing:** Although neither ABAG nor MTC has historically played a major role in affordable housing, both agencies invest strategically in production and preservation efforts. Since 1978, ABAG has provided \$8 billion in low-cost capital to non-profits and local governments, much of it for affordable housing, through the Advancing California Finance Authority program. Through the \$50 million Transit-Oriented Affordable Housing program, MTC partners with

community development financial institutions to provide developers access to flexible loans to purchase property near transit for affordable housing. MTC also invests in the nearly \$49 million Bay Area Preservation Pilot, which finances the acquisition and preservation of multifamily buildings occupied by low-income households, ensuring their long-term affordability.

**Legislative Advocacy:** As part of larger advocacy efforts, MTC and ABAG advocate for legislation that addresses regional housing needs, with a focus on tenant protection, affordable housing production and affordable housing preservation. In 2019, the agencies not only supported legislation that established BAHFA, but also helped to pass the state's first tenant protection bill, Assembly Bill 1482 (D. Chiu, Statutes of 2019), which capped annual rent increases at 5% plus inflation. The agencies also recently supported Senate Bill 10 (S. Wiener, Statutes of 2021) to make it easier for cities to zone for smaller, lower-cost housing developments, as well as bills intended to help homeowners build accessory dwelling units and make surplus public land more accessible to affordable housing developers. Housing bills at the state level have been proliferating in recent years as lawmakers recognize the extent of the state's housing crisis. MTC and ABAG will continue to strategically pursue increased affordable housing funding and support policies and legislation at the state and federal levels that help expedite new housing for the Bay Area.



Photo: Noah Berger





## STRATEGIES

### Spur Housing Production for Residents of All Income Levels

The magnitude of the Bay Area's housing shortfall requires production strategies targeted at different segments of the affordability scale. First, **allowing a greater mix of housing densities and types in Growth Geographies** will make it easier to meet the future housing needs of all Bay Area residents. Under this strategy, new homes of various affordability levels would grow first and foremost into parts of towns, cities and counties that their local governments identify for growth, generally near existing job centers or frequent transit. Additionally, other areas across the region with frequent, convenient transit would be candidates for new homes, as would well-resourced areas with advantages in school quality, job access and open space. These areas may have historically rejected more housing growth.

Rather than a one-size-fits-all approach, Plan Bay Area 2050 calls for tailoring the design and density of new homes to their local contexts. Larger-scale development would take place on vacant land or declining commercial lots, and smaller-scale housing (such as backyard accessory dwelling units or duplexes) would be built in single-family neighborhoods. To support mixed-income, diverse communities, affordable housing would become easier to build throughout these growth areas. See the Growth Geographies section in the Introduction for more on areas that are targeted for housing growth, along with a map of these areas regionwide.

To sustain the region's wealth of natural resources and open spaces, and provide residents greater access to transportation and jobs, Plan Bay Area 2050's housing strategies work hand-in-hand with its environment, economy and transportation strategies. Housing and environment strategies protect areas outside of urban growth boundaries from new development and bring green space into urban areas. Areas at very high risk of wildfire or sea level rise impacts are protected from additional construction and development. Economic strategies guide job growth toward places that currently have few jobs, while housing strategies encourage housing near job centers, working in tandem to address the geographic imbalance of housing and jobs in the region.

Furthermore, transportation investments that increase transit service or support walking and biking in growth areas are especially important to housing and sustainability goals. Plan Bay Area 2050's strategies to build a next-generation transit network and build a Complete Streets network that meets the needs of pedestrians, bicyclists and drivers, for example, would alleviate traffic congestion and transit crowding regionwide and provide safe, healthy transportation options in growing neighborhoods.





## LOCAL CONTROL IN HOUSING POLICY

Generally, federal law delegates land use control to states. In the late 19th century, California further delegated authority over land use to local governments as part of the “home rule” movement.<sup>4</sup> While Plan Bay Area 2050 proposes strategies to help the region accommodate a growing population more equitably, it does not mandate any changes to local zoning rules, general plans or processes for reviewing projects; nor does the plan create an enforceable direct or indirect cap on development locations or targets in the region. The Bay Area’s cities, towns and counties maintain control of all decisions to adopt plans and to permit or deny development projects. Plan Bay Area 2050 helps guide, but does not directly establish, new state-mandated Regional Housing Needs Allocation (RHNA) numbers for any jurisdiction. Read more about the separate RHNA process later in this chapter.

Zoning has been a contentious contributor to the housing crisis and to racial inequity. Plan Bay Area 2050 views zoning reforms as one tool to shift the region’s housing landscape toward inclusivity by allowing for more housing of different types to be built. Zoning must always be approached from a context-specific lens that identifies opportunity sites for future growth, as well as areas where additional growth is inappropriate. Currently, two similarly located parcels can be zoned for dramatically different uses depending upon the communities in which they are located, with one permitting a wide spectrum of housing types, and another allowing only single-family homes on larger lots.

Plan Bay Area 2050’s Growth Geographies identify a mix of locally identified Priority Development Areas, areas near high-quality transit and areas of high opportunity as communities poised to accommodate additional growth. Meanwhile, areas outside of the existing urban footprint or in areas that are at a very high risk of wildfire are identified as areas where additional construction should be deprioritized.

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<sup>4</sup> Article XI, Sections 4 and 5 of the California Constitution



While more housing for people at every income level is needed, it is especially crucial that the Bay Area **build adequate affordable housing** for residents with lower or no incomes, including the unhoused, to meet the needs that market-rate developers are unable to serve. By making existing funds go further, establishing new funding sources, expanding regional coordination and introducing incentives, this strategy would ensure that the estimated 400,000 new permanently affordable units needed in the region between now and 2050 are built. To protect the communities most vulnerable to harsh market forces, the strategy would also build enough deed-restricted homes to re-house community members experiencing homelessness or living in overcrowded housing. The recently established Bay Area Housing Finance Authority (BAHFA) has the authority to generate revenues to fund these measures, making it a key tool at the region's disposal.

Increasing affordable housing production in High-Resource Areas and in places where affordable housing has historically been prohibited, opposed or discouraged can increase access to opportunities like high-quality homes, schools and transportation for residents with low incomes. Residents currently experiencing displacement due to rising housing costs can also benefit from a concerted effort in affordable housing production. This strategy would prioritize existing or recently displaced community members to ensure that residents have an opportunity to remain within their neighborhoods.

Placing affordable housing production close to transit could provide people with low incomes the opportunity to benefit from transit access while reducing climate emissions from cars on the road, serving both environmental and equity goals. For the many jobs in communities that are not located near transit, however, housing production near jobs can enable shorter commutes to reach climate goals, even if people still have to drive.

In addition to building standalone affordable housing, Plan Bay Area 2050 calls for **integrating affordable housing into all major housing projects** to meet the needs of all residents by 2050. Numerous Bay Area cities have had inclusionary housing policies in effect for years, requiring developers to reserve a set number of homes in new buildings as affordable units. These policies promote the development of mixed-income apartment buildings without requiring a direct government subsidy. Instead, the cost of providing affordable housing is built into the developer's financial projections. Plan Bay Area 2050 envisions a regional approach to inclusionary zoning that is context-specific, with requirements for affordable housing ranging from 10% to 20% of the total number of apartments built. The percentage would be based on factors like the strength of the housing market and proximity to amenities like transit or well-resourced schools. An exemption for buildings with five units or less would allow homeowners to affordably add backyard cottages and other accessory dwelling units.

The Bay Area's severe housing shortage will require innovative solutions as well as time-tested methods. One novel idea is to **transform aging shopping malls and office parks** into vibrant, mixed-use neighborhoods incorporating open space, shops, services and housing. With department stores and other retail storefronts facing a steady decline since the takeoff of online shopping (accelerated by the COVID-19 pandemic), this strategy turns an economic development challenge into an opportunity. Reimagining large, underutilized commercial spaces as housing can form an important nexus with economic development to transform the quintessential single-use sites of the 20th century into 21st century spaces that meet the needs of the future. This strategy would prioritize projects in Transit-Rich Areas and High-Resource Areas that provide high levels of affordable housing by providing technical assistance and low-interest loans. In addition to offering housing for people with a wide range of income levels, these revitalized sites could also become centers of community and learning. Public institutions such as community colleges and university extensions could complement retail and essential services.

## REGIONAL HOUSING NEEDS ALLOCATION: PLANNING FOR NEAR-TERM HOUSING DEMAND

Every eight years, the California Department of Housing and Community Development (HCD) engages with each region in the state to determine how housing production will sufficiently meet the housing needs of people at all income levels in a process called the Regional Housing Needs Allocation (RHNA).<sup>5</sup> For the period from 2023 to 2031, HCD has identified a need of more than 441,000 housing units in the Bay Area — more than double the amount from the last eight-year cycle (187,000 units between 2015 and 2023).

In the Bay Area, ABAG must allocate each city and county a share of this forecasted number of housing units needed to increase the housing supply and mix of housing types for all jurisdictions in ways that also promote equity, strengthen the economy, improve connections between jobs and housing, and protect the environment. A new requirement for this RHNA period is that the allocations must **affirmatively further fair housing**, which means overcoming patterns of segregation and fostering inclusive communities that provide access to opportunity for all people.

After receiving their allocated housing units for the eight-year period from ABAG, each jurisdiction must update the Housing Element of its general plan to show where new housing could be built — a challenging prospect given the higher number of new homes needed. In addition to the overall number of homes assigned to each jurisdiction, the RHNA process dictates that housing must be planned for every affordability level. Historically, permitting for homes affordable to people with lower and moderate incomes has not kept pace with the Bay Area's RHNA targets. Housing Elements for this RHNA period must also demonstrate how they affirmatively further fair housing.

RHNA and Plan Bay Area 2050 discuss planning for housing on two separate time horizons: RHNA focuses on the shorter-term with its eight-year cycle, while Plan Bay Area 2050 presents a longer-term vision for the next 30 years. The two efforts, however, are coordinated, with RHNA's near-term focus setting the stage for early implementation of Plan Bay Area 2050's envisioned growth pattern.

To assist cities and counties with planning for new housing this cycle, HCD provided new state funding of \$250 million in the 2019-20 State Budget; \$25 million of these funds went directly to Bay Area jurisdictions, with an additional \$24 million allocated to ABAG. ABAG is deploying its funds through subgrants to all 109 jurisdictions and the recently launched Regional Housing Technical Assistance (RHTA) program. RHTA includes several forms of technical assistance, such as providing jurisdiction-specific data packets that include charts and graphs that local staff can add directly into their Housing Elements and the Housing Element Site Selection tool, an interactive map that identifies opportunity sites for rezoning.<sup>6</sup> Innovative ideas for engaging the community on housing planning, a regional consulting bench, and resources to support fair housing and resilience to hazards are also supported by these state funds.



Photo: Noah Berger

5 To learn more about RHNA, visit the ABAG RHNA webpage at: <https://abag.ca.gov/our-work/housing/rhna-regional-housing-needs-allocation>.

6 To learn more about RHTA, visit the ABAG RHTA webpage at: <https://abag.ca.gov/our-work/housing/regional-housing-technical-assistance>.





## STRATEGIES

### Create Inclusive Communities

An additional suite of strategies works to move the Bay Area toward higher degrees of inclusivity and equity for all residents, complementing the 3 Ps of protection, preservation and production. These strategies recognize the need for targeted approaches that begin to reverse centuries of exclusionary race-based policies that have locked out people of color from homeownership and other housing opportunities.

Plan Bay Area 2050 aims to create inclusive communities by **providing targeted mortgage, rental and small business assistance to residents of Equity Priority Communities**. While a central tenet of Plan Bay Area 2050 is to encourage more housing, particularly affordable housing, in High-Resource Areas, this complementary strategy would be a first step to reverse the long trend of historic disinvestment in low-income communities of color. It would infuse investment into locally owned businesses and provide housing security for local residents. Targeted assistance includes a mix of mortgage down payment and rental assistance, with priority given to previously displaced or existing residents. Additionally, low-interest loans supporting small businesses would allow community institutions to remain in place while expanding access to the start-up funding historically denied to members of communities of color.

Plan Bay Area 2050 also envisions a Bay Area that **accelerates the reuse of public and community lands for mixed-income**

**housing and essential services**. Thousands of acres of land owned by cities, transit agencies, school districts, counties or other public agencies are currently sitting vacant or underutilized. Since this land is publicly owned, it offers unique strategic opportunities to advance multiple priorities like affordability and economic development. Deed-restricted affordable housing is more feasible on publicly owned lands because the land, a major expense for development, has already been acquired. Public lands are key opportunity sites for increasing the Bay Area's supply of affordable housing, as well as nesting that housing within complete communities offering services and open space.

This strategy would establish a regional supply of land owned by public agencies, community land trusts and other non-profit landowners and coordinate its reuse as deed-restricted mixed-income affordable housing. Retooling public and community lands would involve matching sites with funding, developers and service providers, and also ensuring that projects benefit communities of color and other historically disinvested communities. Strategies to build adequate affordable housing and to provide targeted mortgage, rental and small business assistance to Equity Priority Communities align with this strategy to reuse public and community lands. This strategy would also deliver a large share of affordable housing near the region's most frequent transit service. It would accelerate the efforts of transit agencies such as Bay Area Rapid Transit and the Santa Clara Valley Transportation Authority to reuse parking lots and other agency-owned land.

## FUNDING AND IMPLEMENTATION Housing Strategies

Together, Plan Bay Area 2050's eight housing strategies work toward a more equitable, affordable future for residents with low incomes, and for all residents, by preserving and protecting the affordable housing currently available; stimulating new housing production; and prioritizing inclusive, mixed communities. Through advocacy, legislation, regional initiatives, planning and research over the next 30 years, MTC and ABAG can work with partners to secure a \$468 billion investment into our region's future housing needs, ensuring that everyone in the Bay Area has a safe, affordable home — especially those historically and systemically marginalized, underserved and excluded.



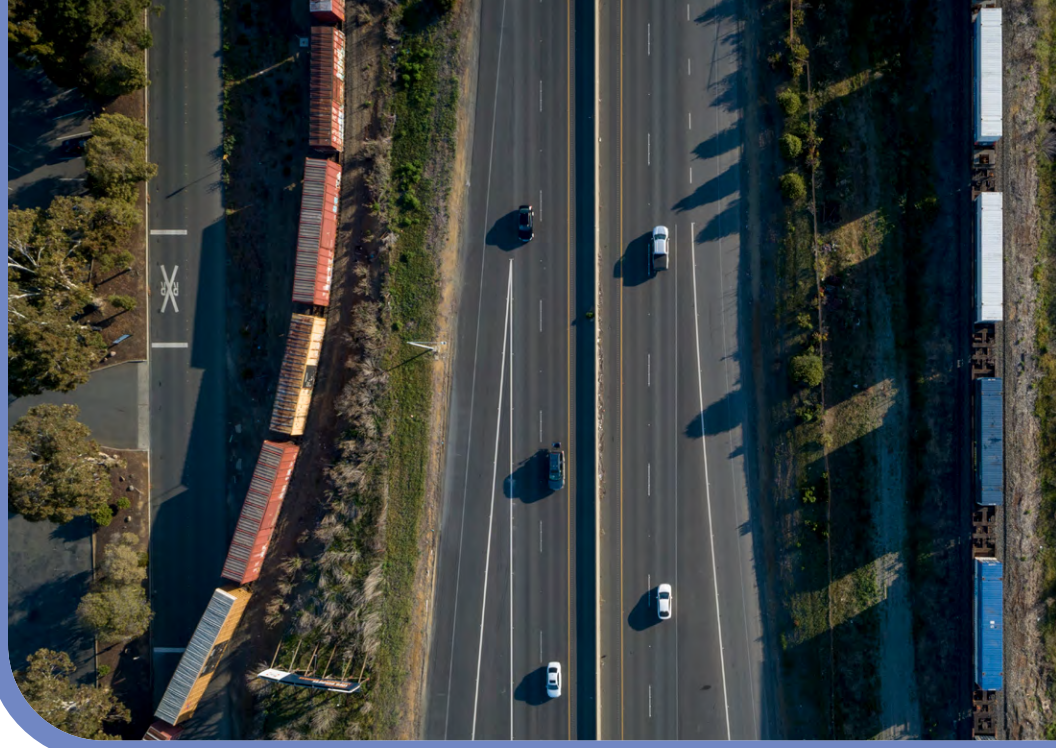
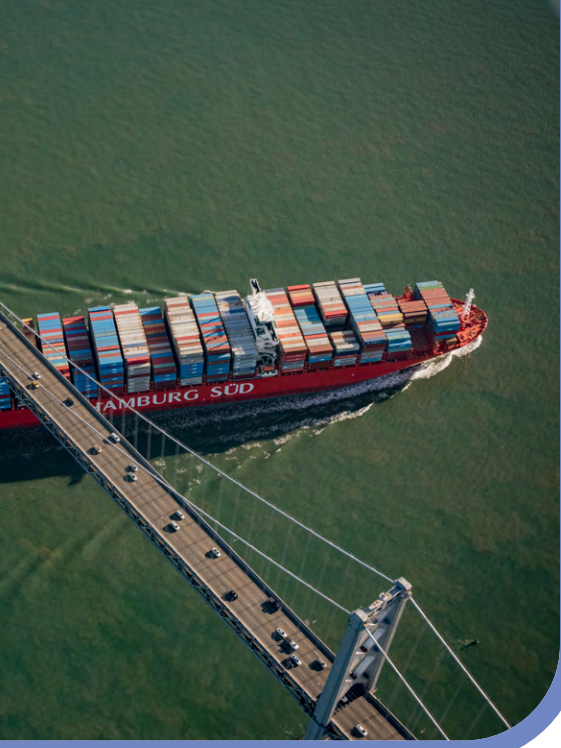


## Housing Strategies — Cost: \$468 Billion

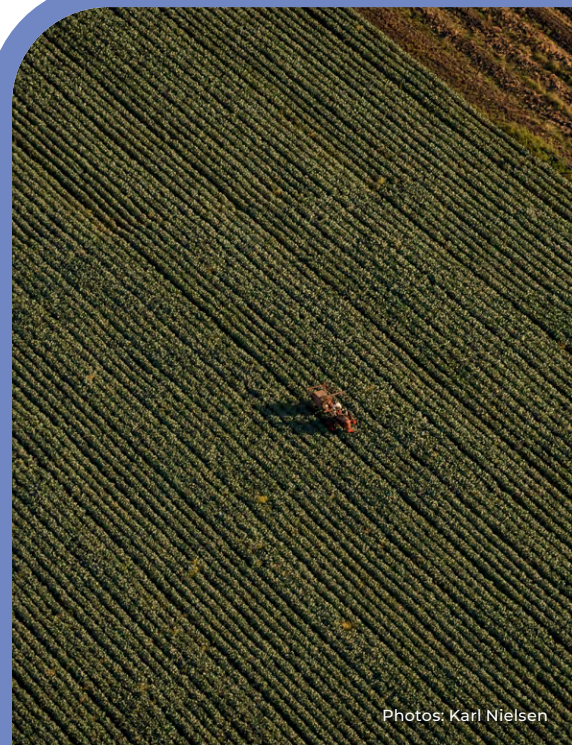
Protect and Preserve Affordable Housing	<b>H1. Further strengthen renter protections beyond state law.</b> Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old.	<b>\$2 BILLION</b>
	<b>H2. Preserve existing affordable housing.</b> Acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing.	<b>\$237 BILLION</b>
Spur Housing Production for Residents of All Income Levels	<b>H3. Allow a greater mix of housing densities and types in Growth Geographies.</b> 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.	<b>N/A</b>
	<b>H4. Build adequate affordable housing to ensure homes for all.</b> Construct enough deed-restricted affordable homes to fill the existing gap in housing for the unhoused community and to meet the needs of low-income households.	<b>\$219 BILLION</b>
	<b>H5. Integrate affordable housing into all major housing projects.</b> Require a baseline of 10-20% of new market-rate housing developments of five units or more to be affordable to low-income households.	<b>N/A</b>
	<b>H6. Transform aging malls and office parks into neighborhoods.</b> Permit and promote the reuse of shopping malls and office parks with limited commercial viability as neighborhoods with housing for residents at all income levels.	<b>N/A</b>
Create Inclusive Communities	<b>H7. Provide targeted mortgage, rental and small business assistance to Equity Priority Communities.</b> 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.	<b>\$10 BILLION</b>
	<b>H8. Accelerate reuse of public and community-owned land for mixed-income housing and essential services.</b> Help public agencies, community land trusts and other non-profit landowners accelerate the development of mixed-income affordable housing.	<b>N/A</b>

**NOTE:** Numbers may not sum due to rounding.





## 3 | Economy







## A LONG-RANGE VISION FOR THE ECONOMY

Since the 1800s, booms and busts have characterized the Bay Area's economy. Through the 19th century Gold Rush, the "dot-com" bubble of the 1990s, record economic growth into the 21st century, and the latest recession in the wake of the COVID-19 pandemic, a spirit of innovation and perseverance has defined the region through both good times and downturns.

The Bay Area has long prided itself on a diverse range of industries, including its internationally renowned technology sector and world-famous wine industry, and a well-educated labor force. The region's economy guides the magnitude and location of job growth, which in turn influences commute flows and workforce development. Economic trends can either provide pathways to upward economic mobility or deepen wage inequality.

Over the next three decades, continuing cycles of economic growth and decline are sure to be a reality. Policies and investments that strengthen existing social safety nets and train the next generation of Bay Area workers and entrepreneurs can help families weather periods of economic recession. In times of economic booms, policies that balance out the locations of new housing and jobs can lessen the potential negative side effects of a vibrant economy, such as congested freeways and crowded trains. With the right partnerships and policies, the economy can be a force for equity and societal growth.



Photo: Noah Berger

## ADVANCING EQUITY THROUGH THE ECONOMY

With a gross domestic product of over \$900 billion,<sup>1</sup> the Bay Area economy has ample opportunity to better serve historically marginalized communities as it recovers from the impacts of COVID-19. In an equitable economy, all residents would be secure in their finances, even under deeply uncertain and shifting conditions.

Plan Bay Area 2050's universal basic income strategy would help Bay Area residents with low or no incomes and people with disabilities — who are over-represented in the ranks of the economically disadvantaged and unemployed — to meet their basic needs. Job training programs and guaranteed high-speed internet access would prepare residents for the future economic landscape. The Bay Area's economy would return to its pre-pandemic vigor, but future economic gains would be shared more evenly across the region's population. Small local businesses would sustain vibrant neighborhoods where residents could reinvest their money in local goods and services.

With equity in sight, government support would help people who have been historically excluded from wealth-generating opportunities — like homeownership — to achieve these goals.

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1 MTC, ABAG and Partners (2019). Vital Signs: Economic Output. <https://www.vitalsigns.mtc.ca.gov/economic-output>

## Planning for Resilience to Economic Uncertainty

The future of the Bay Area's economy will be shaped in large part by forces outside of the region's control. Decisions made by national and state leaders will ripple through regional and local levels, affecting everything from interest and tax rates, minimum wages, and trade policies to transit funding and housing policy. Automation may render large swaths of jobs obsolete in the retail, service and manufacturing sectors while the rise of online platforms continues to shape those job markets, escalating the upward trend of employment in warehouses and from part-time to full-time gig work. Economic recovery from the pandemic may be swift or slow, robust or weak. Income inequality may worsen over the next three decades, or society may find more equitable solutions. Leading economists and world leaders who grapple with such questions often disagree, further underscoring the need for policy and investment designed to withstand these uncertainties.

To remain resilient in the face of these unpredictable forces, Plan Bay Area 2050 includes strategies that work together to address a variety of economic situations. The strategies outlined in this chapter fall into two overall themes to improve economic resilience:

- 1. Improve economic mobility:** The plan aims to reduce poverty and bolster the middle class by investing in a suite of job training programs that prepare Bay Area residents for the future economic landscape. Relatedly, the plan strategizes to ensure that every resident has high-speed internet to take advantage of all current job and education opportunities. A universal basic income further improves economic security for residents most in need.
- 2. Shift the location of jobs:** The plan supports a more balanced distribution of housing and jobs throughout the Bay Area, resulting in communities where people can live near where they work (if they choose), by promoting more dense growth near transit and incentivizing employers to locate jobs near homes and transit. Finally, the plan protects and improves key industrial lands that are important for both middle-wage jobs and services such as manufacturing across the Bay Area.



## THE FUTURE OF JOBS

### PERSPECTIVE PAPER

MAY 2019

## HORIZON INITIATIVE AND THE FUTURE OF JOBS

As part of the planning process leading up to Plan Bay Area 2050, MTC and ABAG explored the changing nature of jobs and other economic issues, as well as potential solutions, through the Horizon initiative. *The Future of Jobs Perspective Paper*<sup>2</sup> looked at the Bay Area economy from four different lenses: automation and the risks it could entail; organizational changes, including the gig economy and the decline of salaried jobs; longstanding increases in regional inequality as top incomes rise; and the location and type of jobs that are growing in the region. Shaped by robust public engagement, the most promising strategies identified in the paper were carried forward into Plan Bay Area 2050, ranging from job retraining programs to the integration of a universal basic income.

<sup>2</sup> ABAG and MTC. (2019, May). *The Future of Jobs Perspective Paper*. <https://mtc.ca.gov/tools-and-resources/digital-library/future-jobs-perspective-paper>

## STRATEGIES

### Improve Economic Mobility

As the types of jobs available to Bay Area residents continue to shift, fewer and fewer middle-wage options are on the horizon looking out to 2050. This trend is typified by the manufacturing sector, which has seen employment numbers fall as automation enables more output with fewer workers. The outsourcing of work to states and countries with lower wages further drives the disappearance of middle-wage jobs in the region. Concurrently, the Bay Area's cost of living has risen significantly, buoyed by a self-reinforcing cycle of higher-wage job growth and rising housing costs. A stronger safety net, coupled with a concerted effort to open up more pathways to middle-wage jobs, is critical to ensuring that no one is priced out of the Bay Area.

Improving economic mobility is a complex undertaking beyond MTC's and ABAG's jurisdictional spheres that will require a coordinated, multi-pronged approach, as well as strong partnerships. Employers, educational institutions and job-training providers have a large role to play in reaching for economic equity, as do agencies at all levels of government. Private, public and community-based leaders will need to align policies, strategies and tactics to create a sustainable and thriving economic ecosystem that focuses explicitly on equity.

In the face of an ever-evolving labor market and increasing rates of job automation, a flexible workforce with in-demand skills is critical to ensuring continued economic growth and shared prosperity. While government has historically played a limited role in shaping the future labor market, a suite of approaches to **expand job training and incubator programs** could help to align the region's workforce with future needs and launch a next generation of entrepreneurs. Business incubators are organizations that offer leadership training, support, technical assistance and physical workspace for entrepreneurs at all career stages, and they may become central hubs for workforce development in the coming decades.



Funding assistance programs for establishing new businesses, as well as job training programs in partnership with community colleges, could make a major difference in preparing workers for the jobs of tomorrow. Locating these programs primarily in historically disinvested communities and in Priority Production Areas<sup>3</sup> that are identified by cities and towns for future jobs growth can ensure that the process is done equitably and in sync with local economic development plans.

Paired with training programs to make sure workers and entrepreneurs have the right skills to match market demand, a strategy to **invest in high-speed internet in underserved, low-income communities** provides the necessary infrastructure to connect all Bay Area residents to remote work, education or e-commerce. Public health restrictions during the COVID-19 pandemic spurred a broad new swath of workers to telecommute in 2020, demonstrating that working from home, while certainly bringing its own challenges, can also be more effective and desirable than it may have seemed. From 2021 onward, telecommuting may become more commonplace than it was prior to the pandemic, though the full extent of the pandemic's effects on the workplace will likely take years to unfold. The recent shifts from in-person to online activities could become a long-term cultural shift as well, requiring everyone to have internet access for educational opportunities, healthcare appointments and more.

For most, working from home or engaging in other remote activities requires access to high-speed internet capable of video conferencing and transferring large amounts of data. However, many communities, both rural and urban, do not have the infrastructure needed to support such connectivity, and they could be left behind in a future economy that revolves around long-term remote connections. Plan Bay Area 2050's strategy to expand internet access envisions direct subsidies for families with low incomes to provide high-quality connectivity at a low cost. Looking out to 2050, infrastructure upgrades to extend high-speed internet cables along roads and other publicly owned rights-of-way could provide more Bay Area families with access to this increasingly important resource.

3 Learn more about these areas in the Growth Geographies section in the Introduction.



## ADVANCING ACCESS TO HIGH-SPEED INTERNET

High-speed internet service is no longer a luxury. As a utility approaching the importance of water or electricity in present-day California, internet connectivity is essential to both daily life and a vision of a more equitable future. A plan to provide affordable, reliable, high-speed internet to all Bay Area residents is one step in overcoming historic barriers to opportunity. More than 1.5 million California households do not have access to high-speed internet, and most of these households are in poor or historically disinvested communities or in rural areas.<sup>4</sup>

Even before COVID-19, the need for a coordinated approach to ensure affordable high-speed internet access to all Bay Area residents and businesses was apparent, but the pandemic made the gaps all the more glaring. Whether you are a student trying to learn remotely, a patient that relies on telehealth services, an employee collaborating with a remote team or a job-seeker jumpstarting a new career, reliable internet connectivity is essential.

Recent state and federal actions have opened up new funding streams to advance more equitable high-speed internet access, including a \$6 billion investment in the 2021 California state budget to improve infrastructure and access in underserved communities. These new funds, combined with existing programs in Oakland, San José and Marin County, hold the promise of extending internet connectivity to tens of thousands of Bay Area residents in the near term.

4 California Emerging Technology Fund. (2021). Statewide Surveys: California Broadband Adoption by the Numbers. <https://www.cetfund.org/action-and-results/statewide-surveys/>





Building a truly inclusive economy will require bold action to ensure no one is left behind, embodied by a proposal to work with partners across the state to **implement a statewide universal basic income**. While job training programs and high-speed internet access are targeted strategies to improve economic mobility, a more transformational approach could guarantee a baseline level of income for all households in California. Because the Bay Area is part of the larger Northern California megaregion — and due to the significant amount of new funding required to advance a universal basic income program — this strategy would be deployed on a broader geographic scale than other strategies, in partnership with neighboring regions and key state partners.

Stimulus checks that were sent out as part of the Coronavirus Aid, Relief, and Economic Security Act in response to COVID-19 were a recent example of universal basic income in action, providing much-needed funds to help struggling families pay for essentials like food and rent. Plan Bay Area 2050 builds upon this approach with a vision of regular monthly payments to all residents statewide to supplement wages and existing social safety nets. These payments would average \$500 per month but vary based on household size — a baseline income set low enough to not disincentivize work but instead supplement income and allow it to circulate through communities and spur local economic development. All households across the state would receive the universal basic income regardless of their resources, but tax increases on more affluent households would support the program, effectively canceling out any additional benefit for families with higher incomes.



Photo: Courtesy of Eden Housing

## UNIVERSAL BASIC INCOME CASE STUDIES

Universal Basic Income (UBI) is an often-touted policy response to address growing income inequality and poverty by providing a guaranteed minimum income to all people in a certain area. At the national level, a UBI bill passed the House of Representatives twice in the 1970s, but it did not go further due to senators' concerns about expanding welfare.

At the state level, in July 2021, the Legislature passed a \$35 million guaranteed income program (differing from a UBI program in that only select groups, not all residents, will receive the funds) that will go toward monthly payments to pregnant people and foster youth phasing out of the system. It is the first state-funded guaranteed income program in the country.<sup>5</sup>

Despite promising early results, UBI remains in the testing stage, and the many pilots underway may provide more clarity on the questions surrounding it. One California UBI test that may offer valuable lessons to the Bay Area is the Stockton Economic Empowerment Demonstration project. Between February 2019 and February 2021, a

group of 130 Stockton residents, selected at random and making below the city's median income, received \$500 a month. The median household income in Stockton, which borders the Bay Area, is \$46,033 — 25% below the state's and nearly 50% below the Bay Area's median household income. Results of the study indicated that full-time employment rose among those who received the basic income and that their financial, physical and emotional health improved.<sup>6</sup> Several Bay Area jurisdictions are considering or have launched UBI test programs as well, including Oakland, San Francisco, South San Francisco, Marin County and Santa Clara County.

Recognizing that larger and much longer studies are needed before any conclusions about UBI in America can be made, Plan Bay Area 2050 proposes to implement a statewide UBI that provides an average payment of \$500 a month to all households. Although not enough to live on, this baseline income amount may help with everyday emergencies, reduce anxiety and health concerns, and improve family stability and access to opportunity. Plan Bay Area 2050's UBI strategy is also an opportunity to help test, refine and improve similar policies worldwide.

5 Beam, A. (2021, July 15). California approves 1st state-funded guaranteed income plan. *AP News*. <https://apnews.com/article/government-and-politics-california-4fea151e0425f8188337e44a02ab8177>

6 Treisman, R. (2021, March 4). California Program Giving \$500 No-Strings-Attached Stipends Pays Off, Study Finds. *NPR*. <https://www.npr.org/2021/03/04/973653719/california-program-giving-500-no-strings-attached-stipends-pays-off-study-finds>

## STRATEGIES Shift the Location of Jobs

In addition to improving economic mobility for all residents — particularly our most underserved — the Bay Area must also address its **jobs-to-housing imbalance**. This term refers to the current distribution of where jobs and housing are located in the Bay Area. San Francisco and Silicon Valley have many more jobs than homes, and many communities in the East Bay see residents commuting across the bay each day to reach their jobs. This trend is decades in the making, a result of land use policies focused on local needs and a transportation system that has been able to grow just enough to meet increased peak-period demand. It is also a product of the power of economic agglomeration, where like industries locate together (for example, information sector jobs clustered in the West Bay and South Bay).

This pattern of development cannot be sustained forever. If the status quo persists, commutes will continue to get longer, and the region risks losing jobs to other metro areas outside of the Bay Area with lower costs of living and more convenient commutes. In tandem with strategies to allow more housing near jobs (discussed more in the housing chapter), strategies to incentivize job creation in communities with limited employment opportunities can build toward a more sustainable and equitable land use pattern for the decades to come.

Negative impacts of the Bay Area's jobs-to-housing imbalance go beyond the traffic congestion and transit crowding typical of a pre-pandemic workday. Extended commute times negatively affect quality of life and the health of commuters, and they present a challenge to employers looking to attract and retain skilled workers. Balancing home and work centers to create live-work communities could alleviate these concerns, more equitably distribute business tax revenue between local jurisdictions, and stimulate economic activity across the region. Solving the problem requires a mix of synchronous housing and economic solutions that shift housing to areas with high concentrations of jobs and shift jobs to areas with high concentrations of housing. Plan Bay Area 2050's housing strategies encourage more housing across the board, particularly in areas of opportunity where access to jobs is high, while the following economic strategies seek to shift the location of jobs by using a mix of local land use changes and employer incentives.





Photo: Karl Nielsen





## **JOBS AND HOUSING**

### **A BAY AREA BALANCING ACT**

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Why do so many Bay Area communities have far more jobs than homes, while others have more homes than jobs? In some places, zoning restricts development exclusively to commercial buildings or single-family homes, and other policies also can limit the amount of housing or commercial space that can be built. Another factor is the tendency of similar types of businesses to cluster near one another — most notably in Silicon Valley, where many information and technology firms have co-located since the 1970s. Proximity to transit or to highways also plays a role, as businesses and workers choose locations that will enable quicker travel.

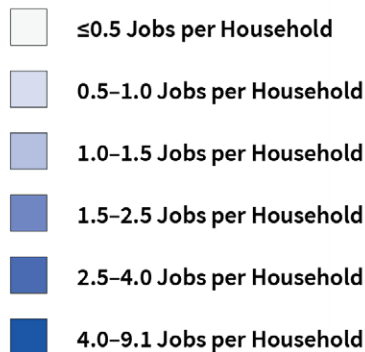
Compounded over many decades, these forces have resulted in a significant spatial imbalance of jobs and housing throughout the Bay Area. Generally, there is more housing than jobs in Alameda, Contra Costa, Solano and Sonoma counties, while there are more jobs than housing in Marin, Napa, San Francisco, San Mateo and Santa Clara counties. This creates a number of associated problems, such as traffic congestion and transit overcrowding in major commute corridors. The imbalance also reinforces other challenges, such as the displacement of longtime residents from neighborhoods where home values and rents have spiked.

Several Plan Bay Area 2050 strategies promote a more balanced distribution of jobs and housing across the region. Economic strategies encourage greater commercial densities in targeted growth areas and incentives for employers to locate in housing-rich communities with frequent transit service. Housing strategies encourage both market-rate and affordable housing development in High-Resource Areas and Transit-Rich Areas near major employment centers. Together, these strategies promote a healthier balance of jobs and housing throughout the Bay Area's nine counties.



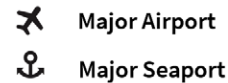
MAP 3-1

# Jobs-to-Housing Balance (2017)

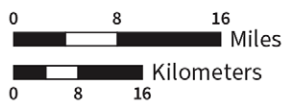


Protected Open Space and Unincorporated Areas

## REGIONAL TRANSPORTATION



## SCALE



Source: TomTom North America, 2019  
Map Author: PB, 9/21

Source: Jobs from LEHD LODS WAC 2017; households from U.S. Census, American Community Survey B25003; Protected areas from GreenInfo Network, The California Protected Areas Database (CPAD).



First, local jurisdictions can support a more balanced distribution of job growth by **allowing greater commercial densities in Growth Geographies**. Growth Geographies, like Priority Development Areas and Transit-Rich Areas, are prime locations for additional commercial construction (for example, stores, offices or light-industrial spaces), given their location near areas of increased housing production or high-frequency transit. Tailoring locally determined land use regulations to allow for more job growth in strategic Growth Geographies would encourage employers to create jobs in places where employees can walk, bike or take transit to work easily. Locating jobs near transit is crucial for reducing greenhouse gas emissions and slowing climate change. Placing housing and jobs together will also allow for more complete, healthy communities — walkable places where housing, shopping, services and recreational spaces are intermingled.

Land use that allows for more commercial development alone may not be enough to attract employers to build in areas near housing or transit. A complementary strategy to **provide incentives to employers to shift jobs to housing-rich areas that are well served by transit** could further improve the balance of jobs and housing. This strategy would support the construction of offices and other workplaces in the East Bay; namely, along BART lines in suburban Contra Costa and Alameda counties, and adjacent to Capitol Corridor stations in Fairfield and Vacaville. Transit-rich North Bay communities like San Rafael and Santa Rosa are also poised to accommodate more workplaces. In turn, these new employment centers would draw in workers from the surrounding areas, shortening the distance that workers have to drive or enabling commutes by transit, walking or biking. For employees coming from elsewhere in the Bay Area, location near regional transit routes would encourage workers to commute sustainably, reducing vehicle miles traveled and contributing to climate goals.





Finally, a strategy to **retain key industrial lands by establishing Priority Production Areas** would both support a more even jobs-to-housing balance regionwide and protect industrial land from the risk of conversion to residential uses. Priority Production Areas (PPAs) are locally identified places that are prime opportunity sites for job growth in middle-wage sectors like manufacturing or logistics. While some PPAs are located in jobs-rich places like San Francisco and the South Bay, the majority are concentrated in the North Bay and East Bay, where housing is plentiful but job opportunities are more limited. PPAs provide opportunity sites to grow jobs where people already live, benefitting the region's overall jobs-to-housing balance, particularly for workers in middle-wage industries.

Declining employment in these industries contributes to a self-reinforcing trend that further threatens industrial lands. As more and more job losses lead to lower demand for industrial land, employment in industrial sectors contracts even more. PPA sites are important for middle-wage job creation, and they also play a critical role in the everyday operations of the region, providing light manufacturing, prototyping, distribution and logistical services that power the information and professional service sectors. Losing functions like these to sites in the Central Valley and beyond would be a major loss to the Bay Area's innovation industry and the vibrancy of its economy.

In addition to local land use policies that would ensure industrial uses in Priority Production Areas, targeted infrastructure improvements like building upgrades and high-speed internet would further support individual businesses and make it possible for them to stay in the Bay Area despite the potentially lower costs of competing regions. Combined with upgrades to commercial buildings for energy-efficiency, described in detail in the environment chapter, this strategy highlights the potential for co-benefits between economic development and environmental sustainability.





Photo: Karl Nielsen





Photo: Karl Nielsen

## THE NORTHERN CALIFORNIA MEGAREGION AND GOODS MOVEMENT

The Northern California megaregion includes the nine-county Bay Area, the six-county Sacramento region, San Joaquin County and the three-county Monterey Bay region. The industry sectors that comprise the **goods movement sector** across this 19-county area support nearly one-third of related industries in the Bay Area. Industries in the goods movement sector are a key component of the region's economic strategy for increasing access to living-wage jobs that have low educational barriers to entry. The goods movement sector is growing, with today's nearly \$1 trillion in Northern California freight flows projected to double by 2040.<sup>7</sup>

Approximately 69% of freight-dependent goods movement sector employment in the Northern California megaregion is concentrated within the Bay Area. Dominant freight-dependent goods movement industries include agriculture, construction, manufacturing, wholesale trade and retail trade. Together, these industries employ roughly 1.5 million people in the megaregion, 28% of whom work in manufacturing.<sup>8</sup>

The megaregion serves as a domestic trade gateway to other regions in California and the rest of the U.S., and it is dependent on goods movement to provide consumer products, food and parcels. Although California has the fifth largest global economy, continued growth in global trade and the megaregion's population have stressed the existing transportation system. Plan Bay Area 2050's transportation strategies help to address these challenges.

The exponential growth in e-commerce has also transformed industrial land and the real estate market for warehouse and distribution centers. Strategic investments in freight infrastructure would support supply-chain efficiencies, allowing the megaregion to maintain its economic competitiveness, and better economic coordination would grow middle-wage jobs. Without sufficient investment in industrial lands, skills development programs and training opportunities, the Bay Area could miss out on opportunities to grow more middle-wage jobs for current and future residents.

<sup>7</sup> MTC. (2019, June). *Northern California Megaregion Goods Movement Study*. <https://mtc.ca.gov/tools-and-resources/digital-library/northern-california-megaregion-goods-movement-study-executive>

<sup>8</sup> Ibid.





Photo: Noah Berger

## FUNDING AND IMPLEMENTATION Economic Strategies

Together, Plan Bay Area 2050's six economic strategies advance the Bay Area toward a more equitable future by improving economic mobility where most needed and by shifting the location of jobs throughout the region. Through advocacy, legislation, initiatives, planning and research over the next 30 years, MTC and ABAG can work with partners to secure a \$234 billion investment in the Bay Area's future economy, ensuring that everyone — and especially those historically and systemically marginalized, underserved and excluded — can afford to both live and work where they desire.

<div> <div>\$</div> <div>Economic Strategies — Cost: \$234 Billion</div> </div>		
Improve Economic Mobility	EC1. <b>Implement a statewide universal basic income.</b> Provide an average \$500 per month payment to all Bay Area households to improve family stability, promote economic mobility and increase consumer spending.	<b>\$205 BILLION</b>
	EC2. <b>Expand job training and incubator programs.</b> Fund assistance programs for establishing new businesses, as well as job training programs, primarily in historically disinvested communities.	<b>\$5 BILLION</b>
	EC3. <b>Invest in high-speed internet in underserved low-income communities.</b> Provide direct subsidies and construct public infrastructure to ensure all communities have affordable access to high-speed internet.	<b>\$10 BILLION</b>
Shift the Location of Jobs	EC4. <b>Allow greater commercial densities in Growth Geographies.</b> Allow greater densities for new commercial development in select Priority Development Areas and Transit-Rich Areas to encourage more jobs to locate near public transit.	<b>N/A</b>
	EC5. <b>Provide incentives to employers to shift jobs to housing-rich areas well served by transit.</b> Provide subsidies to encourage employers to relocate offices to housing-rich areas near regional rail stations.	<b>\$10 BILLION</b>
	EC6. <b>Retain and invest in key industrial lands.</b> Implement local land use policies to protect key industrial lands, identified as Priority Production Areas, while funding key infrastructure improvements in these areas.	<b>\$4 BILLION</b>

**NOTE:** Numbers may not sum due to rounding.





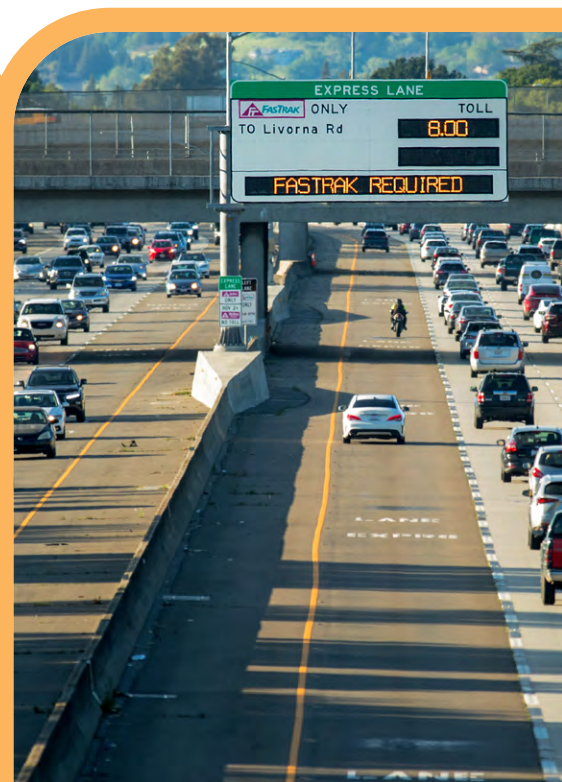
Photos (Top): Karl Nielsen



## 4 | Transportation



Photos (Bottom): Noah Berger







## A LONG-RANGE VISION FOR TRANSPORTATION

The network of roads and transit routes crisscrossing the Bay Area makes it possible for residents and visitors to take millions of trips every day, whether commuting to work or school, shopping at local businesses, or meeting up with family and friends.

Even more importantly, the transportation choices available to a person or a family either expand or limit their options for stable housing and employment, quality healthcare and recreation. There is also a critical nexus between transportation and climate change, with the transportation sector currently producing over 40% of California's greenhouse gas (GHG) emissions.<sup>1</sup>

Looking out to 2050, transportation investments and policies will be central components of the region's future vitality, building toward a well-connected, safe and multimodal regional transportation network. Compared to today, the transportation system will carry millions more passengers on its trains, ferries, buses and roads, but more people may telecommute as well. Strategies across the areas of transportation, housing, the economy and the environment will need to work in unison to reduce GHG emissions and meet California's ambitious climate goals while also increasing access to housing and job opportunities for all Bay Area residents.



Photo: Noah Berger

1 California Air Resources Board. 2000-2018 GHG Inventory (2020 Edition). <https://ww2.arb.ca.gov/ghg-inventory-data>



## ADVANCING EQUITY THROUGH TRANSPORTATION

An equitable transportation system is one that is safe, accessible, affordable and reliable in meeting the needs of all residents, but especially those with the fewest options. Safety ensures that no one is discouraged from making a trip out of fear for their well-being, whether on transit, in a personal vehicle or simply walking. Further accessibility enhancements on sidewalks, streets and transit are critical to enable the region's growing share of older residents, as well as people with disabilities, to move around the Bay Area as they choose.

Equity also means thoughtful consideration of who benefits from a transportation investment when prioritizing projects. In the short term, Plan Bay Area 2050 encourages investment in projects used primarily by people with lower incomes, like more frequent local bus service. An equitable transportation system is also one that does not exclude riders through high fares. Plan Bay Area 2050 calls for reform to transit fares regionwide that would lower fare costs across the board, particularly for riders that use multiple transportation systems, and serve those most in need by offering income-based fare discounts.

## Strategies for Sustainable Connections to Opportunity

Plan Bay Area 2050 envisions a transportation system that, above all, prioritizes improved access to opportunity for all Bay Area residents. Strategies focus on meeting the needs of historically marginalized communities, ranging from more frequent bus service to safety-enhancing improvements for pedestrians and cyclists. Bold strategies that go beyond prior regional planning efforts to reduce climate emissions by higher margins and advance equity at the same time can demonstrate that climate and equity goals can go hand-in-hand. The plan's transportation strategies fall into three themes:

- 1. Maintain and optimize the existing transportation system:** First and foremost, the plan identifies funding to operate and maintain our existing system of transit routes, roads and bridges, laying a strong foundation for further investments and policies. Strategies include reversing pandemic-related cuts to total transit service hours, creating a seamless transit experience with reformed fare payments, addressing near-term highway bottlenecks, implementing road pricing on select corridors for long-term congestion relief, funding community-led transportation investments in Equity Priority Communities, and supporting ongoing regional programs and local priorities.
- 2. Create healthy and safe streets:** On top of this optimized system, roads would be made safer for all users — including drivers, cyclists, rollers (for example, people that use a wheelchair or scooter) and pedestrians — through context-specific speed limit reductions and a network of protected bike lanes and trails designed for people of all ages. Strategies include building a Complete Streets network and advancing a Vision Zero road safety policy to protect all road users.
- 3. Build a next-generation transit network:** Finally, a slate of investments in transit steers the Bay Area toward a 21st century system that meets the needs of a growing population and delivers fast, frequent and reliable service throughout the region. Strategies invest in improving the frequency and reliability of local transit, selectively extend regional rail and increase frequencies to address crowding, and build out the express lanes network with coordinated express bus service.





Photo: GoMentum Station

## AUTONOMOUS VEHICLES

While autonomous vehicles (AVs), otherwise known as self-driving cars, may seem like a far-off technology, most new vehicles sold today already operate with some level of automation, including automatic braking and lane-drifting correction. In San Francisco, the California Department of Motor Vehicles has authorized autonomous vehicles to roam the streets without a backup driver at the wheel, testing out this emerging technology.<sup>2</sup> Greater degrees of automation and increased adoption of AVs could greatly shape transportation's future in the Bay Area. More automation may make longer-distance commutes more feasible, but it may also reduce the attractiveness of more sustainable travel modes like transit or biking while increasing congestion and greenhouse gas emissions. Poised to launch another revolution in transportation, autonomous vehicles are one of the largest sources of uncertainty in planning for the region's future.

As home to much of the technological innovation driving the shift to AVs, the Bay Area is uniquely situated to take advantage of the opportunities and consider the risks AVs present. Many governmental and non-governmental organizations in the Bay Area are planning for a world with AVs: the City of San José has advanced a series of pilot programs to develop infrastructure and collect data; the GoMentum Station in Concord is a robust AV testing facility with road networks, tunnels and railroad crossings that simulate real-world driving conditions; and the Bishop Ranch Office Park in San Ramon is piloting AV shuttles to transport workers around the office park, to name a few.

As it leads worldwide on AV innovation, the Bay Area has an opportunity to shape the future with thoughtful, equitable AV policies and best practices. The San Francisco Municipal Transportation Agency and the San Francisco County Transportation Authority recently developed their Guiding Principles for Emerging Mobility,<sup>3</sup> a policy framework to evaluate new mobility decision-making; the Santa Clara Valley Transportation Authority is also developing an Automated Driving System Draft Policy; and the California Public Utilities Commission is working on a proposed framework for regulating two AV pilot programs. At the state level, the principles established by the California Multi-Agency Workgroup on Autonomous Vehicles and the strategies outlined in the California Transportation Plan 2050 provide statewide guidance on future policy decisions.

Plan Bay Area 2050 recognizes that AVs could fundamentally change the way transportation networks are designed and operated. AV adoption could shape the future of public transit, climate emissions, labor markets and access to opportunity. These concerns have been incorporated into planning and analysis work from the start: through the Horizon effort, MTC and ABAG released an *Autonomous Vehicles Perspective Paper*<sup>4</sup> that assessed potential opportunities and challenges and recommended strategies that would support the Plan Bay Area 2050 vision in an AV-enabled future. All modeling work for the plan includes a fairly conservative assumption that 5% of vehicles will be autonomous by 2035, escalating to 20% by 2050.

2 Korosec, K. (2020, December 9). Cruise begins driverless testing in San Francisco. *TechCrunch*. <https://techcrunch.com/2020/12/09/cruise-begins-driveless-testing-in-san-francisco/>

3 SFMTA (© 2021). Emerging Mobility: 10 Guiding Principles. <https://www.sfcta.org/policies/emerging-mobility#panelguiding-principles>

4 MTC, ABAG and ARUP. (2018, June). *Autonomous Vehicles Perspective Paper*. <https://mtc.ca.gov/tools-resources/digital-library/2018-06-25-autonomous-vehicles-perspective-paperpdf>



## STRATEGIES Maintain and Optimize the Existing System

As the Bay Area emerges from COVID-19-related restrictions, there is a unique opportunity to rebuild existing transportation systems to serve more people and operate more cost-effectively. All of Plan Bay Area 2050's transportation strategies build upon a strong foundation of existing infrastructure and services. A future transit system that is maintained in good working order, where transit service hours have been restored to their pre-COVID levels and transit fares are simplified across operators, would improve reliability and reduce costs for all passengers under the plan's vision. New options for planning and paying for a trip would be easily accessible and include all modes. Equity Priority Communities, which have historically been denied a seat at the table, would have access to significant funding to advance their priorities. A handful of road-widening projects would provide short- to medium-term congestion relief, before a new per-mile fee is applied on select highways with transit alternatives to help relieve congestion and significantly reduce harmful greenhouse gas emissions. This new approach to congestion management could raise billions of dollars for new transportation investments, leading the system to operate more efficiently, equitably and sustainably than ever before.

Around two-thirds of the transportation funding in Plan Bay Area 2050 is earmarked for **restoring, operating and maintaining the existing system**, in line with MTC's long-held pledge to "Fix It First." This approach includes reserving funds to pay for ongoing replacement of aging buses and other transit assets, regular paving of local streets and freeways, and a host of other necessary investments to ensure that the region's transportation system continues to provide reliable service. Furthermore, with transit systems forced to cut routes or reduce frequencies during the COVID-19 pandemic, Plan Bay Area 2050 charts the course for returning transit service to the levels that the Bay Area relied on before the pandemic.

Beyond investing in the existing system, Plan Bay Area 2050 aims to **enable a seamless mobility experience** that will help travelers navigate the many options available to them and make more sustainable choices. To start, a free modern mobile app that assists travelers with trip planning — including navigating across transit schedules or understanding parking or shared mobility options at each end of the trip — would help to gather information from disparate sources in one place. Once a trip is in progress, low-cost measures like schedule coordination between operators to reduce wait times at transfer locations, as well as wayfinding signage at key transfer hubs, would facilitate a smoother experience. Complementary investments in bike parking at transit stations and reforms to transit fares for multi-operator trips, described later in this chapter, further advance a seamless mobility experience under the plan's vision.



Photo: Ron Purdy



Photo: Karl Nielsen

## CLIPPER® START<sup>SM</sup> WORKING TOWARD EQUITABLE REGIONAL STANDARDS

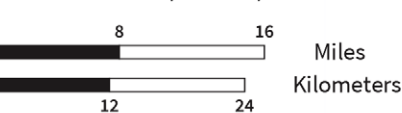
Cost should not be a barrier to riding transit. MTC, together with transit operators, social service agencies and community-based organizations, launched Clipper® START<sup>SM</sup>, a fare discount pilot program for adults in the Bay Area whose annual earnings are below 200% of the federal poverty level. Introduced in summer 2020, the approximately \$17 million pilot program currently enables fare discounts ranging from 20% to 50%, depending on the operator, with more than 20 participating transit providers. The program moves the Bay Area toward a more consistent regional standard for fare discounts, and it supports the vision of MTC and ABAG's Equity Platform by building upon efforts to make transit more affordable and expand transportation choices for residents with low incomes.

Another barrier to making transit within the Bay Area truly seamless and easy to navigate is the region's currently fractured fare structure, wherein dozens of transit operators each has its own set of fares and transfer discounts. Paired with schedule coordination and capital investments, a strategy to **reform regional fare policy** could simplify the experience of taking transit. Standardizing transit fares across the region's transit operators could greatly reduce fare costs and simplify decisions on how to get around. For regional trips, exploring fares that price trips based on distance, rather than the number of independent boardings, could reduce costs and work toward a more affordable transportation system.

