

## Meeting Agenda

### Regional Advisory Working Group

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Tuesday, February 11, 2020

9:30 AM

Yerba Buena - 1st Floor

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This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Website: <http://mtc.ca.gov/whats-happening/meetings>

This meeting can also be accessed via Zoom Meeting:

Launch Link: <https://bayareametro.zoom.us/j/160678090>

Dial-in Number: (408) 638-0968

Access Code: 160 678 090

9:30 a.m.

#### 1. Welcome, Introductions

*Matt Maloney*

9:35 a.m.

2. [20-0185](#) ABAG Resolution No. 02-2020, ABAG Resolution No. 03-2020, and MTC Resolution No. 4410: Plan Bay Area 2050: Draft Blueprint Growth Geographies

Proposed Growth Geographies for integration into the Plan Bay Area 2050 Draft Blueprint, including existing and new locally nominated Priority Development Areas (PDAs), Priority Production Areas (PPAs), and Priority Conservation Areas (PCAs), as well as select Transit-Rich and High-Resource Areas outside PDAs.

**Action:** Information

**Presenter:** Mark Shorett

**Attachments:** [2\\_PBA2050-Draft Blueprint-Growth Geographies.pdf](#)

**10:00 a.m.**

**3.     [20-0184](#)     Plan Bay Area 2050: Draft Blueprint - Strategies**

Proposed strategies for integration into the Plan Bay Area 2050 Draft Blueprint, which will be analyzed further this winter with findings to be released in spring 2020 for further public feedback and policymaker refinement.

**Action:**           Information

**Presenter:**       Dave Vautin

**Attachments:**    [3 PBA2050-Draft Blueprint-Strategies.pdf](#)

**10:45 a.m.**

**4. Next Steps / Other Business / Public Comments**

**10:50 a.m.**

**5. Adjournment / Next Meeting**

**The next meeting of the Regional Advisory Working Group will be Tuesday, March 10, 2020 at 9:30 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.**

**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 Titulo 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.

**Metropolitan Transportation Commission and the Association of Bay Area Governments  
Regional Advisory Working Group**

**February 11, 2020**

**Agenda Item 2**

**ABAG Resolution No. 02-2020, ABAG Resolution No. 03-2020, and  
MTC Resolution No. 4410: Plan Bay Area 2050: Draft Blueprint Growth Geographies**

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**Subject:** Proposed Growth Geographies for integration into the Plan Bay Area 2050 Draft Blueprint, including existing and new locally nominated Priority Development Areas (PDAs), Priority Production Areas (PPAs), and Priority Conservation Areas (PCAs), as well as select Transit-Rich and High-Resource Areas outside PDAs.

**Background:** Regional Advisory Working Group Agenda Item 2, ABAG Resolution No. 02-2020, ABAG Resolution No. 03-2020, and MTC Resolution No. 4410: Plan Bay Area 2050: Draft Blueprint Growth Geographies is attached. This report will be presented to the Joint MTC Planning Committee with the ABAG Administrative Committee on February 14, 2020.

Staff will be at your February 11 meeting to discuss this report. The Working Group's input is requested.

**Attachments:** Agenda Item 5a from the February 14, 2020 Joint MTC Planning Committee with the ABAG Administrative Committee meeting



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

February 14, 2020

Agenda Item 5a

**ABAG Resolution No. 02-2020, ABAG Resolution No. 03-2020, and  
MTC Resolution No. 4410: Plan Bay Area 2050: Draft Blueprint Growth Geographies**

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**Subject:** Approval of proposed Growth Geographies for integration into the Plan Bay Area 2050 Draft Blueprint, including existing and new locally nominated Priority Development Areas (PDAs), Priority Production Areas (PPAs), and Priority Conservation Areas (PCAs), as well as select Transit-Rich and High-Resource Areas outside PDAs.

**Background:** Following Commission and Executive Board adoption of an update to the Regional Growth Framework in May 2019, MTC/ABAG staff engaged local jurisdictions to identify new priority areas, modify the boundaries of existing PDAs, and establish a timeline for adopting PDA plans. Staff also worked with County Transportation Agencies (CTAs) to identify transit improvements to bring all PDAs up to at least the minimum transit standard. Letters of Interest to nominate new or modify existing PDAs and PCAs, and to nominate PPAs, were due in September 2019, with adopted resolutions for new Priority Areas due in January 2020. Jurisdictions nominated 88 new eligible Priority Areas – 34 PDAs, 19 PCAs, and 35 PPAs. In addition, jurisdictions submitted 48 eligible requests to modify the boundaries of an existing PDA.