While these reforms support transit riders of all incomes, targeted discounts applied uniformly for riders with low incomes, as well as young riders and people with disabilities, would make further progress toward Plan Bay Area 2050's affordability goals. MTC's analysis suggests that fare integration alone would be roughly revenue-neutral to operators, because it incentivizes an increase in overall transit usage, which offsets lower individual fares. However, income-based discounts, including a 50% discount for households with low incomes, would involve substantial fare losses. Funding would be needed to ensure that transit operators do not experience an overall loss in operating revenue that could disrupt service.

Strategies that strengthen the transit network and sway individual behavior away from single-occupancy driving are critical to Plan Bay Area 2050's approach to tackling traffic congestion. However, these strategies often require time to take hold. In the near term, Plan Bay Area 2050 includes a strategy to **address highway bottlenecks and improve interchanges** through a limited selection of widenings or road extensions to serve new developments. These road projects may help reduce congestion temporarily, though they will likely increase vehicle miles traveled in the long term, with any congestion relief benefits disappearing by the year 2050. As such, Plan Bay Area 2050 also includes a suite of long-term solutions to the region's congestion challenges, including road pricing, transit-supportive land use and transit improvements, that have been shown to succeed across a variety of future conditions.

# Highway and Pricing Investments



Alignments are for illustrative purposes only. Improvements to local streets and roads or highway projects costing less than \$100 million are not shown. For more information on the individual transportation projects included in Plan Bay Area 2050, see the Transportation Project List.





One of the most impactful long-term solutions to congestion is road pricing. Road tolls are a way to reflect the true cost of driving and motivate drivers to consider more sustainable options. Plan Bay Area 2050 proposes **implementing per-mile tolling on select congested freeways where parallel transit options exist** to curb traffic congestion and climate emissions through 2050 and beyond, while generating new revenues for reinvestment in sustainable alternatives to driving. This strategy, applied on a limited number of freeway corridors throughout the region, would charge drivers a toll based on the number of miles driven, the number of passengers, and the time of day, with lower tolls charged to carpoolers and those traveling outside rush-hour periods.

To support equity goals and reduce this pricing measure's potentially regressive impact, households earning below the regional median income would receive a 50% discount. Importantly, revenue from tolling would be directly reinvested in improving transit alternatives, such as funding investments like express bus service, as well as in projects like electric vehicle charging infrastructure. An estimated \$25 billion in funding for transportation projects could be generated between 2030 and 2050, helping to fund transit investments for the latter years of Plan Bay Area 2050.

Historically and even today, decisions on which projects get implemented are largely top-down, with proposals and project selection coordinated by cities, counties or transit operators. These projects may not always align with the

priorities of those who have faced barriers to participating in such decision-making — namely, communities of color or those with lower incomes. To address this misalignment, the plan calls to **support community-led transportation enhancements in Equity Priority Communities**, which will require public agencies to dedicate funding specifically for these projects and build trusting, collaborative relationships with these communities. MTC has several existing programs that focus on facilitating grassroots planning and funding projects that benefit Equity Priority Communities. MTC's Community-Based Transportation Planning Program funds local planning efforts in Equity Priority Communities, and a variety of MTC funding programs consider benefits to people with low incomes when awarding competitive grants. Plan Bay Area 2050 reserves billions of dollars for this strategy, laying the groundwork for a future where systemically underserved communities are empowered to prioritize improvements to best meet their needs.

Finally, the plan includes a strategy to **advance other regional programs and local priorities**, enabling uninterrupted delivery of services that Bay Area residents rely on every day. Regionwide, services like motorist aid and incident management will continue to keep travelers safe, and real-time information will be available through 511®. A host of locally identified priorities complement these regional initiatives, providing small-scale but meaningful improvements, including intersection upgrades, local emissions reduction programs, and city- or county-led planning studies.



Photo: Karl Nielsen



Photo: Karl Nielsen

## MTC PARTICIPATORY BUDGETING PILOT

Shared decision-making, community power-building, deeper civic engagement, and alignment between community needs and funding decisions are essential to realizing Plan Bay Area 2050's equity goals. Participatory budgeting is one tool that public administrators and planners can use to lift up community members' voices, providing a democratic framework through which community residents directly decide how to spend part of a public budget.

In 2018, MTC launched a pilot program in partnership with advocacy groups and local officials in two Bay Area communities: San Francisco's Bayview and Vallejo. Residents, community-based organizations and government officials worked together for a year to identify key transportation challenges and potential solutions, and \$1 million in regional transportation funding was allocated to investments prioritized by the participants.

In the Bayview, participants identified safety on transit as a key concern and funded the creation of three Transit Assistant positions through the SFMTA Muni Transit Assistance Program. Transit Assistants ride buses and light rail trains to provide an unarmed safety presence that can de-escalate conflicts and deter vandalism. In Vallejo, participants identified gaps at the beginning and end of transit trips as a key priority, opting to fund wayfinding signage and improvements to sidewalks and bus shelters.

The pilots' success highlights several best practices for advancing equity: defining equity as a strategic priority within funding policy; clearly outlining program structure and process; applying diversity and inclusion metrics to program evaluation; and building collaborative relationships.





## STRATEGIES Create Healthy and Safe Streets

Safety and health are top of mind for all Bay Area residents as a result of COVID-19's impacts. The pandemic revealed a renewed interest in biking and walking for commuting, health and leisure. As people spent more time in their own neighborhoods due to shelter-in-place orders, local leaders nationwide repurposed road space formerly in the exclusive domain of cars as car-free “slow streets” where people could walk, bike and roll.<sup>5</sup> Slow streets programs and new parklets have cropped up around the Bay Area as people seek to spend quality, socially distanced time outdoors.<sup>6</sup>

Infrastructure and policy contribute to the safety and comfort of all travelers, including pedestrians, cyclists, skateboarders, and people who use wheelchairs or scooters. Many of these policy and infrastructure changes are attainable in the near term, and they would promote healthier, more environmentally friendly options for local trips like shopping at nearby businesses, as well as more convenient ways to access transit and avoid parking for longer-distance trips. Active transportation benefits both public health, through increased physical activity, and the environment, through zero-emissions travel.

Plan Bay Area 2050 lays the groundwork for a dramatic increase in active transportation trips, in recognition of the numerous co-benefits that these forms of transportation can provide. Infrastructure and policy approaches are combined to make conditions safer and more comfortable for active travelers of all ages. By 2050, protected bike lanes and off-street paths would be plentiful, connecting residents with commercial corridors, transit stops and community places. Vehicular speeds would be reduced, improving safety outcomes for everyone on the road and inviting more people to bike, walk and roll safely.

A foundational element of Plan Bay Area 2050's transportation network is a strategy to **build a Complete Streets network**, a planning term popularized nationally to describe streets that meet the needs of all users, including pedestrians, cyclists and rollers. Plan Bay Area 2050 envisions a well-connected network with 10,000 new miles of protected bike lanes and off-street paths, with particular emphases on connections to transit and investments in Equity Priority Communities. This strategy includes investments in regional multi-use trails, such as the California Coastal Trail, the Great California Delta Trail, the Iron Horse Regional Trail and the San Francisco Bay Trail, that are important assets for commuting or recreation. Aside from on-street infrastructure, a suite of complementary investments — including secure bike parking at transit stations, pedestrian lighting and intersection safety projects — supports a future where walking, biking and rolling are safe and comfortable choices for people of all ages and abilities.



Photo: Karl Nielsen

5 Schaper, D. (2020, August 16). The Pandemic Is Changing How People Get Around. *NPR*. <https://www.npr.org/2020/08/16/902909092/the-pandemic-is-changing-how-people-get-around>

6 Rudick, R. (2020, June 9). Tracking Slow Streets in the Bay Area. *SF Streetsblog*. <https://sf.streetsblog.org/2020/06/09/tracking-slow-streets-in-the-bay-area/>





Photo: Karl Nielsen

## ACTIVE TRANSPORTATION PLAN

Historically, cities and counties have led planning efforts for active transportation infrastructure like bike lanes, off-street multi-use paths or pedestrian safety improvements. Regional agencies like MTC and ABAG have played a complementary role through efforts such as maintaining and expanding regional facilities like the San Francisco Bay Trail, adopting a regional Complete Streets policy, and funding certain active transportation projects. Since 2014, in partnership with the state, the region has begun to take an even more active role, awarding over \$325 million to active transportation projects through competitive Active Transportation Program grants.

MTC last released a regional plan for bicycle infrastructure in 2009. In the following years, cities and counties completed active transportation plans of their own, building out hundreds of miles of bike lanes and off-street paths. Walking, biking and rolling trips may cross city or county boundaries, so a regional plan that coordinates the infrastructure buildout needed for these trips can help to create safe, seamless paths for the Bay Area's cyclists, pedestrians, rollers and other active travelers.

In 2020, MTC initiated work on a regional Active Transportation Plan, intended to serve as a blueprint to strategically guide active transportation policy

and investments. The Active Transportation Plan, anticipated for release in 2022, will support Plan Bay Area 2050's envisioned Complete Streets network, including the construction of 10,000 miles of new bike lanes and multi-use paths.

The Active Transportation Plan will also guide safety policies enacted at the local and regional levels in accordance with MTC's adopted Vision Zero policy, which fosters coordination throughout the region to eliminate traffic fatalities and serious injuries by the year 2030. This policy includes support for lower vehicular speeds and traffic calming elements described in the Plan Bay Area 2050 strategy to advance a regional Vision Zero policy.

Analysis from Horizon and Plan Bay Area 2050 found that investing in active transportation infrastructure can open up new destinations for people with low incomes and people with disabilities at a fraction of the price of higher-cost public transit infrastructure. Equity considerations will be front and center in the regional Active Transportation Plan, including partnerships with community-based organizations to identify priorities. The Active Transportation Plan will also coordinate with ongoing planning efforts like Community-Based Transportation Plans and local active transportation planning work.





Photo: Peter Beeler

Next, a strategy to **advance a regional Vision Zero policy** complements the regional network of safe bike lanes and trails by supporting additional safety projects and lowering vehicle speeds. Vision Zero<sup>7</sup> is an internationally adopted framework that seeks to eliminate all traffic fatalities and severe injuries while increasing safe, healthy and equitable mobility for all. Prompting drivers to go more slowly is a key focus area of Vision Zero, given the strong correlation between higher speeds and higher likelihood of serious injury or fatality in the event of a collision.

Plan Bay Area 2050 advances the Bay Area toward Vision Zero through a combined emphasis on lower speeds and street design for safer travel. This includes both a policy to reduce speeds on freeways to 55 miles per hour and the introduction of context-specific speed limit reductions with speeds capped at between 20 to 35 miles per hour on local streets.

Enforcement is a key equity consideration for this strategy, and it will require thoughtful implementation to ensure that undue burdens are not placed on communities of color. Billions of dollars are allocated to fund infrastructure investments that slow down cars without the need for in-person enforcement. Design elements like speed bumps and roundabouts on local roads naturally reduce speeds and improve pedestrian comfort levels. On freeways where options for design interventions are more limited, automated speed enforcement, while not yet permitted in California, presents a promising path forward for enforcement without bias.

## EXPLORING AUTOMATED SPEED ENFORCEMENT TO ADDRESS BIAS

Black drivers across the country are up to five times more likely than white drivers to be stopped and searched while driving,<sup>8</sup> yet despite these racial inequities in traffic stops, speed enforcement remains a crucial tool to save lives. Automating traffic enforcement using safety cameras may be one way to reduce opportunities of bias in officer-initiated traffic stops. Enforcement by automated speed cameras in New York City has changed driver behavior significantly enough to reduce speeding by up to 60%. The National Highway Traffic Safety Administration reports that fixed speed cameras reduce injury crashes by 20% to 25%, and mobile speed cameras reduce injury collisions by 21% to 51%.<sup>9</sup>

Although over 100 communities across the United States use automated speed enforcement, this tool is not currently authorized in California. A change to state law is required before this technology would be available to local jurisdictions. The California legislature has considered two bills that would allow automated speed enforcement in some capacity, once in 2017 and again in 2021. While the bills prompted important discussions around equity and data privacy, neither was passed into law.

MTC has joined forces with San Francisco, Oakland, San José and a wide spectrum of advocacy organizations to advocate for the option to employ automated speed enforcement.

8 Pierson, E. et al. (2020). A large-scale analysis of racial disparities in police stops across the United States. *Nature Human Behaviour*, 4(7), 736-745. doi:10.1038/s41562-020-0858-1. <https://www.nature.com/articles/s41562-020-0858-1>

9 San Francisco Municipal Transportation Agency. (© 2021). Speed Safety Cameras. <https://www.sfmta.com/projects/speed-safety-cameras>

7 The Vision Zero Network. (© 2021). What is the Vision Zero Network? <https://visionzeronetwork.org/about/vision-zero-network/>



## STRATEGIES Build a Next-Generation Transit Network

Prior to the pandemic, the Bay Area's transit system faced crowding on its busiest routes, long wait times for transfers and missing links with no transit service, among other challenges. While some major projects have been completed since the last regional long-range plan update in 2017 — for example, Bay Area Rapid Transit (BART) extensions to Antioch and Berryessa and bus improvements like the Alameda-Contra Costa Transit District (AC Transit)'s Tempo bus rapid transit line — further investments will be required to meet the Bay Area's needs as its population grows and transit ridership returns to pre-pandemic levels.

Coordinated investments in the region's rail network would provide an expanded and improved foundation for transit, with more frequent and reliable feeder bus and light rail service providing local connections. Express bus service would play a larger role in helping people move throughout the Bay Area, leveraging a contiguous network of express lanes that enables carpoolers and buses to bypass congestion. Transit fare reforms described earlier would reduce the cost of transit for riders with low incomes, lowering the cost barrier and allowing all residents to benefit from these improvements.



Photo: Karl Nielsen





Photo: Karl Nielsen

## A REGIONAL APPROACH TO RECOVERY TRANSIT'S PATH FORWARD FOLLOWING COVID-19

In March 2021, transit operators began to grapple with serious funding shortfalls, ridership drops, service cuts, changing safety guidelines and existential questions about the future of public transportation during the onset of the COVID-19 pandemic. In response, MTC took action in May to coordinate at a regional scale by convening a task force to help the Bay Area's transit operators and other decision-makers work together during the pandemic. The Blue Ribbon Transit Recovery Task Force, which wrapped up in July 2021, was comprised of 32 members representing transit operators across the Bay Area, as well as local elected officials, the state Senate and state Assembly, the California State Transportation Agency, business and labor groups, and transit and social justice advocates.

The task force assisted in distributing over \$1 billion in federal COVID-19 relief funds, as well as guiding transit agencies' recovery planning and developing a Transit Transformation Action Plan. Through the task force process, Bay Area transit agencies and their partners ultimately unanimously approved 27 near-term actions to be taken in partnership with MTC, county transportation agencies and other partners. The actions prioritize equity, connectivity, efficiency and customer service, revolving around the themes of fare-payment coordination and

integration; customer information; transit priority on roadways to increase bus speeds and reliability; bus and rail network management reform; connected network planning; data collection and coordination; accessibility; and funding. Some actions build off of existing initiatives, while others represent bold new steps to address complex challenges. The Commission supported the Action Plan in September 2021.<sup>10</sup>

As transit operators and their partners continue the near-term work of implementing the 27 actions, Plan Bay Area 2050 presents a complementary long-range plan for transit recovery in the region. On top of restoring transit service to pre-pandemic levels, Plan Bay Area 2050's transportation strategies infuse billions of dollars into faster and more reliable transit, including new rail lines and express bus service. Highway and local road improvements, plus an expanded network of bike lanes and paths, complement this suite of transit strategies and optimize connections to transit to round out a recovery path for Bay Area public transportation. By coordinating near-term and long-range transit planning, these two efforts — the Transit Transformation Action Plan and Plan Bay Area 2050 — outline the region's commitment to building a system that meets the needs of all current and future Bay Area residents.

10 The Commission received and supported the Blue Ribbon Transit Recovery Task Force's Transit Transformation Action Plan at the September 22, 2021 Commission Meeting. The supporting materials are available online at: <http://mtc.legistar.com/gateway.aspx?M=F&ID=c871f4d9-59fa-4065-a385-f8221ce579ab.pdf>



Photo: Noah Berger

The first step in creating a next-generation transit network in Plan Bay Area 2050 is to **enhance the frequency, reliability and capacity of existing local transit systems**. Bus and light rail systems provide important connections for trips around town or as start or end points to longer trips around the region. Improvements that make these connections more convenient build toward a more connected future. Frequency boosts can reduce wait times and crowding; strategic extensions can serve new jobs and housing centers; and infrastructure upgrades like bus-only lanes can make transit faster and more reliable for all.

Investments in local transit, including more frequent service or “quick build” improvements like bus-only lanes or transit signal priority, could be implemented relatively quickly to make a major impact in a short amount of time. Furthermore, projects improving local transit service tend to benefit transit riders with lower incomes, translating investments to equitable outcomes.<sup>11</sup> Most investments within this strategy are prioritized for near-term implementation, allowing riders with lower incomes to reap the earliest benefits.

To strengthen the quality of baseline service, frequency boosts on bus and light rail service throughout the Bay Area would be implemented. This includes improvements on urban systems like AC Transit, Muni and VTA, as well as on suburban systems like Napa VINE, County Connection in Contra Costa County, and Sonoma County Transit. More frequent service would allow passengers to enjoy shorter wait times, more convenient service and less crowding as ridership recovers in a post-pandemic world.

Beyond frequency boosts, a range of infrastructure investments would improve speed and reliability for local bus and light rail passengers under Plan Bay Area 2050’s local transit strategy. Several of the region’s highest-ridership bus corridors would be transformed through bus rapid transit investments, including San Francisco’s Geary Boulevard, San Pablo Avenue in the East Bay, and El Camino Real in San Mateo and Santa Clara counties. In Santa Clara County, segments of downtown San José’s street-level light rail would be moved underground or elevated to bypass traffic congestion. Throughout the Bay Area, transit signal priority investments would help buses coast through green lights at a low cost.

11 MTC and ABAG. (2020, January). *Futures Final Report: Resilient and Equitable Strategies for the Bay Area’s Future*. <https://mtc.ca.gov/tools-resources/digital-library/horz-futures-reportweb-pdf>





Photo: Noah Berger

Rounding out this strategy, new local transit lines are envisioned to support areas forecasted for substantial new housing growth. This includes extensions of VTA light rail to Eastridge Mall and to Cupertino along Stevens Creek Boulevard, as well as new bus routes serving future development sites in Hunters Point and Candlestick Point in San Francisco and Alameda Point in the city of Alameda, among others.

Plan Bay Area 2050 also envisions an **expanded and modernized regional rail network**, with a set of investments that puts the Bay Area on the path toward a world-class rail system. The Bay Area's rail systems — BART, Caltrain, Capitol Corridor, the Altamont Corridor Express and Sonoma-Marín Area Rail Transit — are the backbone of

mobility in the region, carrying hundreds of thousands of passengers each day to their destinations. The anchor of a plan for rail in the Bay Area, looking out over the next three decades, is Link21, a new program to transform Northern California's passenger rail network with a new transbay crossing between Oakland and San Francisco at its core. This new crossing will provide much-needed capacity in the heart of the Bay Area and beyond.

Various studies contributed to the conclusion that a new transbay crossing is needed, including the Bay Area Core Capacity Transit Study, a joint effort of BART, Muni, AC Transit, Caltrain, the Water Emergency Transportation Authority (WETA), SFCTA and MTC.<sup>12</sup> A 2019 Horizon perspective paper titled *Crossings* also explored the relative

12 MTC. (2016, July). Briefing Book: Core Capacity Transit Study. <https://mtc.ca.gov/tools-resources/digital-library/ccts-briefingbook-july2016pdf>





Photo: Noah Berger

merits of seven different potential transbay crossings, finding that a new rail crossing served by BART, conventional rail, or both held substantial benefits for the Bay Area when compared to a road crossing or no change at all.<sup>13</sup>

Boosting the frequencies of the Bay Area's current rail systems can also provide better service for riders throughout the region, and a limited set of rail extensions or new rail routes can fill in gaps in the network. These extensions include BART's extension to downtown San José, the Caltrain downtown San Francisco extension, and the return of rapid transit service on the Dumbarton rail bridge.

Plan Bay Area 2050 also responds to the challenge of in-commuters, or people who live outside of the nine-

county Bay Area but commute into the region to work. Interregional commuters, many of whom commute via car due to a lack of competitive transit alternatives, see improved options under Plan Bay Area 2050's strategies. For those commuting into the Bay Area from the south, the plan includes investments that lay the foundation for California High-Speed Rail in the region. Commuters living east of the Bay Area in San Joaquin County can also expect to see a new rail connection through Valley Link, a commuter rail line that will connect the Dublin/Pleasanton BART station with the Central Valley. These new interregional services are integrated into the regional transit system via schedule coordination, allowing for easy transfers with minimal wait times.

13 MTC and ABAG. (2019, November). Crossings: Transformative Investments for an Uncertain Future. <https://mtc.ca.gov/tools-and-resources/digital-library/crossings-transformative-investments-uncertain-future>

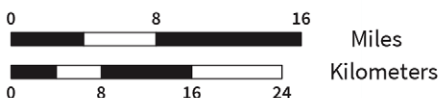
MAP 4-2

# Regional Transit Investments

- FERRY**
  - Existing Ferry Service
  - New Ferry Service
- RAIL**
  - Existing BART Service
  - New BART Service
  - BART Frequency Boost
  - Existing Commuter Rail Service
  - New Commuter Rail Service
  - Commuter Rail Frequency Boost
  - New BART or Commuter Rail Crossing
- HIGH-SPEED RAIL**
  - New Rail Service
- GROUP RAPID TRANSIT**
  - New Rail Service
- Plan Bay Area 2050 Growth Geographies**
- REGIONAL TRANSPORTATION**
  - Major Airport
  - Major Seaport

## SCALE

<b>OAKLAND</b>	> 350,000
Novato	50,000 – 350,000
Pacifica	35,000 – 50,000

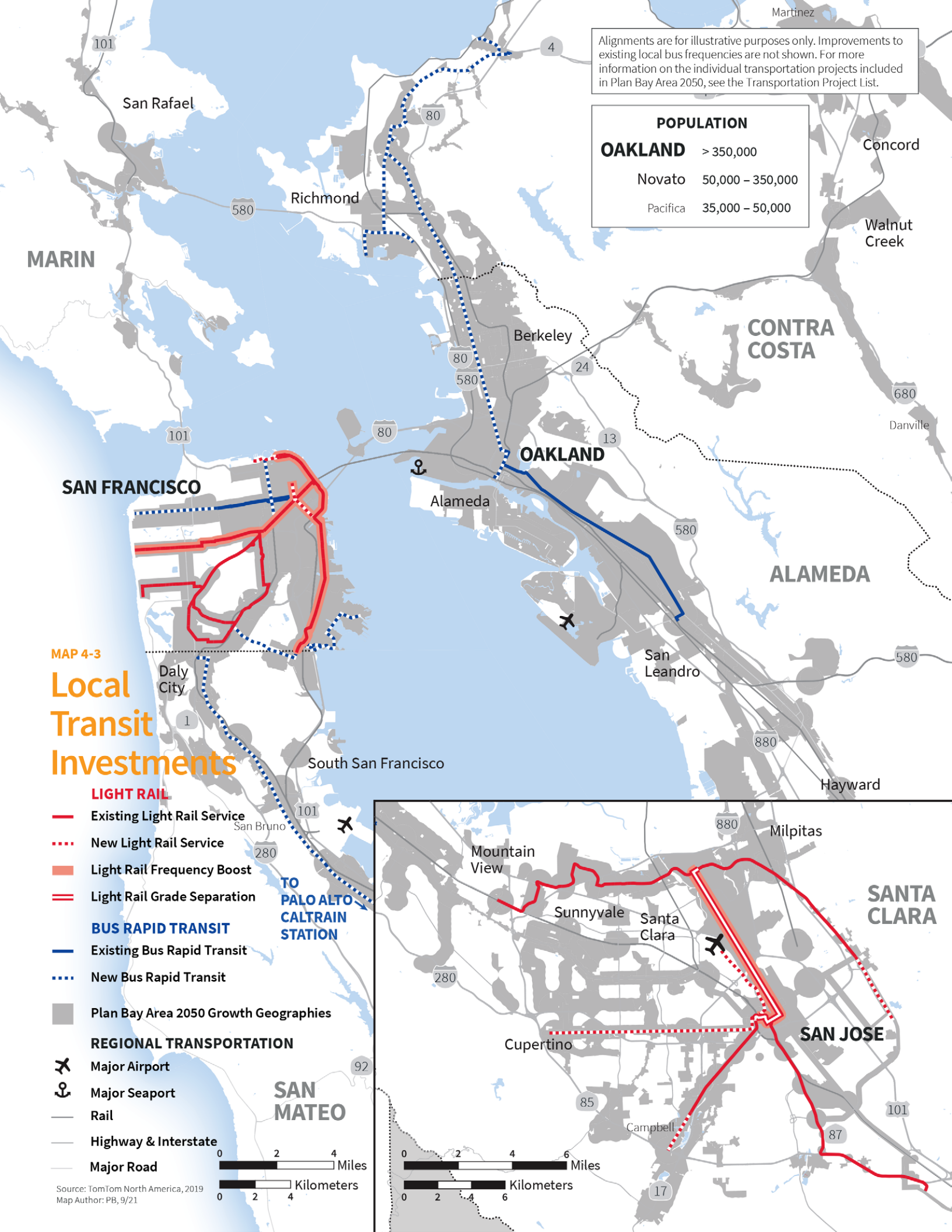


Source: TomTom North America, 2019  
Map Author: PB, 8/21

Alignments are for illustrative purposes only. For more information on the individual transportation projects included in Plan Bay Area 2050, see the Transportation Project List.











## CALIFORNIA HIGH-SPEED RAIL CONNECTING TO THE MEGAREGION — AND BEYOND

When it comes to transportation megaprojects, there is no project bigger than California High-Speed Rail, designed to connect the Bay Area, Central Valley and Los Angeles in under three hours. Approved by voters in 2008, construction is well underway in the Central Valley, with new viaducts being built to enable travel at more than 200 miles per hour through the heart of the Golden State. When completed, the project will allow Bay Area residents, commuters and visitors to reach destinations throughout California much more quickly, while avoiding congested highways and busy airports. Importantly, high-speed rail (HSR) also aligns with state and regional climate goals, providing a lower-emissions alternative to driving or flying within the corridor.

With a total cost exceeding \$80 billion, high-speed rail will create new opportunities for communities across the Bay Area, but none more so than in the four cities with HSR stations — San Francisco, Millbrae, San José and Gilroy. While each community has its own unique character and context, these hubs will provide the opportunity for affordable, seamless connections and easy access to destinations not just in the region but in the megaregion and beyond. Each HSR station area is identified as a Plan Bay Area 2050 Growth Geography — a focus point for future jobs and housing.

Certainly, not every Bay Area resident will be able to live within walking or biking distance of these four HSR stations. Existing regional rail systems like Caltrain, BART, VTA and Muni will provide connectivity at HSR rail hubs — creating a supportive “rail skeleton” for a next-generation transit network. Infrastructure projects like Caltrain Modernization, slated for completion by 2023, will also improve speeds and service frequencies for Bay Area residents to more quickly connect to planned HSR stations. In the decades ahead, Plan Bay Area 2050 identifies a suite of dual-purpose improvements to provide better access to HSR. In the region’s core, this includes the extension of Caltrain/HSR to San Francisco’s Salesforce

Transit Center, the modernization of San José’s Diridon Station and selective grade separations. Further south, grade separations, electrification and modernization investments throughout the Caltrain/HSR corridor extending through the Pacheco Pass would play an integral role in making the statewide vision a reality.

With a funding gap of at least \$15 billion to connect the Bay Area and the Central Valley, and approximately \$45 billion more needed to complete connections to Southern California, it is clear that the federal and state governments must play a central role in funding and delivering this megaproject. Significant and sustained funds from Washington, D.C., and Sacramento are critical to enacting the voter-approved vision. MTC and ABAG are well-positioned to take on a significant role in advocating for federal infrastructure dollars, as Congress considers major infrastructure packages in the months and years ahead.

Moreover, with the Bay Area poised to invest billions of dollars to remake this central corridor, a strong, shared regional vision is critical. MTC and ABAG will work closely with partners in Sacramento and Washington, D.C., to represent Bay Area residents’ priorities for rail connections throughout the region and beyond, including working to ensure that the next phase of construction prioritizes the “Valley to Valley” segment, connecting the Central Valley trunk line to the jobs-rich Bay Area.





Photo: Noah Berger

Ferries present another option for shoring up transbay capacity in the near term at a smaller scale. Plan Bay Area 2050 invests in new ferry service and increases in frequency to existing service to complement investments in regional transit. Such investments include new ferry service to Berkeley, Redwood City, Treasure Island, Mission Bay, Martinez, Hercules and Pittsburg, alongside frequency boosts across the Golden Gate and WETA systems.

Plan Bay Area 2050 includes a limited selection of freeway widening projects, with a larger focus on making better use of the existing freeway network. Express lanes have been a resource for Bay Area drivers since 2010, providing a reserved freeway lane that allows buses, carpoolers and fee-paying solo drivers to bypass congestion on several corridors throughout the region. The tolls on these lanes increase as traffic increases and decrease as traffic decreases to provide more reliable travel times. Plan Bay Area 2050 **builds an integrated regional express lanes and express bus network**, resulting in 600 miles of express lanes throughout the Bay Area that would enable fast and reliable express bus service and carpool trips. Robust regional express bus service complements regional rail and local transit, providing an improved option for regional trips without the need for extensive infrastructure upgrades.

Planning for express lanes is closely linked with the aforementioned strategy to implement per-mile tolling on select freeways with transit alternatives. Express lanes serve as a near-term investment in improving travel conditions, with per-mile tolling providing a medium-to long-term policy flexible enough to ensure that roads do not become overwhelmed with congestion as the Bay Area's population grows, even if driving were to become cheaper or more attractive. On corridors where per-mile tolling is proposed under Plan Bay Area 2050, the express lanes could convert to carpool- and bus-only lanes, ensuring that carpoolers and bus passengers continue to see the benefits of a priority lane on freeways.

MAP 4-4

# Express Bus Investments

## EXPRESS BUSES

### PREMIUM EXPRESS BUS

(Peak Headways of 15 Minutes or Less)

- Existing Route: Premium Express Bus Service
- New Route: Premium Express Bus Service

### EXPRESS BUS

(Peak Headways of 16-30 Minutes)

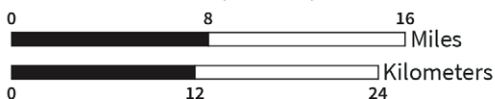
- Existing Route: Express Bus Service
- New Route: Express Bus Service

## REGIONAL TRANSPORTATION

- Airport
- Major Seaport
- Highway and Interstate
- Major Road

## SCALE

OAKLAND	> 350,000
Novato	50,000 – 350,000
Pacifica	35,000 – 50,000



Alignments are for illustrative purposes only. Headways reflect 2050 conditions with Plan Bay Area 2050 projects implemented. For more information on the individual transportation projects included in Plan Bay Area 2050, see the Transportation Project List. Express bus routes with peak headways greater than 30 minutes and local bus routes are not shown.



## FUNDING AND IMPLEMENTATION Transportation Strategies

Together, Plan Bay Area 2050's 12 transportation strategies move the Bay Area toward a more equitable future by ensuring that residents with low incomes can rely on the current system of roads and transit options, investing in more safe and healthy streets, and improving the region's transit network. Through advocacy, legislation, initiatives, planning and research over the next 30 years, MTC and ABAG can work with partners to secure a \$578 billion investment into our region's future mobility, ensuring that everyone — and especially those historically and systemically marginalized, underserved and excluded — can get where they need to go with safety and ease.



Photo: Karl Nielsen



## Transportation Strategies — Cost: \$578 Billion

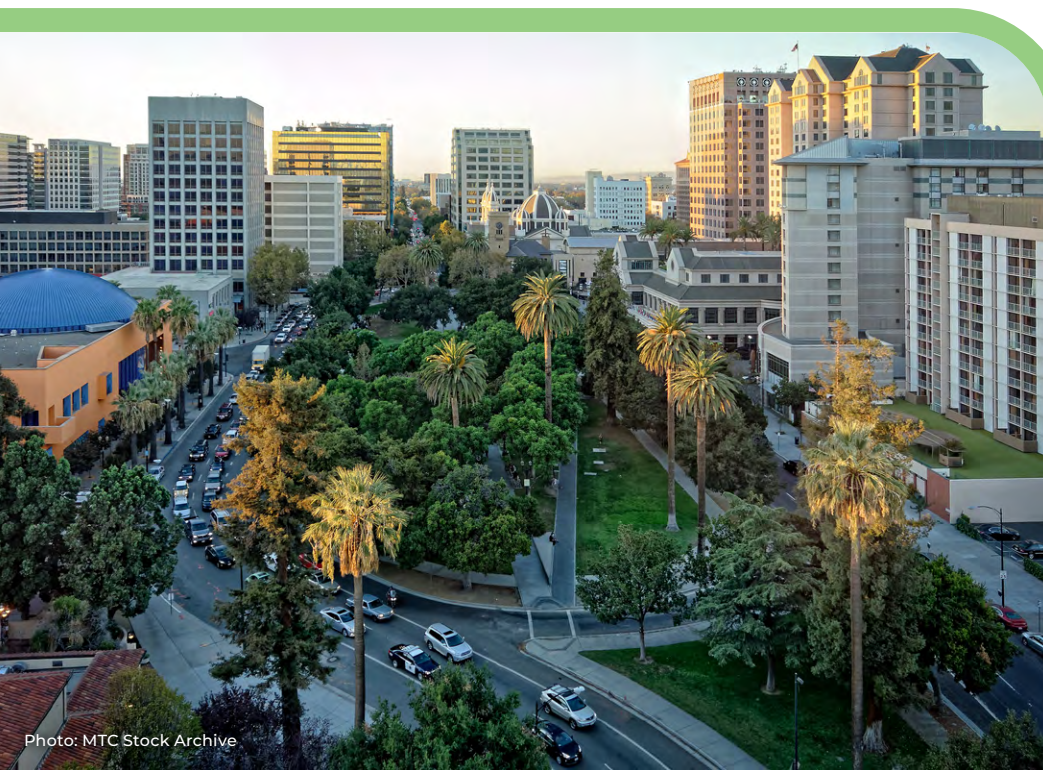
Maintain and Optimize the Existing System	<b>T1. Restore, operate and maintain the existing system.</b> Commit to operate and maintain the Bay Area's roads and transit infrastructure while reversing pandemic-related cuts to total transit service hours.	<b>\$389 BILLION</b>
	<b>T2. Support community-led transportation enhancements in Equity Priority Communities.</b> Provide direct funding to historically marginalized communities for locally identified transportation needs.	<b>\$8 BILLION</b>
	<b>T3. Enable a seamless mobility experience.</b> Eliminate barriers to multi-operator transit trips by streamlining fare payment and trip planning while requiring schedule coordination at timed transfer hubs.	<b>\$3 BILLION</b>
	<b>T4. Reform regional transit fare policy.</b> Streamline fare payment and replace existing operator-specific discounted fare programs with an integrated fare structure across all transit operators.	<b>\$10 BILLION</b>
	<b>T5. Implement per-mile tolling on congested freeways with transit alternatives.</b> 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; and reinvest excess revenues into transit alternatives in the corridor.	<b>\$1 BILLION</b>
	<b>T6. Improve interchanges and address highway bottlenecks.</b> Rebuild interchanges and widen key highway bottlenecks to achieve short- to medium-term congestion relief.	<b>\$12 BILLION</b>
	<b>T7. Advance other regional programs and local priorities.</b> Fund regional programs like motorist aid and 511 while supporting local transportation investments on arterials and local streets.	<b>\$17 BILLION</b>
Create Healthy and Safe Streets	<b>T8. Build a Complete Streets network.</b> 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.	<b>\$13 BILLION</b>
	<b>T9. Advance regional Vision Zero policy through street design and reduced speeds.</b> Reduce speed limits to between 20 and 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.	<b>\$4 BILLION</b>
Build a Next-Generation Transit Network	<b>T10. Enhance local transit frequency, capacity and reliability.</b> 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.	<b>\$32 BILLION</b>
	<b>T11. Expand and modernize the regional rail network.</b> Better connect communities while increasing frequencies by advancing the Link21 new transbay rail crossing, BART to Silicon Valley Phase 2, Valley Link, Caltrain Downtown Rail Extension and Caltrain/High-Speed Rail grade separations, among other projects.	<b>\$81 BILLION</b>
	<b>T12. Build an integrated regional express lanes and express bus network.</b> Complete the buildout of the regional express lanes network to provide uncongested freeway lanes for new and improved express bus services, carpools and toll-paying solo drivers.	<b>\$9 BILLION</b>

NOTE: Numbers may not sum due to rounding.





## 5 | Environment







## A LONG-RANGE VISION FOR THE ENVIRONMENT

A healthy natural environment is the foundation for a thriving society. Without fresh air to breathe, clean water to drink, access to nature, and protection from hazardous threats, investments in transportation, housing and economic systems can only go so far to ensure a good quality of life.

What's more, public health orders that confined many to their own neighborhoods throughout 2020 revealed an acute need for more open space. From parks and trails to outdoor dining, quality outdoor spaces are more essential for health and recreation than ever before.

For many, the natural beauty and scenic destinations in all nine Bay Area counties are the primary reason to live in the area. Yearlong temperate weather; fresh food from local farms; and easy access to beaches, forests and mountains have lured residents and visitors alike to the region for centuries. All residents should be able to enjoy these natural riches, but currently access to open space is not shared equally. Threats like climate change and earthquakes also loom large over the region. Bold and timely actions during the next 30 years can ensure that the natural environment is protected from hazards and shared more equitably among the residents who rely on it. California and the Bay Area are leaders in environmental awareness and advocacy, and with thoughtful policies and investments that center equity, governments and their partners can ensure the continued beauty, health and prosperity of the land, water, air and people of the Bay Area.

Photo: Ben Botkin

## Planning for Resilience to Environmental Uncertainty

Plan Bay Area 2050 prioritizes the preservation and improvement of land, air and water in Bay Area communities through strategies that conserve and better use current resources, mitigate the effects of climate change, adapt to hazardous climate events, or minimize the impacts of disastrous seismic episodes or events. Near-, medium- and long-term strategies are all crucial to realizing a vision of an equitable and resilient natural environment in the face of uncertainty. This chapter's strategies fall under three themes to ensure that the Bay Area is environmentally — and equitably — thriving in 2050:

- 1. Expand access to parks and open space:** Plan Bay Area 2050 proposes strategies to expand and modernize the Bay Area's open spaces, including accessibility upgrades for people with disabilities and seniors with limited mobility. These spaces range from ecosystem-critical conservation lands to community-building gathering spaces like parks, trails and recreation facilities. Urban growth boundaries established by local jurisdictions as of 2020 would be maintained as housing strategies support growth within an existing urban footprint.
- 2. Reduce climate emissions from vehicles:** The plan seeks to mitigate emissions and reduce future climate impacts at the employer level by expanding commute trip reduction programs at major employers. On an individual level, the plan encourages Bay Area residents to drive less through transportation demand management initiatives. When people do choose to drive, Plan Bay Area 2050's strategy to expand clean vehicle initiatives could help them purchase and power their cars with the most environmentally friendly options.
- 3. Reduce risks from hazards:** The plan puts forward strategic adaptation measures to address climate change and other natural hazards. Seismic and wildfire impacts are addressed by means-based financial support to retrofit residential buildings. Energy upgrades to enable carbon neutrality in all commercial and public buildings help to ensure health and safety for everyone. Finally, Plan Bay Area 2050 would fund adaptation measures that protect communities from the dangers of sea level rise.



Photo: Karl Nielsen

### ADVANCING EQUITY THROUGH THE ENVIRONMENT

In an equitable future, all Bay Area residents, regardless of race, age or income, would have access to open space; clean air and water; safe housing; and a full suite of sustainable, accessible transportation choices. All residents, including seniors and those with disabilities, would be able to easily access parks and open spaces close to home and fully enjoy the region's rich natural resources. Climate change's effects grow more hazardous with each additional degree in global temperature, and they are felt most acutely by underserved communities of color and people with lower incomes — people who often already face uncertain housing situations and health risks before any shock to the region hits.

Equitable environmental strategies must account for past injustices and seek to improve housing stability for those most at risk of displacement due to environmental causes, ensuring the most vulnerable communities are prepared to withstand a range of future environmental shocks. Plan Bay Area 2050 proposes long-term strategies and means-based support to protect those most at risk from environmental hazards and the effects of climate change, including retrofitting residential buildings against wildfires and earthquakes and protecting vulnerable communities from sea level rise.



## STRATEGIES Expand Access to Parks and Open Space

COVID-19 has exposed just how valuable access to parks and open space can be. Historically, access to parks and open space has been more limited in neighborhoods where low-income people of color live than in wealthier, whiter neighborhoods, largely due to housing and land use decisions. Parks in well-resourced, historically exclusionary areas are more numerous and of higher quality. The need to protect and expand open space, particularly in places with dense housing or limited access to quality parks, has never been clearer.

Whether for exercise, relaxation or socialization, the ease with which a person can access safe, well-maintained parks and open spaces can play a role in physical and mental wellbeing. Aside from these direct benefits, research has shown that greening efforts like planting street trees and expanding parks provide important long-term public health benefits enjoyed by all residents, like improving local air quality and providing shade to reduce extreme heat. Engaging with local communities to create and enhance parks where many people live and work, without displacing residents, is particularly important to equity goals. Additionally, improving access to the Bay Area's open spaces on the periphery of urban areas is key to ensuring equitable access to our region's natural riches. Plan Bay Area 2050's transportation strategies help more people access these spaces by supporting community-led transportation enhancements, eliminating barriers to multi-operator transit trips, and improving the region's roads and highways.

In addition to recreation and health benefits, undeveloped open spaces outside the region's urban footprint play a role in limiting sprawl and supporting climate goals. Restricting future development so that these open spaces remain in their natural state focuses development within more sustainable places — those that are near major employment centers and close to, if not already connected to, services and utilities. Such focused development patterns reduce the number of cars on the road and associated emissions from transportation and other sources. Developed lands on average produce an order of magnitude more greenhouse gas emissions than agricultural or natural lands,<sup>1</sup> but emissions vary by type of developed land: walkable, transit-friendly neighborhoods have a lower climate footprint than poorly connected, low-density neighborhoods where driving is the primary form of transportation. Creating and improving parks, while also implementing more sustainable land management practices, will improve resilience to wildfires and other hazards, enhance the ability of lands to sequester and store carbon, support urban greening, and provide employment opportunities.

Plan Bay Area 2050 includes strategic investments to **modernize and expand parks, trails and recreation facilities** that will help ensure that the Bay Area's growing population has access to open space, regardless of where they live. With a forecasted 35% increase in the Bay Area's population by 2050, additional investments in parks and recreation facilities will be essential to prevent overcrowding and degradation of these vital community resources. Keeping these spaces in a state of good repair and improving them to better provide community-tailored programming can elevate the role of these spaces in building strong, equitable communities. Collaborative action to locate new park facilities in neighborhoods that currently lack open space, including Equity Priority Communities and other historically disinvested areas, would work toward equity goals. As they plan upgrades to open community spaces, governments and their partners must focus on meeting the specific needs of people with disabilities who face systemic barriers to access in all spheres of life. Such steps could build toward a future where all people have an open space in their community where they can relax, connect and play.

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1 US EPA. (2021). *Sources of Greenhouse Gas Emissions*. <https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions>



The Bay Area is sustained by its natural lands, ranging from the farms and fields that support our local food systems to buffer zones that stand between wildfire-risk areas and cities or towns. The protection and management of these natural lands has numerous benefits, ranging from carbon sequestration, which slows climate change, to water purification, groundwater storage and flood mitigation. These highly valuable ecological benefits are costly to provide artificially; in many cases, they are impossible to replace once they are lost. Plan Bay Area 2050 outlines further actions to **protect high-value conservation lands** that can ensure today's natural lands continue to thrive well into the future. Regional funds that augment local investments to conserve and manage critical lands would support a regional goal of protecting and maintaining over 2 million acres of open space by 2050.

In order to curb urban sprawl, Plan Bay Area 2050 **maintains urban growth boundaries** already established by local jurisdictions and counties as of 2020. There are currently a variety of locally adopted land use policies that limit where greenfield development may occur. Maintaining boundaries for urban growth will direct new growth within an existing urban footprint, rather than allowing for further sprawl, while simultaneously preserving invaluable open spaces. Strategies described in detail in the housing chapter, such as allowing more housing in Transit-Rich Areas or High-Resource Areas, are projected to spur enough new housing construction to accommodate all projected household growth. The housing needs of a growing region can be balanced in a way that fosters more inclusive communities, supports sustainable transportation choices and works toward environmental health.





Photo: Karl Nielsen









## NEW DEVELOPMENT AND TRANSPORTATION IMPACTS SENATE BILL 743 AS EMERGING POLICY

Senate Bill 743 (D. Steinberg, Statutes of 2013), implemented across the state in 2020, represents a rethinking of the transportation impacts of development. Historically, California environmental review has evaluated the transportation impacts of new developments based on their forecasted change in traffic congestion as measured by **level of service**, a method to qualitatively describe the operating conditions of a roadway based on factors such as speed, travel time, maneuverability, delay and safety. Infill development in existing neighborhoods, when measured by level of service, could appear to be more environmentally harmful than development on

greenfield sites in uncongested exurbs due to existing congestion within the already urbanized area. SB 743 updates the environmental review process to focus instead on the amount of new driving — as measured by **vehicle miles traveled** — that development incentivizes. As a result, developers may shift their anti-congestion priorities from roadway widening to support for shared or active travel or transportation demand management. While it is still too soon to quantify the impacts of SB 743, this reframing of environmental review is a significant new approach that will influence regional climate and housing production goals.





## STRATEGIES Reduce Climate Emissions

The importance of addressing climate change in the face of ever-worsening events like fires, drought, extreme heat and flooding — and the inequitable burdens they all impose — calls for a swift and sustained reduction in greenhouse gas (GHG) emissions across multiple sectors. Senate Bill 375 (D. Steinberg, Statutes of 2008), a state mandate to reduce GHG emissions from transportation, calls on regions across the state to combat climate change by coordinating land use and transportation planning across cities and counties.

The following environmental strategies work in concert with other strategies described in the housing, transportation and economy chapters of Plan Bay Area 2050 to reduce climate emissions. When implemented together as one package of policies and investments, the 35 plan strategies reduce GHG emissions by focusing housing and commercial construction in walkable, transit-accessible places; investing in transit and active transportation; and shifting the location of jobs to encourage shorter commutes.

Strategies in this chapter recognize that action is needed at a variety of scales and on different timelines. Employers contribute by encouraging their employees to commute sustainably through incentives and disincentives. For individuals, the plan offers policies that support more sustainable transportation choices and promote access to zero-emissions vehicles. Outside the realm of transportation, buildings are retrofitted to be more efficient and emit less pollution. Together, these strategies could make a dramatic dent in the Bay Area's climate emissions, meeting state-mandated targets while simultaneously advancing equitable outcomes.

Nearly one in four trips taken on a typical day in the Bay Area is a commute trip. Plan Bay Area 2050 encourages sustainable commuting habits by **expanding commute trip reduction programs at major employers**. This strategy would require larger firms to provide alternatives to their workers to reduce their rates of driving alone to the workplace. Plan Bay Area 2050 includes significant investments in transit service enhancements, bike lanes and trails, and high-speed internet infrastructure, enabling a future with greener commutes. Employer policies that allow employees to work from home or commute without their cars leverage these investments.



Photo: Peter Beeler

This strategy relies on both increased work-from-home options and a package of incentives and disincentives to encourage more commutes by shared modes (like transit or carpooling) or active modes (like walking or biking), rather than driving alone. The benefits of these options go far beyond climate emissions. Even amid the obvious employment stresses they brought on, stay-at-home orders associated with the COVID-19 pandemic also demonstrated to many workers and employers the quality-of-life benefits that periodic working from home can bring. Increased telecommuting could also relieve pressure on crowded trains, buses and roadways at peak hours.

By the year 2035, large employers would have to ensure that no more than 40% of their workforce commutes by car on an average workday under the Plan Bay Area 2050 vision. To minimize impacts on small businesses and rural jobs, businesses with fewer than 50 employees would be exempt from this policy, as would agricultural employers. Each employer would have the flexibility to choose the right set of tools for their employees to meet or exceed this target.

Employers may provide free or subsidized transit passes to encourage transit use over car commuting, for example, or direct cash subsidies for employees who choose to walk, bike or telecommute. Parking lots could be reduced in size or eliminated, with the land reused for housing. Compressed work schedules could be yet another tool for employers to help reduce the number of workers commuting by car on any given weekday.

Next, **expanding transportation demand management initiatives** can support and augment employers' commute programs, providing a path to emissions reductions at the individual level. There are many different tactics that make it easier for individuals to shift behavior away from driving alone. Collectively, these tactics are known as transportation demand management (TDM). By reducing Bay Area residents' need to drive alone and making sustainable choices more attractive, government and employers can encourage behavioral shifts that result in fewer cars on the road. Traffic, GHG emissions, and road fatalities and injuries will all decline as a result. Transportation demand management is an area ripe for partnership between regional government, local jurisdictions and the private sector, as well as an opportunity to partner with the state Legislature and the Bay Area Air Quality Management District.

Today, a number of transportation demand management programs are already in place to promote more sustainable travel, including bike share and car share programs and locally imposed trip caps that limit the number of vehicle trips to and from specific employment areas. The Bay Area Commuter Benefits Program, codified into law in 2016, mandates that all employers in the Bay Area with 50 or more full-time employees offer their employees benefits that encourage alternatives to solo car commuting. MTC also coordinates several other transportation demand management initiatives, such as vanpools, education programs, and mobility hubs that concentrate transit and other shared transportation options at community spaces. These programs and others like them would receive funding and additional support at the regional level to compound their impacts and reach more Bay Area residents.





Every auto trip begins and ends at a parking spot, making parking another transportation demand management tool with great potential to shift individual behavior. There are a number of means at policymakers' and employers' fingertips related to parking that can encourage people to use alternatives to driving alone to work. For example, commuter benefits programs can financially incentivize employees to take transit, and eliminating free parking at workplaces may discourage them from driving. An oversupply of parking encourages driving and impacts everyone, whether they drive or not. In addition to the harmful environmental effects of increased driving, the costs of constructing and managing parking in a building are typically passed on to property owners and renters. Land currently used for personal vehicle storage also prevents other potentially valuable uses of the space, such as housing or parks.

However, there are enduring policies in many cities and counties that mandate building a minimum number of parking spaces at new housing and office developments, regardless of demand. Removing parking mandates can allow for parking to better match market demand while aligning with transportation demand management strategies that reduce driving and traffic. Implementing this strategy benefits housing affordability as well, by allowing developers to forgo the expense of adding unnecessary parking and pass those savings on to renters or homebuyers.

While Plan Bay Area 2050 seeks to reduce the overall need for vehicle trips, it also recognizes that every trip is different and that cars will continue to be a transportation option into the future. In addition to the above strategies that reduce driving trips, the plan also explores strategies that can make those remaining auto trips as sustainable as possible by **expanding clean vehicle initiatives**. The long lifespan of most vehicles presents an opportunity for Bay Area residents to retire their older, more polluting vehicles in exchange for rebates to buy zero-emission vehicles.

Aside from support for vehicle purchasing, a suite of supportive programs within MTC's Climate Initiatives Program would further facilitate the adoption of clean vehicles. These programs include a regional electric vehicle charger network and incentives to trade in fossil fuel-powered vehicles for electric vehicles. To advance equity through clean vehicle initiatives, Plan Bay Area 2050 places a specific emphasis on providing charging infrastructure in Equity Priority Communities and supporting households with low incomes to choose electric when replacing vehicles.







Photo: Karl Nielsen

## CLEAN AIR PLAN

### THE AIR DISTRICT'S STRATEGY FOR POLLUTION REDUCTION

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The Bay Area Air Quality Management District (Air District) is the Bay Area's air pollution control agency. In 2017, the Air District adopted *Spare the Air, Cool the Climate*, its current Clean Air Plan, which provides a regional framework to meet state and federal air quality standards and work toward eliminating health risk disparities from exposure to air pollution. The Clean Air Plan further defines a vision and a regional climate protection strategy for transitioning to a post-carbon economy and achieving ambitious state greenhouse gas reduction targets for 2030 and 2050. While Plan Bay Area 2050's strategies work to reduce per-capita CO<sub>2</sub> emissions from vehicles and buildings, the Air District's plan addresses a much wider range of pollutants from a much larger number of sources. To that end, Plan Bay Area 2050 is one piece of the air quality puzzle, but additional policies and investments are needed to meet the Air District's more ambitious targets.

Several Plan Bay Area 2050 strategies align with Clean Air Plan strategies, including road pricing, advancing electric vehicle adoption, and retrofitting buildings

to be more energy-efficient and carbon-neutral. In addition, the Air District advocates for limiting fossil fuel combustion at industrial facilities, stopping methane leaks, reducing exposure to toxic air contaminants, promoting clean fuels and supporting community choice energy programs throughout the Bay Area as part of its plan.

Since 2017, the Air District's Community Health Protection Program has also been working with Bay Area communities to plan and implement Assembly Bill 617 (C. Garcia, Statutes of 2017), a mandate to improve community health and promote equity by reducing exposure to air pollutants in neighborhoods most impacted by air pollution. Air District staff work closely with state, local and regional governments, including MTC and ABAG, as well as community groups and other stakeholders, to identify and reduce harmful air pollutants. Strategies included in Plan Bay Area 2050 advance equity by aligning with the goals and objectives of the Community Health Protection Program to target investments where they are most needed.







Photo: Noah Berger

## STATE ACTION ON VEHICLES

The Bay Area is not acting alone to promote a more sustainable future. Several mandates and pieces of legislation have been enacted in recent years at the state level to address GHG emissions, including California Executive Order N-79-20 (2020), which requires all new vehicles sales to be zero-emission vehicles by 2035. Plan Bay Area 2050's clean vehicle strategy accelerates the Bay Area's transition in advance of the state mandate by subsidizing charging infrastructure required to support an all-electric future and by promoting incentives to encourage vehicle owners to trade in their older, high-polluting cars for zero-emission vehicles. The state

mandate will require significant support to achieve, particularly to reach lower-income buyers, and Plan Bay Area 2050's investment in a buyback incentive will help the region step up to meet the state's goals.

Additionally, Senate Bill 1014 (N. Skinner, Statutes of 2018) establishes new requirements for transportation network companies (such as Uber and Lyft) to curb GHG emissions. The California Public Utilities Commission and the California Air Resources Board are in the process of finalizing the regulatory framework; the companies will be required to develop a GHG emissions reduction plan and begin meeting their GHG reduction targets by 2023.



## STRATEGIES Reduce Risks From Hazards

The most high-profile and more visibly destructive environmental events come from hazards like extreme weather, wildfires, droughts, earthquakes and sea level rise. Plan Bay Area 2050's third suite of environmental strategies falls under the theme of reducing risks from these hazards.