Together, the submitted priority areas, transit improvements, and planning commitments help to advance regional housing, climate, and equity goals, bring nearly all existing PDAs into alignment with the adopted planning and transit standards required for Plan Bay Area 2050, and build upon coordinated economic development efforts. Despite these gains, the updated set of locally-nominated priority areas may not be adequate to create a Plan Bay Area 2050 Blueprint that meets the state mandated greenhouse gas (GHG) reduction target and demonstrates the ability to meet the region’s future housing need at all income levels. Many of the places in which growth could provide the greatest regional benefit have still not been designated PDAs. For example, only 20 percent of the High-Resource Areas (HRAs) eligible for designation as PDAs have been nominated by local jurisdictions, and the share of the region’s Transit-Rich Areas (TRAs) nominated as PDAs remains below 50 percent.

To advance discussion about overcoming the obstacles that remain to achieving regional housing, climate, and equity objectives after taking into account this expanded footprint, staff prepared three potential options for the set of Growth Geographies to include in the Draft Blueprint for discussion at the October and November Committees: A) **highly focused in existing & proposed PDAs**, an approach similar to the first two iterations of Plan Bay Area; B) **focused in existing & proposed PDAs plus select HRAs and PDA-eligible TRAs** not currently designated PDAs; and C) **focused in existing & proposed PDAs, with more distributed growth** within Urban Growth Boundaries.

These options were discussed this fall with ABAG and MTC committees, as well as through a day-long Regional Advisory Working Group with a group of topic-area experts. Growth Geographies were also a key component of public feedback at recent “pop up” workshops and in the *Mayor of Bayville* online game. In general,

there was robust support for including areas outside of PDAs in the Plan Bay Area 2050 Blueprint, both with the public and with stakeholders. Staff also received useful feedback on the desire for a context-based approach to prioritizing the wide range of places within each geography, taking into account factors such as level of transit and job access, displacement risk, natural hazard risk and more. There was also significant interest in coordinating the Growth Geographies and Blueprint strategies across all four elements (Transportation, Housing, Economy, and Environment).

Additional analysis conducted by staff following this engagement process led to a refined set of proposed Draft Blueprint Growth Geographies that builds upon Option B, presented in detail in Attachment D. Designed to respond to feedback and maximize the Blueprint's potential to achieve the Plan's GHG reduction target, meet the region's future housing needs, and align with the Regional Housing Needs Allocation (RHNA), the proposed set of geographies combine existing and new locally nominated PDAs and PPAs with select Transit-Rich and High-Resource Areas outside PDAs. Taking this approach, the share of Transit-Rich areas included in the Blueprint would increase from 44 percent in Plan Bay Area 2040 to 77 percent; High-Resource Areas served by at least basic transit service would increase from 16 percent to 58 percent. Finally, the share of areas that are both Transit-Rich and High-Resource – the places in which new homes are likely to deliver the greatest regional benefit – would increase from 27 percent to nearly 80 percent.

**Issues:**

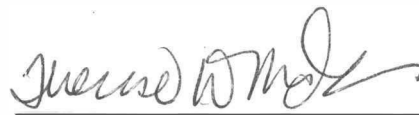
While the Geographies will define *where* growth is focused in the Blueprint, the Blueprint Strategies - discussed in the next agenda item - will shape *what kind* of growth takes place in these Geographies. This approach allows the Blueprint to move beyond a "one size fits all" model to one that balances local context, such as neighboring land uses, with the imperative to shape a more equitable, affordable, and environmentally sustainable Bay Area.

**Recommendation:**

Staff requests that the *ABAG Administrative Committee* approve ABAG Resolution No. 02-2020 adopting new PDAs, PPAs, and PCAs. Furthermore, staff requests that the *ABAG Administrative Committee* approve ABAG Resolution No. 03-2020 and that the *MTC Planning Committee* approve MTC Resolution No. 4410. These resolutions identify the Growth Geographies included in the Draft Blueprint, while recognizing that there is an opportunity for further refinement to these geographies this spring and summer prior to the Final Blueprint phase. Staff will analyze the Draft Blueprint and report back on forecasted outcomes in late spring.

**Attachments:**

Attachment A: ABAG Resolution No. 02-2020  
Attachment B: ABAG Resolution No. 03-2020  
Attachment C: MTC Resolution No. 4410  
Attachment D: Presentation



Therese W. McMillan

**ASSOCIATION OF BAY AREA GOVERNMENTS  
EXECUTIVE BOARD**

**ABSTRACT**

Resolution No. 02-2020

This resolution adopts new Priority Development Areas (PDAs), Priority Production Areas (PPAs), and Priority Conservation Areas (PCAs) nominated by local jurisdictions in 2020. The PDAs and PPAs adopted in this resolution will become part of the Plan Bay Area 2050 Growth Geographies adopted in Resolution No. 03-2020, adopted concurrently with this Resolution.