Even today, the impacts of extreme weather are evident. Wildfires that threaten thousands of homes are now an annual occurrence; autumn days with extreme, fire-prone weather have more than doubled in California since the 1980s;<sup>2</sup> and prolonged periods of drought continue to increase and become more variable across the West.<sup>3</sup> Traffic is already routinely rerouted on several low-lying roads during king tide events — annual periods of very high tides that are becoming more frequent as sea levels rise, offering a preview of how flooding may alter the landscape in coming decades. The threat of a major earthquake has also always loomed large over the region, with recent notable earthquakes occurring in the Bay Area in 1989 with the Loma Prieta and in southern Napa County in 2014. Scientific forecasts estimate a roughly 75% chance that the region will experience a major earthquake over the next 30 years.<sup>4</sup>

Events like fires, floods, droughts and earthquakes will continue to shape the Bay Area over the next 30 years and beyond. Plan Bay Area 2050 takes these risks into account, discouraging growth in high-risk wildfire areas; planning to protect homes, businesses and transportation infrastructure from sea level rise; and considering avenues to minimize damage from a major earthquake. One major question for the region is how much sea level rise is expected to occur over the next 30 years. The plan assumes 2 feet of sea level rise by 2050<sup>5</sup> and addresses those near-term inundation impacts, preparing to prevent temporary shoreline flooding events (from either sea level rise or storms) from becoming permanent. Given the uncertainty of exactly how and when these hazards will manifest in the region, strategies in Plan Bay Area 2050 seek to advance common-sense solutions to better prepare residents for any scenario.

A major earthquake could happen at any time, and wildfires already rage across the Bay Area. While newly constructed houses and apartment buildings are now subject to much stricter requirements on seismic integrity, fire resistance and utility efficiency, much of the region's existing home stock is comprised of buildings that are decades or centuries old. Many older buildings are not built to withstand major shaking, with structural deficiencies that make them vulnerable to damage during earthquakes, and they often lack the protections needed to reduce risk of burning during wildfires. Older buildings also tend to be less water- and energy-efficient, adding to climate emissions that in turn make wildfire, sea level rise and other climate-influenced hazards more severe.

To ensure that cost is not a barrier to living in a safe, hazard-resistant home, Plan Bay Area 2050 aims to **provide means-based financial support to retrofit existing residential buildings**. These investments would ensure higher wildfire and seismic standards to protect residents, especially those with low incomes, from fire and earthquakes. This strategy would also fund water and energy upgrades to lower utility bills and reduce waste.

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2 Goss, M. et al. (2020). Climate change is increasing the risk of extreme autumn wildfire conditions across California. *Environmental Research Letters* 15(9). <https://doi.org/10.1088/1748-9326/ab83a7>

3 Brandt, Rosemary (2021, April 5). Longer, More Frequent Periods of Drought Plague Western United States. *UArizona News*. <https://news.arizona.edu/story/longer-more-frequent-periods-drought-plague-western-united-states>

4 USGS. (2016). *Earthquake Outlook for the San Francisco Bay Region 2014–2043*. <https://pubs.usgs.gov/fs/2016/3020/fs20163020.pdf>

5 See the *State of California Sea-Level Rise Guidance* 2018 Update, which projects a 1 in 200 chance of exceeding 1.9 feet by the year 2050, characterizing this projection as a medium-high risk adverse choice: [https://www.opc.ca.gov/webmaster/ftp/pdf/agenda\\_items/20180314/Item3\\_Exhibit-A\\_OPC\\_SLR\\_Guidance-rd3.pdf](https://www.opc.ca.gov/webmaster/ftp/pdf/agenda_items/20180314/Item3_Exhibit-A_OPC_SLR_Guidance-rd3.pdf)





For residents living in wildfire-prone parts of the Bay Area, fire-resistant roofing and fire-wise landscaping are key areas of safety-focused home improvement. Older homes throughout the Bay Area are also in need of safety upgrades to bring them up to modern standards. Targeted investments for homes would address structural weaknesses that lead to seismic damage, such as buildings with unbraced crawl spaces or multi-story buildings with large openings on the ground floor, known as soft-story buildings.

Other home modification assistance, beyond safety upgrades, could include energy efficiency upgrades and electrification to replace natural gas for heating and cooking. These improvements would save families money on their energy bills and help to reduce GHG emissions, further strengthening all the plan's strategies that work together to reduce climate emissions.

Drought and water supply are also major environmental concerns for California and the Bay Area looking out to the mid-21st century. To reduce water use in homes and yards designed before modern standards, Plan Bay Area 2050 supports residential water efficiency upgrades. The plan's housing strategies also encourage less water use by promoting a mix of different housing types, including infill development and multi-family developments that conserve more water per person than single-family homes. Together, these housing and environmental strategies seek to limit the overall water demand in the Bay Area and reduce the strain of future droughts on water supplies.

Plan Bay Area 2050 primarily directs financial assistance for building renovations toward households with low incomes and families living in Equity Priority Communities that may not have the resources for home improvements. Families living in buildings constructed before current safety codes were adopted and owners of apartment buildings would also receive financial support for renovations.

In addition to residential buildings, improvements targeting public and commercial buildings help meet Plan Bay Area 2050's climate goals and ensure that critical services remain functional in the event of a disruptive environmental hazard. A regional plan to **fund energy upgrades to enable carbon neutrality in all existing commercial and public buildings** would amplify the combined impact of climate emissions reduction strategies. Local governments across California are aggressively adopting all-electric new construction standards (i.e., to use electricity rather than rely on fossil fuels such as natural gas or propane to power furnaces, boilers or water heaters), though more leadership and action are still needed to retrofit





Photo: Mark Jones

existing public and commercial buildings in the region to make them carbon-neutral. Plan Bay Area 2050 supports fully decarbonizing existing publicly owned and commercial buildings by eliminating natural gas components and installing energy-efficient electrical systems.

Additionally, the plan supports the development of solar storage and microgrids to facilitate on-site clean energy generation, empowering communities to be more resilient to power loss during interruptions. These investments make essential buildings like hospitals, schools and food markets safer in the event of an earthquake or fire and reduce their contribution to climate change — a force that accelerates the severity and frequency of environmental hazards.

By 2050, flooding from rising sea levels threatens to destroy tens of thousands of homes and workplaces, and close several major highways. Coordinated action at the regional level is needed to **adapt to sea level rise** and protect homes, businesses, transportation corridors and natural resources. Without intervention, flooding could have devastating impacts regionwide, including constricting an already limited housing supply even further. Plan Bay Area 2050 imagines a future of regional sea level rise adaptation, where vulnerable communities can employ a mix of human-engineered “grey” infrastructure and natural “green” infrastructure to protect the majority of these at-risk areas, as well as road and rail assets at risk of inundation.

While there is still important research to be done to understand the appropriateness and efficacy of various adaptation measures, Plan Bay Area 2050 emphasizes nature-based interventions, such as restoring degraded marshes or implementing ecotone levees — physical structures that protect communities and provide surface area where shoreline vegetation and habitats can slowly migrate up slope over time. These natural interventions have ecological benefits beyond stemming the impacts of sea level rise, as marshlands provide animal habitats, restore ecosystems and purify water. Plants growing in marshes or on ecotone levees also pull carbon dioxide from the air, contributing to lower climate emissions, not to mention their scenic and recreational value. Plan Bay Area 2050 adds its efforts to an existing regional goal of restoring 100,000 acres of marsh.<sup>6</sup>

<sup>6</sup> The goal was established in the 1999 *Baylands Ecosystem Habitat Goals* and remains a regional goal as of its latest update, in 2015: [https://baylandsgoals.sfei.org/wp-content/uploads/2015/10/Baylands\\_Complete\\_Report.pdf](https://baylandsgoals.sfei.org/wp-content/uploads/2015/10/Baylands_Complete_Report.pdf).

## SEA LEVEL RISE ADAPTATION APPROACHES

There are a number of adaptation options for rising sea levels, each with its own suitability along the San Francisco Bay's diverse shoreline. While the right measure for each vulnerable community in the Bay Area will be determined through local planning and engagement, Plan Bay Area 2050 imagines the following set of example adaptation techniques that could be deployed in response to rising seas. In reality, there are many more possible sea level rise adaptation measures, including a number of nature-based solutions like submerged aquatic vegetation, nearshore reefs and beach nourishment, that could be prioritized where suitable.



Photo: Kingmond Young

**Marsh restoration:** rehabilitating or re-establishing a marsh area to return its natural functions and restore wetland habitat; 100,000 acres of marsh restoration is a goal for the region.



Photo: San Francisco Estuary Partnership

**Ecotone levees:** creating a gently sloped levee, which can attenuate waves, ecotone levees provide a wetland-upland transition zone habitat and allow marshland to migrate upslope.



Photo: Karl Nielsen

**Elevation:** reconstructing roadway or rail infrastructure so that it is higher than the projected inundation level while maintaining or creating connections between ecosystems.



Photo: Karl Nielsen

**Managed retreat:** acquiring residential properties where other adaptation efforts are cost-prohibitive or unlikely to be successful in the long-term.



Photo: Mike Gifford, Flickr

**Sea walls and traditional levees:** constructing physical barriers, either of human-engineered materials in the case of sea walls, or natural materials in the case of levees, to deter erosion and inundation.



MAP 5-2

# Sea Level Rise Resilience Investments

- ADAPTATION INVESTMENTS**
- Elevated Roads/Rail, Ecotone and Traditional Levees, Seawalls and Tidal Gates
  - Marsh Restoration
- AREAS OF PROTECTION**
- Areas Protected
  - Areas Not Protected
- CRITICAL INFRASTRUCTURE**
- Major Seaport
  - Major Airport
  - Rail
  - Highway and Interstate
  - Major Road
- SCALE**
- OAKLAND** > 350,000
- Novato 50,000 – 350,000
- Pacifica 35,000 – 50,000



Source: TomTom North America, 2019  
Map Author: PB, 9/21

Plan Bay Area 2050 considers an assumed 2 feet of sea level rise by the year 2050. Adaptation measures and areas protected or not protected are shown as modeling assumptions only. Potential areas for managed retreat and additional marsh restoration not shown. Specific adaptation interventions will be planned and implemented at the local level by the appropriate authorities in accordance with state and federal environmental review guidelines, and may include additional adaptation solutions. Areas of protection will vary based on the adaptation measure used and future site conditions.





In cases where natural methods are not feasible due to space or development, built infrastructure like sea walls, traditional levees (embankments typically constructed with fill material), or infrastructure elevation provide other options. Sea walls and levees are already employed throughout the Bay Area and currently protect San Francisco's Embarcadero and port facilities, the city of Belvedere in Marin County, and Foster City in San Mateo County. San Francisco International Airport is also planning to surround itself with a sea wall in the coming decade.<sup>7</sup> Elevating infrastructure, of interest particularly for transportation corridors, allows low-lying connections to remain in operation, albeit at a substantial financial cost. Through elevation and other interventions, Plan Bay Area 2050 protects road and rail corridors that are vulnerable to flooding, including State Route 37, a critical east-west connection for the North Bay; segments of U.S. Highway 101 in the Peninsula and Marin County; and vital freight and commuter rail lines traversing marshlands in Solano and Santa Clara counties.

Plan Bay Area 2050 focuses resources on protecting Equity Priority Communities with limited financial resources from flooding and related displacement. Under the plan's strategies, 98% of homes regionwide are protected from sea level rise, including all homes in Equity Priority Communities, as well as most workplaces in the region.

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7 San Francisco International Airport. (2019, March). *Airport Shoreline Protection Program: Fiscal Feasibility Study*. <https://sfgov.legistar.com/View.ashx?M=F&ID=7513892&GUID=EC2CED9E-FB3A-4A25-930E-D481824BE6AD>



Photo: Noah Berger

## BAY ADAPT REGIONAL STRATEGY FOR A RISING BAY

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Bay Adapt is a regional initiative that aims to answer the question: What are the top actions necessary to adapt the Bay Area faster, better and more equitably to rising sea levels? Threatening our wetlands, frontline communities, infrastructure, homes and workplaces, a rising bay requires collective will, local and regionwide action, and broad leadership. No one agency, jurisdiction or community can or should do it alone. Led by the San Francisco Bay Conservation and Development Commission (BCDC), a state agency dedicated to the bay's coastal management, and in partnership with community, local, regional, state and federal leaders, Bay Adapt developed a platform of priority actions in 2021. BCDC will continue to facilitate the implementation of the actions by key partners in 2021 and beyond.

This strategic initiative builds upon the work of BCDC's Adapting to Rising Tides program. In 2020, BCDC, the Bay Area Regional Collaborative, MTC, ABAG and Caltrans released *Adapting to Rising Tides Bay Area*, a groundbreaking regional vulnerability and adaptation study. The study assessed the potential impacts of sea level rise across a number of areas, ranging from transportation networks to socially vulnerable communities, natural resources, and areas primed for future housing construction. The report also included a number of local case studies throughout the Bay Area, providing critical implementation direction for cities and towns. The study highlighted the urgency with which regional and local actors must come together to address this looming crisis.







## PREPARING FOR CLIMATE UNCERTAINTY: WILDFIRE MITIGATION AND ADAPTATION

Realizing that frequent fires do occur naturally in the area, Native American tribes in what is now Northern California held controlled burns for thousands of years as a land management strategy before they were prohibited from doing so by the California state government nearly a century ago.<sup>8</sup> Since the 1980s, the fires that sweep across the state have increased in size and ferocity; five of the six largest fires in California history occurred in 2020 alone.<sup>9</sup> Scientists agree that the influence of climate change is evident in the increased fire risk of the 21st century, as hotter air means drier plants that burn more readily in fire seasons with longer and longer durations.<sup>10</sup>

The potential destruction of a wildfire cannot be understated. In 2017, wildfires in the North Bay resulted in the destruction of nearly 10,000 homes. Damage to homes, infrastructure and ecosystems are immediate impacts of intensified wildfires, with air- and water-quality impacts extending far beyond the fire's footprint. Plan Bay Area 2050 addresses wildfire with strategies that rely on the three core adaptation principles of **land use**, **land management** and **structural hardening**:

1. **Land use** strategies ensure that future development does not occur in the most at-risk places. Plan Bay Area 2050 maintains urban growth boundaries by restricting growth outside them and does not allow

for new priority growth areas to overlap with the highest fire hazard severity zones. This restriction on growth is made feasible by the identification of other safer, more easily mitigated areas of the region to accommodate future growth.

2. **Land management**, of both open and working lands, aims to reduce the intensity of future fires by addressing vegetation and other land characteristics that contribute to wildfires. Wildfire management techniques include reducing combustible materials, called fuel loads, and retaining critical buffer zones that slow the spread of wildfire where forests and urbanized areas meet. The strategy to protect and manage high-value conservation land would ensure the stewardship of these lands for generations.

3. **Structural hardening** combats fire risk in communities already at risk of fire damage. The strategy to modernize existing residential buildings is designed to reduce risk in over 75,000 Bay Area homes. This strategy would incentivize proven structural hardening methods — like wildfire-resistant roofing and fire-wise landscaping — to support residents in high-risk zones.

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

8 Sommer, L. (2020, August 24). To Manage Wildfire, California Looks To What Tribes Have Known All Along. *NPR*. <https://www.npr.org/2020/08/24/899422710>

9 State of California. (2021). *California's Wildfire and Forest Resilience Action Plan*. <https://fmtf.fire.ca.gov/media/cjwfpckz/californiawildfireandforestresilienceactionplan.pdf>

10 Goss, M. et al. (2020). Climate change is increasing the risk of extreme autumn wildfire conditions across California. *Environmental Research Letters*, 15(9). <https://doi.org/10.1088/1748-9326/ab83a7>



## FUNDING AND IMPLEMENTATION Environmental Strategies

Plan Bay Area 2050's environmental strategies chart the course for a Bay Area where development is focused within an existing urban footprint; ringed by natural lands that are well-maintained; and dotted with parks and trails that provide easy access to open space, regardless of where a person lives. Together, these nine environmental strategies shift the Bay Area toward a more equitable future by ensuring that residents with low incomes can live in safe homes, access nature and breathe fresh air. Through advocacy, legislation, initiatives, planning and research over the next 30 years, MTC and ABAG can work with partners to secure a \$103 billion investment into our region's future health and safety, ensuring that our natural land, air and water belongs to everyone — especially those historically and systemically marginalized, underserved and excluded.



Photo: Ben Botkin



## Environmental Strategies — Cost: \$103 Billion

Reduce Risks From Hazards	<b>EN1. Adapt to sea level rise.</b> Protect shoreline communities affected by sea level rise, prioritizing low-cost, high-benefit solutions and providing additional support to vulnerable populations.	<b>\$19 BILLION</b>
	<b>EN2. Provide means-based financial support to retrofit existing residential buildings.</b> 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.	<b>\$15 BILLION</b>
	<b>EN3. Fund energy upgrades to enable carbon neutrality in all existing commercial and public buildings.</b> Support electrification and resilient power system upgrades in all public and commercial buildings.	<b>\$18 BILLION</b>
Expand Access to Parks and Open Space	<b>EN4. Maintain urban growth boundaries.</b> Using urban growth boundaries and other existing environmental protections, focus new development within the existing urban footprint or areas otherwise suitable for growth, as established by local jurisdictions.	<b>N/A</b>
	<b>EN5. Protect and manage high-value conservation lands.</b> 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 areas.	<b>\$15 BILLION</b>
	<b>EN6. Modernize and expand parks, trails and recreation facilities.</b> Invest in quality parks, trails and open spaces that provide inclusive recreation opportunities for people of all backgrounds, abilities and ages to enjoy.	<b>\$30 BILLION</b>
Reduce Climate Emissions	<b>EN7. Expand commute trip reduction programs at major employers.</b> 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.	<b>N/A</b>
	<b>EN8. Expand clean vehicle initiatives.</b> Expand investments in clean vehicles, including more fuel-efficient vehicles and electric vehicle subsidies and chargers.	<b>\$5 BILLION</b>
	<b>EN9. Expand transportation demand management initiatives.</b> Expand investments in programs like vanpools, bikeshare, carshare and parking fees to discourage solo driving.	<b>\$1 BILLION</b>

**NOTE:** Numbers may not sum due to rounding.





Photo: MTC Stock Archive



Photo: Noah Berger



## 6 | Outcomes



Photo: Courtesy of Eden Housing



Photo: Anthony Lindsey





## OUTLINING A SHARED VISION FOR THE FUTURE

From the beginning, public input and engagement have fundamentally shaped Plan Bay Area 2050. Work for this regional plan started by talking to Bay Area residents in 2018 to understand their priorities looking out to 2050, resulting in the adopted vision and guiding principles for Plan Bay Area 2050: to ensure by the year 2050 that the Bay Area is affordable, connected, diverse, healthy and vibrant for all.

In the three years that followed, much has changed for the Bay Area — the COVID-19 pandemic upended everyday life; a period of unprecedented economic growth turned to a recession; wildfires cast an orange haze over our skies; and social movements for racial justice gained momentum. As a plan rooted in resilience to uncertainty as well as equity, Plan Bay Area 2050 is well positioned to advance the priorities identified by Bay Area residents, even in this unpredictable time.

The prior chapters outlined 35 strategies across four elements: housing, the economy, transportation and the environment. This chapter delves into the Bay Area's forecasted future in 2050 with the strategies in place, and it is organized by guiding principle. Strategies are interrelated and often have impacts across and beyond their designated topic areas; for example, a housing strategy to allow more housing in Transit-Rich Areas also impacts transportation and the natural environment, and the “connected” and “healthy” guiding principles both capture these overlapping impacts. For a full breakdown of the performance outcomes of Plan Bay Area 2050's strategies, as well as MTC and ABAG's analysis of how these outcomes differ from a regional trajectory where no new policies or investments are made to tackle our cross-cutting crises, refer to the Plan Bay Area 2050 Performance Report.

**Housing  
Affordability**

Average Bay Area  
spends 53% of their  
income on housing in 2050.

Photo: Karl Nielsen

## AN UNCERTAIN FUTURE

### Forecasting Equity and Performance Outcomes

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The plan's strategies are designed to be resilient and have been tested by MTC and ABAG planning staff under multiple scenarios through the Horizon initiative. While state law requires Plan Bay Area 2050 to develop a singular projection of the future, this type of forecasting, especially in light of the challenges that arose from the pandemic, is clouded by uncertainties. Economic and population growth, emerging trends, shifting cultural preferences for different types of homes or travel, and the viability of new technologies like autonomous vehicles will all impact how effectively Plan Bay Area 2050's strategies can be carried out. Rather than striving for a false sense of precision, this chapter focuses on the overall magnitude and direction of changes for certain key indicators to understand Plan Bay Area 2050's effectiveness — highlighting areas where the strategies move the region in the right direction, but also acknowledging where outcomes fall short of the visionary aims established for the plan by the public.

## MEASURING EQUITY OUTCOMES

### Race, Household Income and Home Location

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Historical and present-day policies have led to disparate outcomes for many people of color in the Bay Area and beyond, ranging from higher mortality rates from COVID-19 to persistently lower wages for the same work. While the strategies in Plan Bay Area 2050 cannot address all past wrongs or undo systemic marginalization, they have been crafted to support more equitable outcomes than past regional plans and to advance the priorities of communities that have long been shut out of decision-making.

One major limitation of Plan Bay Area 2050, and of the analysis of the plan's outcomes included in this chapter, is a lack of data by race. Because there is limited data available on past and present transportation patterns by race, MTC and ABAG's simulation models are not able to project how transportation behavior varies by race in the future — a constraint to explore in future regional plans. Instead of racial analysis, the plan's equity outcomes rely on two proxies: household income and home location.

While not all people of color have low incomes, analyzing outcomes by income level can shed light on how residents with the fewest resources — among whom people of color are disproportionately represented — would benefit from the plan's strategies. The other lens used for equity analysis is geographic in nature. MTC and ABAG define Equity Priority Communities using data that includes race, income and other demographics of individual neighborhoods at the census tract level. MTC and ABAG use this national census data to identify neighborhoods with concentrations of people whose lives may have been affected by discriminatory policies and practices. Where applicable, this chapter highlights outcomes for residents of these communities in 2050, providing another proxy for race where direct analytical tools are lacking.

For more information on Plan Bay Area 2050's equity outcomes, see the Plan Bay Area 2050 Equity Analysis Report.



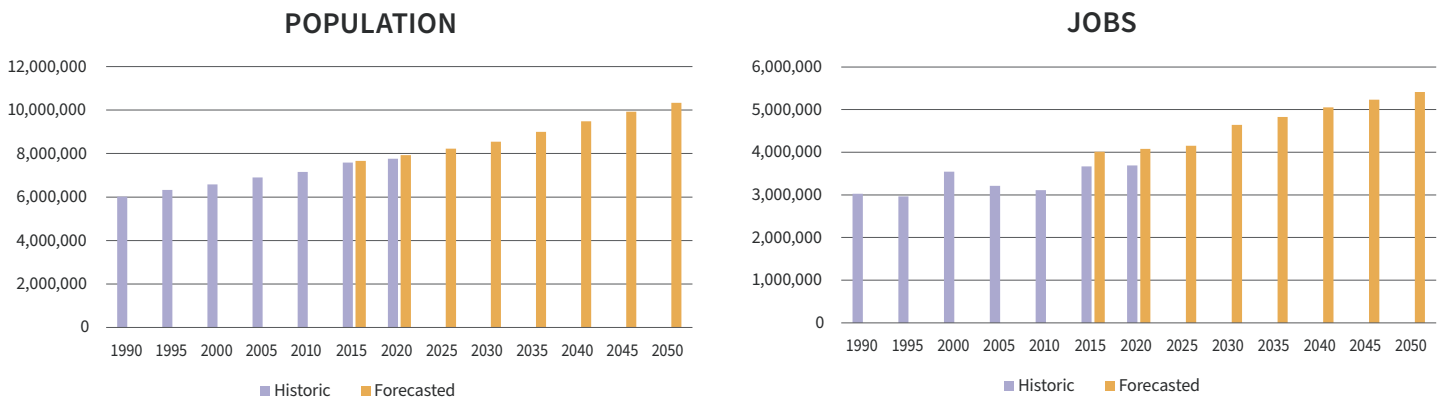




## Growing to Accommodate the Bay Area of 2050

The Bay Area in 2020 was in the midst of unprecedented economic growth before the COVID-19 pandemic hit, bringing with it an economic recession. More booms and busts can be expected over the next three decades, and despite these economic ups and downs, the number of households and jobs in the region is projected to grow through 2050.

Figure 6-1. Historic and forecasted population and job growth



**NOTE:** Historic population data come from the California Department of Finance's Population and Housing Estimates (1990 to 2015) and the U.S. Census Bureau's Public Law 94-171 Redistricting Data (2020). Historic jobs data (1990 to 2020) are annual averages from the Bureau of Labor Statistics' Quarterly Census of Employment and Wages. Self-employed individuals are not included in the historic jobs count, though they are included in the forecasted jobs count.

Between 2015 and 2050, the region is forecasted to add 1.4 million new jobs, for a total of 5.4 million Bay Area workers. Household growth is anticipated to roughly follow pace, adding slightly fewer than 1.4 million new households for a total of 4 million households by 2050. This growth would bring the Bay Area's population to an estimated 10.3 million residents by 2050, up from around 7.8 million today.

To accommodate new families and meet the needs of those living in the Bay Area today, Plan Bay Area 2050 plans for sufficient housing growth (i.e., growth in the number of homes available) to ensure that strong job growth is not met with an increase in traffic congestion and long-distance commuters traveling to the Bay Area from outside of the region. In total, the region would need to build another 1.4 million new homes by 2050 to meet forecasted future demand.



## Regional Growth Trends

New jobs and housing, as shaped by Plan Bay Area 2050's strategies, would grow in locations that support transit and advance access to opportunities like jobs, well-resourced schools, healthcare and open spaces. A number of strategies play a direct role in shaping the trajectory of growth, from allowing more housing density in growth areas to maintaining present-day urban growth boundaries to limit sprawl.

As a result of the plan's strategies, housing growth is forecasted to cluster in defined Growth Geographies, with 85% of new households locating to these areas deemed well positioned for growth due to their proximity to existing or planned transit and/or their location in state-defined High-Resource Areas.<sup>1</sup> In particular, Transit-Rich Areas would see the lion's share of new household growth, with over 80% of new households located in Transit-Rich Areas. Meanwhile, historically exclusive High-Resource Areas are projected to house nearly 30% of new households.

**Table 6-1.** Household growth by location

	NUMBER OF HOUSEHOLDS 2015	NUMBER OF HOUSEHOLDS 2050	PERCENTAGE CHANGE (2015-2050)	SHARE OF REGIONAL GROWTH (2015-2050)
<b>Growth Geographies</b>	1,018,000	2,178,000	+114%	85%
<b>Priority Development Areas</b>	687,000	1,672,000	+143%	72%
<b>Transit-Rich Areas</b>	1,343,000	2,460,000	+83%	82%
<b>High-Resource Areas</b>	1,144,000	1,526,000	+33%	28%
<b>REGION</b>	<b>2,667,000</b>	<b>4,043,000</b>	<b>+51%</b>	<b>100%</b>

**NOTE:** Numbers do not sum to 100% because Priority Development Areas, Transit-Rich Areas and High-Resource Areas are not mutually exclusive.

While not as focused as housing growth, the majority of all job growth would be concentrated in Growth Geographies, with 60% of jobs expected to be located within walking distance of high-quality transit. The co-location of household and job growth in these areas is critical to enabling shorter and more sustainable commutes, as well as providing much-needed services to new residents. A smaller share of job growth is predicted for High-Resource Areas; job growth is a lower priority in these areas, many of which are already located near major employment centers in the Peninsula and South Bay.

**Table 6-2.** Job growth by location

	NUMBER OF JOBS 2015	NUMBER OF JOBS 2050	PERCENTAGE CHANGE (2015-2050)	SHARE OF REGIONAL GROWTH (2015-2050)
<b>Growth Geographies</b>	2,382,000	3,156,000	+32%	55%
<b>Priority Development Areas</b>	1,882,000	2,561,000	+36%	48%
<b>Transit-Rich Areas</b>	2,504,000	3,386,000	+35%	63%
<b>High-Resource Areas</b>	1,332,000	1,530,000	+15%	14%
<b>REGION</b>	<b>4,005,000</b>	<b>5,408,000</b>	<b>+35%</b>	<b>100%</b>

**NOTE:** Numbers do not sum to 100% because Priority Development Areas, Transit-Rich Areas and High-Resource Areas are not mutually exclusive.

1 See the Growth Geographies section in the Introduction chapter for more information on the Plan Bay Area 2050 Growth Geographies.

## Local Growth Trends

MTC and ABAG's analysis shows that Plan Bay Area 2050's strategies would also shift how people, homes and jobs are distributed across the Bay Area's nine counties. Santa Clara County, currently the region's most populous county, is expected to lead the counties in household growth, with one in every three new households located in the county. As home to large employment clusters, Santa Clara County is also anticipated to lead in job growth, as prominent industries like information and technology are poised to see further growth and as education, healthcare and business services are expected to expand to support a growing population. In total, just under 35% of new jobs in the region are projected to be located in Santa Clara County.

The East Bay, comprised of Alameda and Contra Costa counties, is expected to take on another one-third of housing growth, distributed across urban and suburban Growth Geographies. The two counties combined are projected to accommodate around one-third of the region's job growth. Alameda County is expected to have the second highest share of both household and job growth after Santa Clara County. Because so much of the Bay Area's housing is already located in Alameda County, with many of its residents commuting to other counties for work, intensified job growth in Alameda County could help to address the jobs-to-housing imbalance and associated transportation challenges, such as congested roads and crowded trains.

On the Peninsula, San Francisco and San Mateo counties are the forecasted home to one-quarter of new regional households and jobs. Intensified growth in these counties that historically have been slow to grow would make it possible for more people to live near their workplaces. Major new transit investments, ranging from Caltrain frequency improvements to the Link21 new transbay rail crossing between the East Bay, San Francisco and points south, would be essential to support this growth in a sustainable manner.

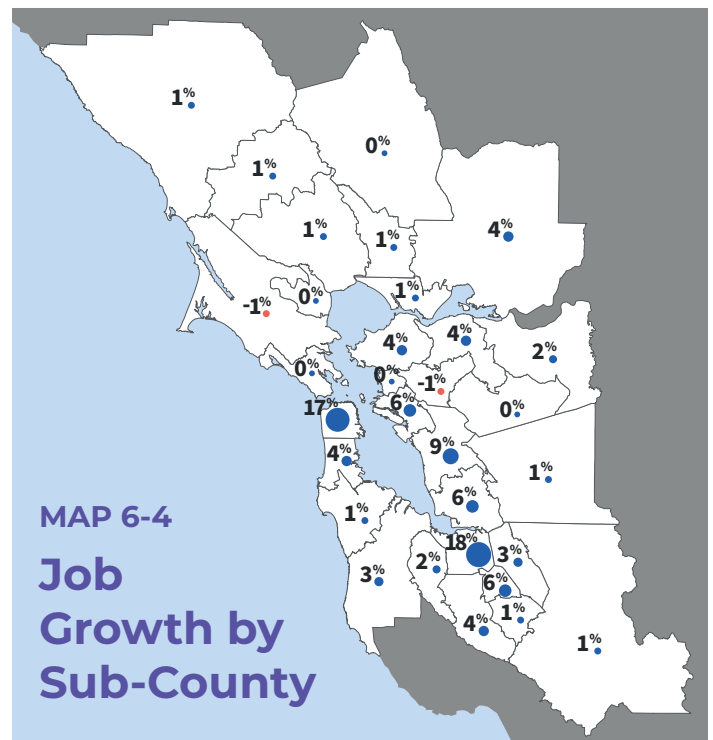
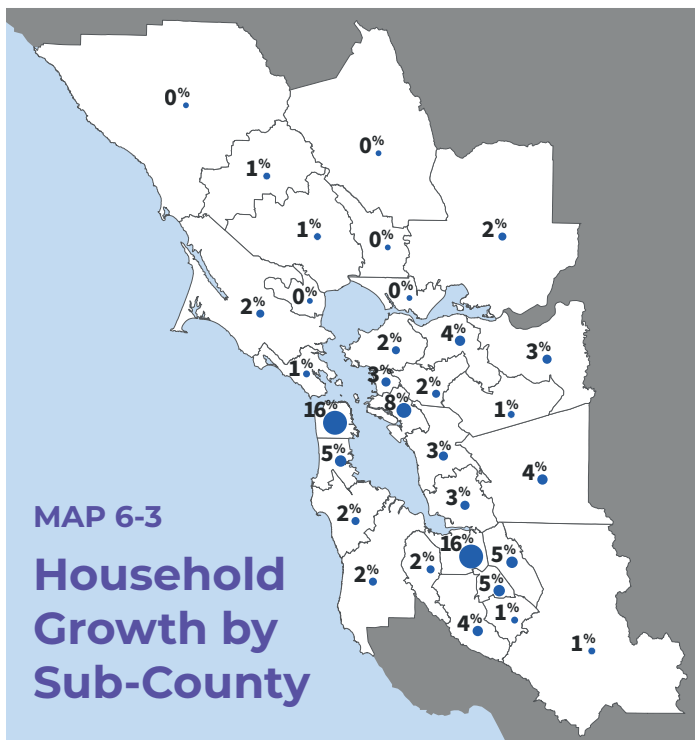
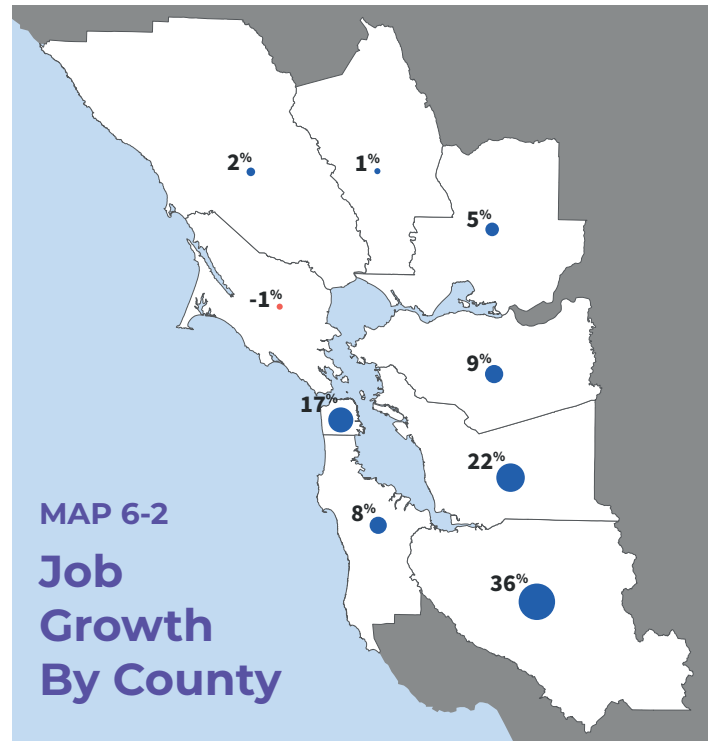
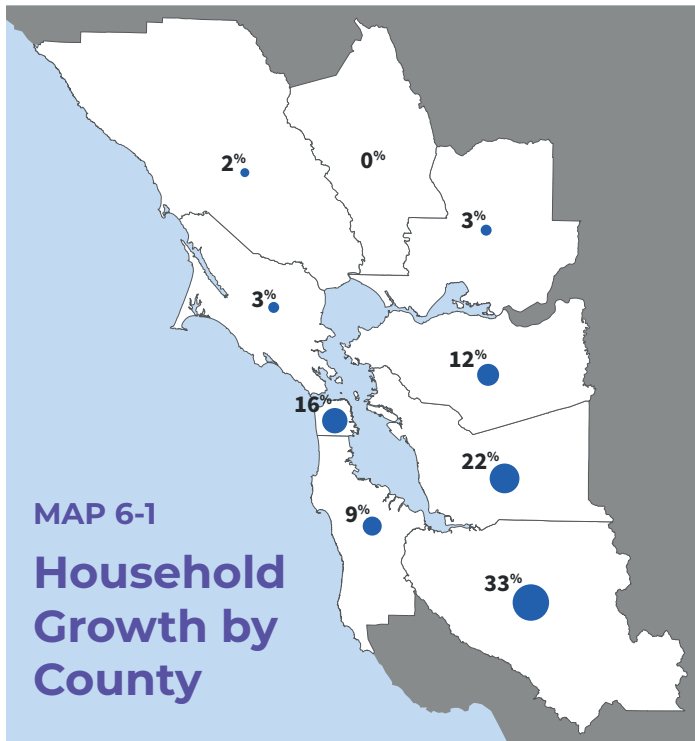
Together, the North Bay counties of Marin, Napa, Sonoma and Solano are expected to be home to less than 10% of new households and jobs, as relatively limited job centers and transit options coupled with wildfire risk make these counties less suited for growth. In fact, Marin County is projected to see a minor net loss in jobs as its population continues to age and exit the workforce.



Photo: Noah Berger

**Household Growth Between 2015-2050**  
(as a share of region's growth)  
**+1.4M Households**

**Job Growth Between 2015-2050**  
(as a share of region's growth)  
**+1.4M Jobs**



**NOTE:** The nine-county Bay Area is divided into 34 sub-county 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. Superdistricts within San Francisco have been combined to show the total city share. More information on the superdistricts can be found in the layer documentation. <https://opendata.mtc.ca.gov/datasets/travel-model-super-districts>



## Understanding Outcomes by Guiding Principle

Plan Bay Area 2050's vision is to make the Bay Area more affordable, connected, diverse, healthy and vibrant for all who live here. How well does it succeed? The following projections contrast conditions today (represented using 2015 baseline data) against forecasted outcomes in the year 2050. While these outcomes may be influenced by future unknowns, they represent MTC and ABAG's best possible guess of how the region would look in the future under the plan's strategies. Comparing today's conditions against future performance shows where the plan succeeds and where more work is needed.



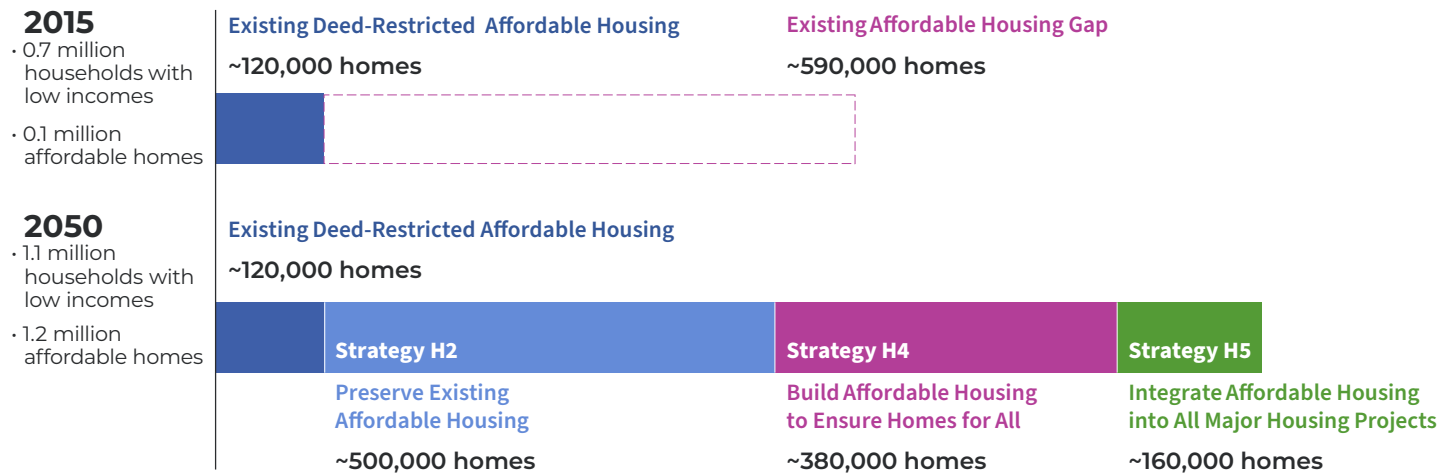
Photo: Karl Nielsen



## AFFORDABLE OUTCOMES

Housing and transportation costs, the two largest expenditures for most Bay Area families today, would decrease as a share of household income by 2050 under Plan Bay Area 2050's strategies. Families with low incomes would see larger reductions in these costs than the region at large, providing much-needed relief for many families struggling to afford other necessities like food, healthcare or education. This outcome would be driven by a sizeable investment in new affordable housing construction, including a requirement that all new large developments make 10% to 20% of their units affordable, and preservation of existing affordable units. These strategies would result in 1 million new affordable homes by the year 2050 — enough for every new and existing family with a low income. By 2050, one quarter of all Bay Area homes, including roughly two in five homes in Equity Priority Communities, would be deed-restricted affordable.

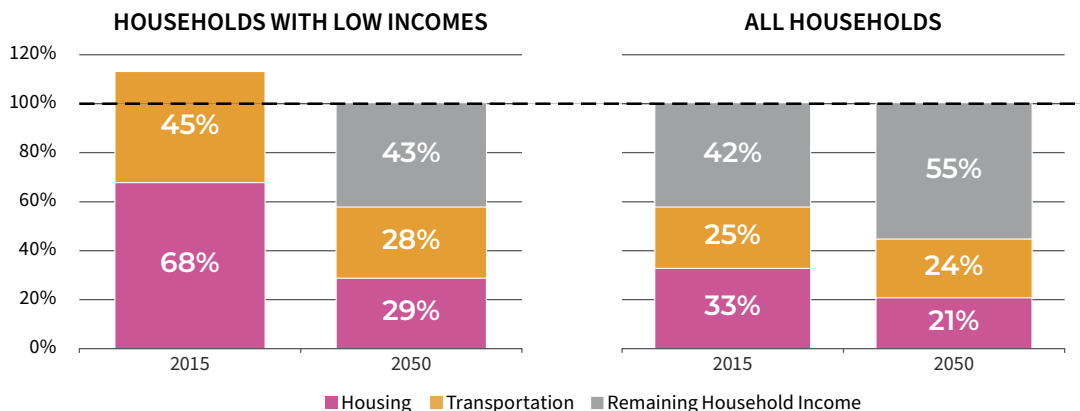
Figure 6-2. Affordable housing demand and production by strategy



Housing costs would also decrease for middle- and upper-income households as housing production better matches the demand for new housing. Furthermore, the strategies would link affordability and sustainability goals, directing new housing growth within existing urban growth boundaries to avoid sprawl into cheaper greenfield construction sites and reduce greenhouse gas emissions.

Household transportation costs would also decrease slightly under Plan Bay Area 2050's strategies, even when accounting for new per-mile tolling on congested freeway corridors. Greater rates of transit usage and telecommuting, combined with a strategy to reduce the cost of long-distance and multi-operator transit trips through fare integration, would help to reduce household transportation costs for residents of all income levels. For residents with low incomes, transportation costs would decrease even further as a result of discounts on transit fares and per-mile tolls for people with low incomes.

Figure 6-3. Share of household income spent on housing and transportation costs



NOTE: Accounting for people with no incomes, people on financial assistance and the currently unhoused, housing and transportation costs as a share of income exceeded 100% for households with low incomes in 2015.





Photo: Karl Nielsen

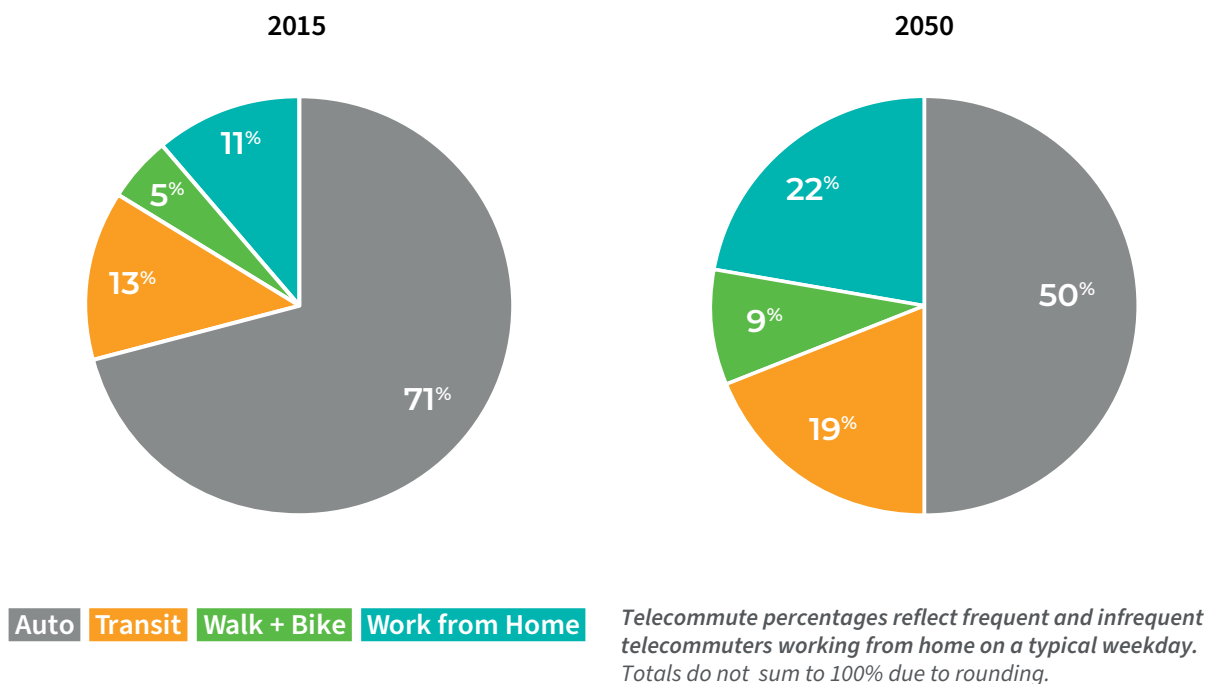




## CONNECTED OUTCOMES

Plan strategies across the four elements aim to work together to promote a safer and better-connected Bay Area by 2050. Housing and economy strategies encourage walkable, transit-connected communities, bolstered by an expanded set of Growth Geographies that go beyond locally nominated Priority Development Areas. In fact, if the strategies in Plan Bay Area 2050 were implemented, by 2050 nearly half of all Bay Area households would live within one half-mile of frequent transit, including nearly three-quarters of all households with low incomes. This land use pattern, supported by billions of dollars in infrastructure investment and policy reforms that improve biking, walking, use of a wheelchair, riding transit and carpooling, would support a significant shift away from auto dependence for all trips. While today 70% of commuters drive to work either alone or in a carpool, that number would decrease to 50% by 2050 under plan strategies, as a greater share of Bay Area residents are expected to work from home or walk, bike or take transit to work.

Figure 6-4. Commute mode share



Altogether, the strategies would contribute to small but meaningful gains in the share of jobs accessible within a reasonably short trip by foot, bike or transit. Measured as the share of the Bay Area's jobs that can be reached within a 20-minute walk or bike ride, a 30-minute drive, or a 45-minute transit trip, employment accessibility would increase slightly for pedestrians, cyclists and transit passengers. For drivers, travel times would remain roughly on par with 2015 levels even as the population expands by millions, with highway tolling and speed limit reductions expected to incentivize greater use of transit and telecommuting. In Equity Priority Communities, employment accessibility improvements would be even greater, particularly for cyclists and transit riders. Additionally, land use changes that would allow for the construction of more mixed-use developments, which cluster homes, shops and offices together where appropriate, would likely result in better accessibility to other types of destinations like community centers and supermarkets.



## DIVERSE OUTCOMES

Affordability is closely tied with a vision for a diverse and inclusive Bay Area, and many of the affordability strategies described above also would contribute to advancing the plan's guiding principle of diversity. Strategies that allow more housing construction in High-Resource Areas would counterbalance the exclusionary history of many of these places and would increase access to opportunity for more Bay Area residents.

If the strategies in Plan Bay Area 2050 are implemented, by 2050 the share of housing in the region's High-Resource Areas that is affordable by deed restriction would increase from a mere 2% to a much more sizeable 24%. New affordable housing options in these neighborhoods would allow residents with low incomes to take advantage of resources tied with upward economic mobility, such as quality schools, and also enable a modest decrease in concentrated affluence throughout the region. Transit-Rich Areas, when compared to High-Resource Areas, would see even greater gains in the share of residents with low incomes, indicating that families with low incomes would be able to benefit from investments that improve transportation in inclusive communities. Residents with low incomes would comprise nearly 40% of residents in Transit-Rich Areas, up from 30% in 2015, allowing more people with low incomes to take fuller advantage of the Bay Area's improved transportation network.

Displacement, which occurs when housing costs rise to the point where existing residents cannot afford to remain in their homes, has been an entrenched problem in the Bay Area for decades. Strategies that expand access to mortgage down payments for families with low incomes would support greater rates of homeownership, sheltering these families from volatile rent prices and tempering displacement risk. The share of families with low incomes that own their own homes is projected to increase from 40% in 2015 to 50% by 2050. When combined with strategies that expand protections for renters and increase the number of affordable homes in Equity Priority Communities and other vulnerable areas, these strategies would mitigate displacement risk somewhat in the region, though residents in approximately 20% of all Growth Geographies still would experience displacement risk.

While the disruptive impacts of displacement on individuals and communities are significant, the strategies in Plan Bay Area 2050 would increase the likelihood of displaced families relocating to affordable housing in other Bay Area Growth Geographies rather than being forced out of the region. The share of households with low incomes would increase in all Growth Geographies with Plan Bay Area 2050 strategies in place, even when accounting for displacement, which suggests that displaced families would largely move to new Growth Geographies instead of to the more affordable periphery of the Bay Area's nine counties.

Table 6-3. Displacement trends

SHARE OF NEIGHBORHOODS (TRACTS) THAT EXPERIENCE DISPLACEMENT BETWEEN 2015 AND 2050		DISPLACEMENT
Regionwide	All Neighborhoods (total 1,579 neighborhoods)	48%
	Equity Priority Communities (total 339 neighborhoods)	40%
	High Displacement Risk Tracts (total 850 neighborhoods)	37%
Within Growth Geographies	Growth Geographies (total 492 neighborhoods)	17%
	High-Resource Areas (total 199 neighborhoods)	17%
	Transit-Rich Area (total 344 neighborhoods)	9%



Photos: Karl Nielsen



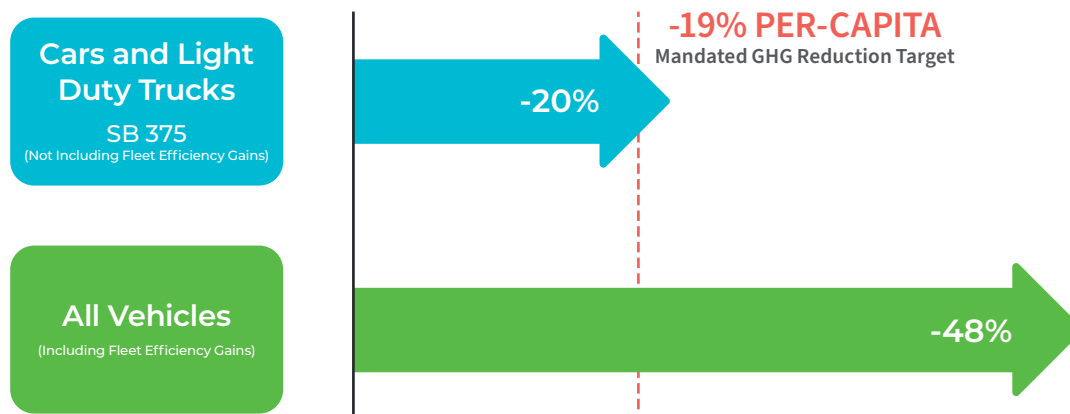


Photo: Courtesy City of San José Department of Transportation



Plan Bay Area 2050 seeks to put the Bay Area’s people and the environment on a trajectory to be healthier, safer and more prepared for natural hazards by 2050. Several plan strategies would reduce air pollution, a key determinant of climate change and public health. Greenhouse gas emissions from transportation would decrease significantly in the years leading up to 2035, representing a 20% decrease in per-capita emissions when compared to 2005 (meeting the state mandate of a 19% reduction by that year) — but only if all plan strategies are implemented. It is important to reiterate that this reduction would be achieved through the coordinated efforts of all strategies across the four elements.

**Figure 6-5.** Percent reduction in per-capita greenhouse gas emissions between 2005 and 2035



**NOTE:** Under Senate Bill 375 (D. Steinberg, Statutes of 2008), emissions reductions from future improvements in vehicle fuel efficiency associated with state regulatory action do not count toward a region’s greenhouse gas emissions reduction target.

While not counted toward greenhouse gas emissions reduction targets under SB 375, the plan would also promote greener buildings. Emissions from residential buildings, which also contribute to greenhouse gas emissions through energy consumption, would decrease by 16% by 2050 if water and energy retrofits that support more energy-efficient homes are implemented.

Environmental benefits from Plan Bay Area 2050 would go beyond climate emissions. Roads would be safer for all users because of strategies that support a regional Vision Zero policy, including expanded infrastructure for cyclists, pedestrians and rollers, and lower vehicle speeds enforced by street design and speed cameras. Thousands of fatalities and serious injuries could be averted between now and 2050 with these strategies in place. However, Plan Bay Area 2050 would fall short of completely eliminating road fatalities and injuries, highlighting the need for bolder approaches to advancing road safety.

Access to parks and open space is another focus area of the plan, with strategies promoting improved access to urban parks and expansive conservation lands outside the urban core. Investments that protect and maintain open space would pay dividends, with co-benefits to human health and environmental sustainability. The average acres of urban space per resident would increase by 25% between today and 2050; residents of Equity Priority Communities would experience an even larger increase to account for the relatively limited access to open space in these areas today. The increase would come from combined efforts to modernize and enhance existing parks and create new parks, with an emphasis on opening new parks in Equity Priority Communities.

The region would also be more prepared to face natural hazards like rising seas and earthquakes under plan strategies. Nearly all homes in the Bay Area, and all homes in Equity Priority Communities, would be protected from two feet of sea level rise. Major road and rail corridors at risk of flooding would be protected, ensuring that a contiguous transportation network would remain intact. Additionally, all high-risk homes would be retrofitted to reduce major damage risk from seismic and wildfire events, which would help to protect families from displacement, ensure that homes are not lost to hazards and lower the risk of intensifying the regional housing crisis.





Plan Bay Area 2050 aims to promote economic vibrancy through two primary routes: improving pathways to economic mobility, and distributing jobs and housing more evenly throughout the region. Under the plan's strategies, results would include shorter commutes and more equitably spread tax revenues, albeit with some limitations.

Lopsided job growth in low-wage and high-wage industries, with a corresponding decline in middle-wage employment, have characterized previous decades. While the number of jobs in high-wage industries would continue to see the largest increases through 2050, Plan Bay Area 2050 would make some headway on increasing the number of jobs in middle-wage industries through business incubators and job retraining programs. The largest share of all new jobs, around 40%, would be in high-wage industries, like information or professional and business services, followed by middle-wage industries at 38%. The number of jobs in low-wage industries would see slower growth through 2050 when compared to years prior to 2015 due to automation and shifts in the labor market, but gains in middle-wage employment would bolster pathways to the middle class for residents without a college degree.

**Table 6-4.** Job growth by industry income category

	NUMBER OF JOBS (2015)	NUMBER OF JOBS (2050)	CHANGE IN NUMBER OF JOBS (2015-2050)	SHARE OF REGIONAL GROWTH (2015-2050)
<b>Low-wage industries</b>	981,000	1,276,000	295,000	21%
<b>Middle-wage industries</b>	1,586,000	2,118,000	532,000	38%
<b>High-wage industries</b>	1,438,000	2,014,000	576,000	41%

Not only would Plan Bay Area 2050 influence the types of jobs that would be created in the region through business incubators and job retraining programs, but it also would shape the geography of job growth. Trends in job and household growth would support a more balanced spatial distribution and in turn would alleviate crowding on roads and transit networks. Regionwide, the jobs-to-housing ratio is projected to decrease slightly, from 1.5 jobs per home in 2015 to 1.3 in 2050, reflecting a higher rate of housing production to accommodate demand, even as jobs grow. In the West Bay and South Bay, strategies to stimulate housing construction would help to better balance jobs and housing by 2050. Meanwhile, in the North Bay and East Bay, strategies to draw jobs closer to predominantly residential communities would result in more limited changes, suggesting more work is needed to address this imbalance.





## LOOKING AHEAD

The challenges of 2020 have set the Bay Area on a new path, and the future continues to be highly uncertain. Plan Bay Area 2050 is a proposal for how the region can rebuild in a way that recognizes past inequities and positions the Bay Area for success across a variety of future conditions. While Plan Bay Area 2050 cannot right all the wrongs of the past, it demonstrates how the region can make meaningful progress toward realizing the vision that was voiced by members of the public and that inspired this work. With the plan's strategies in place, the nine-county region will be better positioned to become a more affordable, connected, diverse, healthy and vibrant place for all.

Plan Bay Area 2050 would make progress on some of the most deep-rooted challenges facing our region today, from housing affordability to climate emissions. Many of the outcomes shared in this chapter are encouraging snapshots of what the future could hold. Others inspire thought on how a next iteration of strategies could reach beyond what this plan would accomplish. Achieving the plan's vision will require collaboration across all levels of government, between the private and public sectors, and from individual Bay Area residents from all walks of life. Otherwise, these outcomes will remain theoretical. The following chapter outlines a plan for implementing the strategies discussed in Plan Bay Area 2050, with a focus on the next five years.



## 7 | Implementation Plan







## SHORT-TERM STEPS FOR LONG-TERM CHANGE

Plan Bay Area 2050 puts forward policy ideas and investment proposals that could transform the San Francisco Bay Area into a more resilient and equitable place to live, work and play over the next 30 years. To identify the near-term steps necessary to accelerate this long-term vision, the Implementation Plan focuses on concrete actions that MTC and ABAG can advance, in partnership with other organizations, in the next five years for each of the 35 adopted strategies.

The Implementation Plan builds upon the Action Plan that MTC and ABAG pioneered as part of Plan Bay Area 2040, the region's previous long-range plan. The Action Plan focused on areas where the plan's performance was moving in the wrong direction and sought to address emerging policy issues such as housing and resilience. The Plan Bay Area 2050 Implementation Plan represents an even more comprehensive effort, identifying ways to advance the complete suite of strategies included in the plan.

Partnership and collaboration are major components of this effort. None of the plan's strategies can be implemented by MTC and ABAG alone. Continued engagement with partners, policymakers and the public will be needed to tackle shared challenges through 2025 and beyond.




Photo: Joey Kotfica



## Goals and Objectives

MTC and ABAG identified four overarching and interconnected goals for the Implementation Plan process. First, the Implementation Plan is designed to **maximize viability of Plan Bay Area 2050's strategies** with a focus on equity, effectiveness and efficiency. Second, the Implementation Plan seeks to **reinforce the recommendations of existing initiatives** that complement Plan Bay Area 2050's strategies and vision. Finally, the Implementation Plan aims to **address emerging and cross-cutting strategic issues** raised by partners, policymakers and the public, while **supporting timely achievement of the plan's technical assumptions**. The agencies have also identified four specific implementation objectives.

Table 7-1. Implementation Plan goals

 <b>IMPLEMENTATION PLAN GOALS</b>	
<b>Goal 1</b>	Maximize viability of the plan's strategies with a focus on equity, effectiveness and efficiency
<b>Goal 2</b>	Reinforce the recommendations of existing initiatives that complement the plan's strategies and vision
<b>Goal 3</b>	Address emerging and cross-cutting strategic issues raised by partners, policymakers and the public
<b>Goal 4</b>	Support the timely achievement of the plan's technical assumptions



## OBJECTIVE #1

### ASSESS REQUIREMENTS FOR STRATEGY SUCCESS

For each of the plan’s adopted strategies, MTC and ABAG assessed where the agencies currently stand with respect to four key factors for strategy success, assigning each factor a rating of **limited**, **partial** or **existing**:



#### **AUTHORITY**

The assignment to carry out the strategies and attendant tasks involved, generally established through legislation or other legal means.



#### **FINANCIAL RESOURCES**

Stable, controlled funding in the amounts required to carry out strategies.



#### **PUBLIC AND POLITICAL SUPPORT**

While less quantifiable than the other factors, support from members of the public and their elected representatives is critical for attaining and maintaining the authority, funding and capacity needed to carry out implementation actions.



#### **TECHNICAL CAPACITY**

The knowledge, staffing, process and procedure required to successfully implement strategies.

## OBJECTIVE #2

### IDENTIFY MTC’S AND ABAG’S IMPLEMENTATION ROLE

MTC and ABAG identified what the agencies’ implementation roles should be for each of the strategies moving forward, using the four success factors as a guide. These roles are defined as:



#### **LEAD**

MTC and/or ABAG already have, or should work to secure, significant elements of all four strategy success factors. “Lead” does not mean “leading alone” — this role may involve serving as a champion, chief advocate, coalition leader or catalyst over the next five years.



#### **PARTNER**

MTC and/or ABAG already have, or should work to secure, some — but not all — elements of the four strategy success factors. The strategy’s ultimate success will depend upon partnership among regional policymakers, local governments, partner agencies and civic organizations.



#### **SUPPORT**

MTC and/or ABAG do not have, and are not in the best position to secure, significant elements of the four strategy success factors. MTC and ABAG will offer support for strategy implementation efforts led by other entities.

Implementation roles may encompass affiliated MTC and ABAG entities such as the Bay Area Housing Finance Authority (BAHFA), the Bay Area Toll Authority (BATA), the Bay Area Regional Energy Network (BayREN), the Bay Area Regional Collaborative (BARC), or the San Francisco Estuary Partnership (SFEP). These entities are identified where appropriate.

## OBJECTIVE #3

### IDENTIFY VEHICLES FOR STRATEGY IMPLEMENTATION

After identifying the strategy success requirements and roles, MTC and ABAG determined the appropriate methods for strategy implementation, broadly defined in three categories, or “vehicles”:

	<b>ADVOCACY AND LEGISLATION</b>
	<b>NEW, EXISTING OR RESTRUCTURED INITIATIVES</b>
	<b>PLANNING OR RESEARCH</b>

## OBJECTIVE #4

### RECOMMEND SPECIFIC IMPLEMENTATION ACTIONS, TIMELINES AND STRATEGIC PARTNERS

For each strategy, MTC and ABAG proposed one or more specific actions that could support implementation over a five-year period, categorized by the three implementation vehicles. Developed by staff, partners and stakeholders and incorporating feedback from policymakers, these implementation actions are the *who, what, where, when* and *how* of making the strategies a reality.

Implementation actions are focused on actions that MTC and ABAG are proposing to commit to, generally in collaboration with select strategic partners who are identified at a broad level for each plan strategy. Please note that the list of partners for any strategy is not intended to be exhaustive and additional partners may be engaged as implementation activities and initiatives move forward. A proposed implementation timeframe is also identified for each action, where Year 1 describes in-progress or about-to-commence work in 2021 and Year 5 corresponds to 2025.



## Engagement with Partners and the Public

The external engagement process for the Implementation Plan kicked off in November 2020 with two large virtual sessions. These online workshops drew more than 150 participants representing over 100 different organizations and entities, including local jurisdictions, public agencies, non-profits and advocacy groups.

These virtual sessions generated over 3,000 discrete pieces of data for MTC and ABAG staff to consider and evaluate, including over 500 partnership recommendations and more than 500 implementation action recommendations. From November 2020 to April 2021, staff held three dozen small group follow-up discussions with over 40 separate organizations. These conversations helped develop draft implementation actions in greater detail, including discussion of potential supporting roles for partners.

Throughout summer 2021, the Partnership Phase expanded the implementation focus beyond MTC and ABAG to identify the partnerships and commitments needed to move the plan's strategies forward. MTC and ABAG conducted another round of focused discussions with small groups and received comments on the Draft Implementation Plan throughout summer 2021. A stakeholder workshop was held in July, followed by a webinar summarizing the input received. Over 45 distinct partners, including city and county staff, transit agencies, labor organizations, and environmental groups, offered commitments or statements of support to advance implementation across all plan strategies over the next five years.

Public engagement activities for the Implementation Plan included an online survey and a text-based survey, which were available in English, Spanish and Chinese, and 10 focus groups with community-based organizations and Bay Area youth. The goal of the public engagement process was to gauge the public's top priorities for implementation over the next five years. For more information about the engagement conducted for the Plan Bay Area 2050 Implementation Plan, see the Plan Bay Area 2050 Public Engagement Report.

## Strategy Assessment and Role Recommendations

For the first Implementation Plan objective, MTC and ABAG staff conducted a strategy assessment to identify and evaluate current conditions with respect to four key factors for success: authority, financial resources, technical capacity, and public and political support. The strategy assessment also recommended roles for MTC and ABAG moving forward — whether to lead, partner or support strategy implementation.

Results of the strategy assessment and role recommendations are presented in the summary tables and text that follow, and incorporate feedback from staff, partners, advisory groups and policymakers. The tables also list the projected cost of implementing each strategy over the plan period ending in 2050. Several strategies would require incremental increases in administrative costs to implement. In these cases, the strategy cost is shown as not applicable (N/A). For more information about the strategy assessment and role recommendations for each of the plan's strategies, including an overall contextual summary, please see the Plan Bay Area 2050 Implementation Plan Briefs.













## Housing

The governance landscape for housing in the Bay Area has rapidly evolved over the last several years. MTC and ABAG now have a Housing and Local Planning team; state legislation established the Bay Area Housing Finance Authority (BAHFA); the state infused meaningful funding into housing planning through Regional and Local Early Action Planning Grants; and the ABAG Housing Committee was formed. These developments have provided authority, resources and capacity for the region to act in several strategic areas, illustrated in Table 7-2, where previously MTC and/or ABAG's roles would have been more limited.

Overall, however, financial resources remain a challenge for housing, and significant infusions of revenue — whether from federal or state government programs, or a potential regional revenue measure — will be essential to making progress. BAHFA, ABAG and MTC have a major opportunity over the next several years to prioritize production of housing at all levels of affordability, preserve existing affordable housing, and protect residents facing housing instability and displacement. It is important to note that leading efforts does not mean leading alone. Instead, regional government will lead efforts that support local governments, with a focus on developing new funding sources to support high-cost housing strategies.



Table 7-2. Role recommendations for housing strategies

<div>  <b>STRATEGY ASSESSMENT: HOUSING</b> </div>							
Strategy		Cost (\$Billion)	ASSESSMENT OF CURRENT CONDITIONS				MTC/ABAG Recommended Implementation Role
			Authority	Financial Resources	Public and Political Support	Technical Capacity	
H1	Further Strengthen Renter Protections Beyond State Law	\$2					 SUPPORT
H2	Preserve Existing Affordable Housing	\$237					 LEAD
H3	Allow a Greater Mix of Housing Densities and Types in Growth Geographies 	N/A					 PARTNER
H4	Build Adequate Affordable Housing to Ensure Homes for All	\$219					 LEAD
H5	Integrate Affordable Housing into All Major Housing Projects	N/A					 SUPPORT
H6	Transform Aging Malls and Office Parks into Neighborhoods	N/A					 PARTNER
H7	Provide Targeted Mortgage, Rental and Small Business Assistance to Equity Priority Communities	\$10					 LEAD
H8	Accelerate Reuse of Public and Community Land for Mixed-Income Housing and Services	N/A					 LEAD

LEGEND:

LIMITED

PARTIAL

EXISTING



= High-Impact Strategy in Achieving GHG Reduction Target













## Economy

While MTC and ABAG currently lack the authority, financial resources and technical capacity to carry out Plan Bay Area 2050's economic strategies, the interconnected nature of long-range regional planning, as reflected in the interplay between all plan strategies, has revealed that more coordination on key economic issues at the regional scale may be needed. Over the course of several months in summer 2021, MTC and ABAG convened the Regional Governmental Partnership for Local Economic Rebound. This effort brought together local elected officials and stakeholders from many different sectors to identify key economic challenges facing the region and potential partnership and collaboration opportunities moving forward. For the most part, it is recommended that MTC and ABAG partner with or support the work of other organizations that are more directly able to implement economic strategies.



Table 7-3. Role recommendations for economic strategies

<div>  <b>STRATEGY ASSESSMENT: ECONOMY</b> </div>							
Strategy		Cost (\$Billion)	ASSESSMENT OF CURRENT CONDITIONS				MTC/ABAG Recommended Implementation Role
			Authority	Financial Resources	Public and Political Support	Technical Capacity	
EC1	Implement a Statewide Universal Basic Income	\$205					 SUPPORT
EC2	Expand Job Training and Incubator Programs	\$5					 SUPPORT
EC3	Invest in High-Speed Internet in Underserved Low-Income Communities	\$10					 SUPPORT
EC4	Allow Greater Commercial Densities in Growth Geographies 	N/A					 PARTNER
EC5	Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit	\$10					 SUPPORT
EC6	Retain and Invest in Key Industrial Lands	\$4					 PARTNER

LEGEND: LIMITED PARTIAL EXISTING



= High-Impact Strategy in Achieving GHG Reduction Target












## Transportation

Given MTC's statutory role as transportation planner, funder and coordinator for the Bay Area, most Plan Bay Area 2050 transportation strategies received a Lead or Partner role designation. A Lead role has been identified for strategies that focus on transportation system optimization and recovery where there is a clear need for regional leadership. By contrast, a Partner role has been identified for strategies, particularly those that require construction of new transportation infrastructure, where close partnership with county transportation agencies, transit operators, local transportation departments and the state, among others, will be essential for strategy success.






Table 7-4. Role recommendations for transportation strategies







 <b>STRATEGY ASSESSMENT: TRANSPORTATION</b>							
Strategy		Cost (\$Billion)	ASSESSMENT OF CURRENT CONDITIONS				MTC/ABAG Recommended Implementation Role
			Authority	Financial Resources	Public and Political Support	Technical Capacity	
T1	Restore, Operate and Maintain the Existing System	\$389					 LEAD
T2	Support Community-Led Transportation Enhancements in Equity Priority Communities	\$8					 PARTNER
T3	Enable a Seamless Mobility Experience	\$3					 LEAD
T4	Reform Regional Fare Policy	\$10					 LEAD
T5	Implement Per-Mile  Tolling on Congested Freeways with Transit Alternatives	\$1					 LEAD
T6	Improve Interchanges and Address Highway Bottlenecks	\$12					 SUPPORT
T7	Advance Other Regional Programs and Local Priorities	\$17					 PARTNER

LEGEND: LIMITED PARTIAL EXISTING

 = High-Impact Strategy in Achieving GHG Reduction Target



## STRATEGY ASSESSMENT: TRANSPORTATION (CONT'D)

Strategy		Cost (\$Billion)	ASSESSMENT OF CURRENT CONDITIONS				MTC/ABAG Recommended Implementation Role
			Authority	Financial Resources	Public and Political Support	Technical Capacity	
T8	Build a Complete Streets Network	\$13					 <b>PARTNER</b>
T9	Advance Regional Vision Zero Policy Through Street Design and Reduced Speeds 	\$4					 <b>PARTNER</b>
T10	Enhance Local Transit Frequency, Capacity and Reliability	\$32					 <b>PARTNER</b>
T11	Expand and Modernize the Regional Rail Network	\$81					 <b>PARTNER</b>
T12	Build an Integrated Regional Express Lanes and Express Bus Network	\$9					 <b>PARTNER</b>



## Environment















The strategy assessment revealed broadly similar themes across the plan's environmental strategies, indicating that the strategies are popular, but the financial resources to support them are less secure. In addition, while MTC and ABAG (including entities such as the San Francisco Estuary Partnership and Bay Area Regional Energy Network, which are both housed within ABAG) have a variety of authorities and capacities to support the strategies, these capacities are not sufficient to implement the full scope of identified needs.

For sea level rise adaptation, assessment results indicate that MTC and ABAG are well positioned to partner on coordination and funding efforts with the San Francisco Bay Conservation and Development Commission, cities and counties, community-based organizations, non-profits, and businesses, among others. MTC and ABAG are also poised to take a leadership role on implementation of strategies related to reducing climate emissions — namely, strategies focused on commute trip reduction and transportation demand management.





Table 7-5. Role recommendation for environmental strategies

 <b>STRATEGY ASSESSMENT: ENVIRONMENT</b>							
Strategy		Cost (\$Billion)	ASSESSMENT OF CURRENT CONDITIONS				MTC/ABAG Recommended Implementation Role
			Authority	Financial Resources	Public and Political Support	Technical Capacity	
EN1	Adapt to Sea Level Rise	\$19					 <b>PARTNER</b>
EN2	Provide Means-Based Financial Support to Retrofit Existing Buildings (Energy, Water, Seismic, Fire)	\$15					 <b>PARTNER</b>
EN3	Fund Energy Upgrades to Enable Carbon-Neutrality in All Existing Commercial and Public Buildings	\$18					 <b>SUPPORT</b>
EN4	Maintain Urban Growth Boundaries 	N/A					 <b>SUPPORT</b>
EN5	Protect and Manage High-Value Conservation Lands	\$15					 <b>PARTNER</b>
EN6	Modernize and Expand Parks, Trails, and Recreation Facilities	\$30					 <b>PARTNER</b>
EN7	Expand Commute Trip Reduction Programs at Major Employers 	N/A					 <b>CO-LEAD</b> (with Air District)
EN8	Expand Clean Vehicle Initiatives 	\$5					 <b>PARTNER</b>
EN9	Expand Transportation Demand Management Initiatives 	\$1					 <b>LEAD</b>

**LEGEND:**
LIMITED
PARTIAL
EXISTING


= High-Impact Strategy in Achieving GHG Reduction Target

## Implementation Actions

MTC and ABAG propose the following implementation actions, which are organized by Plan Bay Area 2050's elements and themes. For more detail on the proposed implementation actions over a five-year period, please see the Plan Bay Area 2050 Implementation Plan Briefs.

### Core Implementation Focus Areas

Several implementation themes emerged as common areas of focus across all of the plan's strategies. These included realizing the revenues needed to implement the plan, engaging in advocacy at the state and federal level, advancing existing initiatives, and ensuring an equitable recovery from the COVID-19 pandemic.

- **Revenues:** Plan Bay Area 2050 is an ambitious, \$1.4 trillion plan that relies on approximately \$780 billion in new revenues. As a result, a focus on generating revenues is needed to support the plan's strategies. MTC and ABAG will collaborate with partners to advocate for financial resources, whether from federal, state, regional or local sources. It will also be important to align with ongoing developments at the state and federal levels as revenues from recovery and relief efforts are distributed and wide-ranging federal infrastructure bill efforts move forward, including a surface transportation reauthorization bill later in 2021. Advocating at the state level to generate funds for resilience and housing needs will also be a regional priority. An expanded discussion on funding the plan will follow later in this chapter.
- **Advocacy:** MTC and ABAG develop and adopt an Advocacy Program each year, and the agencies will work to ensure that the the goals and objectives of this program align with key implementation priorities identified for Plan Bay Area 2050. For 2021, these priorities encompass a wide variety of areas, including renter protections; speed limits and enforcement; broadband subsidies for households with low incomes; authorization to pilot all-lane tolling or other pricing strategies; and allowances for higher housing densities in Transit-Rich Areas, High-Resource Areas, or jobs-rich jurisdictions; among others. It will be important to deliberately pursue these advocacy aims while ensuring that additional priorities that have emerged from the Implementation Plan process are incorporated into future advocacy programs.
- **Existing Initiatives:** There are many ongoing initiatives within MTC and ABAG that support Plan Bay Area 2050's strategies in different ways. Continuing these initiatives while also working to further their strategic alignment with the plan's vision and goals will be a major focus of the implementation period.
  - Active Transportation Program
  - Climate Initiatives Program
  - Clipper® START<sup>SM</sup> Pilot Program
  - Community-Based Transportation Planning Program
  - Commuter Benefits Program
  - Coordinated Public Transit-Human Services Transportation Plan
  - Express Lanes
  - "Forward" Commute Initiatives
  - I-880 Express Lanes Toll Discount Pilot
  - Priority Conservation Area (PCA) Program
  - Priority Development Area (PDA) Program
  - Regional Advance Mitigation Program
  - Regional Housing Technical Assistance Program
  - Regional Trails Program
  - Vision Zero Policy
- **Equitable Recovery:** As the Bay Area emerges from the COVID-19 pandemic, it will be essential to think through what an inclusive, equitable recovery looks like. In addition to the Regional Governmental Partnership for Local Economic Rebound noted earlier — which has examined the nexus between infrastructure delivery and economic stimulus, among other areas — MTC and ABAG are exploring other recovery priorities, including workforce development needs and opportunities.

## Cross-Cutting Implementation Actions

In addition to the strategy-specific implementation actions identified in this chapter, there are several key actions that will support multiple strategies and even multiple elements of the plan. These cross-cutting implementation actions are identified in Table 7-6.

**Table 7-6.** Cross-cutting implementation actions

CROSS-CUTTING IMPLEMENTATION ACTIONS	TIMEFRAME	IMPLEMENTATION VEHICLE
Advocate for reforms to Senate Bill 375 and/or associated state guidelines to support improved policy outcomes with respect to reducing greenhouse gas emissions and facilitate enhanced collaboration at all levels of government in meeting shared climate goals	Years 1-2	Advocacy and Legislation
Pursue strategic and targeted streamlining of the California Environmental Quality Act in order to advance Plan Bay Area 2050 housing and infrastructure goals without diminishing environmental safeguards	Years 1-2	
Update the framework and methodology for identification of Equity Priority Communities	Years 2-3	New, Existing or Restructured Initiatives
Provide Implementation Plan status updates and progress reports annually starting in 2022 to MTC's and ABAG's committees and boards, with the goal of refreshing the Implementation Plan as part of the next Plan Bay Area update process in 2025	Ongoing	Planning or Research
Build upon the robust performance tracking work in Vital Signs, the regional performance monitoring initiative, as a tool to more effectively gauge Plan Bay Area 2050 implementation progress	Ongoing	



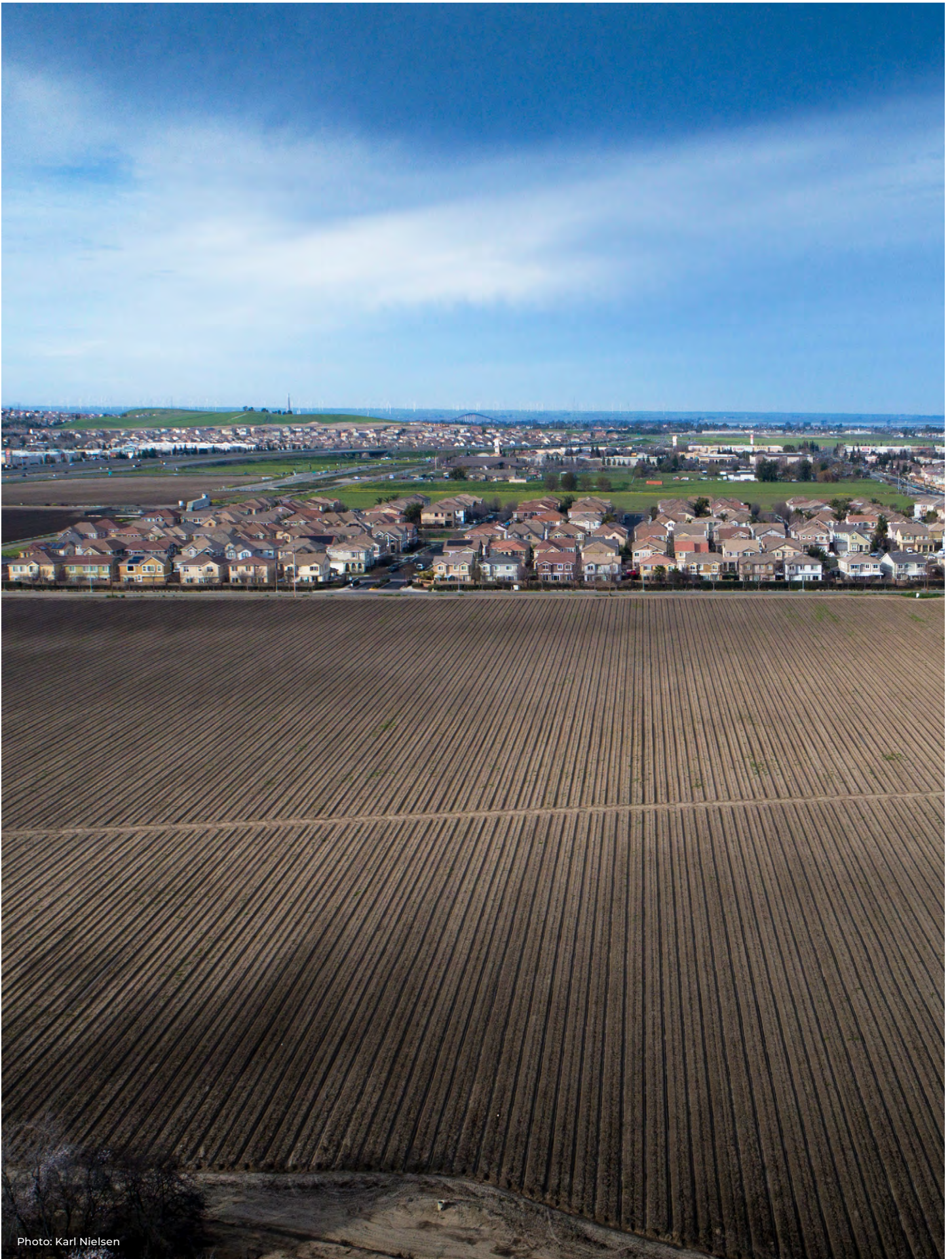


Photo: Karl Nielsen





## Housing

For housing, key implementation actions include providing financial resources and technical assistance through the Regional Housing Technical Assistance and Priority Development Area planning programs. These programs will support local jurisdictions in a myriad of ways as they develop their Housing Element updates and bolster the Plan Bay Area 2050 themes of spurring housing production for people at all income levels and creating inclusive communities. Agencies will also partner with a wide range of stakeholders on initiatives to study and accelerate the redevelopment of aging malls and office parks and catalyze the reuse of public and community-owned land. Finally, BAHFA will launch and deliver a suite of pilot projects that will equitably advance protection, preservation and production of affordable housing.

### Implementation Spotlight: Advancing Regional Housing Goals


To further Plan Bay Area 2050's housing strategies, MTC and ABAG have launched the Expanded Regional Housing Portfolio, which represents a new cross-sector, collaborative approach to address the region's housing challenges through comprehensive, data-driven, equity-focused programs and strategies. A central pillar of this effort is BAHFA, the first state-approved regional housing finance authority in California. BAHFA provides the region with a powerful new set of financing tools that can raise significant new housing revenue from a variety of sources, including a regional ballot measure, state or federal appropriations, and philanthropic and corporate contributions.

In addition to seeking new funding, the Expanded Regional Housing Portfolio furthers a framework based on the “3Ps”: **protect** current residents from displacement, **preserve** existing affordable housing and **produce** new housing to secure long-term affordability. Five new regional pilot programs will support this work:

1. Support the Design and Rollout of a Homelessness Prevention System
2. Strengthen the Regional Rental and Mortgage Assistance Network
3. Enhance Preservation Financing Tools and Provide Technical Assistance
4. Support a Regional Affordable Housing Application Platform (“Doorway”)
5. Build and Maintain a Regional Affordable Housing Pipeline Database

The 2021-22 California state budget includes \$20 million to underwrite the work of BAHFA, which, among other tasks, will help accelerate and deliver the pilot projects identified above. MTC and ABAG are also developing an outcomes-driven Business Plan to ensure the success of this work. Slated to be completed by 2023, the Business Plan will center on developing a strategic, equity-focused framework, including measurable outcomes; identifying and designing innovative funding and financing tools; and designing and recommending an effective structure and operations for BAHFA and the Expanded Regional Housing Portfolio.

Table 7-7. Implementation actions for the housing element

 <b>Housing</b>			
Themes and Strategies	Implementation Actions	Timeline	Implementation Vehicle
<b>Protect and Preserve Affordable Housing</b> <ul style="list-style-type: none"> <li>Further strengthen renter protections beyond state law</li> <li>Preserve existing affordable housing</li> </ul>	1a) Advocate for renter protections for tenants and low-income communities to prevent unjust evictions and displacement	Ongoing	Advocacy and Legislation
	1b) Seek new revenues for affordable housing preservation	Ongoing	
	1c) Launch and deliver BAHFA pilot projects to develop standardized best practices for tenant protection programs; scope potential regional-scale anti-displacement programs; and launch and deliver a BAHFA pilot program to pursue new affordable housing preservation strategies, including the restructured Bay Area Preservation Pilot Program	Years 2-4	New, Existing or Restructured Initiatives
	1d) Complete and implement the Expanded Regional Housing Portfolio and BAHFA Business Plan	Years 1-3	Planning or Research
	1e) Evaluate changes to federal and state policies to increase incentives for, and viability of, affordable housing preservation strategies	Ongoing	
<b>Spur Housing Production for People of All Income Levels</b> <ul style="list-style-type: none"> <li>Allow a greater mix of housing densities and types in Growth Geographies</li> <li>Build adequate affordable housing to ensure homes for all</li> <li>Integrate affordable housing into all major housing projects</li> <li>Transform aging malls and office parks into neighborhoods</li> </ul>	2a) Advocate for legislation that enables a greater mix of housing densities and types in Growth Geographies	Ongoing	Advocacy and Legislation
	2b) Seek new revenues for affordable housing production and explore better coordination of existing funding streams	Ongoing	
	2c) Continue and seek greater strategic alignment of existing and future programs and financial resources to help local jurisdictions increase their supply of affordable homes and develop context-specific inclusionary zoning and affordable housing incentives. Relevant existing programs include PDA Planning Grants, PDA Technical Assistance and Regional Housing Technical Assistance; new programs could be introduced to support planning and redevelopment of malls and office parks in PDAs and other Growth Geographies. Funding includes existing and eligible new funding sources.	Ongoing	New, Existing or Restructured Initiatives
	2d) Assist local jurisdictions to complete or initiate plans for all remaining PDAs by 2025	Ongoing	
	2e) Complete and implement the Transit-Oriented Development (TOD) Policy update to ensure land use supports transit investments and access to transit	Years 1-2 (policy update); Ongoing thereafter	
	2f) Launch and deliver BAHFA pilot projects to facilitate production and ensure equitable access to affordable housing, including a regional affordable housing application platform ("Doorway") and an affordable housing pipeline database	Years 2-4	
	2g) Complete and implement the Expanded Regional Housing Portfolio and BAHFA Business Plan	Years 1-3	Planning or Research
	2h) Evaluate changes to federal and state policies to increase incentives for, and the viability of, affordable housing production strategies	Ongoing	
	2i) Identify redevelopment opportunities and challenges and partner with local jurisdictions, community members, property owners, affordable housing developers, and other stakeholders to accelerate the redevelopment of aging malls and office parks	Years 2-5	





## Housing

Themes and Strategies	Implementation Actions	Timeline	Implementation Vehicle
<b>Create Inclusive Communities</b> <ul style="list-style-type: none"> <li>• Provide targeted mortgage, rental and small business assistance to Equity Priority Communities</li> <li>• Accelerate reuse of public and community-owned land for mixed-income housing and essential services</li> </ul>	3a) Seek new revenues for rental, mortgage and small-business assistance programs	Ongoing	Advocacy and Legislation
	3b) Launch and deliver BAHFA pilot projects that will focus on developing standardized best practices for tenant protection programs and scoping potential regional-scale anti-displacement programs	Years 2-4	New, Existing or Restructured Initiatives
	3c) Partner with local jurisdictions and other stakeholders through BAHFA to develop and roll out a regional homelessness prevention system	Years 1-4	
	3d) Continue and seek greater strategic alignment of existing programs and financial resources to plan for public land reuse and to advance residential and mixed-use projects with a large share of affordable housing. Programs include the PDA Planning Grants and PDA Technical Assistance programs, and funds include current and eligible new sources	Ongoing	
	3e) Complete and implement the Expanded Regional Housing Portfolio and BAHFA Business Plan	Years 1-3	Planning or Research
	3f) Advance an initiative identifying challenges and opportunities for catalyzing the reuse of public and community-owned land by partnering with local jurisdictions, community members, public landowners, community land trusts and a broad range of other stakeholders	Years 2-5	





Photo: Karl Nielsen





## Economy

Key implementation focus areas for Plan Bay Area 2050's economy element include new workforce actions aimed at supporting the plan's ambitious transportation, housing and resilience infrastructure goals as well as enhanced collaboration on regional and megaregional economic needs with labor, business and education partners, among others, moving forward. The agencies will also be evaluating funding sources to support the development of a pilot Priority Production Area Planning and Technical Assistance Program.

### **Implementation Spotlight: Supporting Jobs in Growth Geographies**

Priority Development Areas (PDAs) and Priority Production Areas (PPAs) are two Plan Bay Area 2050 Growth Geographies that could shape the distribution of future job growth in a manner that can support economic vitality and the plan's climate goals. Both are locally identified places — nominated by towns, cities or counties — where more jobs could be accommodated. PDAs are generally near existing job centers or frequent transit and are locally prioritized for both housing and job growth, while PPAs are typically existing industrial areas that are primed for growth in middle-wage industries like manufacturing, utilities and logistics. PDAs work to support Strategy EC4, to allow greater commercial densities in Growth Geographies, as well as Strategy EC5, to provide incentives to employers to shift jobs to housing-rich areas well served by transit. PPAs support Strategy EC6, to retain and invest in key industrial lands.

Several implementation actions have been identified to support local planning efforts that prepare for job growth in PDAs and PPAs. Over the next five years, MTC and ABAG will evaluate funding sources and develop a pilot PPA Planning and Technical Assistance Program, with a goal of supporting up to five PPAs by 2025. The agencies will also offer planning and technical assistance surrounding greater commercial densities and seek greater strategic alignment of existing programs, including the PDA Planning and Technical Assistance Grant Program, with expanded emphasis on integrating housing and job growth at transit-supportive densities in transit-rich Growth Geographies.





Photo: Karl Nielsen

Table 7-8. Implementation actions for the economy element


<div>  <b>Economy</b> </div>			
Themes and Strategies	Implementation Actions	Timeline	Implementation Vehicle
<b>Improve Economic Mobility</b> <ul style="list-style-type: none"> <li>Implement a statewide universal basic income</li> <li>Expand job training and incubator programs</li> <li>Invest in high-speed internet in underserved low-income communities</li> </ul>	4a) Advocate for a potential statewide pilot program related to a universal basic income	Years 3-5	Advocacy and Legislation
	4b) Support increased funding for job training programs, including pre-apprenticeships, as well as incubator programs	Years 3-5	
	4c) Advocate for the importance of apprenticeships and high road career opportunities, including construction, to improve economic mobility and support the plan's ambitious housing and infrastructure goals, with an emphasis on recruiting women, veterans, formerly incarcerated people, people of color and residents of Equity Priority Communities	Years 2-5	
	4d) Advocate for continued federal and state support for internet subsidies and a more deliberate state approach to expanding access to broadband for households with low incomes	Ongoing	
	4e) Implement the recommendations of MTC and ABAG's Regional Governmental Partnership for Local Economic Rebound initiative	Years 2-5	New, Existing or Restructured Initiatives
	4f) Partner with regional economy stakeholders, including labor, business, and education partners, on research and modeling of workforce supply challenges facing the region and megaregion	Years 2-4	Planning or Research
<b>Shift the Location of Jobs</b> <ul style="list-style-type: none"> <li>Allow greater commercial densities in Growth Geographies</li> <li>Provide incentives to employers to shift jobs to housing-rich areas well served by transit</li> <li>Retain and invest in key industrial lands</li> </ul>	5a) Advocate for legislation that enables a greater mix of commercial densities as outlined in the plan's Growth Geographies	Ongoing	Advocacy and Legislation
	5b) Complete and implement the TOD Policy update to ensure land use supports transit investments	Years 1-2 (policy update); Ongoing thereafter	New, Existing or Restructured Initiatives
	5c) Continue and seek greater strategic alignment of existing programs, including the PDA Planning Grants Program, with expanded emphasis on integrating housing and job growth at transit-supportive densities in transit-rich Growth Geographies	Ongoing	
	5d) Evaluate funding sources and develop a pilot PPA planning and technical assistance program, with a goal of supporting up to five PPAs by 2025	Years 1-5	





Photo: Noah Berger





## Transportation


Key implementation actions for Plan Bay Area 2050's transportation element include implementing the recommendations of the Blue Ribbon Transit Recovery Task Force, the Fare Coordination and Integration Study, and the Regional Active Transportation Plan. Advocating for major capital projects and positioning them for success will be a major implementation focus area in collaboration with local, regional and megaregional partners. In addition, work is underway to update MTC's Transit-Oriented Development Policy to ensure land use supports current and planned transit investments. Looking ahead, MTC will lead the Next-Generation Freeways Study to further explore freeway all-lane tolling and complementary strategies through engagement with partners and the public.

### **Implementation Spotlight: Next-Generation Freeways Study**

Plan Bay Area 2050's transportation strategies aim to support the mobility needs of all residents, with an emphasis on addressing mobility needs in underserved communities and meeting state mandated climate emissions reduction goals. Strategy T5, to implement per-mile tolling on congested freeways with transit alternatives, could be one of the most impactful strategies to accomplish these aims by encouraging future Bay Area residents to choose transit, carpooling or an active mode rather than driving alone. To begin the work of implementing this strategy, MTC and ABAG must first identify ways to equitably advance roadway pricing through deep engagement, working toward a modernized, multimodal regional transportation network with improved mobility, environmental and equity outcomes for all.

One near-term step forward is the Next-Generation Bay Area Freeways Study, a multi-pronged effort to explore freeway pricing mechanisms and complementary strategies through robust public engagement, simulation modeling and financial analysis. Throughout all elements of the study, equity will be centered as MTC, partners and the public discuss options for road pricing policy and associated tradeoffs. MTC will lead the study and partner with Caltrans, county transportation agencies, transit agencies, engagement experts and community-based organizations for this work. The study is slated to conclude in 2023.

Table 7-9. Implementation actions for the transportation element

 <b>Transportation</b>			
Themes and Strategies	Implementation Actions	Timeline	Implementation Vehicle
<b>Maintain and Optimize the Existing System</b> <ul style="list-style-type: none"> <li>Restore, operate and maintain the existing system</li> <li>Support community-led transportation enhancements in Equity Priority Communities</li> <li>Enable a seamless mobility experience</li> <li>Reform regional transit fare policy</li> <li>Implement per-mile tolling on congested freeways with transit alternatives</li> <li>Improve interchanges and address highway bottlenecks</li> <li>Advance other regional programs and local priorities</li> </ul>	6a) Seek new revenues and/or increased funding for transportation, including operations and maintenance needs; community-led enhancements; and fare policy reform, including means-based considerations	Ongoing	Advocacy and Legislation
	6b) Evaluate and, if necessary, seek state legislative authority to support implementation of the Fare Coordination and Integration Study recommendations	Years 1-2	
	6c) Coordinate the Bay Area's transportation pandemic recovery with a focus on stabilization, rebuilding and ridership restoration	Years 1-2	New, Existing or Restructured Initiatives
	6d) Reassess Plan Bay Area 2050's transportation element financial assumptions in 2023 to better reflect the region's post-COVID-19 financial conditions	Years 3-4	
	6e) Continue existing asset management programs such as StreetSaver, StreetSaver Plus, and the Pavement Technical Assistance Program, among others, and develop detailed asset management plans for each of the BATA toll bridges as identified in the BATA Recovery Action Plan	Ongoing	
	6f) Implement the system optimization recommendations of the Blue Ribbon Transit Recovery Task Force related to fare integration and payment, mapping and wayfinding, bus transit priority, and transit network planning, including: <ul style="list-style-type: none"> <li>Fare integration and payment recommendations, such as implementing the recommendations of the Fare Coordination and Integration Study and funding related pilot projects</li> <li>Customer information recommendations, such as finalizing regional mapping and wayfinding standards, delivering pilot projects, and developing a regional mapping data services digital platform</li> <li>Bus transit priority recommendations, such as adopting a Transit Priority Policy and Corridor Assessment, and delivering near-term transit corridor projects</li> <li>Transit network planning recommendations, such as adopting a Bay Area Connected Network Plan and standardizing transit data collection to provide accurate customer information</li> </ul>	Year 1 (fares); Years 1-3 (bus signal priority and transit network); Years 1-4 (mapping and wayfinding)	
	6g) Update guidelines for the upcoming cycle of the Community-Based Transportation Planning (CBTP) Program and explore restructuring of the Lifeline Transportation Program and/or using other existing funding sources to support the development and advancement of CBTPs and participatory budgeting projects	Years 1-3	
	6h) Implement the recommendations of the Blue Ribbon Transit Recovery Task force related to accessibility, including designating a mobility manager and identifying key paratransit reforms through the Coordinated Plan update	Years 1-3	
	6i) Deploy the Clipper® Mobile app, next-generation Clipper® and a single regional mobility account platform to improve seamless integration of the network	Years 3-5	
	6j) Continue and seek greater strategic alignment of existing programs, including the CBTP Program, Clipper® START, the I-880 Express Lanes Toll Discount Pilot, Express Lanes, 511, the "Forward" Commute Initiatives and Connected Bay Area, among others	Ongoing	
	6k) Identify strategies to equitably advance roadway pricing on congested freeways through technical analysis and deep engagement with key partners, stakeholders and the public	Years 2-3	Planning or Research



## Transportation

Themes and Strategies	Implementation Actions	Timeline	Implementation Vehicle
<b>Create Healthy and Safe Streets</b> <ul style="list-style-type: none"> <li>Build a Complete Streets network</li> <li>Advance regional Vision Zero policy through street design and reduced speeds</li> </ul>	7a) Seek new revenues and/or increased funding for transportation, including for Complete Streets and Vision Zero priorities	Ongoing	Advocacy and Legislation
	7b) Advocate for policy changes that will improve roadway safety, particularly for the most vulnerable users, including but not limited to authorization for automated speed enforcement	Years 1-2	
	7c) Complete and implement the recommendations of the Regional Active Transportation Plan	Years 1-5	New, Existing or Restructured Initiatives
	7d) Continue and seek greater strategic alignment of existing programs, such as the Active Transportation Program, the Quick-Build Technical Assistance program, local roadway asset inventory development and the Vision Zero shared data initiative	Ongoing	
<b>Build a Next-Generation Transit Network</b> <ul style="list-style-type: none"> <li>Enhance local transit frequency, capacity and reliability</li> <li>Expand and modernize the regional rail network</li> <li>Build an integrated regional express lane and express bus network</li> </ul>	8a) Seek new revenues and/or increased funding for transportation, including for local and regional transit expansion, and convene stakeholders through late 2023 to identify priorities and a funding framework for a future transportation ballot measure that would include new funding for transit	Ongoing	Advocacy and Legislation
	8b) Advocate for major capital projects and position them for success, including sequencing projects to align with funding availability as well as assessing their existing funding, project readiness and characteristics that support Plan Bay Area 2050 goals	Years 1-4	
	8c) Advocate for the next phase of California High-Speed Rail (CAHSR) construction to connect the Central Valley to the Bay Area, while partnering with state agencies to seek more federal and state monies for the project	Ongoing	
	8d) Advocate for changes to state law and federal regulations that will expand opportunities to convert general-purpose and part-time travel lanes to priced facilities	Ongoing	
	8e) Continue and seek greater strategic alignment of existing programs, including the “Forward” Commute Initiatives person-throughput investments and transit signal priority investments, as well as the express lanes network expansion, and follow the recommendations of the Bay Area Express Lanes Strategic Plan, which will guide future network investments, priorities and policies	Ongoing	New, Existing or Restructured Initiatives
	8f) Implement the transit network recommendations of the Blue Ribbon Transit Recovery Task Force, including bus transit priority on future routes, connected network planning, and bus/rail network management reforms, including developing a Business Case for reform and delivery of the Rail Partnership and Governance Assessment	Years 1-3	
	8g) Complete and implement the TOD Policy update to ensure land use supports transit investments and access to transit	Years 1-2 (policy update); Ongoing thereafter	
	8h) Collaborate with local, regional and megaregional partners on major transportation projects to evaluate regional project delivery paradigms and support improved schedule adherence and reduced costs	Years 1-4	





Photo: Karl Nielsen



## Environment


For Plan Bay Area 2050's environment element, key implementation actions include evaluating and establishing clear roles and responsibilities for sea level rise adaptation planning, funding and implementation, in collaboration with key partners. MTC is proposing to restructure its Climate Initiatives Program and its transportation demand management programs to ensure that they can effectively increase in scale over the next five years, particularly given the expanded scope of these strategies in Plan Bay Area 2050. The feasibility of expanding the scope and mission of the Bay Area Regional Energy Network (BayREN) to develop a broader range of programs that support water and energy upgrades will also be evaluated. Finally, Priority Conservation Areas, a framework first established by ABAG in the late 2000s, have also been identified for a revamp toward a more data-driven approach that addresses a wider range of policy concerns, including resilience and equity.

### **Implementation Spotlight: Reexamining Priority Conservation Areas**

Priority Conservation Areas (PCAs) are locations nominated by local jurisdictions, open space districts or parks districts and designated by ABAG for the protection of natural habitats and the preservation of open space for future generations in the Bay Area. This includes farming, ranching, recreational and resource lands, which are collectively critical to supporting quality of life in the Bay Area. The first PCAs were adopted in 2008, with over 185 Bay Area PCAs now identified.

These geographies are one of the key regional policy tools available to support the implementation of Plan Bay Area 2050's environmental strategies, including Strategy EN5, to protect and manage high-value conservation lands. Discussions with stakeholders through the development of the Implementation Plan unearthed interest in revisiting the program structure in order to prioritize data-driven and science-based approaches. MTC and ABAG will engage with a variety of stakeholders and partners to provide guidelines and resources to support future conservation work, while also broadening the scope of the PCA program to promote climate resilience and equity. Work on the PCA program update will occur over the next two years, providing an opportunity for the revised framework to be applied during the next long-range planning cycle.

Table 7-10. Implementation actions for the environment element

 <b>Environment</b>			
Themes and Strategies	Implementation Actions	Timeline	Implementation Vehicle
<b>Reduce Risks From Hazards</b> <ul style="list-style-type: none"> <li>Adapt to sea level rise</li> <li>Provide means-based financial support to retrofit existing residential buildings</li> <li>Fund energy upgrades to enable carbon neutrality in all existing commercial and public buildings</li> </ul>	9a) Seek new revenues to support sea level rise adaptation	Ongoing	Advocacy and Legislation
	9b) Advocate for legislative reforms to better address climate adaptation and resilience goals; and establish clear roles and responsibilities for sea level rise adaptation planning, funding and implementation through the BARC Regional Climate Adaptation Legislative Working Group	Years 1-2	
	9c) Seek new revenues to incentivize residential building retrofits, energy upgrades and electrification; and advocate for changes relative to the use of ratepayer funds	Years 3-5	
	9d) Support multi-benefit, multi-jurisdictional shoreline adaptation efforts, working in partnership with cities, counties and other key partners, with a goal of supporting up to five adaptation planning processes by 2025	Years 3-5	New, Existing or Restructured Initiatives
	9e) Support BCDC in implementation of the Bay Adapt Joint Platform, a collaborative strategy to adapt to rising sea levels	Ongoing	
	9f) Support BCDC in the development of a “One Bay” Vision for sea level rise adaptation rooted in community, Bay ecosystems and the economy, incorporating this vision into the next Plan Bay Area update	Years 2-5	
	9g) Prioritize implementation of natural and nature-based solutions through SFEP’s projects and programs	Years 3-5	
	9h) Evaluate the feasibility of expanding BayREN’s scope/mission to support retrofits and water/energy upgrades for residential buildings, and to support energy upgrades and electrification for existing commercial and public buildings	Years 2-4	
	9i) Develop a sea level rise funding plan to support the implementation of projects that reduce sea level rise risks to communities, infrastructure and ecology, prioritizing green infrastructure wherever possible	Years 1-3	Planning or Research
	9j) Study and identify Plan Bay Area 2050 Growth Geographies for resilience risk and opportunities and reform Growth Geography planning guidance accordingly	Years 2-4	
	9k) Compile detailed assessments for seismic, wildfire, water and energy needs, which will explore financial needs, key relevant initiatives, best practices, key stakeholders, and workforce and technology needs, among other areas	Years 1-3	
<b>Expand Access to Parks and Open Space</b> <ul style="list-style-type: none"> <li>Maintain urban growth boundaries</li> <li>Protect and manage high-value conservation lands</li> <li>Modernize and expand parks, trails and recreation facilities</li> </ul>	10a) Advocate for the preservation of existing urban growth boundaries (UGBs) to avoid net expansion of areas eligible for urban development	Years 3-5	Advocacy and Legislation
	10b) Seek new revenues to support land conservation as well as for parks, recreation and open space, with a special emphasis on improving access and enhancing amenities for Equity Priority Communities	Years 3-5	New, Existing or Restructured Initiatives
	10c) Revamp the PCA planning framework using a data-driven approach to better prioritize the most critical areas for conservation, while addressing a broader range of policy concerns	Years 2-3	
	10d) Continue and seek greater strategic alignment of existing programs, including funding and implementation of the Regional Advance Mitigation Program (RAMP), as well as the San Francisco Bay Trail, San Francisco Bay Area Water Trail, the Priority Conservation Area Program and Quick-Build technical assistance	Ongoing	





## Environment

Themes and Strategies	Implementation Actions	Timeline	Implementation Vehicle
<b>Reduce Climate Emissions</b> <ul style="list-style-type: none"> <li>Expand commute trip reduction programs at major employers</li> <li>Expand clean vehicle initiatives</li> <li>Expand transportation demand management initiatives</li> </ul>	11a) Evaluate and, if determined necessary and feasible, seek legislative authority to modify or expand the existing Bay Area Commuter Benefits Program in partnership with the Air District	Years 1-2 (Evaluate); Years 3-5 (Seek)	Advocacy and Legislation
	11b) Seek new revenues and/or increased funding to support climate, electrification and travel demand management needs	Ongoing	
	11c) Convene local governments, transportation demand management (TDM) partners, transit agencies and employers to expand and foster relationships, target outreach, support education, develop metrics, share data and identify shared goals	Ongoing	New, Existing or Restructured Initiatives
	11d) Identify the resources and capacities necessary to implement an expanded Bay Area Commuter Benefits Program at both the Air District and MTC, including an effort to improve program data and enhance database functionality, while using existing resources to develop program messaging	Years 1-2	
	11e) Restructure MTC's Climate Initiatives Program to ensure it can effectively scale over the next five years, while advancing existing initiatives including electric vehicle incentives, electric vehicle charger programs, local parking policies, curb management, Targeted Transportation Alternatives, Mobility Hubs, vanpooling, car sharing, MTC SHIFT as well as bikeshare and e-bike incentive programs	Years 2-5	
	11f) Coordinate an agency-wide, cross-sectional approach for operational TDM programs to increase equity, efficiency and effectiveness and support a shared regional vision for TDM	Years 2-5	
	11g) Conduct research such as focus groups, workshops, surveys, polls and studies to support the development of strategies and approaches that will maximize the viability of sustainable commute targets for major employers to implement	Years 2-4	Planning or Research

## Funding Plan Bay Area 2050

Plan Bay Area 2050 envisions an investment in the Bay Area's future of approximately \$1.4 trillion between now and 2050. A central element of implementing this vision is understanding the potential cost of carrying out each of these strategies, as well as identifying the resources available to meet those needs. More than \$600 billion in existing revenues have been identified to support Plan Bay Area 2050's strategies, the majority of which are revenues that fund transportation operations and expansion. Two other existing revenue sources include just over \$100 billion for housing, primarily focused on affordable housing maintenance and production, and \$16 billion to support environmental aims like emissions reductions and planned sea level rise adaptation projects.

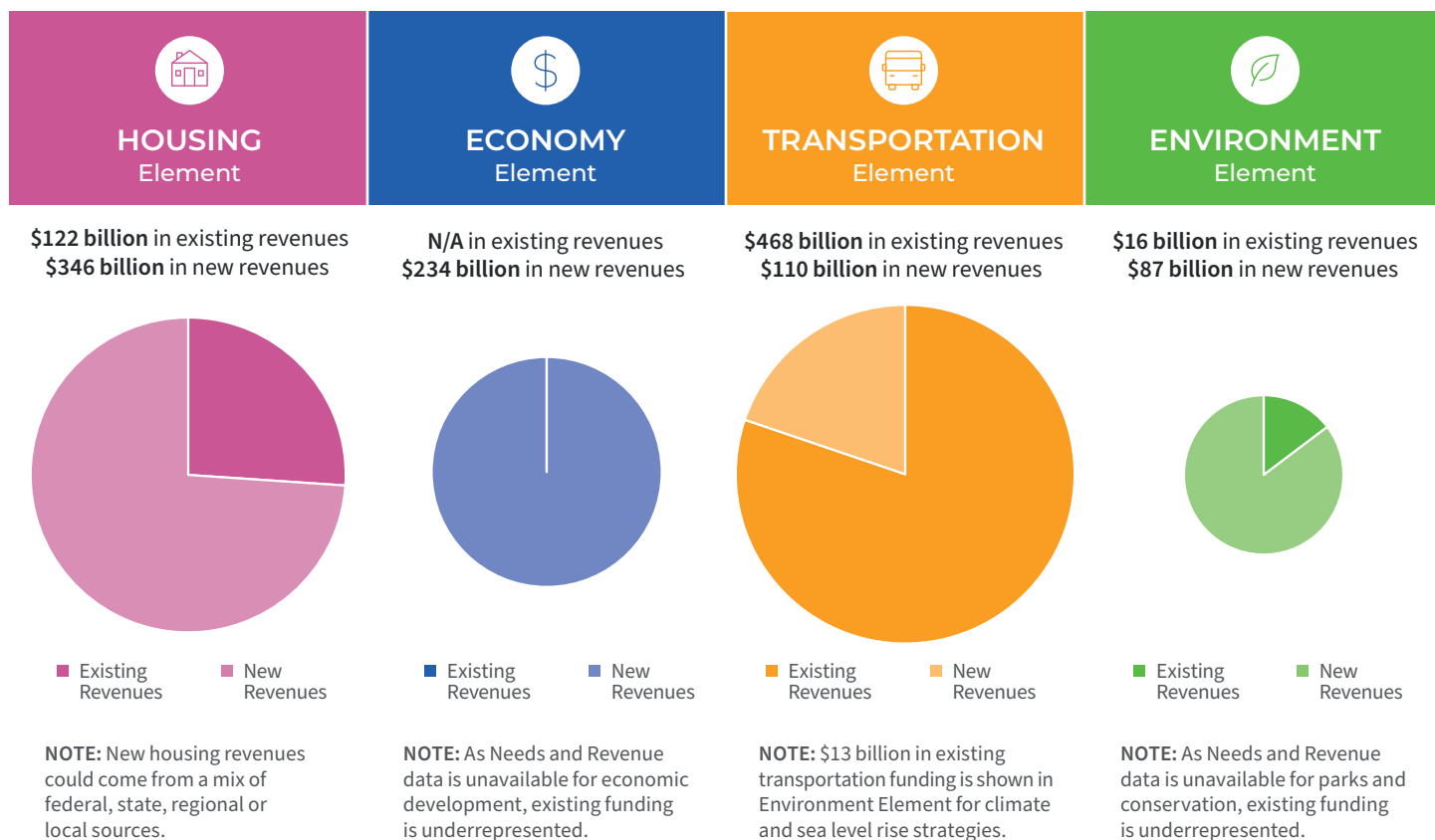
The inclusion of the environment and economy elements in Plan Bay Area 2050 has broadened the scope of the financial analysis required of the plan, and information on existing funding streams for these areas is less readily available. As such, existing funding identified for these two elements is likely underrepresented. This is particularly true for the economy element and environmental strategies related to parks and open space, where no existing funding is assumed. These two elements in particular will need further study and partnership to fully understand what funds already exist and where more financial support is needed.