Further discussion of this subject is contained in the Joint MTC Planning Committee with the ABAG Administrative Summary Sheet dated February 14, 2020.

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 02-2020**

**RESOLUTION NO. 02-2020**

RE: APPROVAL OF NEW PRIORITY DEVELOPMENT AREAS (PDAS), PRIORITY PRODUCTION AREAS (PPAS), AND PRIORITY CONSERVATION AREAS (PCAS)

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, in 2007 ABAG established a framework (Regional Growth Framework) for future development that seeks to concentrate growth in locally-identified Priority Development Areas (PDAs) and protect locally-identified Priority Conservation Areas (PCAs) from development, and established the procedures for designation of PDAs and PCAs; and

WHEREAS, ABAG has adopted 188 PDAs and 165 PCAs in previous years, each nominated through a resolution from the governing body with land use authority over the area in which these priority areas are located.

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

WHEREAS, Plan Bay Area ("Plan") constitutes the Regional Transportation Plan and SCS for the San Francisco Bay Area; and

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

WHEREAS, Plan Bay Area 2013 and Plan Bay Area 2040 were consistent with state-mandated targets for greenhouse gas reduction and housing, and included a growth pattern consistent with the Regional Growth Framework, projecting that more than 70 percent of new homes would be built in PDAs and development would not occur in PCAs; and

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 02-2020**

WHEREAS, potential revisions to the Regional Growth Framework that concerned PDAs, PCAs, and PPAs, were presented to ABAG Regional Planning Committee, MTC Policy Advisory Council, Regional Advisory Working Group, and ABAG Administrative Committee and MTC Planning Committee (collectively, ABAG and MTC Committees), local government staff, and other stakeholders in March and April 2019; and

WHEREAS, comments from ABAG and MTC Committees, local government staff, and stakeholders, and the findings from the 2015 PDA Assessment and 2019 Horizon Regional Growth Strategies Perspective Paper, provided the basis for specific revisions to the criteria for PDAs and PPAs; and

WHEREAS, Resolution 02-19, adopted on May 22, 2019, established an updated definition and criteria for PDAs and a definition and criteria for PPAs through a pilot program; and

WHEREAS, ABAG/MTC staff solicited applications from local jurisdictions for the areas that meet PDA and PPA eligibility criteria consistent with Resolution 02-19; and

WHEREAS, local jurisdictions nominated 34 eligible PDAs, 35 eligible PPAs, and 19 eligible PCAs, supported by a resolution from the governing body with land use authority over the area in which these areas are located; and

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

RESOLVED, that ABAG, as a decision making body, hereby adopts the new Priority Development Areas, Priority Production Areas, and Priority Conservation Areas in Attachment A, and authorizes staff to include these areas as priorities for future housing and job growth in the Plan Bay Area 2050 Blueprint.

The foregoing was adopted by the Executive Board this 20<sup>th</sup> day of February, 2020.

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Jesse Arreguín, Chair  
President

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 02-2020**

**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 20<sup>th</sup> day of February, 2020.

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Frederick Castro  
Clerk of the Board