The transportation element, which has the highest cost of Plan Bay Area 2050's four elements, has relatively robust revenues that currently support the existing system's maintenance and operation. New revenues, however, would be needed to fund the plan's more transformational investments and policies, such as the new Link21 transbay rail crossing or regional fare discounts for millions of trips each day. Such revenues would be generated by implementation of specific Plan Bay Area 2050 strategies like freeway pricing and parking fees, as well as a future regional revenue measure. Independent polling conducted in 2019 found over two-thirds of Bay Area residents were in support of a regional revenue measure for transportation. Working with partners to allow Bay Area voters to decide on such a measure is a key near-term implementation action for MTC and ABAG.

Plan Bay Area 2050's housing, environment and economy elements would require a much stronger reliance on new revenues, reflecting the historically limited role of government spending in these areas. For the housing element, the next most costly after transportation, existing local and state programs to support affordable housing production and preservation can be expected to account for around one-quarter of the funding needed to carry out the plan's housing strategies. Plan Bay Area 2050 intensifies the focus on capital investments for affordable housing production and preservation, requiring a substantial increase in funding to match the scale of the crises the Bay Area must now address.

Thinking ahead to 2050, addressing the challenges that stand in the way of equitable economic development and environmental resilience would require significantly more financial resources than would be expected should today's funding paradigms continue. For example, an economy strategy to implement a universal basic income would require an estimated \$200 billion, reflecting a significant break from current levels of investment in economic development. Similarly, current resources for environmental strategies fall short of what would be needed to carry out the proactive approach to open space expansion, sea level rise adaptation and building modernization laid out in Plan Bay Area 2050.

Figure 7-1. Existing and new revenues by element



## New Revenues on the Horizon

Given the gap between existing and needed revenues, new funding sources will be essential to advancing Plan Bay Area 2050's strategies. While the specific sources of new revenue have yet to be determined, there are a variety of ways that new funding could be generated. These range from user fees like parking surcharges and all-road tolling to increasing taxes on wealth, income, sales or property.

Bay Area voters and policymakers have stepped up to tackle big regional problems in the past, from the inception of the BART system in the 1950s and 1960s to voter-approved bonds for affordable housing in recent years. In the environment sphere, a revenue-generating measure by the San Francisco Bay Restoration Authority in 2016 passed with 70% approval across the region — the Bay Area's first-ever tax to prepare for sea level rise.

Following the onset of the COVID-19 pandemic, federal and state governments made significant funding available for a wide array of emergency response uses, including lifeline transit service and help for renters and businesses to remain in place during economic turmoil. These policy conversations have continued throughout 2021 and are likely to continue for years as governments reassess their roles in confronting immense challenges like income inequality and climate change.

At the federal level, there has been bipartisan support for large-scale investments to modernize and expand infrastructure. Discussions have centered around a number of investment priorities, including the needs to rehabilitate the nation's roads and bridges; expand transit access through large and small capital projects; advance the adoption of zero-emissions vehicles; increase connectivity to high-speed internet; more efficiently manage national water and electricity systems; and prepare for worsening climate events.

As the Fixing America's Surface Transportation (FAST) Act expires in 2021, federal lawmakers are proposing a trillion-dollar infrastructure bill including re-authorization of the act at much higher overall funding levels. While the exact amount of funding and the framework for distributing it are still under discussion, widespread support for these investments suggests that new federal funding streams could direct billions of additional dollars to the Bay Area to implement Plan Bay Area 2050's priorities and projects.





Photo: Karl Nielsen

The state of California also has acted recently to provide resources to help cities, counties and regions tackle large-scale challenges. In the housing sphere, the Regional Early Action Program (REAP) was initiated in the FY2018-19 state budget to align local housing plans with state-mandated goals to increase housing production. The FY2021-22 state budget includes a second infusion of funds for the program with a focus on reducing vehicle miles traveled through implementation of strategies recommended by long-range plans like Plan Bay Area 2050. This new funding will support programs and capital projects that accelerate infill development, promote multimodal communities, shift travel behavior away from solo driving and increase transit ridership. Other recent funds identified at the state level include \$35 million to implement the country's first statewide guaranteed income pilot and \$6 billion to expand high-speed internet access. More information on both of these state allocations can be found in the Plan Bay Area 2050 Economy Element.

Aligning revenues with recommendations from the long-range plan is a critical first step toward implementation. In the Bay Area, the One Bay Area Grant (OBAG) program is a policy and programming framework that aligns select federal transportation revenues with recommendations from long-range plans. MTC will embark on a third OBAG cycle beginning in 2022 in order to advance Plan Bay Area 2050 and other regional policy aims. Priorities include implementing the region's focused growth framework and climate goals and supporting the agencies' adopted Equity Platform and Regional Vision Zero policy. MTC expects to approve the OBAG 3 framework in December 2021, with a call for projects anticipated in early 2022.

Ultimately, securing and distributing funding to implement Plan Bay Area 2050 will require collaboration with partners from many sectors and organizations, ranging from agencies at all government levels to the residents working to place a new revenue measure on the ballot. Through all stages of implementation, partnership remains foundational to Plan Bay Area 2050. The following section provides more detail on the diverse coalition of stakeholders needed to realize Plan Bay Area 2050's vision.



## Strategic Partnership Opportunities

As discussed earlier in this chapter, this Implementation Plan focuses on implementation actions that MTC and/or ABAG propose to commit to over the next one to five years. Actions can fall under the purview of MTC, ABAG, or both agencies collectively, and as such, the agencies are referred to as MTC/ABAG in this section. Undoubtedly, each implementation action detailed in the prior tables will require partnership to enact. During the Partnership Phase of the Implementation Plan, over 45 distinct partners offered potential commitments or statements of support to advance implementation across all plan strategies.

Incorporating this feedback, MTC and ABAG have identified a selection of strategic partners that will be integral to implementing Plan Bay Area 2050, including:

- Bay Area Air Quality Management District (Air District)
- Bay Conservation and Development Commission (BCDC)
- Business Community
- Community-Based Organizations, Advocates and Non-Profits
- County Transportation Agencies (CTAs)
- Labor Organizations
- Local Jurisdictions
- State Agencies
- Transit Agencies

It is important to note that this list of partners and partnership areas is not exhaustive and reflects a shortlist of high-priority focus areas where MTC/ABAG and listed partners can work to advance the adopted Plan Bay Area 2050 strategies. Additional partners will be engaged as specific initiatives, planning projects and advocacy priorities move forward over the plan's implementation period.



Photo: Noah Berger

## BAY AREA AIR QUALITY MANAGEMENT DISTRICT (AIR DISTRICT)

As the regional air pollution control agency for the nine-county Bay Area, the Air District is tasked with overseeing policies and adopting regulations to control stationary sources of air pollution. The Air District and MTC/ABAG collaborate on initiatives including electric vehicle infrastructure and incentives; freight and goods movement; and the Commuter Benefits Program, which provides incentives for commuters to take transit or vanpool to work. Given the significantly expanded climate strategies in Plan Bay Area 2050, MTC/ABAG look forward to continuing and growing their partnership with the Air District on a range of efforts that will encourage mode shift away from auto commute trips, reduce greenhouse gas emissions, and improve air quality, with a specific focus on supporting the needs of Equity Priority Communities, AB 617 communities, and other communities over-burdened by pollution. Through AB 617, for example, the Air District supported the development of the West Oakland Community Action Plan, which contained community-developed recommendations to improve transit service and improve the design and safety of local streets for pedestrians and bike trips.

High-priority initiative areas for greater coordination include expanding the Commuter Benefits Program to support sustainable commute targets, expanding vehicle electrification efforts and accelerating building decarbonization efforts at the regional level. For the Commuter Benefits Program, MTC/ABAG would like to work collaboratively with the Air District to conduct research, convene local partners and employers, and build greater regional consensus for sustainable commute targets, while also working to optimize the program's design and identify the resources and authority needed to expand the program. Given the significantly expanded clean vehicle incentives and infrastructure envisioned by Plan Bay Area 2050, the agencies will also have to work closely to restructure existing vehicle electrification initiatives to ensure that they can scale effectively. Finally, the Air District will be an essential implementation partner for the plan's building decarbonization strategies given their existing decarbonization programs and initiatives, funding, and authority to regulate stationary pollution sources.

PARTNERSHIP FOCUS STRATEGIES	
<b>Economy</b>	EC6
<b>Transportation</b>	T2
<b>Environment</b>	EN2 EN3 EN7 EN8 EN9



## BAY CONSERVATION AND DEVELOPMENT COMMISSION (BCDC)

With planning, permitting and enforcement authorities over San Francisco Bay, BCDC has a major role in preparing for, and adapting to, rising sea levels caused by climate change. MTC/ABAG and BCDC have partnered on numerous projects and initiatives, including the Adapting to Rising Tides program, the San Francisco Bay Trail, the San Francisco Bay Area Water Trail, the San Francisco Bay Area Seaport Plan, various shoreline-adjacent transportation projects, and most recently, the Bay Adapt process.

Beginning in 2019, Bay Adapt, a voluntary, collaborative initiative led by BCDC, sought to establish regional agreement on the actions necessary to protect the Bay Area's people and natural and built environments from sea level rise. In June 2021, Bay Adapt's 35-member Leadership Advisory Group of executive-level leaders from private, public and non-profit organizations unanimously agreed to support its implementation. The Bay Adapt Joint Platform lays out nine actions and 21 tasks that will enable the region to adapt faster, better and more equitably to a rising Bay; the actions identified in the Plan Bay Area 2050 Implementation Plan are fully consistent with and supportive of the Bay Adapt Joint Platform.

A major partnership priority for MTC/ABAG is to work collaboratively with BCDC and other key partners to establish clear roles and responsibilities for sea level rise adaptation planning, funding and implementation through the BARC Regional Climate Adaptation Working Group. Moving forward, MTC/ABAG will also support BCDC in the development of a "One Bay" Vision for sea level rise adaptation rooted in community, Bay ecosystems and the economy, and work to incorporate this vision into the next Plan Bay Area update.

Additional partnership focus areas for sea level rise adaptation include raising revenues to support planning and adaptation projects, pursuing joint legislative advocacy, and developing a sea level rise funding plan for implementation.

### PARTNERSHIP FOCUS STRATEGIES

#### Environment

EN1

## BUSINESS COMMUNITY

The Bay Area business community encompasses a broad range of voices, including large and small businesses, employer associations, advocacy groups and economic development associations. This community has an essential role in ensuring that the Bay Area's economy is vibrant, innovative and sustainable, as well as an inclusive engine of economic opportunity for all of the Bay Area's residents. As such, businesses have been important stakeholders in many MTC/ABAG-led efforts over the years, from megaregional transportation projects to the development of the CASA Compact to address the Bay Area's chronic housing affordability challenges.

MTC/ABAG expect that the business community will continue to be a key implementation partner moving forward across a number of Plan Bay Area 2050 strategies, touching each of the plan's four core elements. Based on discussions during the Partnership Phase of the Implementation Plan, MTC/ABAG would especially welcome the business community's engagement on the region's transportation and housing needs — whether supporting potential regional revenue measures, advocating for major regional and megaregional transportation projects and initiatives in conjunction with an evaluation of project delivery paradigms, or advancing production of both market-rate and affordable housing in Growth Geographies. Other key partnership focus areas include: providing leadership and expertise on regional economic recovery efforts, ongoing engagement to expand commute trip reduction programs at major employers, and further exploration of jobs-to-housing balance issues and considerations.

Partnership Phase discussions also revealed workforce development concerns from the business community related to staff shortages and challenging labor market conditions as the pandemic continues. Moving forward, MTC/ABAG are proposing to partner with regional economy stakeholders including labor, business and education partners, to further research and model the workforce supply challenges facing the region and megaregion.

PARTNERSHIP FOCUS STRATEGIES	
<b>Housing</b>	H3 H4 H6
<b>Economy</b>	EC2 EC3 EC4 EC5 EC6
<b>Transportation</b>	T1 T3 T4 T5 T8 T10 T11 T12
<b>Environment</b>	EN1 EN3 EN7 EN9

## COMMUNITY-BASED ORGANIZATIONS, ADVOCATES AND NON-PROFITS

The Bay Area's unparalleled community of community-based organizations (CBOs), advocates and non-profits bring a wealth of knowledge and expertise to optimize and accelerate implementation of Plan Bay Area 2050's strategies across all of the plan's elements. In addition to deep experience engaging with communities and conducting high-impact advocacy campaigns at the local, regional and state levels, these groups have been active stakeholders in many MTC- and ABAG-led initiatives over the years. Past key efforts have included previous iterations of Plan Bay Area, the OBAG Program, the PCA Program and CASA, among many others.

Moving forward into the plan's implementation period, MTC/ABAG welcome continued partnership and engagement from advocates and non-profits in several priority focus areas. These focus areas include partnering in efforts to reexamine the Equity Priority Communities framework and methodology, providing input on the development of the Expanded Regional Housing Portfolio Business Plan, supporting BAHFA pilot programs, and discussing the vision for a regional public lands network. MTC/ABAG also look forward to partnering to revise the PCA planning framework to better incorporate science, resilience and equity, among other areas, in addition to continuing dialogue regarding key transit priorities in the post-COVID environment.

From a broader perspective, a major consideration across many of the identified Plan Bay Area 2050 strategies involves coordinated public engagement to best support the needs of Equity Priority Communities. MTC/ABAG intend to continue, and to strengthen, engagement efforts in collaboration and partnership with advocates, non-profits and CBOs in the years ahead.

PARTNERSHIP FOCUS STRATEGIES	
<b>Housing</b>	H1 H2 H3 H4 H5 H7 H8
<b>Economy</b>	EC1 EC2 EC3 EC4
<b>Transportation</b>	T1 T2 T3 T4 T5 T8 T9 T10
<b>Environment</b>	EN1 EN2 EN4 EN5 EN6 EN7 EN8



## COUNTY TRANSPORTATION AGENCIES (CTAs)

The region's nine CTAs deliver transportation projects and programs to improve access and mobility for the residents of their counties, in addition to providing technical assistance to local jurisdictions. As the transportation planner, funder and coordinator for the nine-county Bay Area, MTC/ABAG has long-standing relationships with CTAs and a strong history of collaborating to meet the region's most pressing transportation needs.

Some of the most critical areas for partnership between MTC/ABAG and CTAs involve coordination on a wide range of project delivery needs and considerations, facilitating the Bay Area's transportation recovery from the COVID-19 pandemic — including through implementation of the recommendations of the Blue Ribbon Transit Recovery Task Force's Bay Area Transit Transformation Action Plan — and partnering on overall GHG emissions reduction efforts. In the project delivery space, key focus areas will involve working to seek and secure revenues to fill transportation funding gaps, including authorization of a potential regional revenue measure. Further collaboration is necessary to improve schedule adherence, reduce project costs and evaluate project delivery paradigms for major capital projects. With respect to GHG emissions reduction efforts, it will be essential for CTA long-range transportation plans to more closely align with Plan Bay Area 2050, including a stronger emphasis on countywide development patterns.

Other related implementation priorities with CTAs — who were active collaborators throughout the Partnership Phase of the Implementation Plan — involve partnering in a study to equitably advance roadway pricing, furthering implementation of the Express Lanes Strategic Plan, accelerating Complete Streets and Vision Zero improvements — including through technical assistance to local jurisdictions — and advancing electric vehicle and transportation demand management initiatives.

PARTNERSHIP FOCUS STRATEGIES	
<b>Housing</b>	H3 H8
<b>Economy</b>	EC4 EC5 EC6
<b>Transportation</b>	T1 T2 T3 T4 T5 T6 T7 T8 T9 T10 T11 T12
<b>Environment</b>	EN1 EN7 EN8 EN9

## LABOR ORGANIZATIONS

The Bay Area’s labor organizations represent workers who pursue collective bargaining with their employers to secure better wages, improve working conditions and enhance representation for their members. Unions have an essential role in advocating for working class interests and creating and sustaining pathways to the middle class for residents with low incomes.

Especially relevant for Plan Bay Area 2050’s goals are the unions representing transit agency employees, as well as unions representing the building and construction trades. MTC/ABAG look forward to working closely with labor partners in areas of mutual interest moving forward. In the transportation realm, this includes supporting the restoration of transit in the post-COVID environment and delivering a wide range of local and regional transit expansion projects. In the housing and resilience realms, workforce considerations will be key to affordable housing production goals; sea level rise adaptation efforts; and efforts to upgrade residential, commercial and public buildings.

Labor partners identified the critical need of ensuring an adequately sized and skilled construction workforce during the Implementation Plan Partnership Phase. The Implementation Plan therefore includes workforce actions aimed at making the plan’s ambitious transportation, housing and resilience infrastructure goals more achievable, and also recommends partnering with labor organizations on regional and megaregional economic needs through research and modeling. The agencies are especially interested in exploring how the region can support the recruitment, training and retention of women, veterans, formerly incarcerated people, people of color and residents of Equity Priority Communities into “high road” career opportunities.<sup>1</sup>

PARTNERSHIP FOCUS STRATEGIES	
<b>Housing</b>	H3 H4 H6 H8
<b>Economy</b>	EC2 EC4 EC6
<b>Transportation</b>	T1 T10 T11 T12
<b>Environment</b>	EN1 EN2 EN3

<sup>1</sup> Based on the California Workforce Development Board’s definition, “high road” employers refers to firms that compete based on quality of product and service achieved through innovation and investment in human capital and can thus generate family-supporting jobs where workers have agency and voice.

## LOCAL JURISDICTIONS

The Bay Area’s local jurisdictions have a variety of authorities and capacities to support implementation of Plan Bay Area 2050, especially given local control of land use decisions. In addition to their housing and local planning responsibilities, local jurisdictions often have public works, transportation, economic and workforce development, and/or parks and recreation departments that are on the frontlines of delivering or operating projects, initiatives and programs. Local jurisdictions have been key partners in many MTC/ABAG-led processes to date, including RHNA, the PDA Program and the PCA Program, among others.

MTC/ABAG look forward to expanding on existing relationships and initiatives and further building upon the recent successes of the REAP and Local Early Action Planning (LEAP) programs to ensure implementation success across all four elements of the plan. Select high-priority implementation partnership areas include local jurisdictions taking a lead role in allowing a greater mix of housing and commercial densities in Plan Bay Area 2050 Growth Geographies, as well as in working to strengthen renter protections and redevelop aging malls and office parks. Close collaboration will be required to align local land use decisions with potential regionally led efforts to preserve existing and produce new affordable housing.

Local jurisdictions will have a key role in deploying community-identified transportation enhancements, such as bus-only lanes or transit signal priority, as well as advancing planning and project delivery of critical bicycle and pedestrian facilities. MTC/ABAG would further welcome the participation and support of local jurisdictions in envisioning an equitable economic recovery, as well as in a wide range of environmental areas, including developing local shoreline adaptation plans, pursuing decarbonization strategies for public buildings and creating a supportive regulatory environment for electric vehicle charging infrastructure.

Across the region, local jurisdictions have a wide variety of existing efforts and initiatives that can support identified strategy focus areas and provide models for other cities. The City of Berkeley, for example, has adopted a resolution calling for the end of exclusionary zoning by 2022. The City of Fremont recently announced the “Earn and Learn Fremont” pilot program, which offers participants pathways to new careers in advanced manufacturing, and adopted an updated Vision Zero Action Plan commemorating five years of Vision Zero implementation in the city. The cities of San José and Oakland have been leading efforts to close the digital divide through multi-sector partnerships and collaborations. Finally, the City of San Anselmo has developed a Zero Emission Vehicle Roadmap, while the City and County of San Francisco has been taking the lead in electric vehicle fleet adoption.

PARTNERSHIP FOCUS STRATEGIES	
Housing	H1
	H2
	H3
	H4
	H5
	H6
	H7
	H8
Economy	EC1
	EC2
	EC3
	EC4
	EC5
	EC6
Transportation	T1
	T2
	T3
	T6
	T7
	T8
	T9
	T10
Environment	EN1
	EN2
	EN3
	EN4
	EN5
	EN6
	EN7
	EN8
	EN9



## STATE AGENCIES

State agencies<sup>2</sup> are key funding partners across all areas of Plan Bay Area 2050, with important roles in establishing the overall policy and regulatory environment. MTC/ABAG have long-standing relationships with partners such as the California Department of Transportation (Caltrans), the Air Resources Board (CARB), Housing and Community Development, the California Transportation Commission (CTC) and the California State Transportation Agency (CalSTA), among others.

MTC/ABAG look forward to deepening and strengthening these relationships as the agencies work in concert with the state to advance key regional priorities while achieving statewide policy goals. Select high-priority focus areas for transportation include advancing major capital projects through statewide funding programs, as well as facilitating the creation of healthy and safe streets through speed limit reductions and active transportation project streamlining.

On housing, greater technical assistance for local and regional partners in areas such as housing preservation will be necessary in order to meet statewide policy goals. Additional key focus areas where state leadership will be required include simplifying and streamlining application processes for state housing funding sources, as well as broadening high-speed internet access in underserved communities. Finally, flexible and dedicated funding, as well as more detailed guidance on how to align with statewide policy goals, will help advance critical environmental strategy areas, ranging from climate adaptation and resilience to parks and conservation.

Overall, the state has a number of initiatives underway that will help support implementation of key plan strategies. Related to transportation, Caltrans is testing how user charges can work with various technologies through the California Road Charge pilot program and also recently released a Pedestrian Plan for the Bay Area and a Bay Area Adaptation Priorities Report. California Governor Newsom's Executive Order N-79-20 directs a number of state agencies, including CARB, CalSTA, the CTC, Caltrans, the Energy Commission and the Public Utilities Commission, among others — to ensure that 100% of in-state sales of new passenger cars and trucks will be zero emission by 2035. Additionally, CalSTA adopted the Climate Action Plan for Transportation Infrastructure in July 2021, which outlines a vision for using statewide transportation spending to advance climate, public health, safety and equity goals.

On the environmental front, Executive Order N-82-20 directs the California Natural Resources Agency to lead a planning effort to combat the biodiversity and climate crises and protect at least 30% of California's land and coastal waters by 2030. Finally, on broadband, the state of California has a major initiative underway to expand high-speed internet access, with the FY2021-22 state budget featuring a \$6 billion investment to expand broadband infrastructure and enhance internet access for unserved and underserved communities.

PARTNERSHIP FOCUS STRATEGIES	
<b>Housing</b>	H1
	H2
	H3
	H4
	H6
	H7
	H8
<b>Economy</b>	EC1
	EC2
	EC3
<b>Transportation</b>	T1
	T2
	T3
	T5
	T6
	T7
	T8
	T9
	T10
	T11
	T12
<b>Environment</b>	EN1
	EN2
	EN3
	EN5
	EN6
	EN8

<sup>2</sup> State agencies include the Air Resources Board, the California Department of Transportation, the California Transportation Commission, the California State Transportation Agency, the California High-Speed Rail Authority, the Governor's Office of Business and Economic Development, Housing and Community Development, the Strategic Growth Council, OPR, Natural Resources Agency, and the California Earthquake Authority, among others.

## TRANSIT AGENCIES

The region's more than two dozen transit operators maintain and operate trains, buses and ferries, while delivering transit capital projects to optimize and expand the system. MTC/ABAG and transit operators have long partnered to support public transportation and the many residents who rely on transit.

The most pressing and immediate partnership area between MTC/ABAG and transit operators involves facilitating the recovery of the Bay Area transit systems from the COVID-19 pandemic. Implementing the recommendations of the Blue Ribbon Transit Recovery Task Force's Bay Area Transit Transformation Action Plan will be critical. These recommendations address many areas that will ensure that Bay Area transit comes back stronger than ever, including fares and payment, customer information, bus transit priority, bus/rail network management reforms, connected network planning, accessibility, and funding, among others.

An additional priority focus area will involve partnering on project delivery needs and considerations. Most important will be positioning major capital projects for success on a regional level, with additional focus on improving schedule adherence, reducing project costs and evaluating project delivery paradigms.

Advancing select housing, economy and environment strategies will also be critical for MTC/ABAG and transit operators. On housing, for example, there are numerous transit-oriented development projects taking place in jurisdictions across the North Bay, many of which are located in adopted Priority Development Areas and centered around Sonoma Marin Area Rapid Transit (SMART) stations. In 2020, the Bay Area Rapid Transit (BART) Board of Directors amended its transit-oriented development policy to support the production of affordable housing.

PARTNERSHIP FOCUS STRATEGIES	
<b>Housing</b>	H3 H8
<b>Economy</b>	EC4 EC5
<b>Transportation</b>	T1 T2 T3 T4 T5 T10 T11 T12
<b>Environment</b>	EN1 EN3 EN6 EN7





Photo: Karl Nielsen



## The Path Ahead

MTC and ABAG can provide strong regional leadership on some of the most pressing housing, economic, transportation and environmental challenges facing the Bay Area over the next 30 years, but regional government alone cannot achieve any of the plan's bold and visionary ideas. The agencies are grateful for the dedication partners have shown throughout the four-year planning process and look forward to continued collaboration moving forward. Partnership will be critical as the region begins work on the advocacy, initiatives, projects and planning that will make Plan Bay Area 2050 a reality. The near-term actions of the Implementation Plan set the stage for crucial relationships that must be developed and maintained for decades to come. Equity and resilience must continue to be front and center in all decisions that move the plan's strategies forward. By emphasizing partnership and collaboration, regional leadership lays the groundwork for successfully implementing all of Plan Bay Area 2050's strategies, resulting in a more affordable, connected, diverse, healthy and vibrant region for every Bay Area resident.





## SUPPLEMENTAL REPORTS

The Plan Bay Area 2050 supplemental reports provide more detail on specific subject areas covered in the plan.

### **Air Quality Conformity and Consistency Report**

The Air Quality Conformity and Consistency Report demonstrates that Plan Bay Area 2050 and the Amended 2021 Transportation Improvement Program conform with the latest U.S. Environmental Protection Agency transportation conformity regulations and the Bay Area Conformity State Implementation Plan.

### **Environmental Impact Report**

The Environmental Impact Report (EIR) for Plan Bay Area 2050 programmatically assesses and discloses the potential environmental impacts of implementing the strategies of Plan Bay Area 2050. The EIR also recommends measures to mitigate any significant adverse impacts and analyzes a reasonable range of alternatives to the proposed plan.

### **Equity Analysis Report**

The equity analysis for Plan Bay Area 2050 reflects on the equity lens approach used in the planning process and shares forecasted outcomes of the plan and its impact on existing disparities in the region. The analysis also demonstrates MTC's compliance as a metropolitan planning organization (MPO) with federal requirements related to Title VI and environmental justice in the Regional Transportation Plan (RTP) development process.

### **Forecasting and Modeling Report**

This report presents a technical overview of the demographic, economic, land use and travel simulation modeling that supported the development of Plan Bay Area 2050. This includes documentation of the inputs, assumptions and processes used to forecast future patterns and behavior, as well as a discussion of how these items varied for each EIR Alternative. The report also details the regional forecast of jobs, population, and housing growth by jurisdiction and county.

## Implementation Plan Briefs

This document is a series of briefs that accompany each of the 35 strategies included in Plan Bay Area 2050, providing more detailed information on implementation priorities for the next five years. Each brief includes an assessment of strategy success factors, a recommended MTC/ABAG implementation role, MTC/ABAG implementation actions and timeframes, and strategic partners for implementation, as well as an overall summary plus key considerations moving forward. These briefs focus on implementation actions as identified by MTC/ABAG through collaboration with a variety of stakeholders, partners and the public, though they do not preclude recognition of new implementation priorities over the course of the coming years.

## Native American Tribal Outreach and Government-to-Government Consultation Report

State and federal regulations require MTC and ABAG to conduct government-to-government consultation with tribal governments of federally recognized Native American tribes regarding MTC and ABAG's planning and programming activities, as well as to analyze and avoid or mitigate impacts to Native American cultural resources under the California Environmental Quality Act (CEQA). This report documents MTC and ABAG's engagement and government-to-government consultation activities with the region's Native American tribes during the preparation of Plan Bay Area 2050.

## Performance Report

This report describes the performance assessment activities that supported the development of Plan Bay Area 2050, including the assessment of individual strategies and transportation investments under different external forces through the Horizon initiative and the performance assessment of the packages of strategies that comprise the plan and EIR Alternatives. Performance activities emphasized the plan's cross-cutting themes of resilience and equity, enabled by new and improved techniques to assess equity impacts. This report also contains a summary of federal transportation performance monitoring activities.

## Public Engagement Report

A comprehensive program of public involvement activities is a key part of MTC and ABAG's long-range plan development process for Plan Bay Area 2050. This report details outreach and engagement activities with the public, local government officials and partners, and includes a federal Public Participation Plan that describes the public's involvement in the plan's development and engagement activities. The engagement activities ranged from one-on-one meetings to multi-lingual workshops to public hearings with the public, community-based organizations, non-profits and private sector partners in each of the region's nine counties. Due to the COVID-19 pandemic, virtual and telephone activities were incorporated into the public engagement program for Plan Bay Area 2050.

## Technical Assumptions Report

This report details the assumptions that were used to craft Plan Bay Area 2050 across the areas of housing, the economy, transportation and the environment over the plan period (2021 to 2050). The report documents the methodology used to forecast future revenues available from federal, state, regional and local sources. It also includes a detailed description of the estimated funding needed to operate and maintain the existing system of transit services, local streets and roads, highways, and local and regional bridges. For each of the 35 strategies, it includes a detailed strategy description and information on strategy cost assumptions.

## Transportation Project List

The Transportation Project List individually lists the projects and programs included in Plan Bay Area 2050.

## Statutorily Required Plan Maps

This report provides a compendium of all maps required by state statute not included in the primary plan document.



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PLAN BAY AREA 2050

# What We Heard: Draft Plan Bay Area 2050 Engagement

*Summer 2021*



# Overview of Today's Webinar

Welcome + Agenda Review (5 minutes)

Plan Bay Area 2050 Engagement Overview (20 minutes)

Q&A (10 minutes)

What We Heard (15 minutes)

Q&A (15 minutes)

Next Steps + Closing (5 minutes)



# Plan Bay Area 2050 Timeline

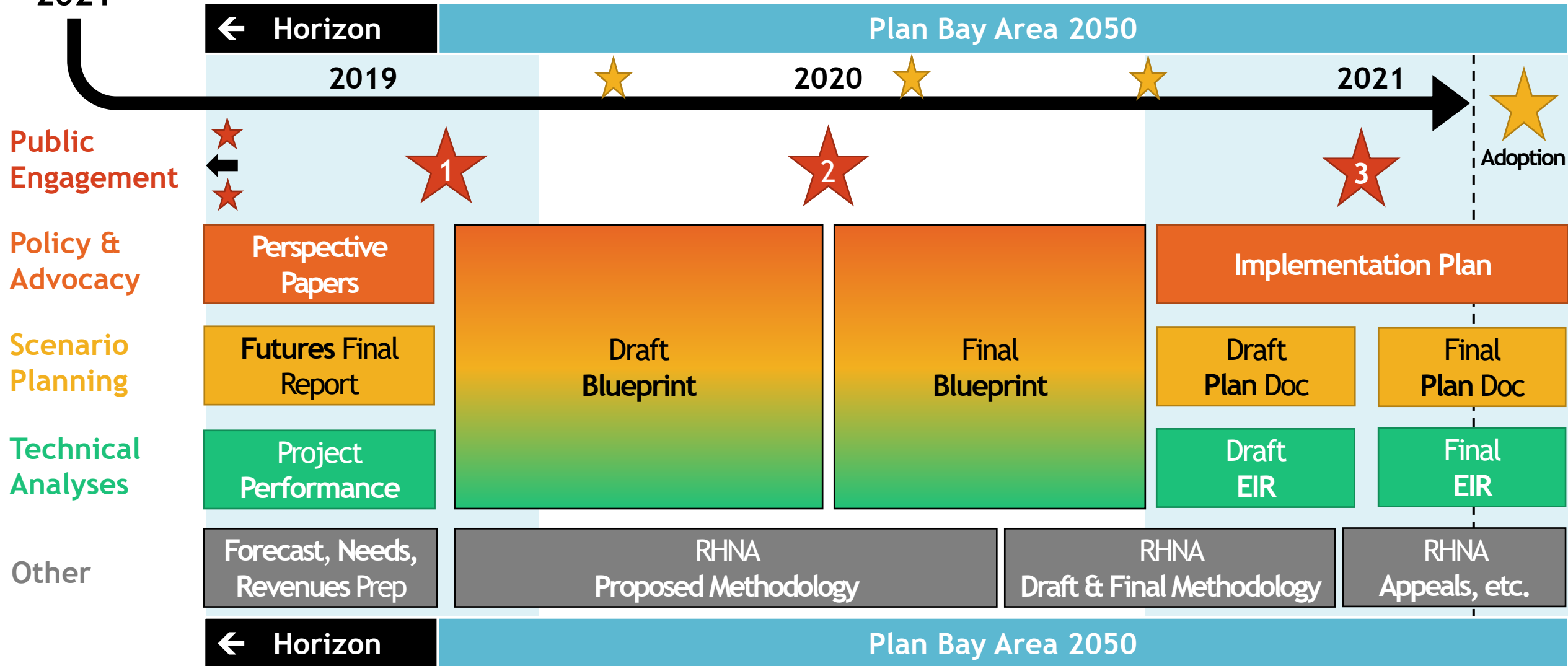
AUGUST  
2021



= Engagement Cycles



= Major Policy Board Decisions





# Spring/Summer 2021: Engagement Overview

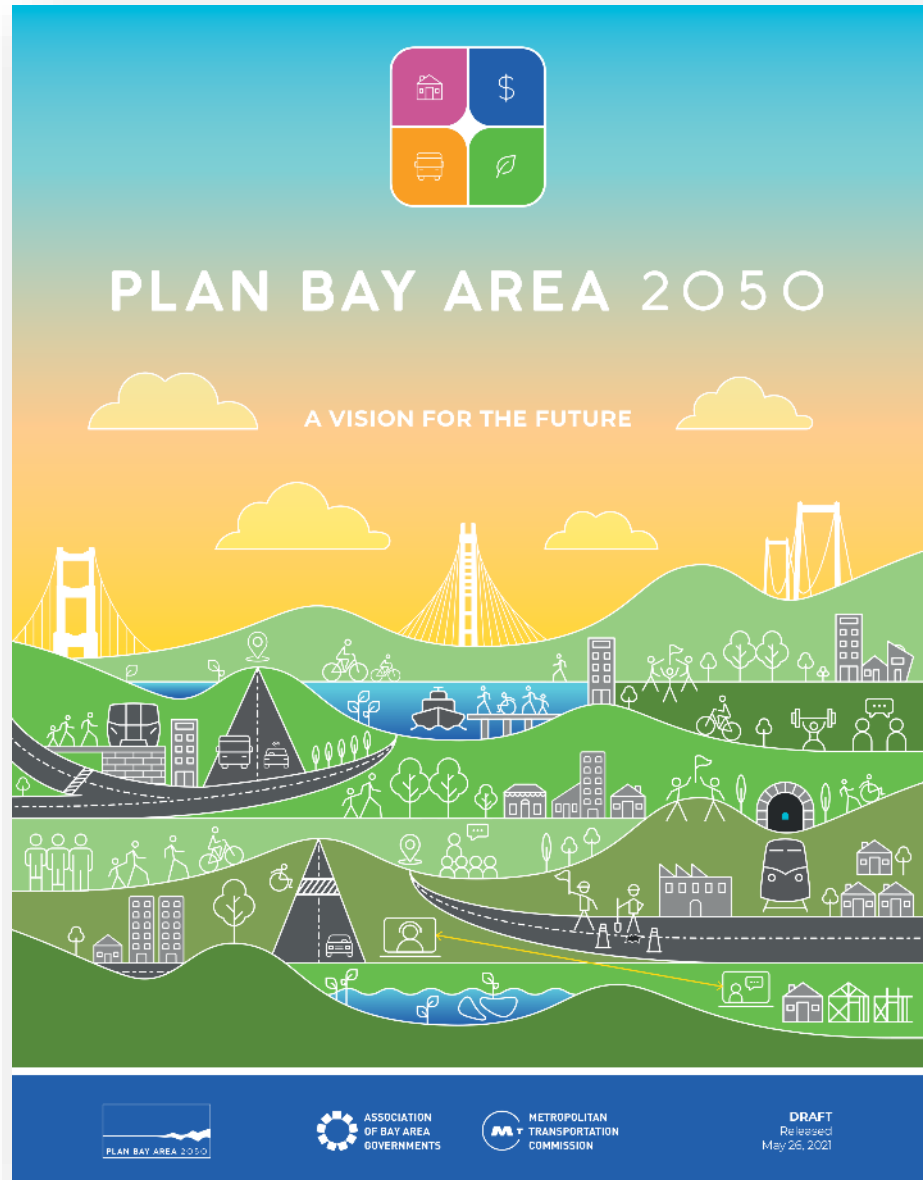


# Summer 2021 Engagement: Listening & Learning

Final round of public engagement caps off over three and a half years of public dialogue and consultation on the Plan Bay Area 2050 process with residents; local partners; regional, state and federal collaborators; and many other public and private stakeholders.



# Summer 2021 Engagement: Listening & Learning



- **Draft Plan Bay Area 2050, Draft Implementation Plan, Draft Supplemental Reports** — released May 26, 2021; 55-day comment period
- **Draft EIR** — released June 4, 2021; over 45-day comment period

## Summer 2021 Outreach

### Also:

- Digital Promotion
- Videos
- Digital Tribal Summit
- Online Comment Forms
- Listening Line
- Email Comments
- County Presentations
- Partner Discussions
- Youth Video Challenge

4

subregional  
digital public  
workshops

2

digital technical  
partner workshops

6

digital public  
hearings

1

youth-focused  
workshop



# Summer 2021 Engagement: Digital Promotion

**3 million+**

total number of times *posts show up in social media feed*

- Facebook
- Instagram Stories
- YouTube

**5,000+**

total number of *downloads*

- Draft Plan Bay Area 2050
- Draft EIR
- Draft Supplemental Reports & Related Materials

**40%**

percentage who *watched video when ad was served*

- Facebook
- Instagram Stories
- YouTube

**800,000+**

total number of *views*

- Draft Plan Bay Area 2050 animated video and workshop promotion



# Summer 2021 Engagement: Traditional Promotion

20,000+

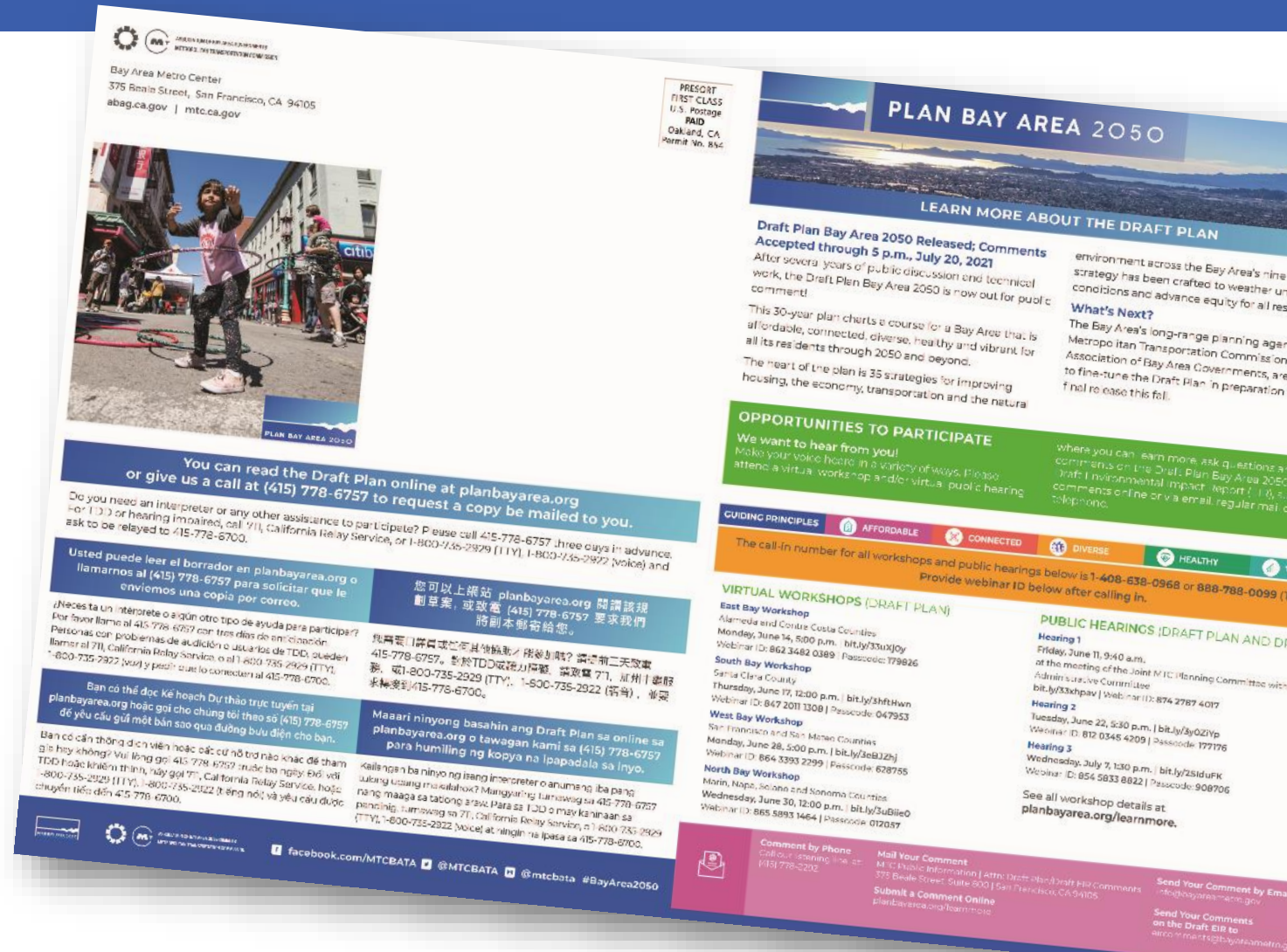
total number of *mailing addresses*

- Plan Bay Area 2050 mailer to Equity Priority Communities

10,600+

total number of *email addresses*

- Plan Bay Area 2050 & Draft EIR e-blasts



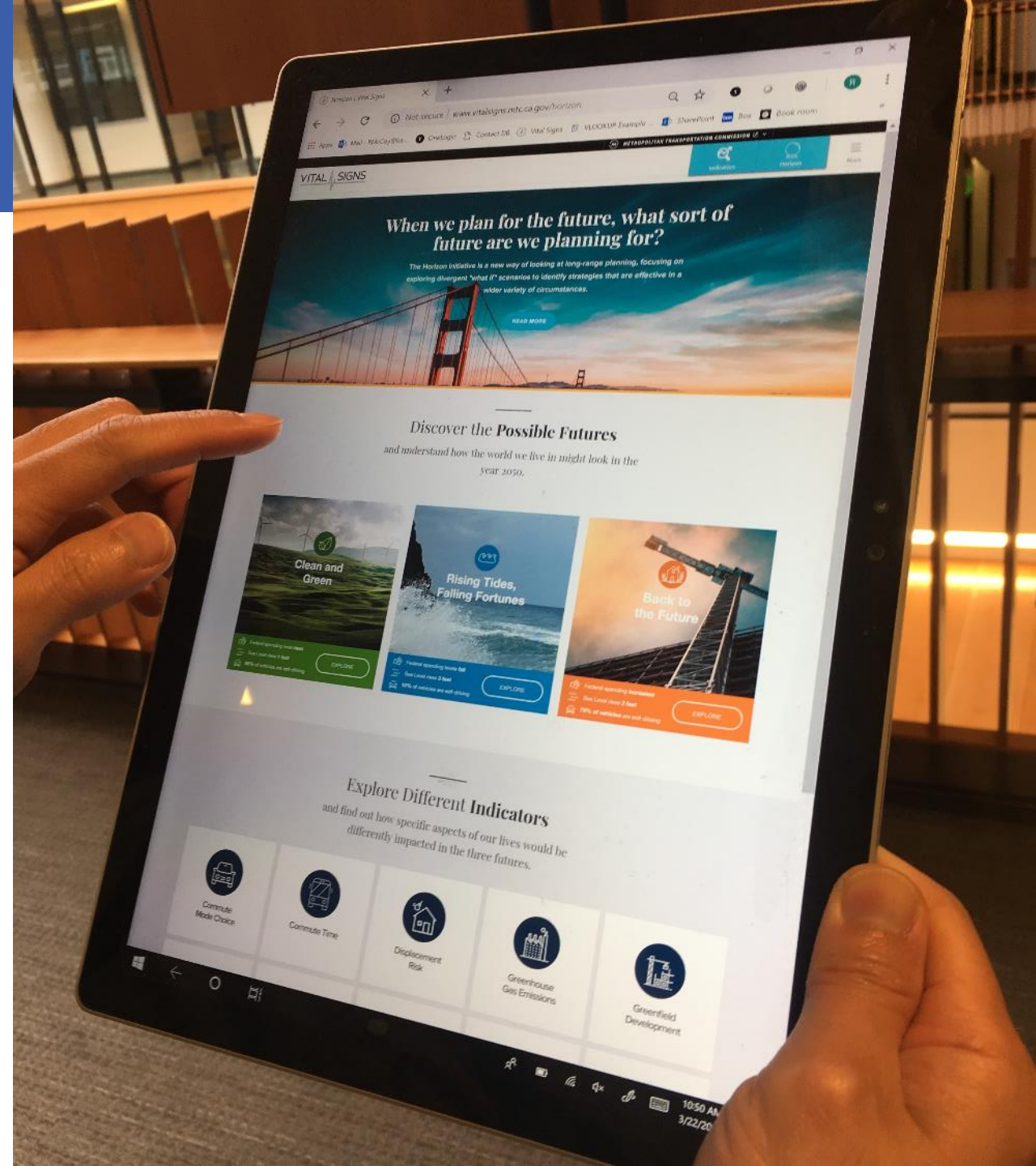


# Plan Bay Area 2050 Engagement Recap



# Plan Bay Area 2050 Engagement: Tactics that Made a Difference

- Non-traditional Engagement:  
Pop-up Workshops
- Digital Engagement:
  - Zoom Workshops + Webinars
  - Digital Surveys + Games
- Digital Promotion:  
Paid Promotion on Social Media



# Engagement Recap: Round 1

## Introduction to the Plan (late-2019)

Events	No. of Events/Activities	No. of Participants	No. of Comments
<b>In-person Pop-up Workshops:</b> Held pop-ups around the nine-county Bay Area (78% held in Equity Priority Communities).	37	1,000 participants	3,000 comments
<b>Mayor of Bayville Online Game:</b> Introduced the plan and its considerations via an online game, which was promoted digitally to the Bay Area public.	1	3,000 participants	9,900 comments
<b>Tribal Summit:</b> Engaged federally recognized tribes to introduce Plan Bay Area 2050.	1	4 tribal participants	41 comments
<b>Stakeholder Engagement:</b> Includes RAWG + REWG meetings, webinars and special workshops.	23	Over 1,200 participants	N/A

# Engagement Recap: Round 2

## Draft Blueprint (mid-2020)

Events.	No. of Events/Activities	No. of Participants	No. of Comments Received
<b>Community-Based Discussion Groups:</b> Conducted small group discussions on Draft Blueprint with community members.	7	61 participants	260 comments
<b>Digital Workshops:</b> Conducted nine online workshops on the Draft Blueprint, one focused on each of the Bay Area's nine counties.	9	288 participants	350 comments
<b>Online Survey:</b> Conducted an online survey to request input on the Plan's Draft Blueprint.	1	3,915 participants	16,682 comments
<b>Statistically-Valid Telephone/Online Poll:</b> Conducted a statistically-valid telephone and online poll on key elements of the Draft Blueprint.	1	2,997 participants	149,850 comments
<b>Telephone Townhalls:</b> Hosted telephone events in English (2), Spanish (1), Mandarin (1) + Cantonese (1) to reach residents with limited internet access and/or limited English proficiency.	5	19 participants	32 comments
<b>Tribal Summit:</b> Consulted with federally recognized tribes on Plan Bay Area 2050's Draft Blueprint.	1	2 tribal participants	22 comments
<b>Stakeholder Engagement:</b> Includes RAWG + REWG meetings, webinars and special workshops	22	Over 700 participants	N/A



# Engagement Recap: Round 3

## Draft Plan, Draft Implementation Plan, Draft Supplemental Reports & Draft EIR (late 2020- mid-2021)

Events	# of Events/Activities	No. of Participants	No. of Comments Received
<b>Discussion Groups:</b> Conducted qualitative small-group discussions with residents and students.	11	93 participants	894 comments
<b>Online Survey and Text-Based Survey:</b> Conducted online- and telephone-based surveys on the Implementation Plan in English, Chinese and Spanish.	2	2,103 participants	15,685 comments
<b>Public Hearings:</b> Held seven public hearings on four separate dates on Draft Plan Bay Area 2050 and Draft EIR.	6	66 participants	40 comments
<b>Public Workshops:</b> Held four public workshops by geographic location: North Bay, South Bay, East Bay and West Bay.	4	189 participants	70 comments
<b>Tribal Summit + Government-to-Government Consultation:</b> Consulted with federally recognized tribes on the Draft Plan and Draft EIR.	2	5 tribal participants	22 comments
<b>Envision the Bay Area Youth Workshop:</b> Engaged high school students throughout the region to discuss the Draft Plan's 35 strategies.	1	8 workshop participants	7 comments
<b>Plan Bay Area 2050 Video Challenge:</b> Encouraged Bay Area students and their families to submit a video on their favorite Draft Plan strategy.	1	23 participants	19 video submittals 4 comments
<b>Stakeholder Engagement:</b> Includes RAWG + REWG meetings, webinars and special workshops.	94	Over 1,000 participants	N/A



# Questions





# What We Heard

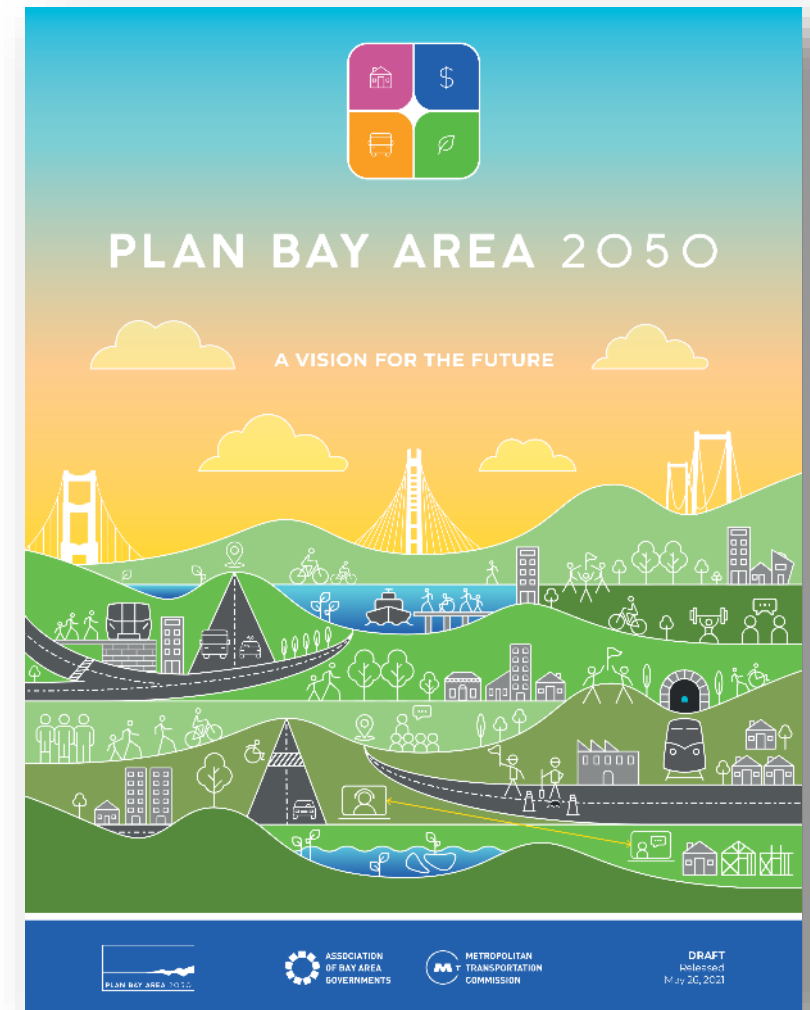


# Summer 2021 Engagement: What We Heard

## Draft Plan Bay Area 2050

### Top 5 Themes:

1. Strong support for the Draft Plan and the 35 strategies, albeit with numerous requested changes, additions, modifications and clarifications from individuals, organizations and partner agencies.
2. Support and opposition for housing growth evenly split.
3. Support for workforce development and training.
4. Support for more active transportation and Express Lanes, and opposition to highway/freeway expansion.
5. Concern about environmental hazards, specifically sea level rise and wildfire preparedness.



# Summer 2021 Engagement: What We Heard

## Draft Plan Bay Area 2050

### Top 4 Housing Themes:

1. Overall support for building of more housing in general, and more affordable housing specifically, but others opposed new housing growth.
2. Questions from partners on how to meet Regional Housing Needs Allocation numbers, including how to address environmental and infrastructure impacts.
3. Continued concern over the jobs-housing imbalance.
4. Support diversity in housing types, but some interest in single-family housing remained.



2 | Housing



# Summer 2021 Engagement: What We Heard

## Draft Plan Bay Area 2050

### Top 5 Economy Themes:

1. Strong support for workforce development, specifically support for training and for prioritizing local labor from Equity Priority Communities.
2. Support and opposition for Universal Basic Income evenly split.
3. Support for Priority Production Areas.
4. Support for expanded internet access.
5. Support for better access to jobs.



3 | Economy





# Summer 2021 Engagement: What We Heard

## Draft Plan Bay Area 2050

### Top 5 Transportation Themes:

1. Support for more active transportation, including interest expanded infrastructure for bicycle and pedestrian improvements in more trails.
2. Support for Express Lanes, but opposition to highway or freeway expansion.
3. Support for public transit, including support of more service and expansion of transit lines, including SMART.
4. Support for enhanced safety for all who use active transportation and transit.
5. Interest in transportation-related climate mitigation efforts, like electrification and transportation demand management initiatives.



4 | Transportation

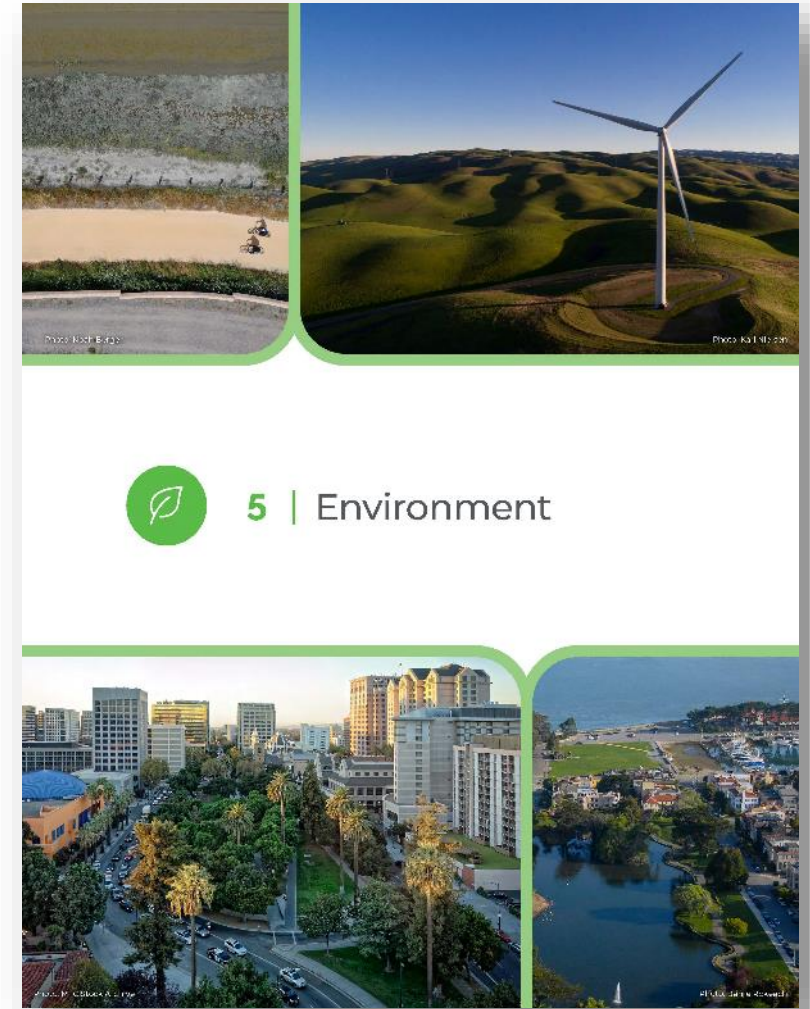


# Summer 2021 Engagement: What We Heard

## Draft Plan Bay Area 2050

### Top 5 Environment Themes:

1. Interest in addressing environmental hazards, including sea level rise and wildfire.
2. Concerns about the Bay Area's water supply.
3. Interest in greater focus on climate mitigation.
4. Support for adding e-bikes to the strategies.
5. Support for more regional trails.