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 02-2020**

**Attachment A: New Priority Areas for Adoption**

**Table 1: New Priority Development Areas (PDAs)**

| County        | Jurisdiction  | Priority Development Area Name             |
|---------------|---------------|--|
| Alameda       | Berkeley      | North Berkeley BART                        |
| Alameda       | Livermore     | McGrath Southfront PDA                     |
| Alameda       | Fremont       | North Fremont Blvd Connected Community PDA |
| Alameda       | Fremont       | Osgood Rd Connected Community PDA          |
| Alameda       | Fremont       | Warm Springs Blvd Connected Community PDA  |
| Contra Costa  | Brentwood     | Brentwood Blvd                             |
| Contra Costa  | Brentwood     | Downtown Brentwood                         |
| Contra Costa  | Brentwood     | Brentwood Transit Village                  |
| Contra Costa  | Richmond      | Hilltop                                    |
| San Francisco | San Francisco | Sunset Corridors                           |
| San Francisco | San Francisco | Richmond District                          |
| San Francisco | San Francisco | Lombard Street                             |
| San Francisco | San Francisco | West Portal/Forest Hill Station Area       |
| San Mateo     | Pacifica      | Sharp Park Specific Plan                   |
| San Mateo     | Pacifica      | Skyline Corridor                           |
| Santa Clara   | Santa Clara   | Freedom Circle                             |
| Santa Clara   | Santa Clara   | Lawrence Station Phase II                  |
| Santa Clara   | Santa Clara   | Patrick Henry Drive                        |
| Santa Clara   | Santa Clara   | Related Santa Clara/City Place             |
| Santa Clara   | Santa Clara   | Tasman East                                |
| Santa Clara   | San Jose      | South DeAnza                               |
| Santa Clara   | Sunnyvale     | Moffett Park Specific Plan                 |
| Santa Clara   | Palo Alto     | Downtown/University                        |
| Santa Clara   | Milpitas      | Midtown Specific Plan                      |
| Solano        | Vallejo       | Carquinez Heights                          |
| Solano        | Vallejo       | Mare Island                                |
| Solano        | Vallejo       | Solano 360/I-80/SR-37 Gateway              |
| Solano        | Vallejo       | Central Corridor West                      |
| Solano        | Vallejo       | Central Corridor East                      |
| Sonoma        | Sonoma County | Sonoma County Airport                      |
| Sonoma        | Sonoma County | Springs                                    |
| Sonoma        | Sonoma County | Santa Rosa Avenue                          |
| Sonoma        | Petaluma      | Corona Road SMART Station                  |
| Sonoma        | Cotati        | Gravenstein Corridor                       |

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 02-2020**

**Table 2: Pilot Priority Production Areas (PPAs)**

| County        | Jurisdiction                | Priority Production Area Name                 |
|---------------|-----------------------------|---|
| Alameda       | Fremont                     | Bayside Industrial Priority Production Area   |
| Alameda       | Fremont                     | Pacific Commons Priority Production Area      |
| Alameda       | Hayward                     | Hayward PPA                                   |
| Alameda       | Livermore                   | Eastside PPA                                  |
| Alameda       | Livermore                   | Westside PPA                                  |
| Alameda       | Oakland                     | Port PPA                                      |
| Alameda       | Oakland                     | Airport PPA                                   |
| Alameda       | San Leandro                 | San Leandro PPA                               |
| Alameda       | Union City                  | Union City PPA                                |
| Contra Costa  | Antioch                     | Northern Waterfront Industrial Corridor       |
| Contra Costa  | Concord                     | Northern Concord PPA                          |
| Contra Costa  | Concord                     | Western Concord PPA                           |
| Contra Costa  | Oakley                      | Employment Area                               |
| Contra Costa  | Pittsburg                   | Northern Waterfront                           |
| Contra Costa  | Unincorporated Contra Costa | Pacheco Manufacturing Zone                    |
| Contra Costa  | Unincorporated Contra Costa | Baypoint Industrial Sector                    |
| Napa          | American Canyon             | American Canyon PPA                           |
| San Francisco | San Francisco               | Bayshore/Central Waterfront/Islais Creek      |
| San Mateo     | Pacifica                    | Northern Palmetto PPA                         |
| Santa Clara   | Milpitas                    | Central Manufacturing Area                    |
| Santa Clara   | Milpitas                    | McCarthy Ranch Industrial Area                |
| Santa Clara   | Milpitas                    | Southwestern Employment Area                  |
| Santa Clara   | Morgan Hill                 | Morgan Hill PPA                               |
| Santa Clara   | San Jose                    | Monterey Business Corridor                    |
| Solano        | Benicia                     | Benicia Industrial PPA                        |
| Solano        | Dixon                       | Northeast Quadrant                            |
| Solano        | Fairfield                   | Train Station Employment Center               |
| Solano        | Fairfield                   | Fairfield PPA                                 |
| Solano        | Rio Vista                   | Rio Vista PPA                                 |
| Solano        | Suisun City                 | Suisun City Gentry (westside)                 |
| Solano        | Suisun City                 | Suisun City East Side PPA                     |
| Solano        | Vacaville                   | Vacaville Industrial Priority Production Area |
| Solano        | Vallejo                     | Vallejo PPA Mare Island                       |
| Solano        | Vallejo                     | Vallejo PPA South Vallejo                     |
| Sonoma        | Cotati                      | Cotati PPA                                    |