# Summer 2021 Engagement: What We Heard

## Draft Plan Bay Area 2050

“For freeway capacity improvements, including interchange improvements, I recognize that some older facilities may require improvements for safety. I strongly encourage reviewing them through the lens of climate and induced demand.”

“Take a more comprehensive approach to wildfire resilience.”

“Prioritize local labor from underserved communities.”

“I am a former resident who was priced out of the area. I want improved housing options now.”





# Summer 2021 Engagement: What We Heard

## Draft Implementation Plan

### Top Themes:

1. Interest in partnering on advocacy efforts to raise revenues needed to support the Plan
2. Collaboration on sea level rise adaptation, with more clarity on roles and responsibilities
3. Need for workforce development
4. Partnership opportunities in supporting the revamp of the Priority Conservation Area (PCA) planning framework
5. Need for metrics and tracking to support accountability, with regular progress updates



# Summer 2021 Engagement: What We Heard

## Draft Implementation Plan

“I support the goal of seamless transit: paired with the schedule coordination and other capital investments described previously, a strategy to reform regional fare policy could simplify the experience of taking transit.”

“We look forward to working with MTC on updates to the Priority Conservation Area program, as it has been a very effective tool in the land conservation toolbox.”

“The Implementation Plan must identify actionable steps, timelines and outcomes for each implementation action to ensure forward movement and transparency.”

“Incentivize cities to update Complete Streets policies to Green Sustainable Streets policies that incorporate climate resilience/adaptation measures, and that prioritize integration of habitat value trees, native plants, and green infrastructure.”



# Summer 2021 Engagement: What We Heard

## Draft EIR for Plan Bay Area 2050

### Top Themes:

1. Raised points relating to both Plan Bay Area 2050 and the Draft EIR.
2. Questioned assumptions of the regional growth forecasts and implications of COVID-19.
3. Interest in hydrology and utilities analyses, and the alternatives analysis.
4. Interest in effects of sea level rise inundation and wildfire risk.
5. Questioned MTC's and ABAG's authority to implement the Plan and the Draft EIR's mitigation measures.





# Summer 2021 Engagement: What We Heard

## Draft EIR for Plan Bay Area 2050

“The Draft EIR states the intensified risk of wildland fires will be a significant and unavoidable impact even after implementation of mitigation measures. The proposed mitigation measures are already being used throughout California, yet every year California’s fire season gets worse with new record-breaking wildfires. Increasing the number of people exposed to extreme fire risk in a fire-prone region while simultaneously increasing our population is irresponsible at best.”

“California doesn’t have enough water for even the current state of affairs, much less additional growth.”

“Alternative 1 proposes additional core capacity transit investments in lieu of adding highway lane-mileage and a compact regional growth pattern with the greatest share of housing and job growth within walking distance of high-capacity regional transit stations.”

“Plan Bay Area 2050 has developed Priority Development Areas and Priority Conservation Areas. The DEIR should include environmental review of these programs...and should identify the natural resources that are on the PDA areas and recommend ways the environmental resources on these areas be protected.”



# Summer 2021 Engagement: Youth Video Challenge



**Join the Plan Bay Area 2050 Video Challenge!**

Submit your video by **JULY 9th**

**Help shape the future of the Bay Area.**

- ▶ Create a video to tell us which PBA 2050 strategy you like and how it will benefit you and your community.
- ▶ You could win one of three **\$100 gift cards to an electronics store!\***

We want to hear what's most important to YOU about the health of our environment, as well as how we get around, where we live, and what kind of jobs will be available.

Your story and input matter!

Videos submitted will be shared directly with government officials and decision makers.

To join the Challenge, visit:

**SpareTheAirYouth.org/PBAVideoChallenge**

**WHAT IS PLAN BAY AREA 2050?**

Plan Bay Area 2050 is a plan to improve the lives of everyone who lives, works, plays and goes to school in the Bay Area over the next 30 years.

Plan Bay Area 2050 focuses on:

- Housing
- Economy
- Transportation
- Environment

Logos for Plan Bay Area 2050, MTA, Metropolitan Transportation Commission, Association of Bay Area Governments, and SpareTheAirYouth.org are at the bottom.

- **Workshop and Video:** Bay Area youth were asked to share creative ideas about their favorite strategy from Plan Bay Area 2050.
- At the workshop, students used found objects within their homes to create models representing their favorite Plan Bay Area 2050 strategies.
- Students then created a video to highlight their favorite strategy.

# Engagement Recap: Covid & Digital Engagement Impacts

## Digital Promotion:

- Allowed MTC/ABAG to yield greater participation than ever before
- Attracted a diverse group of Bay Area residents who had previously not participated in the Plan Bay Area process
- Key driver of awareness and participation

## COVID-19 Pandemic:

- Opportunity to innovate
- Digital-first approach
- Record-breaking levels of engagement with the largest number of participants to date



PLAN BAY AREA 2050

# Questions



# Next Steps

## Upcoming Events:

- Webinar outlining Implementation Plan partnerships, the plan's equity component and the final step to plan adoption: **September 9, 2021**
- Implementation Plan update at September Joint MTC Planning Committee with the ABAG Administrative Committee meeting: **September 10, 2021**
- Regional Advisory Working Group meeting outlining Final Plan Bay Area 2050: **October 5, 2021**
- **Final Plan Bay Area 2050 and Final EIR will be considered for adoption in October 2021**

Go to [planbayarea.org](https://planbayarea.org) for workshop information and links.

# PLAN BAY AREA 2050



Thank you!



**Metropolitan Transportation Commission  
MTC Planning Committee**

**October 8, 2021**

**Agenda Item 5e**

**MTC Resolution No. 4475, Revised – 2021 Transportation Improvement Program (TIP)  
Amendment 2021-10**

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**Subject:**

**Background:**

The federally required TIP is a listing of Bay Area surface transportation projects that receive federal funds, are subject to a federally required action or are regionally significant. As required by state statutes, MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region, must prepare and adopt the TIP. The 2021 TIP, covering the four-year period from FY 2020-21 through 2023-24, was adopted by the Commission on February 24, 2021, and was approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on April 16, 2021. Find the TIP posting on the [Transportation Improvement Program \(TIP\) webpage](#).

Amendment 2021-10 makes revisions to 18 projects with a net funding increase of approximately \$3.6 billion and serves to conform the 2021 TIP to Plan Bay Area 2050. Among other changes, this revision will:

- Update 10 existing projects in the 2021 TIP to reflect changes in scope or cost that are included in the Draft Plan Bay Area 2050; and
- Add eight new projects to the 2021 TIP.

The TIP Revision Summary for this amendment is attached and is also available on the [2021 TIP Revisions webpage](#). This amendment also includes a supplemental listing identifying the corresponding Plan Bay Area 2050 project for each project included in the 2021 TIP.

The project changes in TIP Amendment 2021-10 and the supplemental listing together demonstrate that the 2021 TIP, as revised, is consistent with Plan Bay Area 2050. Changes made with this revision do not conflict with the financial constraint requirements. The Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050 and Amended 2021 TIP that is being considered under Item 5b demonstrates that the TIP and Plan are consistent with ("conform to") the federal air quality plan known as the State Implementation Plan (SIP).

In accordance with MTC's public participation plan, TIP Amendment 2021-10 was released for public review and comment on July 7, 2021, and the review period closed on August 5, 2021. No significant comments were received on TIP Amendment 2021-10. The TIP public participation process also serves to satisfy the public involvement requirements of the FTA annual Program of Projects, for applicable funds. Staff will transmit this amendment to Caltrans after Commission approval. After its review, Caltrans will forward the amendment to FTA/FHWA as required for final federal agency review and approval.

**Issues:**

This revision to the 2021 TIP contains programming changes that are contingent upon:

- The Commission's approval of Item 5b (MTC Resolution No. 4482 - Final Air Quality Conformity Analysis)
- The Commission's and ABAG Executive Board's approval of Item 5c (MTC Resolution No. 4484 and ABAG Resolution No. 08-21 - Final Environmental Impact Report (EIR))
- The Commission's and ABAG Executive Board's approval of Item 5d (MTC Resolution No. 4485 and ABAG Resolution No. 09-21 - Final Plan Bay Area 2050).

**Recommendations:**

Refer MTC Resolution No. 4475, Revised to the Commission for approval.

**Attachments:**

- Attachment A: MTC Resolution No. 4475, Revised
- Attachment B: TIP Revision Summary for TIP Amendment 2021-10
- Attachment C: Proposed Plan Bay Area 2050 Project References for Additional Projects in the 2021 TIP



Therese W. McMillan

Date: February 24, 2021  
W.I.: 1512  
Referred by: PAC  
Revised: 04/28/21-C 05/26/21-C  
06/23/21-C 07/28/21-C  
10/21/21-C

### ABSTRACT

Resolution No. 4475, Revised

This resolution adopts the 2021 Transportation Improvement Program (TIP) for the San Francisco Bay Area, and supporting documents as listed in Attachment A.

Subsequent revisions are listed below and described further in Attachment B to this resolution.

Further discussion of the 2021 TIP adoption is contained in the summaries to the Programming & Allocations Committee dated November 4, 2020, February 10, 2021, April 14, 2021, May 12, 2021, June 9, 2021, and July 14, 2021 and to the Planning Committee dated October 8, 2021.

This resolution was revised as outlined below. Additional information on each revision is included in Attachment B: 'Revisions to the 2021 TIP'.

### 2021 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2021-01	Admin. Mod.	25	\$33,457,609	5/17/2021	5/17/2021
2021-02	Admin. Mod.	9	\$278,029,000	6/17/2021	6/17/2021
2021-03	Amendment	57	\$366,721,065	4/28/2021	5/21/2021
2021-04	Admin. Mod.	40	\$110,248,859	6/30/2021	6/30/2021
2021-05	Amendment	22	\$733,155,111	5/26/2021	7/16/2021
2021-06	Amendment	57	\$313,850,305	6/23/2021	7/16/2021
2021-07	Amendment	53	\$686,063,624	7/28/2021	8/4/2021
2021-08	Admin. Mod.	23	\$26,086,617	8/4/2021	8/4/2021
2021-09	Admin. Mod.	7	\$87,814,143	8/20/2021	8/20/2021
2021-10	Amendment	18	\$3,607,893,000	10/21/2021	Pending
Net Funding Change		311	\$6,243,319,333		
Absolute Funding Change			\$6,243,319,333		



Date: February 24, 2021  
W.I.: 1512  
Referred by: PAC

Re: 2021 Federal Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4475

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

WHEREAS, MTC is the federally designated Metropolitan Planning Organization (MPO), pursuant to Section 134(d) of Title 23 of the United States Code (USC) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, Title 23 Code of Federal Regulations Part 450 (23 CFR §450) requires the region to carry out a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance to develop and update at least every four years, a Transportation Improvement Program (TIP) consisting of a comprehensive listing of transportation projects that receive federal funds or that are subject to a federally required action, or that are regionally significant; and

WHEREAS, Section 65074 of the California Government Code requires all state MPOs to update their TIPS concurrently every even year, except for 2020; and

WHEREAS, the TIP must be consistent with the Regional Transportation Plan (RTP) adopted pursuant to Government Code Section 66508, the State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757, Revised), which establish the Air Quality Conformity Procedures for MTC's TIP and RTP; and

WHEREAS, federal regulations (23 CFR §450.326(k)) require that the TIP be financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and

WHEREAS, federal regulations (23 CFR §450.326) require that the TIP be designed such that once implemented, it makes progress toward achieving the performance targets established under §450.306(d) and that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets; and

WHEREAS, federal regulations (23 CFR §450.316) require that the MPO develop and use a documented public participation plan that defines a process for providing citizens, affected public agencies and interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process; and

WHEREAS, federal regulations (23 CFR §450.332(a)) allow MTC to move projects between years in the first four years of the TIP without a TIP amendment, if Expedited Project Selection Procedures (EPSP) are adopted to ensure such shifts are consistent with the required year by year financial constraints; and

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented EPSP for the federal TIP as required by Federal Regulations (23 CFR 450.332(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and

WHEREAS, federal regulations prescribe the timely use of federal apportionment and obligation authority; and

WHEREAS, federal regulations (23 CFR §630.106) prescribe the timely expenditure, invoicing and reimbursement of federally obligated transportation funds; and

WHEREAS, state statutes (Streets and Highways Code Section 182), and California Transportation Commission (CTC) policies and guidance prescribe requirements for the timely use of federal and state funds; and

WHEREAS, MTC has adopted the regional project funding policy (MTC Resolution 3606, Revised) prescribing management practices, expectations and requirements on state and federal funds coming to the region in order to meet federal and state timely use of funds requirements; and

WHEREAS, MTC has found in MTC Resolution No. 4374 that the 2021 TIP, as set forth in this resolution, conforms to the applicable provisions of the SIP for the San Francisco Bay Area; and

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency as nonattainment for the fine particulate matter (PM<sub>2.5</sub>) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM<sub>2.5</sub> SIP is approved by the federal Environmental Protection Agency (U.S. EPA); now, therefore be it

RESOLVED, that MTC adopts the 2021 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2021 TIP in cooperation with the Bay Area County Transportation Agencies, transit operators, the Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), and other partner agencies and interested stakeholders, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and U.S. EPA; and, be it further

RESOLVED, that the 2021 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 4174, Revised) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2021 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2021 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that the 2021 TIP makes progress toward achieving the performance targets established under §450.306(d); and, be it further

RESOLVED, that MTC approves the EPSP developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by federal regulations



(23 CFR 450.332(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and, be it further

RESOLVED, that projects and project sponsors with funds programmed in the federal TIP must comply with the provisions and requirements of the regional project funding delivery policy, MTC Resolution 3603, Revised; and, be it further

RESOLVED, that MTC will support, where appropriate, efforts by project sponsors to obtain letters of no prejudice or full funding agreements from FTA for projects contained in the transit element of the TIP; and, be it further

RESOLVED, that the public participation process conducted for the 2021 TIP satisfies the public involvement requirements of the FTA annual Program of Projects for applicable fund sources; and, be it further

RESOLVED, that the adoption of the TIP shall not constitute MTC's review or approval of those projects included in the TIP pursuant to Government Code Sections 66518 and 66520, or provisions in federal regulations (49 CFR Part 17) regarding Intergovernmental Review of Federal Programs; and, be it further

RESOLVED, that MTC's review of projects contained in the TIP was accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757, Revised); and, be it further

RESOLVED, that MTC finds that the 2021 TIP conforms to the applicable provisions of the State Implementation Plan (SIP) and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and to the emissions test for the national fine particulate matter standard (MTC Resolution No. 4474); and, be it further

RESOLVED, that the projects and programs included in the 2021 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further

RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2021 TIP are consistent with the Amended Plan Bay Area 2040 (the 2040

Regional Transportation Plan including the Sustainable Communities Strategy for the San Francisco Bay Area) and, be it further

RESOLVED, that revisions to the 2021 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4475, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757, Revised) and as otherwise adopted by MTC; and, be it further

RESOLVED, that staff have the authority to make technical corrections, and the Executive Director and Deputy Executive Directors have signature authority to approve administrative modifications for the TIP and Federal Statewide Transportation Improvement Program (FSTIP) under delegated authority by Caltrans, and to forward all required TIP amendments once approved by MTC to the appropriate state and federal agencies for review and approval; and, be it further

RESOLVED, that a copy of this resolution shall be forwarded to FHWA, the FTA, U.S. EPA, Caltrans, the Association of Bay Area Governments (ABAG), and to such other agencies and local officials upon request.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, 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 at other remote locations on February 24, 2021.

Date: February 24, 2021  
W.I.: 1512  
Referred by: PAC

Attachment A  
Resolution No. 4475  
Page 1 of 1

## **2021 Transportation Improvement Program**

The 2021 Transportation Improvement Program for the San Francisco Bay Area, adopted February 24, 2021, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2021 Transportation Improvement Program (TIP) for the San Francisco Bay Area
- TIP Overview
- Expedited Project Selection Process
- TIP Revision Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices
- The 2021 TIP Investment Analysis: Focus on Low-Income and Minority Communities
- The 2021 TIP Performance Report



Date: February 24, 2021  
W.I.: 1512  
Referred by: PAC  
Revised: 04/28/21-C 05/26/21-C  
06/23/21-C 07/28/21-C  
10/21/21-C

Attachment B  
Resolution No. 4475  
Page 1 of 6

### **Revisions to the 2021 TIP**

Revisions to the 2021 Transportation Improvement Program (TIP) are included as they are approved.

**Revision 2021-01** is an administrative modification that revises 25 projects with a net funding increase of approximately \$33.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on May 17, 2021. Among other changes, this revision:

- Updates the funding plan of the Golden Gate Bridge, Highway and Transportation District's Suicide Deterrent System project to reflect the programming of \$7.9 million in Surface Transportation Block Grant Program (STP) funds and to change the source for \$7.7 million in funding from federal Highway Infrastructure Program (FHIP) to STP;
- Updates the funding plan of the Solano I-80 Managed Lanes project to reflect additional programming of federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds through the State Transportation Improvement Program (STIP);
- Updates the Santa Clara Valley Transportation Authority's (VTA) US 101/De L Cruz Blvd - Trimble Road I/C project to reflect the programming of \$25 million in SB1 Local Partnership Program Competitive funds;
- Updates the Bay Area Rapid Transit District's (BART) Railcar Procurement and Transbay Core Capacity Programs to reflect changes in the funding plans including the addition of \$562 million in FTA Capital Investment Grant (CIG) funds and \$6.8 million in CRRSAA funds; and
- Updates the funding plans and back-up listings of the Highway Safety Improvement Program (HSIP) and Highway Bridge Program (HBP) funded grouped listing to reflect the latest programming information from Caltrans.
- Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$25 million in SB1 Local Partnership Program funding, \$562 million in FTA CIG funding, \$1.8 million in HBP funding, \$7.1 million in STIP funds, \$350,000 in FTA Pilot Program for Transit-Oriented Development Planning grant funding, and \$7.9 million in federal CRRSSAA funding to reflect the net change in funding over the four years of the TIP. MTC's 2021 TIP, as revised with Revision No. 2021-01, remains in conformity

with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 2021-02** is an administrative modification that revises nine projects with a net funding increase of approximately \$278 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on June 17, 2021. Among other changes, this revision:

- Updates the funding plans and back-up listings of five State Highway Operation and Protection Program (SHOPP) funded grouped listings to reflect the latest information from Caltrans, including the addition of \$290 million in SHOPP funding to the active years of the TIP, and to split out the scope and funding for one sub-project to the Solano Transportation Authority's Rio Vista State Route 12 Pavement Rehabilitation and Intersection Improvements project; and
- Updates the funding plan of the Napa Valley Transportation Authority's State Routes 12, 29, and 221 Soscol Junction Interchange Improvements project to reflect the award of \$25 million in Road Repair and Accountability Act (SB1) Solutions for Congested Corridors Program funding and \$422,000 in SB1 Local Partnership Program funding.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$25.4 million in SB1 funding and \$290 million in SHOPP funding to reflect the net change in funding over the four years of the TIP. MTC's 2021 TIP, as revised with Revision No. 2021-02, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 2021-03** is an amendment that revises 57 projects with a net funding increase of approximately \$367 million. The revision was referred by the Programming and Allocations Committee on April 14, 2021, and approved by the MTC Commission on April 28, 2021. Caltrans approval was received on May 12, 2021, and final federal approval was received on May 21, 2021. Among other changes, this revision:

- Adds seven new exempt projects and updates 16 existing projects and 2 grouped listings to reflect the adoption of the FY2020-21 Transit Capital Priorities Program of Projects;
- Adds three new exempt projects and updates the funding plan of one existing project to reflect the approval of the state's portion of Cycle 5 of the Active Transportation Program;
- Adds two new exempt projects and updates the funding plan of one existing project to reflect the awards of discretionary funding from the Federal Transit Administration;
- Adds one new exempt project and updates the funding plan of one existing project to reflect the award of funding through the One Bay Area Grant 2 Program (OBAG2);
- Archives six projects; and
- Carries forward changes made in the 2019 TIP that were not included in the Final 2021 TIP.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

**Revision 2021-04** is an administrative modification that revises 40 projects with a net funding increase of approximately \$110 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on June 30, 2021. Among other changes, this revision:

- Updates the funding plan of MTC's 511 Next Generation project to reflect the award of \$200,000 in Work Zone Data Exchange (WZDx) Demonstration Grant funds;
- Updates the funding plans of 10 Regional/County Planning Activities project listings to reflect the award of regional Surface Transportation Block Grant (STP) funding through the Safe and Seamless Mobility Quick-Strike program;
- Updates the funding plan of the Marin County portion of the Marin Sonoma Narrows Project to reflect the programming of Congestion Mitigation and Air Quality Improvement Program (CMAQ) and federal Highway Infrastructure Program (FHIP) funds and to reflect the use of Advance Construction (AC) authorization;
- Updates the funding plans of 10 projects to reflect recently approved changes in the Active Transportation Program (ATP), the State Transportation Improvement Program (STIP), and the Local Partnership Program (LPP); and
- Updates the funding plans of six Transit Capital Priorities (TCP) funded Americans with Disabilities Act (ADA) Operating Support projects to reflect that ongoing funding is being combined into a new grouped listing and updates this grouped listing, two additional grouped listings and two individual listings to reflect recent changes to the TCP program.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$3.8 million in ATP, \$6.3 million in prior year FHIP funds, \$200,000 in WZDx funds, \$2.7 million in STIP funds and \$722,000 in LPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2021 TIP, as revised with Revision No. 2021-04, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 2021-05** is an amendment that revises 22 projects with a net funding increase of approximately \$733 million. The revision was referred by the Programming and Allocations Committee on May 12, 2021 and approved by the MTC Commission on May 26, 2021. Caltrans approval was received on July 1, 2021, and final federal approval was received on July 16, 2021. Among other changes, this revision:

- Updates the funding plans of eight projects, adds one new exempt project, and adds one new grouped listing to reflect the adoption of the latest round of the Transit Capital Priorities Program;
- Updates the total cost of the Golden Gate Bridge Seismic Retrofit Phase 3B project by adding \$605 million in uncommitted funding outside of the active years of the 2021 TIP;
- Adds one new exempt regional Surface Transportation Block Grant Program (STP) funded project, updates the scope of one existing STP funded project, and archives one completed STP funded project;
- Adds one new exempt Active Transportation Program funded project;



- Adds one new Federal Lands Highways Program and Tribal Transportation Program funded grouped listing to the TIP; and
- Updates the funding plans of six projects to add funding to the active years of the TIP.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

**Revision 2021-06** is an amendment that revises 57 projects with a net funding increase of approximately \$314 million. The revision was referred by the Programming and Allocations Committee on June 9, 2021, and approved by the MTC Commission on June 23, 2021. Caltrans approval was received on July 7, 2021, and final federal approval was received on July 16, 2021. Among other changes, this revision:

- Adds 23 new projects and updates the funding plans of two existing projects to reflect the adoption of the Safe and Seamless Mobility Quick Strike Program;
- Adds five new projects and updates the funding plans of 20 existing projects to reflect the recent adoption of the latest round of the Transit Capital Priorities Program;
- Updates the Caltrain Electrification and San Francisco Central Subway projects to reflect recent awards of Federal Transit Administration New Starts funding from the American Rescue Plan Act of 2021; and
- Archives two projects as they have been completed.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

**Revision 2021-07** is an amendment that revises 53 projects with a net funding increase of approximately \$686 million. The revision was referred by the Programming and Allocations Committee on July 14, 2021, and approved by the MTC Commission on July 28, 2021. Caltrans approval was received on July 30, 2021, and final federal approval was received on August 4, 2021. Among other changes, this revision:

- Adds seven new projects, deletes one existing project and updates five other existing projects to reflect recent changes in the regional Surface Transportation Block Grant Program (STP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), and the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Program;
- Adds three new projects to reflect the programming of Transit Capital Priorities (TCP) Program funds;
- Adds two new projects and updates the funding plans of two existing projects to reflect the award of funding through the Active Transportation Program (ATP), the Federal Transit Administration's Capital Investment Grants (CIG) program, the Road Repair and Accountability Act's Local Partnership Program (SB1-LPP), and the California Natural Resource Agency's grant program; and
- Adds seven new projects, combines two existing projects, and updates the scope or funding plans of six other existing projects to reflect local programming decisions.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

**Revision 2021-08** is an administrative modification that revises 23 projects with a net increase in funding of \$26 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on August 4, 2021. Among other changes, this revision:

- Updates the funding plans of 11 regional Surface Transportation Block Grant/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect recent programming changes including the adoption of the Safe and Seamless Mobility Quick-Strike program;
- Updates the funding plans of six projects to reflect programming changes in the Active Transportation Program (ATP), the Road Repair and Accountability Act – Local Partnership Program (SB1-LPP), State Transportation Improvement Program (STIP), High Priority Program earmark program (HPP), Construction of Ferry Boats and Ferry Terminal Facilities Formula Program (FBP); and
- Updates the funding plans and back-up listings of the Railroad Highway Crossing program and Lifeline Transportation Program group listings to reflect the latest programming decisions.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$3 million in ATP funds, \$167,765 in HPP funds, \$624,745 in FBP funds, \$9.5 million in Section 130 Railroad-Highway Crossing funds, \$410,180 in Urban Greening Grant funds, \$235,369 in Proposition 1B California Transit Security Grant Program funds, \$11 million in STIP funds and \$47 million in SB1-LPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2021 TIP, as revised with Revision No. 2021-08, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 2021-09** is an administrative modification that revises seven projects with a net increase in funding of \$88 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on August 20, 2021. Among other changes, this revision:

- Updates the funding plans of four projects to reflect changes in the Congestion Mitigation and Air Quality Improvement Program (CMAQ), the Road Repair and Accountability Act – Trade Corridor Enhancement Program (SB1-TCEP), the Road Repair and Accountability Act – Local Streets and Roads Program (SB1-LSRP), and the Infill Infrastructure Grant Program (IIG); and
- Updates the funding plans and back-up listings of three State Highway Operation and Protection Program (SHOPP) group listings to reflect the latest programming decisions.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$87 million in SHOPP funds, \$146,040 in Community Development Block Grant funds, \$1 million in IIG funds, \$55 million in SB1-TCEP, and \$256,832 in SB1-LSRP funds to reflect the net change in funding over the four years of the TIP. MTC's 2021 TIP, as revised with Revision No. 2021-09, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 2021-10** is an amendment that serves to conform the 2021 TIP to Plan Bay Area 2050 and revises 18 projects with a net increase in funding of approximately \$3.6 billion. The revision was referred by the Planning Committee on October 8, 2021, and approved by the MTC Commission on October 21, 2021. Caltrans approval is expected in November 2021, and final federal approval is expected in December 2021. Among other changes, this revision:

- Updates 10 existing projects in the 2021 TIP to reflect changes in scope or cost that are included in the Draft Plan Bay Area 2050; and
- Adds eight new projects to the 2021 TIP.

Changes made with this revision do not conflict with the financial constraint requirements. The Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050 and Amended 2021 TIP demonstrates that the TIP and Plan are consistent with ("conform to") the federal air quality plan known as the State Implementation Plan (SIP), as required by federal conformity regulations.



## TIP Revision Summary 2021-10

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
<b>System: Local Road</b>					
ALA210026	Dublin	Tassajara Road Widening	Amend a new non-exempt project into the TIP with \$7.5M in Local funds and \$1.5M in RTP-LRP	\$9,000,000	~%
ALA978004	Union City	East-West Connector: Decoto & Quarry Lakes Parkway	Update the project description to include further details of the project scope and update the funding plan to reprogram \$14M in Prior year Local funds from CON to ROW	\$0	0.0%
<b>System: State Highway</b>					
ALA110002	Hayward	I-880/Industrial Parkway West Interchange	Update the funding plan to add \$83M in RTP-LRP and reprogram sales tax as follows: \$4.5M in PE from FY20 to FY21, \$3M from FY22 CON to FY21 PE, \$7.7M in ROW from FY20 to FY21, \$7.3M from FY22 CON to FY21 ROW, and \$19M in CON from FY22 to FY24	\$83,000,000	145.6%
ALA190018	Metropolitan Transportation Commission (MTC)	Bay Bridge Forward: Alameda I-580 WB HOV Lane Ext	Update the scope of the project to reflect the full implementation of the improvements and update the funding plan to add \$750K in PE VRF, \$125K in PE Bridge Tolls, \$4M in CON VRF and \$7M in STP-CRRSAA	\$11,875,000	1900.0%
ALA210028	Metropolitan Transportation Commission (MTC)	BBF: I-80 WB Bus Only Lane Extension	Amend a new project into the TIP with \$2M in SB1-LPP, \$320K in RM2, \$320K in Local and \$2M in RTP-LRP	\$4,640,000	~%
CC-170017	Contra Costa Transportation Authority (CCTA)	I-680 NB Express Lane Completion	Update the project scope to include express lane buffers throughout the corridor and update the funding plan to add \$170M in RTP-LRP funds	\$170,000,000	43.6%
CC-170018	Contra Costa Transportation Authority (CCTA)	SR-4 Operational Improvements - Initial Phases	Update the funding plan to reprogram PSE from FY22 to FY23, add \$9M in FY25 PSE RTP-LRP, change the source and year for \$250K in ROW from FY22 Sales Tax to FY25 RTP-LRP, add \$475K in FY25 ROW RTP-LRP and add \$28M in FY25 CON RTP-LRP	\$37,300,000	25.9%
CC-210006	Contra Costa Transportation Authority (CCTA)	I-680/SR-4 I/C Improvements Phase 4	Amend a new project into the TIP along with \$50K in Sales Tax, \$1M in Local funds and \$129M in RTP-LRP	\$130,150,000	~%
CC-210010	Metropolitan Transportation Commission (MTC)	RSR Forward: ORT and I-580 WB HOV Lane	Amend a new non-exempt project into the TIP with \$19M in Bridge Tolls and \$7M in RTP-LRP funds	\$26,000,000	~%
SCL210019	Santa Clara Valley Transportation Authority (VTA)	SR 237/Lawrence Expressway/Carribean Dr IC Imp	Amend a new project into the TIP with \$8.5M in Local funds and \$63.6M in RTP-LRP funds	\$72,050,000	~%
SCL210020	Santa Clara Valley Transportation Authority (VTA)	SR 87/Capitol Expressway/Narvaez Ave. IC Imp	Amend a new project into the TIP with \$8M in Local funds and \$37M in RTP-LRP	\$45,000,000	~%
SCL210021	Santa Clara Valley Transportation Authority (VTA)	US 101/Ellis Street Interchange Improvement	Amend a new project into the TIP with \$4.4M in Local funds and \$20.5M in RTP-LRP	\$24,900,000	~%



## TIP Revision Summary 2021-10

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
VAR210004	Metropolitan Transportation Commission (MTC)	SR 37 Interim Project - Sears Point to Mare Island	Amend a new project into the TIP with \$8M in Bridge Tolls and \$402M in RTP-LRP	\$410,000,000	~%
<b>System: Transit</b>					
BRT030001	Santa Clara Valley Transportation Authority (VTA)	BART - Berryessa to San Jose Extension	Update the funding plan to add \$1.4B in Sales Tax, \$185M in TCRP, \$942M in RTP-LRP, and \$19.6M in prior year Other State funds and reprogram funds between years and phases	\$2,568,405,000	53.7%
MRN170013	Golden Gate Bridge, Highway and Transit District	San Rafael Transit Center Relocation	Update the funding plan to reprogram \$8M in RTP-LRP from CON to ROW and add \$1.6M in PE Local funds, \$5M in PSE RTP-LRP and \$10M in ROW RTP-LRP	\$16,588,000	35.7%
SF-090020	San Francisco Municipal Transport Agency (SFMTA)	Geneva Harney BRT Infrastructure: Central Segment	Update the funding plan to remove \$15.8M in CON RTP-LRP	-\$15,824,000	-39.5%
SF-090023	San Francisco Municipal Transport Agency (SFMTA)	Geneva Harney BRT Infrastructure - Eastern Segment	Update the funding plan to remove \$47M in CON Local funds to reconcile with Plan Bay Area 2050	-\$47,191,000	-48.1%
SM-210004	Burlingame	Burlingame - Broadway Grade Separation	Update the funding plan to add \$62M in FY25 CON RTP-LRP	\$62,000,000	23.4%
<b>Total Funding Change:</b>				\$3,607,893,000	

### TIP Revision Summary

	Federal	State	Regional	Local	Total	2021 TIP Only
<b>Current:</b>	\$57,177,000	\$912,861,000	\$0	\$5,087,103,000	\$6,057,141,000	\$3,251,217,000
<b>Proposed:</b>	\$64,177,000	\$1,119,554,000	\$27,445,000	\$8,453,858,000	\$9,665,034,000	\$3,417,833,000
<b>Delta:</b>	\$7,000,000	\$206,693,000	\$27,445,000	\$3,366,755,000	\$3,607,893,000	\$166,616,000

## Proposed RTP Reference Updates for Projects in the 2021 TIP

County	Sponsor	TIP Project Title	TIP ID	RTP ID	RTP Project Title
Alameda	AC Transit	AC Transit Replacement of Transbay Buses	ALA210007	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	AC Transit	AC Transit: ADA Paratransit Assistance	ALA990076	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Alameda	AC Transit	AC Transit: 5 Battery Electric Bus purchase	ALA170041	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	AC Transit	AC Transit: COVID-19 Emergency Transit Operations	ALA190023	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Alameda	AC Transit	AC Transit: Facilities Upgrade	ALA010034	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	AC Transit	AC Transit: Paratransit Van Replacement	ALA990052	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	AC Transit	AC Transit: PM - Exchange for 40ft Fuel Cell ZEB	ALA150045	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	AC Transit	AC Transit: Preventive Maintenance (Deferred Comp)	ALA170030	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	AC Transit	AC Transit: Preventive Maintenance (Swap)	ALA170029	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	AC Transit	AC Transit: Purchase (10) 40' Buses-Fuel Cell ZEB	ALA150039	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	AC Transit	AC Transit: Purchase (10) Double-Deck Diesel Buses	ALA150038	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	AC Transit	AC Transit: Purchase (35) 40ft Diesel Buses	ALA170028	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	AC Transit	AC Transit: Purchase 36 Coach Buses (MCIs)	ALA170027	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	AC Transit	AC Transit: Purchase 40 Zero-Emission Buses	ALA170082	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	AC Transit	AC Transit: Quick Builds Transit Lanes	ALA210018	21-T10-065	Local Bus - Service Frequency Boost - AC Transit - Systemwide
Alameda	AC Transit	AC Transit: Replace 30-ft Diesel Buses	ALA210010	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	AC Transit	AC Transit: Replace 40-ft Diesel Buses	ALA210012	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	AC Transit	AC Transit: Replace Articulated Buses	ALA210011	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	AC Transit	AC Transit: SFOBB Forward	ALA150052	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	AC Transit	AC Transit: South County Corridors	ALA150020	21-T07-057	Technology Improvements - Regional
Alameda	AC Transit	AC Transit: Replace 50 40-ft Diesels	ALA170081	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	AC Transit	San Pablo and Telegraph Ave Rapid Bus Upgrades	ALA170059	21-T10-077	BRT - Modernization - AC Transit - San Pablo Ave
Alameda	AC Transit	Tempo Quick Build Transit Lane Delineation	ALA210017	21-T10-073	Rapid Bus - AC Transit - Modernization
Alameda	ACE	ACE Capital Access Fee	ALA210008	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Alameda	ACE	ACE Fixed Guideway (Capitalized Maintenance)	ALA170048	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	ACE	ACE Platform Extensions	ALA170042	21-T11-105	Rail - Service Frequency Boost - ACE - System
Alameda	ACE	ACE Preventative Maintenance	ALA110099	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	ACE	ACE Revenue Vehicle Communication Equipment	ALA210009	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional



## Proposed RTP Reference Updates for Projects in the 2021 TIP

County	Sponsor	TIP Project Title	TIP ID	RTP ID	RTP Project Title
Alameda	ACE	ACE Track Improvements.	ALA010056	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	ACE	ACE: Railcar Midlife Overhaul	ALA170079	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	ACTC	7th Street Grade Separation East	ALA170085	21-T07-055	Minor Freight Improvements - Regional
Alameda	ACTC	7th Street Grade Separation West	ALA170086	21-T07-055	Minor Freight Improvements - Regional
Alameda	ACTC	Alameda County Rail Safety Enhancement Program	ALA210022	21-T07-055	Minor Freight Improvements - Regional
Alameda	ACTC	Alameda County Safe Routes to School	ALA110033	21-EN09-132	Regional Transportation Demand Management Initiatives - Regional
Alameda	ACTC	East Bay Greenway	ALA150008	21-T08-060	Complete Streets Network - Regional
Alameda	ACTC	Freight Intelligent Transportation System (FITS)	ALA170087	21-T07-055	Minor Freight Improvements - Regional
Alameda	ACTC	I-580/680 Interchange HOV/HOT Widening	ALA170008	21-T12-116	Express Lanes - Regional
Alameda	ACTC	I-680 Express Lane Gap Closure: SR-84 to Alcosta	ALA170009	21-T12-116	Express Lanes - Regional
Alameda	ACTC	I-680 NB HOV/HOT Lane	ALA130034	21-T12-116	Express Lanes - Regional
Alameda	ACTC	I-80 Gilman Interchange Improvements	ALA050079	21-T06-048	Other Investments to Improve Interchanges & Address Highway Bottlenecks - Regional
Alameda	ACTC	I-80/Ashby Avenue Interchange Improvements	ALA170002	21-T06-048	Other Investments to Improve Interchanges & Address Highway Bottlenecks - Regional
Alameda	ACTC	I-880 NB HOV/HOT: North of Hacienda to Hegenberger	ALA170010	21-T12-116	Express Lanes - Regional
Alameda	ACTC	I-880 North Safety Improvements	ALA050019	21-T06-024	Corridor & Interchange Improvements - I-880 - Alameda County
Alameda	ACTC	I-880/Whipple Rd Industrial Pkwy SW I/C Imps	ALA170005	21-T06-024	Corridor & Interchange Improvements - I-880 - Alameda County
Alameda	ACTC	Oakland/Alameda Access Project	ALA070009	21-T06-024	Corridor & Interchange Improvements - I-880 - Alameda County
Alameda	ACTC	Rte 84 Widening, south of Ruby Hill Dr to I-680	ALA150001	21-T06-037	Corridor & Interchange Improvements - SR-84 - Alameda County
Alameda	ACTC	Various Bike Education and Promotion Programs	ALA210021	21-EN09-132	Regional Transportation Demand Management Initiatives - Regional
Alameda	Alameda	Alameda City-Wide Pavement Rehabilitation	ALA170074	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Alameda	Alameda	Central Avenue Safety Improvements	ALA170049	21-T07-056	Minor Roadway Improvements - Regional
Alameda	Alameda	Clement Avenue Complete Streets	ALA170073	21-T08-060	Complete Streets Network - Regional
Alameda	Alameda	Cross Alameda Trail (includes SRTS component)	ALA150007	21-T08-060	Complete Streets Network - Regional
Alameda	Alameda County	Active and Safe Oakland	ALA190015	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
Alameda	Alameda County	Active Oakland: A Comprehensive SR2S Program	ALA170047	21-EN09-132	Regional Transportation Demand Management Initiatives - Regional
Alameda	Alameda County	Alameda County - Vasco Road Safety Improvements	ALA190006	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
Alameda	Alameda County	Alameda County Complete Street Improvements	ALA190019	21-T08-060	Complete Streets Network - Regional
Alameda	Alameda County	Alameda Co-Various Streets and Roads Preservation	ALA130018	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Alameda	Alameda County	E14th St/Mission Blvd Corridor Improvements	ALA190022	21-T08-060	Complete Streets Network - Regional
Alameda	Alameda County	Estuary Bridges Seismic Retrofit and Repairs	ALA090022	21-T01-004	Operate & Maintain the Existing System - Local Bridges - Regional
Alameda	Alameda County	Fruitvale Ave Roadway Bridge Lifeline	ALA090023	21-T01-004	Operate & Maintain the Existing System - Local Bridges - Regional
Alameda	Alameda County	Niles Canyon Trail, Phase I	ALA190021	21-T08-060	Complete Streets Network - Regional
Alameda	Albany	Ohlone Greenway Trail Safety Improvements	ALA190016	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
Alameda	Albany	San Pablo Ave & Buchanan St Pedestrian Imps.	ALA170088	21-T08-060	Complete Streets Network - Regional
Alameda	BART	19th Street BART Station Modernization-GO Uptown	ALA170055	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	BART	BART Metro Priority Track Elements	ALA130032	21-T11-106	Rail - Service Frequency Boost - BART - System ("Core Capacity")
Alameda	BART	BART: COVID-19 Emergency Transit Operations	ALA190025	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Alameda	BART	BART: Fare Collection Equipment	ALA090065	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional

## Proposed RTP Reference Updates for Projects in the 2021 TIP

County	Sponsor	TIP Project Title	TIP ID	RTP ID	RTP Project Title
Alameda	BART	BART-Elevator Renovation program	ALA190014	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	BART	Bay Fair Connection	ALA170044	21-T11-106	Rail - Service Frequency Boost - BART - System ("Core Capacity")
Alameda	BART	East Bay Greenway Segment II	ALA210013	21-T08-060	Complete Streets Network - Regional
Alameda	BART	Hayward Shop and Yard Expansion	ALA110003	21-T11-106	Rail - Service Frequency Boost - BART - System ("Core Capacity")
Alameda	BART	MacArthur BART Plaza Remodel	ALA090068	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	Berkeley	9th St Bicycle Blvd Extension Pathway Ph II	ALA150048	21-T08-060	Complete Streets Network - Regional
Alameda	Berkeley	Bay Trail Shoreline Access Staging Area	ALA130035	21-T08-060	Complete Streets Network - Regional
Alameda	Berkeley	Berkeley - Sacramento St Complete Streets Imps	ALA170094	21-T08-060	Complete Streets Network - Regional
Alameda	Berkeley	goBerkeley Residential Shared Parking Pilot	ALA150049	21-EN09-132	Regional Transportation Demand Management Initiatives - Regional
Alameda	Berkeley	Hearst Avenue Complete Streets	ALA130028	21-T08-060	Complete Streets Network - Regional
Alameda	Berkeley	John Muir Safe Routes to School	ALA170054	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
Alameda	Berkeley	Shattuck Complete Streets and De-couplet	ALA130026	21-T07-056	Minor Roadway Improvements - Regional
Alameda	Berkeley	Southside Complete Streets & Transit Improvement	ALA170067	21-T08-060	Complete Streets Network - Regional
Alameda	Caltrans	GL: Alameda County - TOS-Mobility	ALA170060	21-T06-048	Other Investments to Improve Interchanges & Address Highway Bottlenecks - Regional
Alameda	Dublin	Dublin Blvd Rehabilitation	ALA170062	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Alameda	Dublin	Dublin Blvd. - North Canyons Pkwy Extension	ALA150003	21-T07-056	Minor Roadway Improvements - Regional
Alameda	Dublin	I-580 Interchange Imps at Hacienda/Fallon Rd, Ph 2	ALA170045	21-T06-019	Corridor & Interchange Improvements - I-580 - Alameda County
Alameda	Dublin	Tassajara Road Widening	ALA210026	21-T07-056	Minor Roadway Improvements - Regional
Alameda	EB Reg Park Dis	Doolittle Drive Bay Trail	ALA170077	21-T08-060	Complete Streets Network - Regional
Alameda	Emeryville	Emeryville Quiet Zone Safety Engineering Measures	ALA170093	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
Alameda	Emeryville	Frontage Rd, 65th St and Powell St Pavement Maint	ALA170072	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Alameda	Fremont	Centerville Complete Streets of Relinquished SR84	ALA170076	21-T08-060	Complete Streets Network - Regional
Alameda	Fremont	Fremont Blvd/Walnut Ave Protected Intersection	ALA210014	21-T08-060	Complete Streets Network - Regional
Alameda	Fremont	Fremont Blvd-Grimmer Blvd Protected Intersection	ALA210015	21-T08-060	Complete Streets Network - Regional
Alameda	Fremont	I880 Innovation Bridge and Trail (EBGW Reach 6)	ALA210020	21-T08-060	Complete Streets Network - Regional
Alameda	Fremont	Kato Rd Complete Sts - Warren Ave to Milmont Dr	ALA130001	21-T07-056	Minor Roadway Improvements - Regional
Alameda	Fremont	Sabercat Trail: Irvington BART to Ohlone College	ALA210019	21-T08-060	Complete Streets Network - Regional
Alameda	Fremont	State Route 262 (Mission Blvd) Improvements	ALA170001	21-T06-046	Corridor & Interchange Improvements - SR-262 - Alameda County
Alameda	Hayward	Hayward - Main Street Complete Street	ALA170065	21-T08-060	Complete Streets Network - Regional
Alameda	Hayward	I-880 Auxiliary lanes at Industrial Parkway	ALA090020	21-T06-024	Corridor & Interchange Improvements - I-880 - Alameda County
Alameda	Hayward	I-880 Interchange Improvements (Winton Ave & A St)	ALA170046	21-T06-024	Corridor & Interchange Improvements - I-880 - Alameda County
Alameda	Hayward	I-880/Industrial Parkway West Interchange	ALA110002	21-T06-024	Corridor & Interchange Improvements - I-880 - Alameda County
Alameda	Hayward	Rt 92/Clawiter/Whitesell Interchange Improvements	ALA090016	21-T06-041	Corridor & Interchange Improvements - SR-92 - Alameda County
Alameda	Hayward	Winton Ave Complete Street	ALA170066	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Alameda	LAVTA	Hybrid Bus Battery Pack Replacement	ALA190005	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	LAVTA	LAVTA AVLs for Replacement Vehicles	ALA210005	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional

## Proposed RTP Reference Updates for Projects in the 2021 TIP

County	Sponsor	TIP Project Title	TIP ID	RTP ID	RTP Project Title
Alameda	LAVTA	LAVTA Fareboxes for Replacement Vehicles	ALA210004	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	LAVTA	LAVTA Passenger Facilities Enhancements	ALA210016	21-T10-093	Other Investments to Enhance Local Transit Frequency, Capacity & Reliability - Regional
Alameda	LAVTA	LAVTA Radios for Replacement Vehicles	ALA210006	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	LAVTA	LAVTA Replacement 40' Hybrid Buses	ALA210003	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	LAVTA	LAVTA: ADA Paratransit Operating Subsidy	ALA990077	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Alameda	LAVTA	LAVTA: COVID-19 Emergency Transit Operations	ALA190026	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Alameda	LAVTA	LAVTA: Farebox Replacement	ALA150035	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	LAVTA	LAVTA: Preventive Maintenance	ALA030030	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	LAVTA	LAVTA: Replacement (11) 40' Hybrid Buses	ALA150031	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	LAVTA	LAVTA: Replacement (9) 30' Hybrid Buses	ALA150032	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	LAVTA	Livermore Transit Center Rehab and Improvement	ALA170091	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	Livermore	Livermore Pavement Rehabilitation - MTS Routes	ALA170068	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Alameda	MTC	Bay Bridge Forward - West Grand HOV/Bus Only Lane	ALA170011	21-T06-049	Bay Area Forward Program - Regional
Alameda	MTC	Bay Bridge Forward I-80/ Powell I/C Transit Access	ALA210027	21-T06-049	Bay Area Forward Program - Regional
Alameda	MTC	Bay Bridge Forward: Alameda I-580 WB HOV Lane Ext	ALA190018	21-T06-049	Bay Area Forward Program - Regional
Alameda	MTC	Bay Bridge Forward: West Grand TSP	ALA170058	21-T06-049	Bay Area Forward Program - Regional
Alameda	MTC	Bay Bridge Forward-Commuter Parking Access Imps.	ALA170012	21-T06-049	Bay Area Forward Program - Regional
Alameda	MTC	Bay Bridge Park	ALA110104	21-T07-056	Minor Roadway Improvements - Regional
Alameda	MTC	BBF: I-80 WB Bus Only Lane Extension	ALA210028	21-T06-049	Bay Area Forward Program - Regional
Alameda	MTC	I-880 Integrated Corridor Management - Central	ALA170057	21-T07-057	Technology Improvements - Regional
Alameda	MTC	I-880 Integrated Corridor Management North Segment	ALA170040	21-T07-057	Technology Improvements - Regional
Alameda	MTC	Improved Bike/Ped Access to East Span of SFOBB	ALA130030	21-T08-060	Complete Streets Network - Regional
Alameda	MTC	Regional Planning Activities and PPM - Alameda	ALA170007	21-T07-058	Planning/Program - Regional
Alameda	Newark	Thornton Avenue Pavement Rehabilitation	ALA170061	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Alameda	Oakland	19th St BART to Lake Merritt Urban Greenway	ALA150044	21-T08-060	Complete Streets Network - Regional
Alameda	Oakland	42nd Ave. & High St. I-880 Access Improv.	ALA991081	21-T06-024	Corridor & Interchange Improvements - I-880 - Alameda County
Alameda	Oakland	East Oakland Active Connections to Transit	ALA210025	21-T08-060	Complete Streets Network - Regional
Alameda	Oakland	East Oakland Neighborhood Bike Routes	ALA210002	21-T08-060	Complete Streets Network - Regional
Alameda	Oakland	Fruitvale Alive Bike/Ped Gap Closure	ALA170051	21-T07-056	Minor Roadway Improvements - Regional
Alameda	Oakland	International Boulevard Improvement Project	ALA150010	21-T08-060	Complete Streets Network - Regional
Alameda	Oakland	Lake Merritt Improvement Project	ALA110072	21-T08-060	Complete Streets Network - Regional
Alameda	Oakland	Lake Merritt to Bay Trail Bike/Ped Bridge	ALA130003	21-T08-060	Complete Streets Network - Regional
Alameda	Oakland	Lakeside Complete Streets and Road Diet	ALA130024	21-T08-060	Complete Streets Network - Regional
Alameda	Oakland	Lakeside Family Streets	ALA170063	21-T08-060	Complete Streets Network - Regional
Alameda	Oakland	Laurel Access to Mills, Maxwell Park and Seminary	ALA150012	21-T07-056	Minor Roadway Improvements - Regional



## Proposed RTP Reference Updates for Projects in the 2021 TIP

County	Sponsor	TIP Project Title	TIP ID	RTP ID	RTP Project Title
Alameda	Oakland	Oakland - 14th Street Safe Routes in the City	ALA170043	21-T08-060	Complete Streets Network - Regional
Alameda	Oakland	Oakland - Crossing to Safety	ALA170078	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
Alameda	Oakland	Oakland 35th Ave Bike/Ped Improvements H8-04-015	ALA170053	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
Alameda	Oakland	Oakland 7th Street Connection Improvements	ALA210001	21-T08-060	Complete Streets Network - Regional
Alameda	Oakland	Oakland Army Base Infrastructure Improvements	ALA110046	21-T07-056	Minor Roadway Improvements - Regional
Alameda	Oakland	Oakland Fruitvale Ave Bike/Ped Imprvmnts H8-04-014	ALA170052	21-T08-060	Complete Streets Network - Regional
Alameda	Oakland	Oakland Grand Avenue Roadway Improvements	ALA210024	21-T08-060	Complete Streets Network - Regional
Alameda	Oakland	Oakland Parking and Mobility Management	ALA150050	21-EN09-132	Regional Transportation Demand Management Initiatives - Regional
Alameda	Oakland	Oakland Various Streets Improvements	ALA170064	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Alameda	Oakland	Oakland: Shattuck and Claremont Bike/Ped Imps	ALA150043	21-T08-060	Complete Streets Network - Regional
Alameda	Oakland	Oakland: Telegraph Ave Bike/Ped Imps and Road Diet	ALA150042	21-T08-060	Complete Streets Network - Regional
Alameda	Oakland	Oakland: Telegraph Avenue Complete Streets	ALA150047	21-T08-060	Complete Streets Network - Regional
Alameda	Oakland	West Oakland Howard Terminal Downtown Connectivity	ALA210023	21-T08-060	Complete Streets Network - Regional
Alameda	Piedmont	Piedmont - Oakland Avenue Improvements	ALA170084	21-T08-060	Complete Streets Network - Regional
Alameda	Pleasanton	I-680/Sunol Interchange Improvements	ALA190020	21-T06-048	Other Investments to Improve Interchanges & Address Highway Bottlenecks - Regional
Alameda	Pleasanton	Pavement Rehabilitation Hacienda Business Park	ALA170070	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Alameda	San Leandro	San Leandro Washington Avenue Rehabilitation	ALA170075	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Alameda	San Leandro	SR 185- E. 14th St/ Hesperian Blvd/150th Ave	ALA050002	21-T07-056	Minor Roadway Improvements - Regional
Alameda	SJRC	ACE: COVID-19 Emergency Transit Operations	ALA190024	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Alameda	Union C Transit	Union City Paratransit Van Procurement	ALA170014	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	Union C Transit	Union City Transit Electric Bus Procurement	ALA190029	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Alameda	Union C Transit	Union City Transit Travel Time Improvements	ALA170013	21-T07-057	Technology Improvements - Regional
Alameda	Union C Transit	Union City Transit: COVID-19 Emergency Transit Ops	ALA190027	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Alameda	Union C Transit	Union City: ADA Paratransit Operating Subsidy	ALA170039	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Alameda	Union City	East-West Connector: Decoto & Quarry Lakes Parkway	ALA978004	21-T07-056	Minor Roadway Improvements - Regional
Alameda	Union City	Union City-Dyer Street Pavement Rehabilitation	ALA170071	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Contra Costa	Antioch	Antioch - L Street Pathway to Transit	CC-170035	21-T08-060	Complete Streets Network - Regional
Contra Costa	Antioch	Antioch Pavement Rehabilitation	CC-170036	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Contra Costa	Antioch	Laurel Road Extension	CC-070008	21-T07-056	Minor Roadway Improvements - Regional
Contra Costa	Antioch	Slatten Ranch Road Extension Phase I	CC-070009	21-T07-056	Minor Roadway Improvements - Regional
Contra Costa	BART	Concord BART Station Modernization	CC-170060	21-T11-115	Other Investments to Expand & Modernize the Regional Rail Network - Regional
Contra Costa	BART	Concord Yard Wheel Truing Facility	CC-150019	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Contra Costa	BART	El Cerrito del Norte BART Station Modernization	CC-170024	21-T11-115	Other Investments to Expand & Modernize the Regional Rail Network - Regional
Contra Costa	BART	Lafayette Town Center Pathway and Bike Station	CC-210004	21-T08-060	Complete Streets Network - Regional
Contra Costa	BART	Pittsburg/Bay Point BART Station Bike-Ped Imps	CC-210005	21-T08-060	Complete Streets Network - Regional
Contra Costa	BART	Walnut Creek BART TOD Access Improvements	CC-110082	21-T08-060	Complete Streets Network - Regional
Contra Costa	Brentwood	Brentwood Boulevard Widening - North (Phase I)	CC-070011	21-T07-056	Minor Roadway Improvements - Regional
Contra Costa	Brentwood	Brentwood Boulevard Widening - North (Phase II)	CC-170015	21-T07-056	Minor Roadway Improvements - Regional
Contra Costa	Brentwood	Brentwood Various Streets and Roads Preservation	CC-170034	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional

## Proposed RTP Reference Updates for Projects in the 2021 TIP

County	Sponsor	TIP Project Title	TIP ID	RTP ID	RTP Project Title
Contra Costa	Brentwood	Lone Tree Way Undercrossing	CC-070013	21-T07-055	Minor Freight Improvements - Regional
Contra Costa	CC County	Bailey Road Bike and Pedestrian Improvements	CC-130003	21-T08-060	Complete Streets Network - Regional
Contra Costa	CC County	Bailey Road-State Route 4 Interchange	CC-130001	21-T06-031	Corridor & Interchange Improvements - SR-4 - Contra Costa County
Contra Costa	CC County	Byron Highway - Vasco Road Connection	CC-070081	21-T06-047	Corridor & Interchange Improvements - New Freeway - Contra Costa County
Contra Costa	CC County	Camino Tassajara Realignment, S of Windemere Pkwy	CC-170016	21-T07-056	Minor Roadway Improvements - Regional
Contra Costa	CC County	CC County - Rio Vista Elementary Ped Connection	CC-150010	21-T08-060	Complete Streets Network - Regional
Contra Costa	CC County	Fred Jackson Way First Mile/Last Mile Connection	CC-170020	21-T08-060	Complete Streets Network - Regional
Contra Costa	CC County	Kirker Pass Road Open Grade Overlay	CC-170028	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Contra Costa	CC County	North Bailey Road Active Transportation Corridor	CC-210001	21-T08-060	Complete Streets Network - Regional
Contra Costa	CC County	Pacheco Blvd Sidewalk Gap Closure Phase 3	CC-170021	21-T08-060	Complete Streets Network - Regional
Contra Costa	CC County	Port Chicago Hwy/Willow Pass Rd Bike Ped Upgrades	CC-130027	21-T07-056	Minor Roadway Improvements - Regional
Contra Costa	CC County	Treat Boulevard Corridor Improvements	CC-190012	21-T07-056	Minor Roadway Improvements - Regional
Contra Costa	CC County	Vasco Road Safety Improvements	CC-050030	21-T07-056	Minor Roadway Improvements - Regional
Contra Costa	CC County	West County Walk and Bike Leaders	CC-170029	21-EN09-132	Regional Transportation Demand Management Initiatives - Regional
Contra Costa	CCCTA	CCCTA Replace 3 Gasoline 7-Year Paratransit Vans	CC-170053	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Contra Costa	CCCTA	CCCTA Replace 42 Ford Cutaways - 22"	CC-170051	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Contra Costa	CCCTA	CCCTA: Access Improvements Implementation	CC-130045	21-T08-060	Complete Streets Network - Regional
Contra Costa	CCCTA	CCCTA: ADA Paratransit Assistance	CC-99T001	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Contra Costa	CCCTA	CCCTA: COVID-19 Emergency Transit Operations	CC-190013	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Contra Costa	CCCTA	CCCTA: Replace 13 35' Buses	CC-150007	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Contra Costa	CCCTA	CCCTA: Replace 18 30' Buses	CC-150006	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Contra Costa	CCCTA	REMIX Software Implementation Project	CC-150012	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Contra Costa	CCTA	Bay Area MOD	CC-190018	21-T03-009	Seamless Mobility Enhancements - Regional
Contra Costa	CCTA	CCTA - Carshare 4 All	CC-150009	21-EN09-132	Regional Transportation Demand Management Initiatives - Regional
Contra Costa	CCTA	CCTA Automated Driving System	CC-190017	21-T07-053	Connected Bay Area Program - Regional
Contra Costa	CCTA	I-680 Advanced Technologies	CC-170062	21-T07-057	Technology Improvements - Regional
Contra Costa	CCTA	I-680 NB Express Lane Completion	CC-170017	21-T12-116	Express Lanes - Regional
Contra Costa	CCTA	I-680 Part Time Transit Lane	CC-170061	21-T12-122	Express Bus - Service Expansion - I-680
Contra Costa	CCTA	I-680/SR 4 I/C Reconstruction - Ph 1 & 2a	CC-010023	21-T06-022	Corridor & Interchange Improvements - I-680 - Contra Costa County
Contra Costa	CCTA	I-680/SR-4 I/C Improvements Phase 4	CC-210006	21-T06-022	Corridor & Interchange Improvements - I-680 - Contra Costa County
Contra Costa	CCTA	Mokelumne Trail Bike/Ped Overcrossing	CC-070067	21-T08-060	Complete Streets Network - Regional
Contra Costa	CCTA	Reconstruct I-80/San Pablo Dam Rd Interchange	CC-070035	21-T06-013	Corridor & Interchange Improvements - I-80 - Contra Costa County
Contra Costa	CCTA	SR 239 - New State Highway Study	CC-110066	21-T06-047	Corridor & Interchange Improvements - New Freeway - Contra Costa County
Contra Costa	CCTA	SR 4 Integrated Corridor Management	CC-150013	21-T06-031	Corridor & Interchange Improvements - SR-4 - Contra Costa County
Contra Costa	CCTA	SR-4 Operational Improvements - Initial Phases	CC-170018	21-T06-031	Corridor & Interchange Improvements - SR-4 - Contra Costa County
Contra Costa	Clayton	Clayton Neighborhood Street Rehab	CC-170047	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Contra Costa	Concord	Commerce Ave Complete Streets	CC-170022	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Contra Costa	Concord	Concord BART Station Bike/Ped Access Improvements	CC-130006	21-T08-060	Complete Streets Network - Regional
Contra Costa	Concord	Concord Willow Pass Road Repaving SR2T	CC-170037	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Contra Costa	Concord	Downtown Corridors Bike/Pedestrian Improvements	CC-170050	21-T08-060	Complete Streets Network - Regional

## Proposed RTP Reference Updates for Projects in the 2021 TIP

County	Sponsor	TIP Project Title	TIP ID	RTP ID	RTP Project Title
Contra Costa	Concord	East Downtown Concord PDA Access and SR2T	CC-210003	21-T08-060	Complete Streets Network - Regional
Contra Costa	Concord	Monument Boulevard Class I Path	CC-170039	21-T08-060	Complete Streets Network - Regional
Contra Costa	Concord	SR 242 / Clayton Road Interchange Improvements	CC-070024	21-T06-045	Corridor & Interchange Improvements - SR-242 - Contra Costa County
Contra Costa	Danville	Camino Ramon Improvements	CC-170058	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Contra Costa	Danville	San Ramon Valley Blvd Slurry Seal and Striping	CC-170001	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Contra Costa	Danville	Vista Grande Street Pedestrian Improvements/SR2S	CC-130038	21-T08-060	Complete Streets Network - Regional
Contra Costa	EB Reg Park Dis	SF Bay Trail Point Molate	CC-190019	21-T08-060	Complete Streets Network - Regional
Contra Costa	ECCTA	ECCTA Hydrogen Fueling Maint Infrastructure Upgrad	CC-210008	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Contra Costa	ECCTA	ECCTA: COVID-19 Emergency Transit Operations	CC-190014	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Contra Costa	ECCTA	ECCTA: Oakley Park and Ride	CC-190010	21-T10-093	Other Investments to Enhance Local Transit Frequency, Capacity & Reliability - Regional
Contra Costa	ECCTA	ECCTA: Transit Bus Replacements	CC-070092	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Contra Costa	ECCTA	Tri-Delta: ADA Operating Assistance	CC-030035	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Contra Costa	El Cerrito	Carlson Blvd and Central Ave Pavement Rehab	CC-170030	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Contra Costa	El Cerrito	El Cerrito del Norte Area TOD Complete Street Imps	CC-070046	21-T08-060	Complete Streets Network - Regional
Contra Costa	Hercules	Hercules Intercity Rail Station	CC-030002	21-T11-115	Other Investments to Expand & Modernize the Regional Rail Network - Regional
Contra Costa	Hercules	Hercules -Sycamore Pavement Rehabilitation	CC-170043	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Contra Costa	Lafayette	Pleasant Hill Rd Pavement Rehab & Maintenance	CC-170033	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Contra Costa	Martinez	Martinez Downtown Streets Rehabilitation	CC-170059	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Contra Costa	Martinez	Martinez Various Streets and Roads Preservation	CC-130025	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Contra Costa	Moraga	Moraga Way and Canyon/Camino Pablo Improvements	CC-170046	21-T08-060	Complete Streets Network - Regional
Contra Costa	MTC	Regional Planning Activities and PPM - CC County	CC-170004	21-T07-058	Planning/Program - Regional
Contra Costa	MTC	Richmond-San Rafael Bridge Bicycle Access	CC-190011	21-T08-060	Complete Streets Network - Regional
Contra Costa	MTC	RSR Forward: ORT and I-580 WB HOV Lane	CC-210010	21-T06-020	Corridor & Interchange Improvements - I-580 - Richmond-San Rafael Bridge
Contra Costa	Oakley	Civic Center Railroad Platform Park & Ride Complex	CC-170019	21-T11-105	Rail - Service Frequency Boost - ACE - System
Contra Costa	Oakley	Oakley Street Repair and Resurfacing	CC-170041	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Contra Costa	Orinda	Orinda Way Pavement Rehabilitation	CC-170032	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Contra Costa	Pinole	Pinole - San Pablo Avenue Rehabilitation	CC-170048	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Contra Costa	Pinole	Safety Improvements at Appian Way and Marlesta Rd.	CC-210009	21-T07-056	Minor Roadway Improvements - Regional
Contra Costa	Pittsburg	City of Pittsburg Pavement Improvements	CC-170042	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Contra Costa	Pittsburg	Pittsburg Active Transp. and Safe Routes Plan	CC-170049	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
Contra Costa	Pittsburg	Pittsburg BART Pedestrian and Bicycle Connectivity	CC-170040	21-T08-060	Complete Streets Network - Regional
Contra Costa	Pleasant Hill	Pleasant Hill Road Improvements	CC-170044	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Contra Costa	Richmond	37th Street Bicycle & Pedestrian Improvements	CC-130047	21-T08-060	Complete Streets Network - Regional
Contra Costa	Richmond	I-80/Central Avenue - Local Portion	CC-050076	21-T06-013	Corridor & Interchange Improvements - I-80 - Contra Costa County
Contra Costa	Richmond	Lincoln Elementary SRTS Pedestrian Enhancements	CC-170056	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
Contra Costa	Richmond	Richmond 13th Street Complete Streets Imps	CC-210007	21-T08-060	Complete Streets Network - Regional
Contra Costa	Richmond	Richmond: Roadway Preservation and ADA Improvement	CC-170057	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional



## Proposed RTP Reference Updates for Projects in the 2021 TIP

County	Sponsor	TIP Project Title	TIP ID	RTP ID	RTP Project Title
Contra Costa	Richmond	The Yellow Brick Road in Richmond's Iron Triangle	CC-150016	21-T08-060	Complete Streets Network - Regional
Contra Costa	San Pablo	Giant Road Cycletrack & Pavement Rehabilitation	CC-170031	21-T08-060	Complete Streets Network - Regional
Contra Costa	San Pablo	Rumrill Blvd Complete Streets Improvements	CC-150017	21-T08-060	Complete Streets Network - Regional
Contra Costa	San Ramon	Alcosta Boulevard Pavement Rehab	CC-170045	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Contra Costa	San Ramon	Crow Canyon Road (Alcosta to Indian Rice) Widening	CC-190001	21-T07-056	Minor Roadway Improvements - Regional
Contra Costa	San Ramon	Iron Horse Trail Bike and Pedestrian Overcrossing	CC-170014	21-T08-060	Complete Streets Network - Regional
Contra Costa	San Ramon	San Ramon Valley Street Smarts	CC-170026	21-EN09-132	Regional Transportation Demand Management Initiatives - Regional
Contra Costa	SJRC	Oakley Station Platform	CC-190002	21-T11-115	Other Investments to Expand & Modernize the Regional Rail Network - Regional
Contra Costa	Walnut Creek	Walnut Creek-N. Main St Rehab - I680 to California	CC-170025	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Contra Costa	Walnut Creek	Walnut Creek-Parking Guidance System Pilot	CC-150018	21-EN09-132	Regional Transportation Demand Management Initiatives - Regional
Contra Costa	Walnut Creek	Ygancio Valley Road Rehabilitation	CC-170038	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Contra Costa	WCCTA	WCCTA: COVID-19 Emergency Transit Operations	CC-190015	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Contra Costa	WCCTA	WCCTA: Preventive Maintenance Program	CC-030025	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Contra Costa	WCCTA	WestCAT - AVL System with APC Element.	CC-150021	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Contra Costa	WCCTA	WestCAT - Replace (2) DAR MiniVans	CC-170012	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Contra Costa	WCCTA	WestCAT Replace (6) 2008 35ft Revenue Vehicles	CC-170008	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Contra Costa	WCCTA	WestCAT Replace 5 35ft and 4 40ft Vehicles	CC-170010	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Contra Costa	WCCTA	WestCat: ADA Paratransit Operating Subsidy	CC-990045	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Contra Costa	WCCTA	WestCAT: Paratransit Revenue Vehicle Replacement	CC-210002	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Contra Costa	WCCTA	WestCAT: Purchase (1) Fast Fare Electronic Farebox	CC-150015	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Contra Costa	WCCTA	WestCAT: Purchase (6) Electronic Fareboxes	CC-170009	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Contra Costa	WCCTA	WestCAT: Purchase (9) Electronic Fareboxe	CC-170011	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Contra Costa	WCCTA	WestCAT: Purchase 2 Fast Fare Electronic Fareboxes	CC-170007	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Contra Costa	WCCTA	WestCAT: Purchase of (2) Radio Systems	CC-170013	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Contra Costa	WCCTA	WestCAT: Replace (2) 2002 40ft Revenue Vehicles	CC-170006	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Marin	Corte Madera	Central Marin Regional Pathway Gap Closure	MRN170023	21-T08-060	Complete Streets Network - Regional
Marin	Corte Madera	Corte Madera-Paradise Drive Multiuse Path	MRN170019	21-T08-060	Complete Streets Network - Regional
Marin	Fairfax	Parkade Circulation and Safety Improvements	MRN130009	21-T10-093	Other Investments to Enhance Local Transit Frequency, Capacity & Reliability - Regional
Marin	GGBHTD	GGBHTD - Transit Systems Enhancements	MRN130015	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Marin	GGBHTD	GGBHTD Ferry Major Components Rehab	MRN150014	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional

## Proposed RTP Reference Updates for Projects in the 2021 TIP

County	Sponsor	TIP Project Title	TIP ID	RTP ID	RTP Project Title
Marin	GGBHTD	GGBHTD Ferry Propulsion Systems Replacement	MRN150015	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Marin	GGBHTD	GGBHTD: COVID-19 Emergency Transit Operations	MRN190014	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Marin	GGBHTD	GGBHTD: Facilities Rehabilitation	MRN050025	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Marin	GGBHTD	GGBHTD: Ferry Channel & Berth Dredging	MRN990017	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Marin	GGBHTD	GGBHTD: Fixed Guideway Connectors	MRN030010	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Marin	GGBHTD	GGBHTD: Replace 67 Diesel Buses with Hybrid Buses	MRN170008	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Marin	GGBHTD	GGBHTD: Replace Paratransit Vehicles	MRN170009	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Marin	GGBHTD	Golden Gate Bridge Seismic Retrofit, Ph: 1-3A	MRN970016	21-T01-005	Operate & Maintain the Existing System - Toll Bridges - Regional
Marin	GGBHTD	Golden Gate Bridge Seismic Retrofit, Phase 3B	MRN050018	21-T01-005	Operate & Maintain the Existing System - Toll Bridges - Regional
Marin	GGBHTD	Golden Gate Bridge-Suicide Deterrent SafetyBarrier	MRN050019	21-T01-007	Other Investments to Operate & Maintain the Existing System - Regional
Marin	GGBHTD	Golden Gate Ferry: New Vessel	MRN190001	21-T11-094	Ferry - Service Frequency Boost - GGBHTD - Larkspur-San Francisco
Marin	GGBHTD	Larkspur Ferry Terminal Parking Garage	MRN130001	21-T11-094	Ferry - Service Frequency Boost - GGBHTD - Larkspur-San Francisco
Marin	GGBHTD	MS Sonoma Ferry Boat Refurbishment	MRN150005	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Marin	GGBHTD	Replace 14 - 22' Gas Body-on-Chassis Vehicles	MRN170024	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Marin	GGBHTD	San Rafael Transit Center Relocation	MRN170013	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Marin	Larkspur	Old Redwood Highway Multi-Use Path	MRN190011	21-T08-060	Complete Streets Network - Regional
Marin	Marin County	Hicks Valley/MarshallPetaluma/Wilson Hill Rd Rehab	MRN170027	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Marin	Marin County	Marin City Pedestrian Crossing Improvements	MRN190015	21-T08-060	Complete Streets Network - Regional
Marin	Marin County	Mountain View Rd Bridge Replacement - 27C0154	MRN110035	21-T01-004	Operate & Maintain the Existing System - Local Bridges - Regional
Marin	MCTD	MCTD - Bus Stop Improvements	MRN210002	21-T10-093	Other Investments to Enhance Local Transit Frequency, Capacity & Reliability - Regional
Marin	MCTD	Marin Transit Low Income Youth Pass Program	MRN110041	21-T10-093	Other Investments to Enhance Local Transit Frequency, Capacity & Reliability - Regional
Marin	MCTD	Marin Transit: COVID-19 Emergency Transit Ops	MRN190013	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Marin	MCTD	MCTD - Emergency Radio System	MRN150013	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Marin	MCTD	MCTD - Relocate Transit Maintenance Facility	MRN150010	21-T10-093	Other Investments to Enhance Local Transit Frequency, Capacity & Reliability - Regional
Marin	MCTD	MCTD - Replace 13 -40ft Buses	MRN150012	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Marin	MCTD	MCTD Preventive Maintenance	MRN110040	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Marin	MCTD	MCTD- Replace Shuttle Vehicles	MRN150011	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Marin	MCTD	MCTD: ADA Paratransit Assistance	MRN110047	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Marin	MCTD	MCTD: On Board Vehicle Equipment	MRN150003	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional

## Proposed RTP Reference Updates for Projects in the 2021 TIP

County	Sponsor	TIP Project Title	TIP ID	RTP ID	RTP Project Title
Marin	MCTD	MCTD: Replace Articulated Vehicles	MRN170006	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Marin	MCTD	MCTD: Replace Paratransit Vehicles	MRN170003	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Marin	MCTD	MCTD: Replace Paratransit Vehicles with Vans	MRN170004	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Marin	MCTD	MCTD: Replace Rural Cutaway Vehicles	MRN170005	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Marin	MCTD	MCTD: Replacement Paratransit Vehicles	MRN210001	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Marin	MCTD	MCTD-Replace diesel vehicles	MRN170007	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Marin	MTC	Regional Planning Activities and PPM - Marin	MRN170001	21-T07-058	Planning/Program - Regional
Marin	MTC	Richmond-San Rafael Bridge Access Improvements	MRN150009	21-T06-020	Corridor & Interchange Improvements - I-580 - Richmond-San Rafael Bridge
Marin	Natl Park Svc	Fort Baker's Vista Point Trail	MRN170028	21-T08-060	Complete Streets Network - Regional
Marin	Novato	Hill Recreation Area Improvements	MRN170026	21-T08-060	Complete Streets Network - Regional
Marin	Novato	Novato Annual Pavement Rehabilitation	MRN190002	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Marin	Novato	Novato Boulevard Widening, Diablo to Grant	MRN070006	21-T07-056	Minor Roadway Improvements - Regional
Marin	Novato	Novato-Measure A Group 10 Pavement Rehabilitation	MRN170022	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Marin	Novato	Vineyard Road Improvements	MRN150016	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Marin	San Anselmo	San Anselmo - Center Blvd Bridge Replace (27C0079)	MRN110032	21-T01-004	Operate & Maintain the Existing System - Local Bridges - Regional
Marin	San Anselmo	San Anselmo Bike Spine	MRN170020	21-T08-060	Complete Streets Network - Regional
Marin	San Anselmo	Sir Francis Drake Blvd Pavement Rehabilitation	MRN170021	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Marin	San Anselmo	Sunny Hill Ridge and Red Hill Trails	MRN130013	21-T08-060	Complete Streets Network - Regional
Marin	San Rafael	Francisco Blvd West Multi-Use Pathway	MRN170016	21-T08-060	Complete Streets Network - Regional
Marin	San Rafael	Francisco Boulevard East Sidewalk Widening	MRN170012	21-T08-060	Complete Streets Network - Regional
Marin	San Rafael	Grand Avenue Bicycle Pedestrian Improvements	MRN150008	21-T08-060	Complete Streets Network - Regional
Marin	San Rafael	San Rafael Transit Center Pedestrian Access Imps.	MRN130005	21-T07-056	Minor Roadway Improvements - Regional
Marin	Sausalito	Sausalito - Bridgeway/US 101 Off Ramp Bicycle Imps	MRN110010	21-T08-060	Complete Streets Network - Regional
Marin	TAM	North-South Greenway Gap Closure	MRN170011	21-T08-060	Complete Streets Network - Regional
Marin	TAM	US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)	MRN050034	21-T06-026	Corridor & Interchange Improvements - US-101 - Marin County
Marin	Various	GL: Marin County - TOS-Mobility	MRN170018	21-T06-048	Other Investments to Improve Interchanges & Address Highway Bottlenecks - Regional
Napa	American Canyon	Devlin Road and Vine Trail Extension	NAP130006	21-T07-056	Minor Roadway Improvements - Regional
Napa	American Canyon	Eucalyptus Drive Realignment Complete Streets	NAP110029	21-T07-056	Minor Roadway Improvements - Regional
Napa	American Canyon	Green Island Road Class I	NAP170006	21-T08-060	Complete Streets Network - Regional
Napa	Calistoga	SR 128 and Petrified Forest Intersection Imp	NAP150001	21-T07-056	Minor Roadway Improvements - Regional
Napa	MTC	Napa Valley Forward	NAP190004	21-EN09-132	Regional Transportation Demand Management Initiatives - Regional
Napa	MTC	Napa Valley Forward: Safety & Operational Impv	NAP190007	21-T07-056	Minor Roadway Improvements - Regional
Napa	MTC	Regional Planning Activities and PPM - Napa	NAP170001	21-T07-058	Planning/Program - Regional
Napa	Napa	California Boulevard Roundabouts	NAP110028	21-T07-056	Minor Roadway Improvements - Regional
Napa	Napa	Silverado Trail Five-Way Intersection Improvements	NAP170009	21-T07-056	Minor Roadway Improvements - Regional
Napa	Napa	State Route 29 Bicycle & Pedestrian Undercrossing	NAP130004	21-T08-060	Complete Streets Network - Regional
Napa	Napa	Vine Trail Gap Closure - Soscol Avenue Corridor	NAP170007	21-T08-060	Complete Streets Network - Regional
Napa	Napa County	Hardin Rd Bridge Replacement - 21C0058	NAP110026	21-T01-004	Operate & Maintain the Existing System - Local Bridges - Regional



## Proposed RTP Reference Updates for Projects in the 2021 TIP

County	Sponsor	TIP Project Title	TIP ID	RTP ID	RTP Project Title
Napa	Napa County	Loma Vista Dr Bridge Replacement - 21C0080	NAP110027	21-T01-004	Operate & Maintain the Existing System - Local Bridges - Regional
Napa	Napa County	Napa County: 2014 Earthquake Pavement Repair	NAP170002	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Napa	Napa County	Silverado Trail Phase L Rehab	NAP170008	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Napa	NVTA	Imola Park & Ride and Express Bus Stop Improvement	NAP190006	21-T12-118	Express Bus - Service Expansion - NVTA
Napa	NVTA	Napa County Safe Routes to Schools	NAP170004	21-EN09-132	Regional Transportation Demand Management Initiatives - Regional
Napa	NVTA	Napa Valley Vine Trail Calistoga-St. Helena Seg.	NAP150003	21-T08-060	Complete Streets Network - Regional
Napa	NVTA	Napa Valley Vine Trail Design and Construction	NAP110014	21-T08-060	Complete Streets Network - Regional
Napa	NVTA	Napa Vine Operating Assistance	NAP970010	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Napa	NVTA	NVTA Equipment Replacement and Upgrades	NAP090008	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Napa	NVTA	NVTA- Vine Transit Bus Maintenance Facility	NAP170003	21-T10-067	Local Bus - Service Frequency Boost - NVTA
Napa	NVTA	NVTA: ADA Operating Assistance	NAP030004	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Napa	NVTA	NVTA: COVID-19 Emergency Transit Operations	NAP190005	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Napa	NVTA	NVTA: Replace Rolling Stock	NAP090005	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Napa	NVTA	SR 12/29/221 Soscol Junction Interchange Imps.	NAP090003	21-T06-034	Corridor & Interchange Improvements - SR-29 - Napa County
Napa	Saint Helena	Main Street St. Helena Pedestrian Improvements	NAP170005	21-T08-060	Complete Streets Network - Regional
Napa	Yountville	Hopper Creek Pedestrian Bridge and Path Project	NAP130008	21-T08-060	Complete Streets Network - Regional
Regional/ Multi-County	ACE	ACE Positive Train Control	REG110044	21-T11-115	Other Investments to Expand & Modernize the Regional Rail Network - Regional
Regional/ Multi-County	BAAQMD	Electric Vehicle Infrastructure/Vehicle Buyback	REG170021	21-EN08-131	Clean Vehicle Initiatives - Regional
Regional/ Multi-County	BAAQMD	Electric Vehicle Programs and Outreach	REG170020	21-EN08-131	Clean Vehicle Initiatives - Regional
Regional/ Multi-County	BAAQMD	Spare the Air	REG170019	21-EN09-132	Regional Transportation Demand Management Initiatives - Regional
Regional/ Multi-County	BAIFA	ALA/CC-80 and Bay Bridge Approach Express Lanes	VAR170003	21-T12-116	Express Lanes - Regional
Regional/ Multi-County	BAIFA	Regional Express Lane Network	REG130004	21-T12-116	Express Lanes - Regional
Regional/ Multi-County	BART	BART Car Exchange (Preventive Maintenance)	REG050020	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Regional/ Multi-County	BART	BART Integrated Carpool to Transit Access Program	REG170008	21-EN09-132	Regional Transportation Demand Management Initiatives - Regional
Regional/ Multi-County	BART	BART Train Control Renovation	BRT030004	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Regional/ Multi-County	BART	BART Train Seat Modification	REG170009	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Regional/ Multi-County	BART	BART Transbay Core Capacity Improvements	REG170017	21-T11-106	Rail - Service Frequency Boost - BART - System ("Core Capacity")
Regional/ Multi-County	BART	BART: Rail, Way and Structures Program	BRT97100B	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Regional/ Multi-County	BART	BART: Railcar Procurement Program	REG090037	21-T11-106	Rail - Service Frequency Boost - BART - System ("Core Capacity")
Regional/ Multi-County	BART	BART: TOD Implementation	VAR190002	21-T07-058	Planning/Program - Regional
Regional/ Multi-County	BART	BART: Traction Power System Renovation	BRT030005	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Regional/ Multi-County	BART	BART:ADA Paratransit Capital Accessibility Improve	BRT99T01B	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Regional/ Multi-County	BART	Transit-Oriented Development Pilot Planning Progra	REG150005	21-T07-058	Planning/Program - Regional
Regional/ Multi-County	Caltrain	Caltrain Positive Train Control System	REG110030	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Regional/ Multi-County	Caltrain	Caltrain: Revenue Vehicle Rehab Program	REG090051	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional

## Proposed RTP Reference Updates for Projects in the 2021 TIP

County	Sponsor	TIP Project Title	TIP ID	RTP ID	RTP Project Title
Regional/ Multi-County	Caltrain	Caltrain: Signal/Communication Rehab. & Upgrades	SM-050041	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Regional/ Multi-County	Caltrans	GL: Bridge Rehab and Reconstruction - SHOPP	VAR170010	21-T01-004	Operate & Maintain the Existing System - Local Bridges - Regional
Regional/ Multi-County	Caltrans	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	VAR170012	21-T01-004	Operate & Maintain the Existing System - Local Bridges - Regional
Regional/ Multi-County	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	VAR170008	21-T01-006	Operate & Maintain the Existing System - Highways - Regional
Regional/ Multi-County	Caltrans	GL: Fed Lands Highways Pgm-Tribal Transport Pgm	VAR210002	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Regional/ Multi-County	Caltrans	GL: Highway Safety Improvement Program	VAR170002	21-T01-007	Other Investments to Operate & Maintain the Existing System - Regional
Regional/ Multi-County	Caltrans	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	VAR170006	21-T01-006	Operate & Maintain the Existing System - Highways - Regional
Regional/ Multi-County	Caltrans	GL: Pavement Resurfacing/Rehab SHS - Highway Maint	VAR170004	21-T01-006	Operate & Maintain the Existing System - Highways - Regional
Regional/ Multi-County	Caltrans	GL: Pvmnt Resurf/Rehab State Hwy Sys - SHOPP Minor	VAR190001	21-T01-006	Operate & Maintain the Existing System - Highways - Regional
Regional/ Multi-County	Caltrans	GL: Railroad-Highway Crossing	VAR170017	21-T07-055	Minor Freight Improvements - Regional
Regional/ Multi-County	Caltrans	GL: Recreational Trails Program	VAR190009	21-T08-060	Complete Streets Network - Regional
Regional/ Multi-County	Caltrans	GL: Safety Improvements - SHOPP Mandates	VAR170009	21-T01-006	Operate & Maintain the Existing System - Highways - Regional
Regional/ Multi-County	Caltrans	GL: Safety Improvements - SHOPP Mobility Program	VAR170005	21-T01-006	Operate & Maintain the Existing System - Highways - Regional
Regional/ Multi-County	Caltrans	GL: Safety Imprv. - SHOPP Collision Reduction	VAR170007	21-T01-007	Other Investments to Operate & Maintain the Existing System - Regional
Regional/ Multi-County	Caltrans	GL: Shoulder Imprv - SHOPP Roadside Preservation	VAR170011	21-T01-006	Operate & Maintain the Existing System - Highways - Regional
Regional/ Multi-County	MTC	511 Carpool and Vanpool Programs	REG170003	21-T07-052	Carpool/Vanpool Program - Regional
Regional/ Multi-County	MTC	511 Next Gen	REG170013	21-T07-050	511 Bay Area Program - Regional
Regional/ Multi-County	MTC	511 Traveler Information	REG090042	21-T07-050	511 Bay Area Program - Regional
Regional/ Multi-County	MTC	Active Operations Management	REG170014	21-T07-057	Technology Improvements - Regional
Regional/ Multi-County	MTC	Bay Area Commuter Benefits Program	MTC050001	21-EN09-132	Regional Transportation Demand Management Initiatives - Regional
Regional/ Multi-County	MTC	Bay Area Housing Initiatives	REG130005	21-EN09-132	Regional Transportation Demand Management Initiatives - Regional
Regional/ Multi-County	MTC	Bay Bridge Forward - Casual Carpool	VAR170013	21-T06-049	Bay Area Forward Program - Regional
Regional/ Multi-County	MTC	Bay Bridge Forward - Commuter Parking Initiative	REG170004	21-T06-049	Bay Area Forward Program - Regional
Regional/ Multi-County	MTC	Bay Bridge Forward - Flexible On-Demand Transit	REG170005	21-T06-049	Bay Area Forward Program - Regional
Regional/ Multi-County	MTC	Bay Bridge Forward - Integrated Bridge Corridor	VAR170014	21-T06-049	Bay Area Forward Program - Regional
Regional/ Multi-County	MTC	Bay Bridge Forward-Commuter Parking Initiative O&M	REG170024	21-T06-049	Bay Area Forward Program - Regional
Regional/ Multi-County	MTC	Bike Share Capital Program	VAR170024	21-T08-060	Complete Streets Network - Regional
Regional/ Multi-County	MTC	Clipper Fare Collection System	REG090045	21-T03-009	Seamless Mobility Enhancements - Regional
Regional/ Multi-County	MTC	Clipper® 2.0 Fare Payment System	REG170022	21-T03-009	Seamless Mobility Enhancements - Regional
Regional/ Multi-County	MTC	Community Based Transportation Planning	REG170025	21-T02-008	Community-Led Transportation Enhancements in Equity Priority Communities - Regional
Regional/ Multi-County	MTC	Connected & Automated Vehicles	REG170018	21-T07-053	Connected Bay Area Program - Regional
Regional/ Multi-County	MTC	Connected Bay Area	REG170002	21-T07-053	Connected Bay Area Program - Regional
Regional/ Multi-County	MTC	FPP: I-80 in Alameda, Contra Costa and SF	VAR190003	21-T06-049	Bay Area Forward Program - Regional
Regional/ Multi-County	MTC	Freeway Performance Initiative (FPI)	REG090003	21-T07-057	Technology Improvements - Regional
Regional/ Multi-County	MTC	Freeway Performance Program: I-880 Corridor	VAR170021	21-T06-049	Bay Area Forward Program - Regional
Regional/ Multi-County	MTC	Freeway Performance Program: SR 37	VAR190004	21-EN01-129	Sea Level Rise Adaptation Infrastructure - SR-37
Regional/ Multi-County	MTC	Freeway Performance Program: SR-84	VAR170023	21-T06-049	Bay Area Forward Program - Regional
Regional/ Multi-County	MTC	GL: 5307 JARC Set-aside FY13-FY14 Large UA	REG110039	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Regional/ Multi-County	MTC	GL: FTA 5311 Rural Area FY16	VAR150001	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional

## Proposed RTP Reference Updates for Projects in the 2021 TIP

County	Sponsor	TIP Project Title	TIP ID	RTP ID	RTP Project Title
Regional/ Multi-County	MTC	GL: FTA 5311 Rural Area FY17	VAR170018	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Regional/ Multi-County	MTC	GL: FTA 5311 Rural Area FY18	VAR170019	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Regional/ Multi-County	MTC	GL: FTA 5311 Rural Area FY19 and FY20	VAR170026	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Regional/ Multi-County	MTC	GL: FTA 5311 Rural Area FY21	VAR210001	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Regional/ Multi-County	MTC	GL: FTA Section 5310 Program FY18 and FY19	VAR190005	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Regional/ Multi-County	MTC	GL: Lifeline Cycle 4 5307 JARC	REG150004	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Regional/ Multi-County	MTC	GL: Lifeline Transportation Program Cycle 5 and 6	VAR170025	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Regional/ Multi-County	MTC	GL: Transit ADA Operating Support	VAR210003	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Regional/ Multi-County	MTC	GL: Transit Operating Assistance	VAR190006	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Regional/ Multi-County	MTC	GL: Transit Preventive Maintenance	VAR190007	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Regional/ Multi-County	MTC	Incident Management Program	REG170007	21-T07-050	511 Bay Area Program - Regional
Regional/ Multi-County	MTC	Innovative Deployments to Enhance Arterials Ct 1&2	REG170015	21-T07-057	Technology Improvements - Regional
Regional/ Multi-County	MTC	MTC: COVID-19 Emergency Transit Operations	REG190001	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Regional/ Multi-County	MTC	Reg. Prog. for Arterial System Synchronization	REG170010	21-T07-057	Technology Improvements - Regional
Regional/ Multi-County	MTC	Regional Car Sharing	REG170028	21-EN09-132	Regional Transportation Demand Management Initiatives - Regional
Regional/ Multi-County	MTC	Regional Planning - PDA Implementation	REG170016	21-T07-058	Planning/Program - Regional
Regional/ Multi-County	MTC	Regional Planning Activities and PPM - MTC	REG170001	21-T07-058	Planning/Program - Regional
Regional/ Multi-County	MTC	Regional Streets and Roads Program	REG090039	21-T07-058	Planning/Program - Regional
Regional/ Multi-County	MTC	Shared Use Mobility	REG170012	21-EN09-132	Regional Transportation Demand Management Initiatives - Regional
Regional/ Multi-County	MTC	Spare the Air Youth	REG170006	21-EN09-132	Regional Transportation Demand Management Initiatives - Regional
Regional/ Multi-County	MTC	SR 37 Interim Project - Sears Point to Mare Island	VAR210004	21-T06-035	Corridor & Interchange Improvements - SR-37 - Multiple
Regional/ Multi-County	MTC	Targeted Transportation Alternatives	REG170027	21-EN09-132	Regional Transportation Demand Management Initiatives - Regional
Regional/ Multi-County	MTC	TCP Financing Repayment Obligations	REG170023	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Regional/ Multi-County	MTC	Toll Bridge Maintenance	REG130001	21-T01-005	Operate & Maintain the Existing System - Toll Bridges - Regional
Regional/ Multi-County	MTC	Toll Bridge Rehabilitation Program	REG130002	21-T01-005	Operate & Maintain the Existing System - Toll Bridges - Regional
Regional/ Multi-County	SMART	Sonoma Marin Area Rail Corridor	SON090002	21-T11-113	Rail - Service Expansion - SMART - to Windsor
Regional/ Multi-County	WETA	Ferry Service - Berkeley	MTC050027	21-T11-096	Ferry - Service Expansion - WETA - Berkeley-San Francisco
Regional/ Multi-County	WETA	WETA: Facilities Rehabilitation	REG110020	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Regional/ Multi-County	WETA	WETA: COVID-19 Emergency Transit Operations	VAR190008	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Regional/ Multi-County	WETA	WETA: Ferry Channel & Berth Dredging	REG090054	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Regional/ Multi-County	WETA	WETA: Ferry Major Component Rehab/Replacement	REG090057	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Regional/ Multi-County	WETA	WETA: Ferry Propulsion System Replacement	REG090055	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Regional/ Multi-County	WETA	WETA: Fixed Guideway Connectors	REG090067	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional



## Proposed RTP Reference Updates for Projects in the 2021 TIP

County	Sponsor	TIP Project Title	TIP ID	RTP ID	RTP Project Title
San Francisco	BART	BART/MUNI Direct Connection Platform	SF-050014	21-T11-115	Other Investments to Expand & Modernize the Regional Rail Network - Regional
San Francisco	BART	Embarcadero Stn: New North-Side Platform Elevator	SF-170016	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
San Francisco	GGBHTD	GGBHTD: Replace 2 Paratransit Vehicles	SF-170022	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
San Francisco	MTC	Bay Bridge Forward-Sterling/Bryant St Managed Lane	SF-170003	21-T06-049	Bay Area Forward Program - Regional
San Francisco	MTC	Regional Planning Activities and PPM - SF County	SF-170002	21-T07-058	Planning/Program - Regional
San Francisco	Port of SF	Cargo Way and Amador Street Improvements	SF-170012	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
San Francisco	Port of SF	Mission Bay Ferry Terminal	SF-170001	21-T11-097	Ferry - Service Expansion - WETA - San Francisco Ferry Building-Mission Bay
San Francisco	Port of SF	Pier 70 19th Street & Illinois Street Sidewalk	SF-130021	21-T07-056	Minor Roadway Improvements - Regional
San Francisco	SF County TA	Construct Treasure Island Bus Terminal Facility	SF-130010	21-T10-092	Congestion Pricing - Treasure Island
San Francisco	SF County TA	HOV/HOT Lanes on U.S.101 and I-280 in SF	SF-130008	21-T12-116	Express Lanes - Regional
San Francisco	SF County TA	Oakdale Caltrain Station	SF-090011	21-T11-115	Other Investments to Expand & Modernize the Regional Rail Network - Regional
San Francisco	SF County TA	Quint-Jerrold Connector Road	SF-150008	21-T07-056	Minor Roadway Improvements - Regional
San Francisco	SF County TA	SF Downtown Congestion Pricing	SF-130017	21-T10-091	Congestion Pricing - Downtown San Francisco
San Francisco	SF County TA	Treasure Island Congestion Pricing Program	SF-110049	21-T10-092	Congestion Pricing - Treasure Island
San Francisco	SF County TA	Treasure Island Pricing Mobility Improvements	SF-130005	21-T10-092	Congestion Pricing - Treasure Island
San Francisco	SF County TA	US 101 Doyle Drive Availability Payments	SF-190011	21-T01-006	Operate & Maintain the Existing System - Highways - Regional
San Francisco	SF County TA	Yerba Buena Island (YBI) Ramp Improvements	SF-070027	21-T06-014	Corridor & Interchange Improvements - I-80 - San Francisco
San Francisco	SF County TA	Yerba Buena Island Multi-Use Pathway	SF-210001	21-T08-060	Complete Streets Network - Regional
San Francisco	SF DPW	Aleman Interchange Improvements, Phase 2	SF-190010	21-T07-056	Minor Roadway Improvements - Regional
San Francisco	SF DPW	Great Highway Restoration	SF-110005	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
San Francisco	SF DPW	Harney Way Roadway Widening	SF-090004	21-T07-056	Minor Roadway Improvements - Regional
San Francisco	SF DPW	HOPE SF Street Network - Sunnysdale and Potrero	SF-170013	21-T07-056	Minor Roadway Improvements - Regional
San Francisco	SF DPW	Hunters Pt Shipyard and Candlestick Pt Local Roads	SF-110006	21-T07-056	Minor Roadway Improvements - Regional
San Francisco	SF DPW	John Yehall Chin Safe Routes to School	SF-150001	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
San Francisco	SF DPW	SF- Better Market Street Transportation Elements	SF-130001	21-T08-060	Complete Streets Network - Regional
San Francisco	SF DPW	SF- Second Street Complete Streets and Road Diet	SF-130011	21-T08-060	Complete Streets Network - Regional
San Francisco	SFMTA	6th Street Pedestrian Safety Improvements	SF-190005	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
San Francisco	SFMTA	Cable Car Traction Power & Guideway Rehab	SF-99T002	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
San Francisco	SFMTA	Geary Bus Rapid Transit	SF-070004	21-T10-079	BRT - Modernization - SFMTA - Geary Blvd
San Francisco	SFMTA	Geneva Harney BRT Infrastructure - Eastern Segment	SF-090023	21-T10-080	BRT - Modernization - SFMTA - Geneva Ave/Harney Way
San Francisco	SFMTA	Geneva Harney BRT Infrastructure: Central Segment	SF-090020	21-T10-080	BRT - Modernization - SFMTA - Geneva Ave/Harney Way
San Francisco	SFMTA	Historic Streetcar Extension to Fort Mason	SF-070003	21-T10-082	Light Rail - Service Expansion - SFMTA - Historic Streetcar
San Francisco	SFMTA	Light Rail Vehicle Procurement	SF-090012	21-T10-068	Local Bus - Service Frequency Boost - SFMTA - Systemwide
San Francisco	SFMTA	L-Taraval - SGR Project Elements	SF-190002	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
San Francisco	SFMTA	Muni Metro East Facility - Boiler Replacement	SF-190003	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
San Francisco	SFMTA	San Francisco - Folsom Streetscape	SF-210003	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional

## Proposed RTP Reference Updates for Projects in the 2021 TIP

County	Sponsor	TIP Project Title	TIP ID	RTP ID	RTP Project Title
San Francisco	SFMTA	SF - Powell Street Safety Improvement	SF-170014	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
San Francisco	SFMTA	SF Muni Rail Replacement Program	SF-95037B	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
San Francisco	SFMTA	SF Muni Third St LRT Phase 2 - New Central Subway	SF-010037	21-T10-083	Light Rail - Service Expansion - SFMTA - to Chinatown ("Central Subway")
San Francisco	SFMTA	SF Safe Routes to School Non-Infrastructure	SF-170023	21-EN09-132	Regional Transportation Demand Management Initiatives - Regional
San Francisco	SFMTA	SFMTA - Core Capacity Program	SF-190012	21-T10-084	Light Rail - Service Frequency Boost - SFMTA - Muni Forward
San Francisco	SFMTA	SFMTA - Replacement of 40' Motor Coaches	SF-150005	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
San Francisco	SFMTA	SFMTA National Transit Adaptation Strategy	SF-210002	21-T07-058	Planning/Program - Regional
San Francisco	SFMTA	SFMTA Replacement of 60' Motor Coaches	SF-150006	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
San Francisco	SFMTA	SFMTA Zero Emission Bus Procurement	SF-190013	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
San Francisco	SFMTA	SFMTA: ADA Paratransit Operating Support	SF-990022	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
San Francisco	SFMTA	SFMTA: Cable Car Vehicle Renovation Program	SF-970073	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
San Francisco	SFMTA	SFMTA: COVID-19 Emergency Transit Operations	SF-190007	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
San Francisco	SFMTA	SFMTA: Motor Coach Mid-Life Overhaul	SF-170018	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
San Francisco	SFMTA	SFMTA: Overhead Line Recon. & Traction Power Prog	SF-970170	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
San Francisco	SFMTA	SFMTA: Paratransit Vehicle Replacements	SF-090035	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
San Francisco	SFMTA	SFMTA: Rehab Historic Streetcars	SF-170021	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
San Francisco	SFMTA	SFMTA: Replace 35 Paratransit Cutaway Vans	SF-170008	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
San Francisco	SFMTA	SFMTA: Replacement of 30' Motor Coaches	SF-170020	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
San Francisco	SFMTA	SFMTA: Replacement of 40' Trolley Coaches	SF-170004	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
San Francisco	SFMTA	SFMTA: Station-area Ped and Bike Access Improvemnt	SF-170006	21-T08-060	Complete Streets Network - Regional
San Francisco	SFMTA	SFMTA: Wayside Fare Collection Equipment	SF-030013	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
San Francisco	SFMTA	SFMTA:Train Control & Trolley Signal Rehab/Replace	SF-050024	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
San Francisco	SFMTA	SFMTA-Facilities Condition Assessment Repairs	SF-190004	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
San Francisco	SFMTA	Transit Center in Hunters Point	SF-090016	21-T10-063	Multimodal Transportation Enhancements - SFMTA - Southeast San Francisco
San Francisco	SFMTA	Van Ness Avenue Bus Rapid Transit	SF-070005	21-T10-081	BRT - Modernization - SFMTA - Van Ness Ave
San Francisco	SFMTA	Woods Bus Facility Modernization	SF-190001	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
San Francisco	TBJPA	TJPA: COVID-19 Emergency Transit Operations	SF-190009	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
San Francisco	TBJPA	Transbay Terminal/Caltrain Downtown Ext: Ph. 2	SF-050002	21-T11-110	Rail - Service Expansion - Caltrain/High Speed Rail - to Downtown San Francisco ("DTX")
San Francisco	TIMMA	Treasure Island Ferry Terminal Landside Imprvmnts	SF-190006	21-T10-093	Other Investments to Enhance Local Transit Frequency, Capacity & Reliability - Regional

## Proposed RTP Reference Updates for Projects in the 2021 TIP

County	Sponsor	TIP Project Title	TIP ID	RTP ID	RTP Project Title
San Francisco	WETA	WETA: Electric Vessels and Related Infrastructure	SF-190008	21-T11-095	Ferry - Service Frequency Boost - WETA
San Francisco	WETA	WETA: Replace Ferry Vessels	SF-110053	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
San Mateo	Atherton	Atherton Street Preservation	SM-190008	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
San Mateo	BART	BART: Preventive Maintenance	SM-050005	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
San Mateo	BART	Daly City BART Station Intermodal Improvements	SM-130029	21-T11-115	Other Investments to Expand & Modernize the Regional Rail Network - Regional
San Mateo	Belmont	Belmont Pavement Preservation	SM-170043	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
San Mateo	Belmont	Ralston Avenue Corridor Bike-Ped Imps	SM-170042	21-T08-060	Complete Streets Network - Regional
San Mateo	Brisbane	Crocker Trail Commuter Connectivity Upgrades	SM-170041	21-T08-060	Complete Streets Network - Regional
San Mateo	Brisbane	US 101/Candlestick I/C Reconfiguration	SM-090004	21-T06-027	Corridor & Interchange Improvements - US-101 - San Mateo County
San Mateo	Burlingame	Burlingame - Broadway Grade Separation	SM-210004	21-T11-103	Rail - Grade Separations & Modernization - Caltrain/High Speed Rail
San Mateo	Burlingame	Burlingame Street Resurfacing	SM-170021	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
San Mateo	Burlingame	Burlingame: Broadway PDA Lighting Improvements	SM-170020	21-T08-060	Complete Streets Network - Regional
San Mateo	Burlingame	Hoover School Area Sidewalk Impvts (Summit Dr.)	SM-170015	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
San Mateo	Caltrain	Caltrain Electrification	SF-010028	21-T11-101	Rail - Modernization & Electrification - Caltrain/High Speed Rail - San Francisco to San Jose
San Mateo	Caltrain	Caltrain TVM Rehab and Clipper Functionality	SM-170010	21-T03-009	Seamless Mobility Enhancements - Regional
San Mateo	Caltrain	Caltrain: COVID-19 Emergency Transit Operations	SM-190011	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
San Mateo	Caltrain	Caltrain: Systemwide Track Rehab & Related Struct.	SM-03006B	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
San Mateo	Caltrain	Peninsula Corridor Electrification Expansion	SM-190002	21-T11-107	Rail - Service Frequency Boost - Caltrain - System
San Mateo	Caltrain	South San Francisco Caltrain Station Improvements	SM-170005	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
San Mateo	CCAG	Improve US 101 operations near Rte 92	SM-090014	21-T06-027	Corridor & Interchange Improvements - US-101 - San Mateo County
San Mateo	CCAG	ITS Improvements in San Mateo County Northern Citi	SM-170046	21-T07-057	Technology Improvements - Regional
San Mateo	CCAG	SM Countywide ITS Improvements - SSF Segment	SM-070002	21-T07-057	Technology Improvements - Regional
San Mateo	CCAG	US-101 Managed Lanes North of I-380	SM-190009	21-T12-116	Express Lanes - Regional
San Mateo	CCAG	US101 Managed Lanes: Santa Clara Co-S of Grand Ave	SM-150017	21-T12-116	Express Lanes - Regional
San Mateo	Colma	Colma - Mission Road Bike/Ped Improvements	SM-170022	21-T08-060	Complete Streets Network - Regional
San Mateo	Daly City	Daly City Central Corridor Bike/Ped Safety Imprmnt	SM-150012	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
San Mateo	Daly City	Daly City Street Resurfacing and Slurry Seal	SM-170023	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
San Mateo	East Palo Alto	East Palo Alto Citywide Street Resurfacing	SM-170024	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
San Mateo	East Palo Alto	US 101 University Ave Interchange Improvements	SM-070006	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
San Mateo	Half Moon Bay	Half Moon Bay - Poplar Complete Streets	SM-170013	21-T08-060	Complete Streets Network - Regional
San Mateo	Half Moon Bay	Route 1 improvements in Half Moon Bay	SM-090015	21-T06-030	Corridor & Interchange Improvements - SR-1 - San Mateo County
San Mateo	Hillsborough	Hillsborough Street Resurfacing	SM-170026	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
San Mateo	Menlo Park	Menlo Park-Santa Cruz Avenue & Middle Avenue Rehab	SM-170027	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
San Mateo	Millbrae	Millbrae Street Rehabilitation	SM-170028	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
San Mateo	Millbrae	Widen Millbrae Avenue	SM-210001	21-T07-056	Minor Roadway Improvements - Regional
San Mateo	MTC	FPP: US 101 Adaptive Ramp Metering	SM-190004	21-T07-057	Technology Improvements - Regional
San Mateo	MTC	Regional Planning Activities and PPM - San Mateo	SM-170002	21-T07-058	Planning/Program - Regional



## Proposed RTP Reference Updates for Projects in the 2021 TIP

County	Sponsor	TIP Project Title	TIP ID	RTP ID	RTP Project Title
San Mateo	Pacifica	Manor Drive Overcrossing and Milagra On Ramp	SM-170004	21-T06-030	Corridor & Interchange Improvements - SR-1 - San Mateo County
San Mateo	Pacifica	Pacifica - Palmetto Sidewalk Extension	SM-170029	21-T08-060	Complete Streets Network - Regional
San Mateo	Portola Valley	Portola Valley Street Preservation	SM-170044	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
San Mateo	Redwood City	Blomquist Street Extension	SM-090007	21-T07-056	Minor Roadway Improvements - Regional
San Mateo	Redwood City	Redwood City Ferry Service	SM-110002	21-T11-098	Ferry - Service Expansion - WETA - Redwood City-San Francisco-Oakland
San Mateo	Redwood City	Redwood City Pavement Preservation	SM-170032	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
San Mateo	Redwood City	Roosevelt Ave Quick-build Traffic Calming	SM-210002	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
San Mateo	Redwood City	US 101 / Woodside Interchange Improvement	SM-050027	21-T06-027	Corridor & Interchange Improvements - US-101 - San Mateo County
San Mateo	Redwood City	US 101/Woodside Road Class 1 Bikeway	SM-170045	21-T08-060	Complete Streets Network - Regional
San Mateo	SamTrans	El Camino Real Traffic Signal Priority Project	SM-170008	21-T07-057	Technology Improvements - Regional
San Mateo	SamTrans	SamTrans - Purchase of Replacement Minivans	SM-150011	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
San Mateo	SamTrans	SamTrans - Replacement of Cutaway Buses	SM-150010	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
San Mateo	SamTrans	SamTrans Express Bus Service	SM-190003	21-T12-119	Express Bus - Service Expansion - SamTrans
San Mateo	SamTrans	SAMTRANS Facility/Equipment Rehab/Replacement	SM-070049	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
San Mateo	SamTrans	SAMTRANS: ADA Paratransit Operating Subsidy	SM-990026	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
San Mateo	SamTrans	SamTrans: COVID-19 Emergency Transit Operations	SM-190010	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
San Mateo	SamTrans	SAMTRANS: Preventive Maintenance	SM-030023	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
San Mateo	San Bruno	Huntington Transit Corridor Bike/Ped Improvements	SM-170017	21-T08-060	Complete Streets Network - Regional
San Mateo	San Bruno	Huntington/San Antonio Street Rehabilitation	SM-170033	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
San Mateo	San Bruno	San Bruno Transit Corridor Ped Connection Ph4	SM-210003	21-T08-060	Complete Streets Network - Regional
San Mateo	San Carlos	Brittan Ave. Widening	SM-190001	21-T07-056	Minor Roadway Improvements - Regional
San Mateo	San Carlos	Cedar and Brittan Ave Pavement Rehab	SM-170035	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
San Mateo	San Carlos	Ped Enhancements Arroyo/Cedar & Hemlock/Orange	SM-170034	21-T08-060	Complete Streets Network - Regional
San Mateo	San Carlos	US101/Holly St I/C Mod and Bike/Ped Overcrossing	SM-090008	21-T06-027	Corridor & Interchange Improvements - US-101 - San Mateo County
San Mateo	San Mateo	East Hillsdale Boulevard Ped/Bike Overcrossing	SM-170006	21-T08-060	Complete Streets Network - Regional
San Mateo	San Mateo	Laurie Meadows Ped/Bike Safety Improvements	SM-170039	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
San Mateo	San Mateo	North San Mateo Drive Sustainable Streets	SM-170038	21-T08-060	Complete Streets Network - Regional
San Mateo	San Mateo	San Mateo Street Rehabilitation	SM-170040	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
San Mateo	San Mateo	SR92/El Camino Real (SR82) Ramp Modifications	SM-110047	21-T06-048	Other Investments to Improve Interchanges & Address Highway Bottlenecks - Regional
San Mateo	San Mateo	US 101/Peninsula Avenue Interchange Improvements	SM-170011	21-T06-027	Corridor & Interchange Improvements - US-101 - San Mateo County
San Mateo	San Mateo Co	Broadmoor Safe Routes to School Ped Impvts	SM-210005	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
San Mateo	San Mateo Co	Hwy 1 Congestion & Safety Improvements	SM-170001	21-T07-056	Minor Roadway Improvements - Regional
San Mateo	San Mateo Co	Midcoast Multi-Modal Trail	SM-130032	21-T08-060	Complete Streets Network - Regional
San Mateo	San Mateo Co	San Mateo Countywide Pavement Maintenance	SM-170014	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
San Mateo	SF City/County	Southern Skyline Blvd. Ridge Trail Extension	SM-130031	21-T08-060	Complete Streets Network - Regional
San Mateo	SMCTA	US 101 Aux lanes from Sierra Point to SF Co. Line	SM-090009	21-T12-116	Express Lanes - Regional
San Mateo	SSF	SSF Grand Boulevard Complete Streets (Phase III)	SM-170016	21-T08-060	Complete Streets Network - Regional