**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 02-2020**

**Table 3: New Priority Conservation Areas (PCAs)**

| County        | Jurisdiction                 | Priority Conservation Area Name    |
|---------------|------------------------------|------------------------------------|
| Alameda       | Livermore                    | Arroyo Las Positas Trail           |
| Alameda       | Livermore                    | First Street                       |
| Contra Costa  | Pittsburg                    | Northwest Waterfront               |
| Marin         | Tiburon                      | Tiburon Open Space                 |
| Marin         | San Anselmo                  | Bald Hill                          |
| Santa Clara   | Palo Alto                    | Palo Alto Baylands                 |
| San Francisco | San Francisco                | Excelsior/OMI Park Connections     |
| San Francisco | San Francisco                | Crosstown Trail                    |
| San Francisco | San Francisco                | India Basin                        |
| San Francisco | San Francisco                | Lake Merced/Ocean Beach            |
| San Francisco | San Francisco                | Central Waterfront                 |
| San Francisco | San Francisco                | Northern Waterfront                |
| San Francisco | San Francisco                | Treasure Island/Yerba Buena Island |
| Solano        | Unincorporated Solano County | Dixon Agricultural Service Area    |
| Solano        | Unincorporated Solano County | Cache Slough                       |
| Sonoma        | Santa Rosa                   | Southeast Greenway                 |
| Solano        | Vallejo                      | Mare Island Open Space             |
| Solano        | Vallejo                      | Napa Sonoma Marshes Wildlife Area  |
| Solano        | Vallejo                      | White Slough Wetlands Area         |

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 02-2020**

**Attachment B: New Priority Area Maps**



# Priority Development Areas

- New PDA
- Existing PDA
- Other Urbanized Area
- Regional Rail Station
- Regional Rail Transit (Existing)
- Regional Rail Transit (Under Construction)

Priority Development Areas (PDAs) are defined as: a) locally nominated through a City Council or Board of Supervisors resolution; b) within an urbanized area; c) planned, or will be planned, for significant housing and job growth; and d) having at least 50% of its land within ½ mile of a rail station or ferry terminal, or a bus stop served by at least one route with peak weekday headways of 30 minutes or less. (Peak headways are defined as 7-11 AM and 3-7 PM).

PDAs identified as “new” will be included in Plan Bay Area 2050 pending ABAG Executive Board approval.

|           | Population        |
|-----------|-------------------|
| Oakland   | Over 350,000      |
| Sunnyvale | 50,000 to 350,000 |
| Albany    | Below 50,000      |

Scale:

Miles

0

3

6

9

12

Kilometers

0

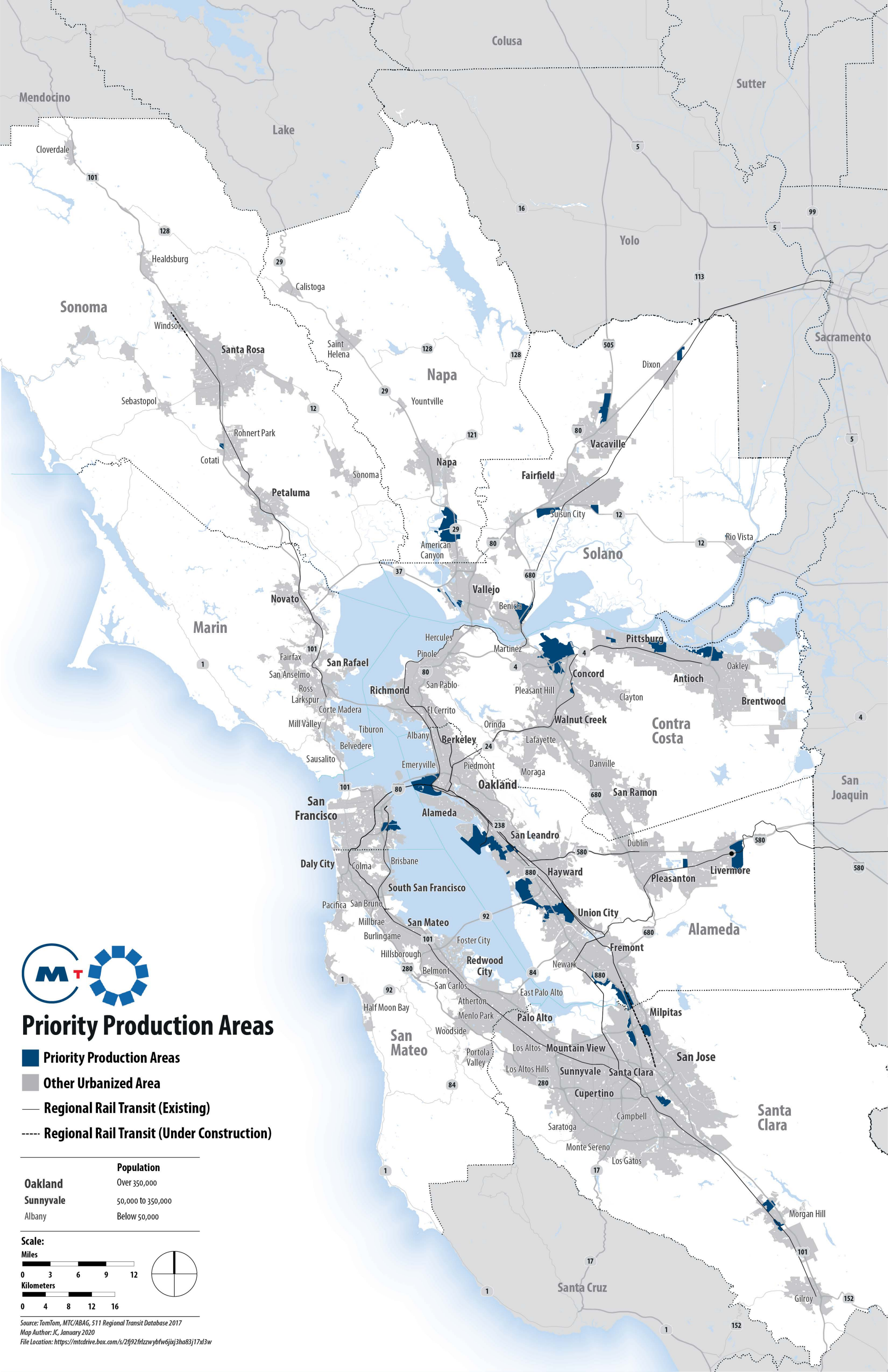
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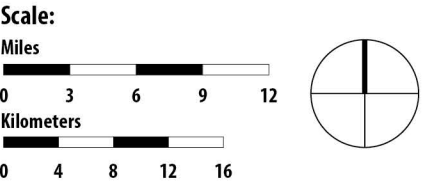