## Proposed RTP Reference Updates for Projects in the 2021 TIP

County	Sponsor	TIP Project Title	TIP ID	RTP ID	RTP Project Title
San Mateo	SSF	SSF Linden/Spruce Ave Traffic Calming Improvements	SM-150015	21-T08-060	Complete Streets Network - Regional
San Mateo	SSF	SSF Pavement Rehabilitation	SM-170036	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
San Mateo	SSF	US 101/Produce Avenue New Interchange	SM-110003	21-T06-027	Corridor & Interchange Improvements - US-101 - San Mateo County
San Mateo	Woodside	Road Rehabilitation - Town of Woodside	SM-170037	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Santa Clara	Caltrans	SCL-SM I-280 Pavement Preserv. and HOV Extension	SCL190034	21-T06-017	Corridor & Interchange Improvements - I-280 - Santa Clara County
Santa Clara	Campbell	Harriet Avenue Sidewalk Improvements	SCL190042	21-T08-060	Complete Streets Network - Regional
Santa Clara	Campbell	SR 17 Southbound/Hamilton Ave. Off-Ramp Widening	SCL210003	21-T06-048	Other Investments to Improve Interchanges & Address Highway Bottlenecks - Regional
Santa Clara	Cupertino	McClellan Road Separated Bikeways (Phase 3)	SCL190036	21-T08-060	Complete Streets Network - Regional
Santa Clara	Los Altos	Los Altos: Fremont Ave Pavement Preservation	SCL170038	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Santa Clara	Los Gatos	Los Gatos Creek Trail to Hwy 9 Trailhead Connector	SCL170028	21-T08-060	Complete Streets Network - Regional
Santa Clara	Los Gatos	Shannon Road Complete Streets	SCL190033	21-T08-060	Complete Streets Network - Regional
Santa Clara	Morgan Hill	Dunne Avenue Pavement Rehabilitation	SCL170063	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Santa Clara	Mountain View	Mountain View - Stierlin Rd Bike-Ped Improvements	SCL210012	21-T08-060	Complete Streets Network - Regional
Santa Clara	Mountain View	Rengstorff Ave Grade Separation	SCL190032	21-T11-103	Rail - Grade Separations & Modernization - Caltrain/High Speed Rail
Santa Clara	Mountain View	US 101/Shoreline Boulevard IC Improvements	SCL210004	21-T06-028	Corridor & Interchange Improvements - US-101 - Santa Clara County
Santa Clara	MTC	Diridon Station Planning & Studies	SCL210022	21-T07-058	Planning/Program - Regional
Santa Clara	MTC	Regional Planning Activities and PPM - Santa Clara	SCL170001	21-T07-058	Planning/Program - Regional
Santa Clara	Palo Alto	South Palo Alto Bikeways	SCL170053	21-T08-060	Complete Streets Network - Regional
Santa Clara	San Jose	Bascom Avenue - Quick Strike Improvements	SCL210014	21-T08-060	Complete Streets Network - Regional
Santa Clara	San Jose	Bay Trail Reach 9 & 9B	SCL050082	21-T08-060	Complete Streets Network - Regional
Santa Clara	San Jose	Better Bikeway San Jose - San Fernando Street	SCL190029	21-T08-060	Complete Streets Network - Regional
Santa Clara	San Jose	Coyote Creek Trail (Hwy 237-Story Rd)	SCL050083	21-T08-060	Complete Streets Network - Regional
Santa Clara	San Jose	En Movimiento - Quick Strike Improvements	SCL210015	21-T08-060	Complete Streets Network - Regional
Santa Clara	San Jose	McKee Road Safety Improvements	SCL170030	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
Santa Clara	San Jose	McKee-Julian Quick Strike Improvements	SCL210013	21-T08-060	Complete Streets Network - Regional
Santa Clara	San Jose	Mt Pleasant Ped & Bike Traffic Safety Improvements	SCL170031	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
Santa Clara	San Jose	San Jose - Autumn Street Extension	SCL110006	21-T07-056	Minor Roadway Improvements - Regional
Santa Clara	San Jose	San Jose Downtown Bikeways - Quick Strike	SCL210016	21-T08-060	Complete Streets Network - Regional
Santa Clara	San Jose	San Jose Pavement Maintenance	SCL170044	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Santa Clara	San Jose	San Jose: Los Gatos Creek Reach 5 Underpass	SCL110029	21-T08-060	Complete Streets Network - Regional
Santa Clara	San Jose	Tully Road Safety Improvements	SCL170029	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
Santa Clara	San Jose	US 101/Blossom Hill Interchange Improvements	SCL030006	21-T06-028	Corridor & Interchange Improvements - US-101 - Santa Clara County
Santa Clara	San Jose	US 101/Old Oakland Road Interchange improvements	SCL190001	21-T06-028	Corridor & Interchange Improvements - US-101 - Santa Clara County
Santa Clara	San Jose	W San Carlos Urban Village Streets Improvements	SCL170061	21-T08-060	Complete Streets Network - Regional
Santa Clara	San Jose	Willow-Keyes Complete Streets Improvements	SCL190028	21-T08-060	Complete Streets Network - Regional
Santa Clara	Santa Clara	Hetch-Hetchy Trail Phase 1	SCL170055	21-T08-060	Complete Streets Network - Regional
Santa Clara	Santa Clara	San Tomas Aquino Creek Trail Underpass	SCL170052	21-T08-060	Complete Streets Network - Regional
Santa Clara	Santa Clara	Santa Clara School Access Improvements	SCL170056	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
Santa Clara	Santa Clara	Saratoga Creek Trail Phase 1	SCL170045	21-T08-060	Complete Streets Network - Regional
Santa Clara	Santa Clara Co	Active and Safe Routes to a Healthier City	SCL210005	21-EN09-132	Regional Transportation Demand Management Initiatives - Regional

## Proposed RTP Reference Updates for Projects in the 2021 TIP

County	Sponsor	TIP Project Title	TIP ID	RTP ID	RTP Project Title
Santa Clara	Santa Clara Co	Montague Expwy Widening - Trade Zone-Great Mall	SCL090017	21-T07-056	Minor Roadway Improvements - Regional
Santa Clara	Saratoga	Blue Hills Elementary Pedestrian Crossing at UPRR	SCL210018	21-T08-060	Complete Streets Network - Regional
Santa Clara	Saratoga	Saratoga Village Crosswalks and Sidewalk Rehab	SCL170054	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
Santa Clara	Sunnyvale	Bernardo Avenue Bicycle Underpass	SCL170020	21-T08-060	Complete Streets Network - Regional
Santa Clara	Sunnyvale	East Sunnyvale Area "Sense of Place"	SCL170024	21-T08-060	Complete Streets Network - Regional
Santa Clara	Sunnyvale	Fair Oaks Avenue Bikeway - Phase 2	SCL170025	21-T08-060	Complete Streets Network - Regional
Santa Clara	Sunnyvale	Homestead Rd at Homestead High School Improvements	SCL170043	21-T08-060	Complete Streets Network - Regional
Santa Clara	Sunnyvale	Java Dr Road Diet and Bike Lanes	SCL170022	21-T08-060	Complete Streets Network - Regional
Santa Clara	Sunnyvale	Lawrence Station Area Sidewalks & Bike Facilities	SCL170026	21-T08-060	Complete Streets Network - Regional
Santa Clara	Sunnyvale	Peery Park "Sense of Place" Improvements	SCL170023	21-T08-060	Complete Streets Network - Regional
Santa Clara	Sunnyvale	Sunnyvale Ped and Bike Infrastructure Improvements	SCL170057	21-T08-060	Complete Streets Network - Regional
Santa Clara	Sunnyvale	Sunnyvale Safe Routes to School Improvements	SCL170059	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
Santa Clara	Sunnyvale	Sunnyvale SNAIL Neighborhood Improvements	SCL170017	21-T07-056	Minor Roadway Improvements - Regional
Santa Clara	Sunnyvale	Sunnyvale Traffic Signal Upgrades/Replacements	SCL170027	21-T07-057	Technology Improvements - Regional
Santa Clara	VTA	BART - Berryessa to San Jose Extension	BRT030001	21-T11-109	Rail - Service Expansion - BART - to Santa Clara ("Silicon Valley Phase II")
Santa Clara	VTA	Calaveras Boulevard Widening	SCL190009	21-T07-056	Minor Roadway Improvements - Regional
Santa Clara	VTA	Eastridge to BART Regional Connector	SCL050009	21-T10-087	Light Rail - Service Expansion - VTA - Eastridge
Santa Clara	VTA	Hwy. Transp Operations System/FPI Phase 1 & 2	SCL190003	21-T07-057	Technology Improvements - Regional
Santa Clara	VTA	I-280 HOV - San Mateo County line to Magdalena Ave	SCL190004	21-T06-017	Corridor & Interchange Improvements - I-280 - Santa Clara County
Santa Clara	VTA	I-280 NB Braided Ramps btw Foothill Expwy & SR 85	SCL190016	21-T06-017	Corridor & Interchange Improvements - I-280 - Santa Clara County
Santa Clara	VTA	I-280 Soundwalls - SR-87 to Los Gatos Creek Bridge	SCL170064	21-T07-056	Minor Roadway Improvements - Regional
Santa Clara	VTA	I-280/Saratoga Avenue Interchange Improvement	SCL190015	21-T06-017	Corridor & Interchange Improvements - I-280 - Santa Clara County
Santa Clara	VTA	I-280/Winchester Blvd Interchange Improvement	SCL150014	21-T06-017	Corridor & Interchange Improvements - I-280 - Santa Clara County
Santa Clara	VTA	I-280/Wolfe Road Interchange Improvement	SCL190011	21-T06-017	Corridor & Interchange Improvements - I-280 - Santa Clara County
Santa Clara	VTA	I-680 Soundwalls - Capitol Expwy to Mueller Ave	SCL150001	21-T07-056	Minor Roadway Improvements - Regional
Santa Clara	VTA	I-680/ Alum Rock/ McKee Road Interchange Imp	SCL190017	21-T06-023	Corridor & Interchange Improvements - I-680 - Santa Clara County
Santa Clara	VTA	I-880 Stevens Creek Landscaping	SCL130044	21-T01-006	Operate & Maintain the Existing System - Highways - Regional
Santa Clara	VTA	IDEA Cat 2: Valley Transportation Authority	SCL170065	21-T01-007	Other Investments to Operate & Maintain the Existing System - Regional
Santa Clara	VTA	LRT Extension to Vasona Junction and Double Track	SCL090040	21-T10-089	Light Rail - Service Expansion - VTA - Vasona
Santa Clara	VTA	Replace/Upgrade Fire Alarm at Guadalupe & Chaboya	SCL190043	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	Santa Clara County - US 101 Express Lanes	SCL110002	21-T12-116	Express Lanes - Regional
Santa Clara	VTA	Santa Clara Countywide Noise Abatement Program	SCL190031	21-T07-056	Minor Roadway Improvements - Regional
Santa Clara	VTA	SR 152 New Alignment	SCL090016	21-T06-042	Corridor & Interchange Improvements - SR-152 - Santa Clara County
Santa Clara	VTA	SR 17 Congestion Relief in Los Gatos	SCL190014	21-T06-032	Corridor & Interchange Improvements - SR-17 - Santa Clara County
Santa Clara	VTA	SR 237 WB Auxiliary Lane fr McCarthy to North 1st	SCL190005	21-T06-043	Corridor & Interchange Improvements - SR-237 - Santa Clara County
Santa Clara	VTA	SR 237/Lawrence Expressway/Carribbean Dr IC Imp	SCL210019	21-T06-043	Corridor & Interchange Improvements - SR-237 - Santa Clara County



## Proposed RTP Reference Updates for Projects in the 2021 TIP

County	Sponsor	TIP Project Title	TIP ID	RTP ID	RTP Project Title
Santa Clara	VTA	SR 237/US 101/Mathilda Interchange Modifications	SCL130001	21-T06-028	Corridor & Interchange Improvements - US-101 - Santa Clara County
Santa Clara	VTA	SR 85 Express Lanes	SCL090030	21-T12-116	Express Lanes - Regional
Santa Clara	VTA	SR 87/Capitol Expressway/Narvaez Ave. IC Imp	SCL210020	21-T06-040	Corridor & Interchange Improvements - SR-87 - Santa Clara County
Santa Clara	VTA	SR 87/Charcot Ave On-Ramp HOV Bypass	SCL210001	21-T06-040	Corridor & Interchange Improvements - SR-87 - Santa Clara County
Santa Clara	VTA	US 101/Buena Vista Avenue Interchange Improvement	SCL190010	21-T06-028	Corridor & Interchange Improvements - US-101 - Santa Clara County
Santa Clara	VTA	US 101/De L Cruz Blvd - Trimble Road I/C Imp	SCL190008	21-T06-028	Corridor & Interchange Improvements - US-101 - Santa Clara County
Santa Clara	VTA	US 101/Ellis Street Interchange Improvement	SCL210021	21-T06-028	Corridor & Interchange Improvements - US-101 - Santa Clara County
Santa Clara	VTA	US 101/San Antonio Rd/Charleston/Rengstorff IC Imp	SCL190012	21-T06-028	Corridor & Interchange Improvements - US-101 - Santa Clara County
Santa Clara	VTA	US 101/SR 152/10th Ramp and Intersection Imp.	SCL210002	21-T06-048	Other Investments to Improve Interchanges & Address Highway Bottlenecks - Regional
Santa Clara	VTA	US 101/SR 25 Interchange - Phase 1	SCL190013	21-T06-028	Corridor & Interchange Improvements - US-101 - Santa Clara County
Santa Clara	VTA	US 101/Zanker Road-Skyport Drive-N. Fourth St. Imp	SCL190007	21-T06-028	Corridor & Interchange Improvements - US-101 - Santa Clara County
Santa Clara	VTA	VTA - Not on Transit Program	SCL190035	21-T10-093	Other Investments to Enhance Local Transit Frequency, Capacity & Reliability - Regional
Santa Clara	VTA	VTA BART Phase II TOD and Station Access Planning	SCL170002	21-T07-058	Planning/Program - Regional
Santa Clara	VTA	VTA Electronic Locker Upgrade and Replacement	SCL210017	21-T08-060	Complete Streets Network - Regional
Santa Clara	VTA	VTA Rail Substation Rehab/Replacement	SCL210006	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA Track Intrusion Abatement	SCL150008	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA Train to Wayside Communication System Upgrade	SCL150005	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: ADA Operating Set Aside	SCL050046	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Santa Clara	VTA	VTA: Back-up Power for Elevated Stations	SCL150006	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Bus & LR Vehicle Mobile Router Replacement	SCL190037	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Bus CCTV Replacement	SCL190023	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Bus Charging at Cerone	SCL210007	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Cameras for VTA ACCESS Paratransit Vehicles	SCL190045	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Chaboya Yard Well Removal	SCL170009	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: COVID-19 Emergency Transit Operations	SCL190038	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Santa Clara	VTA	VTA: Downtown San Jose Speed Improvements	SCL190047	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Facilities ADA Upgrades	SCL190039	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Fuel Dispenser & UDC Replacement	SCL190040	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Gigabit Ethernet Network	SCL190025	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional

## Proposed RTP Reference Updates for Projects in the 2021 TIP

County	Sponsor	TIP Project Title	TIP ID	RTP ID	RTP Project Title
Santa Clara	VTA	VTA: Guadalupe Entrance Security Improvement	SCL190054	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Guadalupe Roll Up Doors	SCL190052	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Guadalupe Signal Assessment/SCADA System Repl	SCL210009	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Guadalupe Steam Rack Improv & Liner Replace	SCL190053	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Guadalupe Train Wash Replacement	SCL170010	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: HVAC Replacement	SCL190026	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Light Rail Bridge and Structure - SG Repair	SCL110099	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Light Rail Roadway Protection System	SCL170048	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Light Rail Station Rehabilitation	SCL190048	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Light Rail Track Crossovers and Switches	SCL110104	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: LR Platform CCTV System Replacement	SCL190050	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: LRV Electronic Equipment Modernization	SCL210011	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Network & Gigabit Fiber Upgrade	SCL190044	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Non-Revenue Vehicle Procurement	SCL170047	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Ohlone/Chynoweth Interlocking	SCL210010	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Paratransit Vehicle Procurement	SCL170005	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Pedestrian Backgates - Non-Vasona	SCL190051	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Pedestrian Swing Gates Replacement	SCL170007	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Preventive Maintenance	SCL990046	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Public Address System Upgrade	SCL190049	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Rail Replacement Program	SCL050002	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Rehab of LR System Elevators and Escalators	SCL190046	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Replace Fault Monitoring System on LRVs	SCL170006	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Replace UPSs and PDU in OCC/EOC	SCL190041	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: SCADA Control Center System Replacement	SCL170050	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: SCADA Hardware, Software, Network Upgrade	SCL190027	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional

## Proposed RTP Reference Updates for Projects in the 2021 TIP

County	Sponsor	TIP Project Title	TIP ID	RTP ID	RTP Project Title
Santa Clara	VTA	VTA: SCADA Middleware Replacement	SCL170049	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Security Enhancement at Chaboya Parking Lot	SCL210008	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Standard & Small Bus Replacement	SCL050001	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Systemwide Security Improvements	SCL170046	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: TP OCS Rehab & Replacement	SCL090044	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Transit Center Park and Ride Rehab	SCL190024	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Upgrade Rail Grade Crossing Control Equipment	SCL170011	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Santa Clara	VTA	VTA: Vasona Pedestrian Back Gates	SCL170008	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Solano	Benicia	Benicia - Park Road Improvements	SOL170011	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Solano	Caltrans	Solano WB I-80 Cordelia Truck Scales	SOL190025	21-T07-055	Minor Freight Improvements - Regional
Solano	Dixon	Dixon: COVID-19 Emergency Transit Operations	SOL190018	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Solano	Dixon	Parkway Blvd/UPRR Grade Separation	SOL050009	21-T07-056	Minor Roadway Improvements - Regional
Solano	Fairfield	City of Fairfield Operating Assistance	SOL010006	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Solano	Fairfield	East Tabor Tolenas SR2S Sidewalk Gap Closure	SOL170006	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
Solano	Fairfield	Fairfield - Cadenasso Drive Paving	SOL210001	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Solano	Fairfield	Fairfield Transportation Center - Phase 3	SOL110007	21-T10-093	Other Investments to Enhance Local Transit Frequency, Capacity & Reliability - Regional
Solano	Fairfield	Fairfield/Vacaville Intermodal Rail Station	SOL030002	21-T11-115	Other Investments to Expand & Modernize the Regional Rail Network - Regional
Solano	Fairfield	Fairfield: COVID-19 Emergency Transit Operations	SOL190020	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Solano	Fairfield	Fairfield-Suisun Intercity/Local Bus Replacement	SOL110041	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Solano	Fairfield	Grange Middle School SR2S and Pavement Preservation	SOL170010	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
Solano	F-S Transit	Fairfield - Electric Bus Fleet and Infrastructure	SOL190003	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Solano	MTC	Regional Planning Activities and PPM - Solano	SOL170001	21-T07-058	Planning/Program - Regional
Solano	MTC	Solano I-80 Managed Lanes	SOL110001	21-T12-116	Express Lanes - Regional
Solano	Rio Vista	Rio Vista: COVID-19 Emergency Transit Operations	SOL190019	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Solano	Solano County	Redwood-Fairgrounds Dr Interchange Imps	SOL090015	21-T06-015	Corridor & Interchange Improvements - I-80 - Solano County
Solano	Solano County	Solano County Farm to Market Phase 3	SOL170016	21-T08-060	Complete Streets Network - Regional
Solano	Solano County	Solano County Roadway Preservation	SOL170015	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Solano	Solano County	Suisun Valley Bicycle and Pedestrian Imps	SOL130007	21-T08-060	Complete Streets Network - Regional
Solano	SolTrans	SolTrans Electric Bus Charging Infrastructure	SOL190017	21-T10-093	Other Investments to Enhance Local Transit Frequency, Capacity & Reliability - Regional
Solano	SolTrans	SolTrans: ADA Paratransit Operating Subsidy	SOL110025	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Solano	SolTrans	SolTrans: Bus Replacement (Alternative Fuel)	SOL090034	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Solano	SolTrans	SolTrans: COVID-19 Emergency Transit Operations	SOL190021	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional



## Proposed RTP Reference Updates for Projects in the 2021 TIP

County	Sponsor	TIP Project Title	TIP ID	RTP ID	RTP Project Title
Solano	SolTrans	SolTrans: Data Management Technology Enhancements	SOL170002	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Solano	SolTrans	Soltrans: Facilities and Amenities Improvements	SOL170003	21-T10-093	Other Investments to Enhance Local Transit Frequency, Capacity & Reliability - Regional
Solano	SolTrans	SolTrans: Operating Assistance	SOL110040	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Solano	SolTrans	SolTrans: Preventive Maintenance	SOL070032	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Solano	STA	I-80/I-680/SR 12 Interchange Improvements	SOL070020	21-T06-015	Corridor & Interchange Improvements - I-80 - Solano County
Solano	STA	I-80/I-680/SR 12 Interchange Phase 2A	SOL190024	21-T06-015	Corridor & Interchange Improvements - I-80 - Solano County
Solano	STA	Jepson: Leisure Town Road from Vanden to Commerce	SOL110005	21-T07-056	Minor Roadway Improvements - Regional
Solano	STA	Jepson: Leisure Town Road Phase 1B and 1C	SOL110006	21-T07-056	Minor Roadway Improvements - Regional
Solano	STA	Jepson: Walters Rd Ext - Peabody Rd Widening	SOL110004	21-T07-056	Minor Roadway Improvements - Regional
Solano	STA	Rio Vista SR12 Pavement Rehab and Intersection Imp	SOL150003	21-T07-056	Minor Roadway Improvements - Regional
Solano	STA	Solano Mobility Call Center	SOL170009	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Solano	STA	Solano Regional Transit Improvements - TIRCP 2020	SOL190023	21-T10-093	Other Investments to Enhance Local Transit Frequency, Capacity & Reliability - Regional
Solano	STA	Solano Safe Routes to School Program	SOL110019	21-EN09-132	Regional Transportation Demand Management Initiatives - Regional
Solano	STA	SolanoExpress Bus Electrification	SOL190002	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Solano	STA	SolanoExpress Capitol Improvements	SOL170017	21-T12-125	Express Bus - Service Expansion - SolTrans
Solano	STA	SolanoExpress Corp Yard Elec	SOL190001	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Solano	STA	STA SR2S Infrastructure & Non-infrastructure	SOL150004	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
Solano	Suisun City	McCoy Creek Trail - Phase 2	SOL170007	21-T08-060	Complete Streets Network - Regional
Solano	Suisun City	New Railroad Avenue Pavement Rehabilitation	SOL170014	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Solano	Vacaville	Transit Marketing and Public Outreach	SOL130017	21-EN09-132	Regional Transportation Demand Management Initiatives - Regional
Solano	Vacaville	Vaca Valley/I505 Multimodal Improvements	SOL170013	21-T07-056	Minor Roadway Improvements - Regional
Solano	Vacaville	Vacaville Pavement Preservation	SOL210002	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Solano	Vacaville	Vacaville Transit: Operating Assistance	SOL010007	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Solano	Vacaville	Vacaville: COVID-19 Emergency Transit Operations	SOL190022	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Solano	Vacaville	Vacaville: Electric Bus Charging Infrastructure	SOL210003	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Solano	Vacaville	Vacaville: Electric Bus Fleet	SOL210004	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Solano	Vacaville	Vacaville: Transit Building Expansion	SOL210005	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Solano	Vallejo	Vallejo - Sacramento St Road Diet and Rehab	SOL190004	21-T08-060	Complete Streets Network - Regional
Solano	Vallejo	Vallejo Bay Trail / Vine Trail Gap Closure	SOL170008	21-T08-060	Complete Streets Network - Regional
Sonoma	Cloverdale	Cloverdale - Safe Routes to School Phase 2	SON130016	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
Sonoma	Cotati	Cotati Downtown-Civic Center Connectivity Safety	SON210002	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
Sonoma	Cotati	E. Cotati Avenue Street Rehabilitation	SON170015	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Sonoma	Healdsburg	Healdsburg Avenue Complete Streets Improvements	SON170024	21-T08-060	Complete Streets Network - Regional
Sonoma	Healdsburg	Healdsburg Electric Bike Share	SON210003	21-T08-060	Complete Streets Network - Regional

## Proposed RTP Reference Updates for Projects in the 2021 TIP

County	Sponsor	TIP Project Title	TIP ID	RTP ID	RTP Project Title
Sonoma	MTC	Regional Planning Activities and PPM - Sonoma	SON170002	21-T07-058	Planning/Program - Regional
Sonoma	Petaluma	Petaluma AVL Equipment	SON170017	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Sonoma	Petaluma	Petaluma Blvd South Road Diet at E Street	SON170011	21-T08-060	Complete Streets Network - Regional
Sonoma	Petaluma	Petaluma Purchase 1 Remanufactured Fixed Route Bus	SON170018	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Sonoma	Petaluma	Petaluma Transit: ADA Set-Aside	SON150007	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Sonoma	Petaluma	Petaluma Transit: Security Systems Upgrade	SON190005	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Sonoma	Petaluma	Petaluma: COVID-19 Emergency Transit Operations	SON190008	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Sonoma	Petaluma	Petaluma: Purchase Replacement Paratransit Van	SON190004	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Sonoma	Petaluma	Petaluma: Replace 2 Paratransit Cutaways	SON170020	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Sonoma	Petaluma	Petaluma: Transit Yard & Facilities Improvements	SON170005	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Sonoma	Rohnert Park	Rohnert Park Pedestrian Safety Improvements	SON210004	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds - Regional
Sonoma	Rohnert Park	Rohnert Park Various Streets Rehabilitation	SON170016	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Sonoma	Santa Rosa	Highway 101 Bicycle and Pedestrian Overcrossing	SON170012	21-T08-060	Complete Streets Network - Regional
Sonoma	Santa Rosa	Jennings Ave Bike & Ped RR Crossing Corridor	SON150003	21-T08-060	Complete Streets Network - Regional
Sonoma	Santa Rosa	Santa Rosa Pavement Rehab of Various Streets	SON170023	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Sonoma	Santa Rosa	SantaRosa Downtown Comm Infrastructure Enhancement	SON190011	21-T07-057	Technology Improvements - Regional
Sonoma	Santa Rosa	US 101 Hearn Ave Interchange	SON150006	21-T06-029	Corridor & Interchange Improvements - US-101 - Sonoma County
Sonoma	SantaRosa Bus	Santa Rosa CityBus: Electric Bus Replacement	SON170026	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Sonoma	SantaRosa Bus	Santa Rosa CityBus: Operating Assistance	SON090023	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Sonoma	SantaRosa Bus	Santa Rosa CityBus: Preventative Maintenance	SON090024	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Sonoma	SantaRosa Bus	Santa Rosa CityBus-paratransit operations	SON170003	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Sonoma	SantaRosa Bus	Santa Rosa Transit Mall Roadbed Rehabilitation	SON210001	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Sonoma	SantaRosa Bus	SantaRosa Bus: Bus Replacement Purchase	SON150008	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Sonoma	SantaRosa Bus	SR CityBus: COVID-19 Emergency Transit Operations	SON190009	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Sonoma	Sebastopol	Bodega Avenue Bike Lanes and Pavement Rehab	SON170021	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Sonoma	SMART	SMART: COVID-19 Emergency Transit Operations	SON190010	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Sonoma	Son Co Reg Park	Central Sonoma Valley Trail	SON110050	21-T08-060	Complete Streets Network - Regional
Sonoma	Son Co Reg Park	Joe Rodota Trail Bridge Replacement	SON170025	21-T08-060	Complete Streets Network - Regional
Sonoma	Son Co TA	Highway 116/121 Intersection Improvement Project	SON150009	21-T07-056	Minor Roadway Improvements - Regional
Sonoma	Son Co TA	Santa Rosa Car Share	SON150010	21-EN09-132	Regional Transportation Demand Management Initiatives - Regional
Sonoma	Son Co TA	Sonoma County - County-Wide SRTS Program	SON170009	21-EN09-132	Regional Transportation Demand Management Initiatives - Regional
Sonoma	Son Co TA	US 101 Marin/Sonoma Narrows (Sonoma)	SON070004	21-T06-029	Corridor & Interchange Improvements - US-101 - Sonoma County

## Proposed RTP Reference Updates for Projects in the 2021 TIP

County	Sponsor	TIP Project Title	TIP ID	RTP ID	RTP Project Title
Sonoma	Son Co Transit	Sonoma Co Transit: COVID-19 Emergency Transit Ops	SON190007	21-T01-001	Operate & Maintain the Existing System - Baseline Public Transit Service Levels - Regional
Sonoma	Son Co Transit	Sonoma Co Transit: Preventive Maintenance Program	SON030005	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Sonoma	Son Co Transit	Sonoma County Transit: Replace 2009 CNG Buses	SON170006	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Sonoma	Son Co Transit	Sonoma County Transit: Replace 2006 CNG Buses	SON150013	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Sonoma	Son Co Transit	Sonoma County Transit: Replacement CNG Buses	SON150012	21-T01-002	Operate & Maintain the Existing System - Public Transit Capital Assets - Regional
Sonoma	Sonoma City	Fryer Creek Pedestrian and Bicycle Bridge	SON170022	21-T08-060	Complete Streets Network - Regional
Sonoma	Sonoma County	Bodega Highway Pavement Rehabilitation	SON130015	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Sonoma	Sonoma County	Crocker Bridge Bike and Pedestrian Passage	SON170014	21-T08-060	Complete Streets Network - Regional
Sonoma	Sonoma County	Rehabilitaiton of Various Roads in Sonoma County	SON170013	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Sonoma	Sonoma County	Replace Hauser Bridge over Gualala River 20C0240	SON110025	21-T01-004	Operate & Maintain the Existing System - Local Bridges - Regional
Sonoma	Sonoma County	Sonoma County - River Road Pavement Rehab	SON170010	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Sonoma	Sonoma County	Sonoma County Various Streets & Roads Preservation	SON130010	21-T01-003	Operate & Maintain the Existing System - Local Streets & Roads - Regional
Sonoma	Sonoma County	Sonoma SRTS High School Pilot	SON150011	21-EN09-132	Regional Transportation Demand Management Initiatives - Regional
Sonoma	Windsor	Bell Rd/Market St/Windsor River Rd Ped Improvement	SON130013	21-T07-056	Minor Roadway Improvements - Regional
Sonoma	Windsor	Conde Ln/Johnson St Pedestrian Improvements	SON130012	21-T07-056	Minor Roadway Improvements - Regional
Sonoma	Windsor	Windsor River Road/Windsor Road Intersection Imps	SON170001	21-T11-115	Other Investments to Expand & Modernize the Regional Rail Network - Regional



## Chapter 10: The Bay Area Economy

We cannot tame the climate change monster while also increasing auto-dependent housing and its concomitant increases in fossil burning and population. Gross regional product (GRP) does not adequately measure sustainability. The path to sustainability requires that external costs be estimated and included in GRP so that GRP measures the whole economy, not just the money economy. Equally important, reformed prices should reflect external costs and provide incentives for more sustainable choices. Over time they can achieve dramatic reductions in greenhouse gases and dramatic increases in biodiversity.

### **Who is responsible for providing more housing?**

Plan Bay Area 2050 by ABAG (the Association of Bay Area Governments) and MTC (the Metropolitan Transportation Commission) does not discuss housing responsibility.

Plan Bay Area assumes that all local governments should increase their housing supply regardless of their responsibility for the problem. The Plan ignores a major cause of the housing crisis, which is excessive concentrations of jobs without nearby housing and beyond the capacity of transportation infrastructure to deliver employees to work with minimal congestion. These costs are externalized to other localities, commuters, and the environment.

These concentrations exist because a few local governments make land use decisions increasing basic jobs without providing the needed housing. Basic jobs sell outside the region and drive growth; local-serving jobs serve local people and do not do so. The most important places doing this are San Francisco and Silicon Valley (Palo Alto, Mountain View, Sunnyvale, and Santa Clara). They are the major cause of the regional housing crisis, and they have done it with impunity.

The ability of these localities has created a crisis of sustainability. They benefit from imposing housing cost and congestion on the region and have no reason to stop. The most cost-effective way to reduce housing cost, reduce congestion, and achieve sustainability is to stop and to reverse these excess jobs.

Localities should not be required to provide housing for needs created by other jurisdictions. Localities that are not creating a problem do not have a responsibility to create more housing. ABAG's RHNA (Regional Housing needs Assessment) is irrational. A city should be able to control its own destiny, to achieve sustainably, and to stop the forces of mindless growth at its borders.

### **What responsibility do local governments have for providing housing?**

If localities do not want more housing and did not create the problem and want to achieve sustainability, they should not let Plan Bay Area push them around.

A locality nevertheless does have some housing responsibilities. There are three rules to be sustainable: accommodate local population growth; do not have a job surplus that stresses the region; and provide housing for low-income workers in the locality and for a fair share of housing for its social needs population.

### **Housing: How much is enough? How many jobs? How many people?**

How much housing is enough involves three questions, based on the three rules:

1. Does the City have employment in excess of employed residents and an inability to bring in workers without congestion?
2. Does the City have more natural population increase than it has housing for?
3. Can the City house its lower income workers who work in the city and its share of the high need, disadvantaged population?

If the answer to all three is “no,” there is no good reason to impose some housing growth requirement.

### **Is housing supply and demand market-based or distorted?**

Is supply and demand solving the housing problem? From an economist point of view, yes. Market forces continue to work, because job growth is suppressed by high living costs, housing is increasing all the time, people are doubling up, people are leaving the region, and investors are investing elsewhere around the world because Bay Area costs are too high. Housing prices and congestion are choking off agglomeration economies, leading to international sub-centering. Agglomeration economies are the increased productivity of having many related businesses close to each other.

From a planning point of view, no, supply and demand are not solving the problem, but Plan BA is fundamentally flawed in seeing an increase in housing as a solution. The plan fails to acknowledge the underlying cause of the problem, excessive job increases in a few extreme job surplus locations which impose great externalities on the other localities, commuters, and the environment. More housing alone only subsidizes more unsustainable location externalities.

The market is distorted because of the power of the job-rich cities to create higher housing prices by increasing jobs and blocking the supply of housing needed for the workers. Regional policy makers are not willing to perceive this. Local policy makers see mandates they don't like bearing down upon them and are frustrated but lack coherent defenses.

### **Measuring Job surplus externality costs**

#### **Jobs that cost more than they benefit**

The assumption that jobs are always good is wrong. Jobs in excessive concentration locations have housing and congestion costs that are higher than the value of the job. The GRP does not look at all economic values and thus does not measure the real cost.

#### **Balance defined**

The definition of balance for planning does not look at the general population, only at employed residents and jobs, and does not require equal numbers by location. Job housing balance is defined as enough housing close to work and enough transportation infrastructure to have housing prices comparable to average metros adjusted for income and to have limited congestion in commuting. This definition supports agglomeration economies of centers while avoiding external costs.

#### **Housing costs**

One way of measuring housing price market distortion is to compare Bay Area housing prices with other metros by looking at prices of physically comparable houses, usually measured in terms of square feet of living space. The comparison has to be adjusted for higher income in the Bay Area because a wealthier metro will naturally have the money to buy more house.

The estimate of the increase of housing prices with no increase in quality--a higher price for the same house—quantifies the lack of economic value in the price increase.

#### **Congestion costs**

Time lost in congestion is an external, non-monetized cost that can be quantified using MTC's computer network models that measure time lost in congestion. The monetary value of time (VOT) is established by San Diego's I-15 dynamic tolls. San Diego has the best data on willingness to pay (WIP) for VOT. "The tolls varied between \$0.50 and \$4.00 per trip. During highest demand they could reach \$8.00 per trip." (Source:

[https://ops.fhwa.dot.gov/congestionpricing/value\\_pricing/pubs\\_reports/projectreports/interst15\\_congestion.html](https://ops.fhwa.dot.gov/congestionpricing/value_pricing/pubs_reports/projectreports/interst15_congestion.html))

## **New regional policy**

With quantified costs, new regional regulations would prevent localities with job location externalities from approving more basic jobs and making them worse.

## **Transportation Pricing Reform: Internalizing external costs**

This topic is discussed in another chapter. As for this chapter on economy, prices that internalize externalized costs give buyers appropriate signals about the cost of their choices and reduces the imposition of costs on other people and the environment. Some examples include cash-out, modern market parking charges, unbundling (unlinking car and living space costs), gas tax to cover gas costs, de-subsidizing fossil industries, carbon and pollution taxes, congestion charges, neighborhood parking permit management, eliminating parking requirements in zoning, location efficient mortgages (LEMs); and traffic calming (street narrowing, traffic humps). Revenue from pricing reforms can be used for cost-effectiveness investment in transportation infrastructure and transit. Dynamic (based on demand) bridge tolls and BART parking charges are steps in this direction.

## **Fiscal Reform: Zoning for dollars**

Zoning for dollars refers to zoning to limit housing that costs localities more than its revenues and to over-zone for business that produce a revenue surplus. Fiscal zoning is a logical response to perverse incentives. Localities are all rolling the dice in the same casino and most are losers. Besides controlling excessive job concentrations, policy needs to reduce fiscal incentives by allocating revenues as if jurisdictional lines did not exist. We need revenue sharing based on geography. It is up to the leaders of losing localities to stop being coopted by the winners and to unrig the game they cannot win. Control over job externality costs and revenue sharing would create reasonable fiscal incentives. Cooperation based on rational analysis will work better.

## **Redefining GRP for a stable population and sustainability**

Sprawl and auto dependency will be with us for a while; the challenge is to control job location externalities, redefine housing responsibility rationally to achieve sustainability, control externalities, and stop the RHNA nonsense. We need to evolve the urban system from suburbia to compact land use and sustainable transportation modes.

The research would estimate the monetary Gross Regional Product (GRP) and subtract congestion costs and the artificial increase in housing prices. Combined with other external costs like pollution, GHG, and extra depreciation due to congestion, I suspect the analysis would show that GRP is declining while mismeasurement by money claims it is going up.

## **Addendum: Planning for jobs/housing balance: the SPS**

SPS is the Sustainability Plan Scenario, research from 2010 with numbers now out of date but a model for analysis that should be updated.

The numbers below use employed residents (ER) to look for balance with local total employment (TE). Using TE and ER makes it easy to see imbalances.

## **Land Use Projections and Targets**

ABAG makes projections of ER and TE. The regional agencies look at this data to set targets for how much growth to plan for. ER and TE growth is assigned to geographic areas based on trends and land use. In 2000 ABAG projected the region would grow from **3,538,000** ER in 2000 to **4,438,300** ER in 2020, or by 25.5 percent. The Agencies' goal was to plan for a region that balanced jobs and housing, that is, to have ER equal TE. They could have lowered ABAG's TE to meet its ER, but instead chose to increase the ER to meet the projection for TE. The actual 2020 figure was 4,147,000 ER, below the projection.



More ER leads to a corresponding increase in households and population to include workers and their families. ABAG assumed that many would live outside the region and commute in. Including this number, population would increase by 1,539,000 and total ER for the region and in-commuters to **4,687,950**, a growth of 32.5 percent.

The Agencies were also trying to decide how to bring in the outsiders and allocate the extra ER, households, and population to the counties. They looked only at allocating the increment and ignored the existing imbalances.

The ER increment was allocated to locations without lowering TE, so localities wound up with the same imbalance they started with. Similarly, oddly enough, low TE growth in Silicon Valley meant it got little new ER, allowing it to persist in extreme imbalance. The Agencies looked at raw TE/ER balances, thus ignoring the value of imbalances for agglomeration economies and the capacity of transportation infrastructure to deliver workers. Because they ignored current imbalances and the role of transportation, the analysis was flawed.

### **SPS Land Use Targets**

By sharp contrast, the SPS had the region grow to **3,988,000** ER by 2020, a growth of 12.7 percent, half the ABAG rate. The SPS moderated projected regional job growth to have TE equal to ER by 2020. Jobs would grow less, and housing more in areas with severe job surpluses. Job growth was held down in Silicon Valley and San Francisco while TE increased elsewhere as projected by ABAG, greatly improving their job-housing balances, commute distances, and transit use. The SPS corrected for the current costs of job location externalities.

Some job locations projected by ABAG were moved within the region and others move out to other regions, helping both. All cities got some job growth, and housing caught up to jobs.

Looking at total population, in 2000 the Bay area population was about seven million. ABAG expected the 2020 population to go over eight million. SPS had population trend toward stability and to be half that of ABAG's, or by 548,000 people, to reach a regional total of under 7.5 million.

In fact, the 2020 population was 7,920,000, straddling the estimates.

Under SPS no growth occurred in the greenbelt, only within the urbanized area. Undeveloped urbanized land zoned for business purposes was freely converted to neighborhood uses to achieve job housing balances. The SPS emphasized dense neighborhood development near high frequency transit and radically reduced car space and car use. Besides the usual smart growth, a few car-free transit villages at average four-story height would accommodate about 10,000 people on about 100 acres. Moderate to low-income households in gentrifying neighborhoods were protected from dislocation.

### **Planning for Regional jobs-housing balance**

The region should decide to stop the growth of basic jobs in severe surplus localities and anyplace else where it would have high external costs. The policy should allow housing to catch up to a stable target and not chase an ever increasing, unsustainable growth in jobs.

The problem is not affluence but the kind of affluence we have. We have been externalizing costs and degrading the environment with unsustainable population growth and technology. The regional agencies should develop deeper insights into sustainability based on moving toward a stable or lower population achieved over time, as has occurred in other wealthy countries. Sustainability depends on improving the quality of life while saving the environment. GRP has to reflect this, not ignore it with money-only metrics.

Sherman Lewis

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President, Hayward Area Planning Association  
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**From:** [Martha Silver](#)  
**To:** [Martha Silver](#)  
**Subject:** FW: Joint MTC Planning Committee with the ABAG Administrative Committee  
**Date:** Wednesday, October 6, 2021 9:21:14 AM

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**From:** Commissioner Gordon [REDACTED]  
**Sent:** Tuesday, October 5, 2021 10:46 AM  
**To:** Martha Silver <[MSilver@bayareametro.gov](mailto:MSilver@bayareametro.gov)>  
**Subject:** MTC WORKING GROUP MEETING

**\*External Email\***

To M. Silver and whom it a concern

Thank you so much for a great conversation. Transparency and better serving our community. I still think that there should be Wade fees during the covid-19 pandemic. I see in people's windshield stocks and stocks on top of stacks of red and white notices including my own as well. This could be not only challenging financially currently but it can be as it goes into the next phase of collections, including even losing licenses or paying extra fines and fees.

Helen-Marie [REDACTED]  
[REDACTED]



Supervisor Alfredo Pedroza, Chair  
Metropolitan Transportation Commission  
375 Beale Street, Suite 800  
San Francisco, CA 94105

October 5, 2021

Mayor Jesse Arreguín, President  
Association of Bay Area Governments  
375 Beale Street, Suite 800  
San Francisco, CA 94105

Therese McMillan, Executive Director  
Metropolitan Transportation Commission  
375 Beale Street, Suite 800  
San Francisco, CA 94105

Dear Honorable Supervisor Pedroza, Mayor Arreguín, and Director McMillan,

San Francisco is committed to collective action to build a more equitable, sustainable, and resilient region as called for in Plan Bay Area (PBA) 2050. We want to thank leadership and staff for the immense amount of work that has gone into PBA and the focus on equity outcomes. Your staff's efforts in collaborating with San Francisco, other jurisdictions, and advocates on a more equitable plan are appreciated. San Francisco will continue to work over the long term with the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) to collectively implement regional solutions to improve housing affordability, reduce displacement, and meet greenhouse gas reduction targets. We are writing to request further action that will help PBA create a more equitable region.

This letter follows a January 20<sup>th</sup>, 2021 letter that raised concerns about the PBA growth forecast and its impact on the Regional Housing Need Allocation (RHNA). **Today, San Francisco's primary concern is that the growth forecast assumed higher future density on lots with existing multifamily housing and in sensitive communities at-risk for displacement, resulting in higher likelihood of redevelopment, than similar sites with single family homes.** These assumptions result in forecasted development in San Francisco premised on redevelopment of lots with rent-controlled housing citywide, especially in lower income communities of color such as the Mission and Western Addition.

We believe that these assumptions are not consistent with the Plan's goals to address regional housing needs through a robust three-pronged, simultaneous strategy of production, protection, and preservation and will, in fact, undermine the Plan's goals to reduce displacement and acquire and preserve hundreds of thousands of rental units occupied by lower income renters. These assumptions seem to be inconsistent with state Housing Element law and are inconsistent with the state tenant protecting demolition controls, such as Section 66300(d). State law requires local jurisdictions to adopt policies to conserve sound multifamily housing and requires that sites counted in local RHNA inventories be realistic for development, which is unlikely for multifamily sites due to financial feasibility and to requirements for unit replacement and right to return such as those in 66300(d). Beyond state law, these growth assumptions may have reduced forecasted growth in historically exclusionary jurisdictions that are disproportionately jobs-rich and high opportunity. Unfortunately, the adopted RHNA methodology already incorporates these growth forecast results.



In response to these concerns, ABAG/MTC members and staff decided to study an Equity Alternative. We were gratified to see that the Alternative performed well in terms of the environmental and social outcomes. The Equity Alternative included positive changes to the land use assumptions in the plan, including correcting the above described density discrepancy between multifamily and single-family lots. The Equity Alternative encouraged more housing in disproportionately jobs-rich and high opportunity areas. Oddly, the Equity Alternative also included transportation policies and investments unrelated to household and job growth patterns that undermined the Alternative's effectiveness. San Francisco cannot support the Equity Alternative's changes to transit investment given the unclear relationship to current needs or future growth. We see no reason why improvements to the land use assumptions in the Equity Alternative could not be combined with the current transportation investment plan to produce a plan that is both more equitable and effective for the region.

San Francisco believes that there are steps that can still be taken to address inconsistencies between PBA's stated equity goals and the forecast assumptions. We ask our colleagues at ABAG/MTC to consider and enact these steps going forward:

1. Identify additional resources and strategies to rapidly implement PBA's goal to acquire thousands of rental units occupied by low and moderate people. This investment should be prioritized to stabilize communities of color at risk of displacement in the short to medium term.
2. Consider changes to PBA ahead of adoption to address disconnects between PBA's goals for preservation of multifamily housing and the Plan's land use assumptions. These changes should include substituting land use assumptions from the Equity Alternative.
3. Condition future transportation investments in exclusionary jurisdictions that are disproportionately jobs-rich, low-density, and high resource on increased housing production for all incomes.
4. Identify robust near-term funds for transit state of good repair and for additional PDA plans to identify other supporting investments, and ensure that each jurisdiction that nominated new PDAs through the PBA 2050 process has access to a meaningful level of resources to implement adopted PDA plans.
5. Ensure that future PBA growth forecasts are final and vetted through the PBA process before being incorporated into the RHNA methodology for final adoption by MTC and ABAG.
6. Ensure that future PBA forecast assumptions are consistent with multifamily preservation goals. This is particularly important in lower income communities of color, and to ensure parity of treatment of multifamily and single-family housing occupied parcels that are otherwise similar.

San Francisco will continue to do our part to produce and preserve housing to improve affordability and to create the green transportation system of the future. The city has been one of the leading regional housing producers in recent years, including unprecedented investment in affordable housing. The city has taken ambitious steps to preserve housing including the Rental Assistance Demonstration (RAD) conversion and rehabilitation of 3,500 public housing units and the ongoing rebuilding of all remaining large public housing sites (over 1,200 units) through HOPE SF. Since 2014, San Francisco has funded the nonprofit acquisition of 52 small and large site rental buildings with 543 residential units to preserve affordability for lower income tenants. San Francisco is working to encourage housing production throughout the city and has recently designated four large new Priority Development Areas (PDAs) in lower density, transit-served areas of the city.

We have taken bold steps to support transit, bicycling, and walking including the designation of Market Street, the city's main Downtown corridor, as transit and bicycle only while also expanding bus-only lanes and bicycle lanes throughout the city. San Francisco has low Vehicle Miles Traveled (VMT) because we have invested for decades in a robust transit system and sustainable policies such as low parking provision combined with transit-oriented development. San Francisco has an estimated \$20 billion backlog in transit system state of good repair needs, and many of our transit lines are already

experiencing crowding. The higher growth forecast will exacerbate both of these conditions without a commensurate commitment to increase investment in the infrastructure and services needed to support the increase in growth. We will need the region's support to maintain and expand our transit systems, to ensure safe, easy bicycling and walking trips throughout the city, and to maintain our streets and bridges in a state of good repair.

Specific near-term priorities for project development and construction investment include: the Downtown Rail Extension; Muni Core Capacity Program; Yerba Buena Island (YBI) West Side Bridges Seismic Retrofit Project; Treasure Island Mobility Management Program (inclusive of an equitable tolling, electric ferry, and affordability program); Vision Zero Quick Builds on our city's high-injury network; Geary BRT Phase 2; Better Market Street; US-101/I-280 managed lanes; and the Embarcadero Roadway, Mission Creek and Ocean Beach Master Plan resilience projects. We will be looking for your support in the various planning, policy and funding efforts on the horizon, including the Transit Oriented Development policy update, the Regional Active Transportation Plan, OBAG 3 Regional Programs, the Regional Transit Expansion Program update, RM3 and SB1 programming efforts, and others. The region will only succeed through partnership.

We ask that our colleagues take action on the steps we suggest above so that PBA can realize its full promise as a regional plan that emphasizes equity, prevents displacement, expands access, reduces emissions, and protects equity priority communities. We thank ABAG/MTC members and staff for ongoing collaboration and recommit ourselves to the collective work of creating a more just, equitable, and sustainable region.

Sincerely,



**Mayor London Breed**



**Supervisor Gordon Mar**



**Supervisor Hillary Ronen**



**Supervisor Rafael Mandelman**



# West Bay Citizens Coalition

Empowering West Bay communities to find  
locally driven solutions to regional problems

October 7, 2021

Joint MTC Planning Meeting with ABAG Administrative Committee:

MTC/ABAG need to get legal advice whether they have followed California Government Codes before they approve the Plan Bay Area 2050 before you.

By 2019 it was clear that Plan Bay Area 2040 was not meeting the Goals embedded in the California Government Code of "promoting a healthy intraregional relationship between jobs and housing". Letters from PASZ (August 2019) and WBCC (February 2020) as well as ten speakers at the September meeting of the ABAG Executive Board pointed to serious longer-term impacts of intraregional imbalances.

These letters and speakers called for MTC/ABAG to follow the CA Codes that called on Plan Bay Area to create incentives that will "promote an improved intraregional relationship between jobs and housing". (Code Section 65584 (d) (3)). The Code also specifically states that "public participation and access shall be required in the development of the methodology of the allocation of regional housing needs" (Code Section 65584 (d)).

Further, the Code states that HCD must "consult with the council of governments...who shall provide data assumptions from the council's projections...on the relationship between jobs and housing". (Code Section 65584.01 (c) (i) (F)). HCD must provide a written report to the council of governments that determines "whether the methodology furthers the obligation listed in subdivision (d) of Section 65584". (Code Section 65584.04 (i)).

Numerous letters and public comments were sent to MTC/ABAG citing these Code Sections. Yet in October 2019, one month after the methodology was approved, MTC/ABAG stated that jobs-caps in Jobs-rich Cities would not be considered with no public discussion. In June 2020, HCD sent a letter to MTC/ABAG with the final RHNA numbers stating that they had "an extensive consultation process from March 2019 through May 2020 covering the methodology, data sources and timeline for HCD's deliberations". There was no public discussion or sharing of data with the public in any of these "consultation" meetings despite repeated requests for access and/or information.

**Campbell, Cupertino, Los Altos, Menlo Park, Mountain View, Palo Alto,  
Redwood City, Santa Clara, Saratoga, Sunnyvale... and growing**



MTC/ABAG's huge number for concentrated growth of both jobs and housing will have huge consequences for land and housing prices, growing income inequalities, long distance commuting, and future local government financing and decision-making.

Before you approve such an unrealistic Plan make sure the process has followed the requirements of the legal process requiring public engagement outlined in the Code. As the Code clearly requires, call for an open public meeting before you recommend approval of the Plan to explore the full consequences of the numbers embedded in the current draft of Plan Bay Area 2050.

Contact:

Greg Schmid



**From:** [Martha Silver](#)  
**To:** [Martha Silver](#)  
**Subject:** FW: Failure Notice  
**Date:** Friday, October 8, 2021 8:37:59 AM

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**From:** Hamilton [REDACTED] <[REDACTED]>  
**Date:** Thursday, October 7, 2021 at 2:47 PM  
**To:** MTC-ABAG Info <[info@bayareametro.gov](mailto:info@bayareametro.gov)>, [info@planbayarea.org](mailto:info@planbayarea.org)  
<[info@planbayarea.org](mailto:info@planbayarea.org)>  
**Subject:** Fw: Failure Notice

**\*External Email\***

Plan Bay Area 2050 will unnecessarily increase housing costs, commute times and economic disparity.

This is because the plan does not meaningfully shift job growth away from the most expensive and developed areas such as the Peninsula and San Francisco to more affordable and easy to reach areas. The more affordable areas such as East Bay, North Bay and San Jose and further South all have lower housing costs and commuting access from even less expensive housing areas without going through congested corridors such as the Dumbarton and San Mateo bridges or on 237. The lack of effective job dispersal will deny countless lower and middle income working families the opportunity to afford a home and prevent them from building wealth and increasing their socio-economic status.

MTC/ABAG has violated California Government Code that calls for public discussion of alternative approaches to resolving intra regional jobs-housing imbalances to more effectively disperse jobs through the Bay Area. On August 17, 2019 a letter from PASZ (with 85 signatures) was sent to MTC/ABAG. The letter pointed to failures of the methodology used during Plan Bay Area 2040 that dramatically underestimated the concentration of jobs on the Peninsula and did not anticipate the dramatic negative impacts of job concentration on housing prices, income inequalities and long distance commuting. On Sept 19th, 2019 the ABAG Executive Committee approved the proposed methodology despite 10 speakers calling for the need and benefits to examine in open public discussion of alternate means of dealing with intra regional imbalances of jobs and housing.

Other shortcomings of Plan include:

- Estimating 25% population growth by 2050 despite California's steadily declining population and Santa Clara's growth being zero percent in 2018 and 2019 before declining 0.6% in 2020.
- The Plan assumes over \$1 trillion in funding for housing and transportation, which is unrealistically and overly optimistically high. Note, the entire 2020-21 California state

budget was \$134 billion.

- Unrealistic expectations of public transportation and “transit rich areas”. Bus ridership as a percentage of population has been declining and CalTrans is saturated with future capacity already spoken for. The myth that more density will fund effective public transportation to handle the planned growth on the Peninsula is not supported by the data.

Your response to some of my DEIR comments where you say “The comment does not raise environmental issues or concerns regarding the adequacy, accuracy, or completeness of the Draft EIR.” for items such as significantly overestimating population (the basis of all environmental impacts) and increased commute times which affect pollution is not a valid response.

In summary, Plan Bay Area 2050 will unnecessarily increase housing costs, commute times and economic disparity. This is in part because it failed to hold meaningful public discussions on job dispersion and makes unrealistic assumptions about growth, funding and transportation.

Hamilton [REDACTED]