# Priority Production Areas

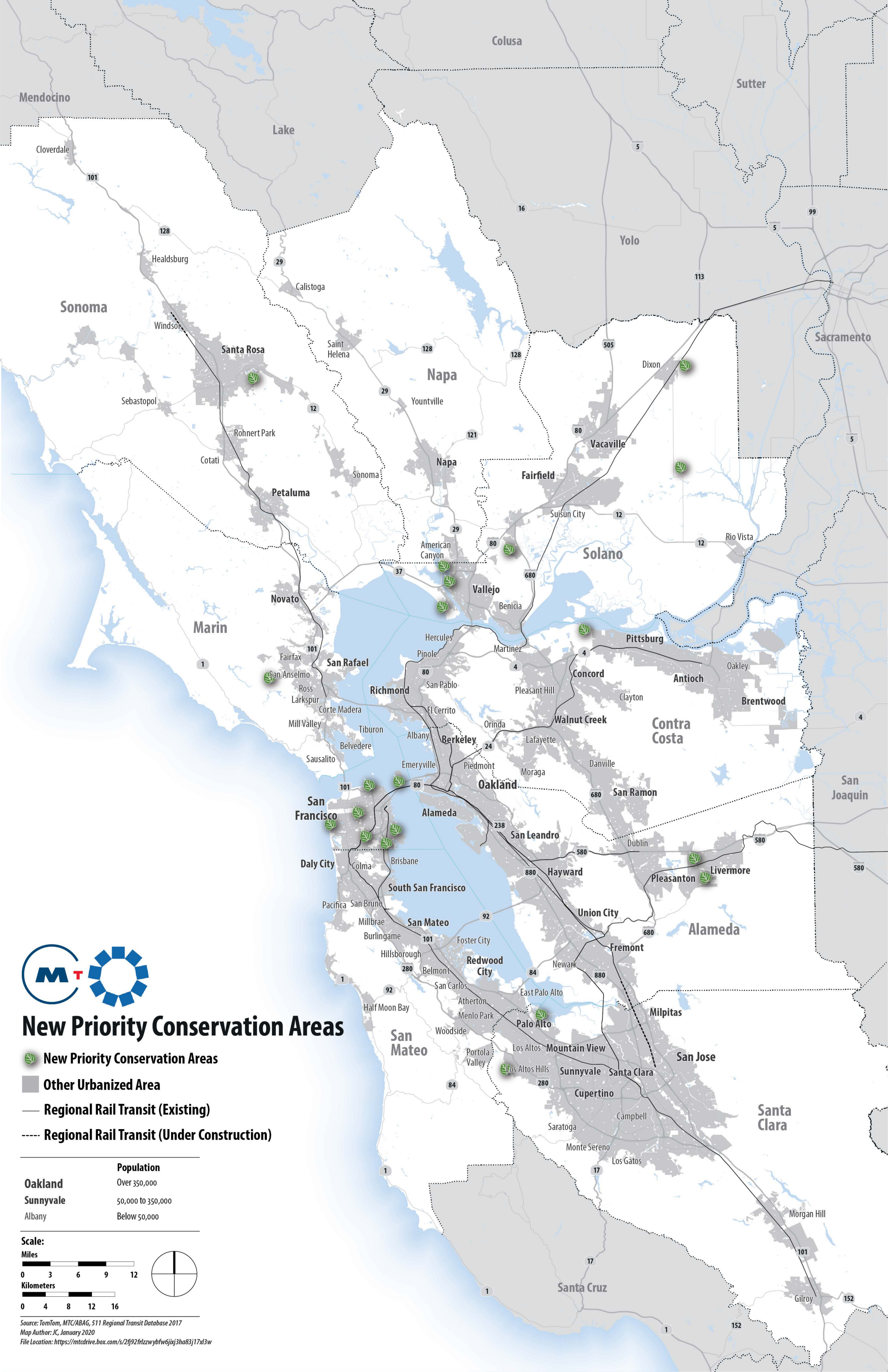
- Priority Production Areas
- Other Urbanized Area
- Regional Rail Transit (Existing)
- Regional Rail Transit (Under Construction)

|           | Population        |
|-----------|-------------------|
| Oakland   | Over 350,000      |
| Sunnyvale | 50,000 to 350,000 |
| Albany    | Below 50,000      |



Source: TomTom, MTC/ABAG, 511 Regional Transit Database 2017  
Map Author: JC, January 2020  
File Location: <https://mtcdrive.box.com/s/2fj92frtzzwybfw6jixj3ha83j17xl3w>

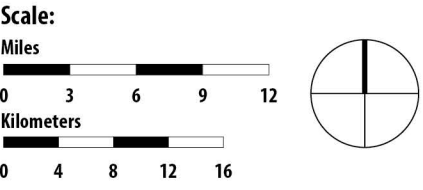




# New Priority Conservation Areas

- New Priority Conservation Areas
- Other Urbanized Area
- Regional Rail Transit (Existing)
- Regional Rail Transit (Under Construction)

|           | Population        |
|-----------|-------------------|
| Oakland   | Over 350,000      |
| Sunnyvale | 50,000 to 350,000 |
| Albany    | Below 50,000      |



Source: TomTom, MTC/ABAG, 511 Regional Transit Database 2017  
Map Author: JC, January 2020  
File Location: <https://mtcdrive.box.com/s/2f92frtzzwybfw6jixj3ha83j17xl3w>

**ASSOCIATION OF BAY AREA GOVERNMENTS  
EXECUTIVE BOARD**

**ABSTRACT**

Resolution No. 03-2020

This resolution establishes the geographic areas (Growth Geographies) included in the Plan Bay Area 2050 Draft Blueprint as priority areas for future housing and job growth.

Further discussion of this subject is contained in the Administrative Committee Summary Sheet dated February 14, 2020.

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 03-2020  
ATTACHMENT A**

**RESOLUTION NO. 03-2020**

RE: APPROVAL OF THE PLAN BAY AREA 2050 DRAFT BLUEPRINT GROWTH  
GEOGRAPHIES

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, in 2007 ABAG established a framework (Regional Growth Framework) for future development that seeks to concentrate growth in locally-identified Priority Development Areas (PDAs) and protect locally-identified Priority Conservation Areas (PCAs) from development, and established the procedures for designation of PDAs and PCAs; and

WHEREAS, ABAG has adopted 188 PDAs and 165 PCAs nominated by local governments in previous 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 ABAG, every four years; and

WHEREAS, Plan Bay Area ("Plan") constitutes the Regional Transportation Plan and SCS for the San Francisco Bay Area; and

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

WHEREAS, Plan Bay Area 2013 and Plan Bay Area 2040 were consistent with state-mandated targets for greenhouse gas reduction and housing, and included a growth pattern consistent with the Regional Growth Framework, projecting that more than 70 percent of new homes would be built in PDAs and development would not occur in PCAs; and

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 03-2020  
ATTACHMENT A**

WHEREAS, potential revisions to the Regional Growth Framework that concerned PDAs, PCAs, and PPAs, were presented to ABAG Regional Planning Committee, MTC Policy Advisory Council, Regional Advisory Working Group, and ABAG Administrative Committee and MTC Planning Committee (collectively, ABAG and MTC Committees), local government staff, and other stakeholders in March and April 2019; and

WHEREAS, comments from ABAG and MTC Committees, local government staff, and stakeholders, and the findings from the 2015 PDA Assessment and 2019 Horizon Regional Growth Strategies Perspective Paper, provided the basis for specific revisions to the criteria for PDAs and PPAs; and

WHEREAS, Resolution 02-19, adopted on May 16, 2019, established an updated definition and criteria for PDAs and a definition and criteria for PPAs through a pilot program; and

WHEREAS, ABAG/MTC staff solicited applications from local jurisdictions for the areas that meet PDA and PPA eligibility criteria consistent with Resolution 02-19, and received 34 submissions for eligible PDAs and 35 PPAs, respectively, supported by adopted City Council or Board of Supervisor resolutions; and

WHEREAS, these eligible areas, included in Attachment A, were adopted by the ABAG Executive Board through ABAG Resolution 02-2020 on February 20, 2020; and

WHEREAS, these areas advanced regional climate, equity, and economic development objectives, but left the majority of areas eligible for PDA nomination undesignated, including areas with the greatest transit access and access to upward mobility; and

WHEREAS, including only locally-nominated PDAs as Growth Geographies in the Plan Bay Area 2050 Blueprint could make it challenging for the region to meet its state-mandated GHG reduction target and to support the Guiding Principles of Plan Bay Area 2050; and

WHEREAS, feedback from members of the public, MTC and ABAG committees, and from topic-area experts provided the basis for a set of proposed Growth Geographies – identified in Attachment A – that balance local priorities with shared regional responsibility and the need to achieve the region’s greenhouse gas target, as well as its housing, equity, environment, and other goals; now, therefore, be it

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



**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 03-2020  
ATTACHMENT A**

RESOLVED, that ABAG, as a decision-making body, hereby adopts the criteria for Plan Bay Area 2050 Growth Geographies in Attachment A, and authorizes staff to include areas consistent with these criteria as priorities for future housing and job growth in the Plan Bay Area 2050 Blueprint.

The foregoing was adopted by the Executive Board this 20<sup>th</sup> day of February, 2020.

---

Jesse Arreguín, Chair  
President

**Certification of Executive Board Approval**

I, the undersigned, the appointed and qualified Clerk of the Board of the Association of Bay Area Governments (Association), do hereby certify that the foregoing resolution was adopted by the Executive Board of the Association at a duly called meeting held on the 20<sup>th</sup> day of February, 2020.

---

Frederick Castro  
Clerk of the Board

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 03-2020  
ATTACHMENT A**

**Plan Bay Area 2050 Blueprint Growth Geographies**

The following areas shall be prioritized as Growth Geographies for new housing and jobs in the Plan Bay Area 2050 Draft Blueprint, with specific density and land use assumptions based upon Draft Blueprint Housing Strategies.

**In all local jurisdictions:**

- Priority Development Areas nominated by local jurisdictions and adopted by the ABAG Executive Board
- Priority Production Areas nominated by local jurisdictions and adopted by the ABAG Executive Board
- Transit-Rich Areas within ½ mile of a regional rail station with headways of 15 minutes or better during the AM (6 AM to 10 AM) and PM (3 PM to 7 PM) peak periods, including Bay Area Rapid Transit (BART) and CalTrain Baby Bullet station areas.  
*Note: Priority Conservation Areas will be included in the Plan, but are not Growth Geographies.*

**In local jurisdictions that have nominated less than 50 percent of the PDA eligible areas as PDAs:**

- All remaining Transit-Rich Areas not explicitly identified above (including both High-Resource Areas and places outside High-Resource Areas)
- High-Resource Areas within ¼ mile of a bus stop with 16- to 30-minute peak period headways




**Exclusions:**

The following areas are excluded from PDA eligibility, and not used in calculating the share of a jurisdiction's PDA-eligible land locally nominated:

- Wildland urban interface areas
- Areas of unmitigated sea level rise (*i.e., areas at risk from sea level rise through year 2050 that lack mitigation strategies in Plan Bay Area 2050 Environment Element*)
- Areas outside locally-adopted urban growth boundaries
- Parkland and other open spaces within urbanized areas identified in the California Protected Areas Database

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 03-2020  
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**Table 1: Proposed Plan Bay Area 2050 Geographies:  
Priority Development Areas (PDAs)**

|              |   |                                       |  |   |
|--------------|---|---------------------------------------|--|---|
| <b>GUIDE</b> |  | Existing PDA, boundaries not modified |  | * New PDA<br>(Pending Executive Board Adoption) |
|              |  | * Existing PDA, boundaries modified   |  |   |

| County  | Jurisdiction | Priority Development Area                      |
|---------|--------------|--|
| Alameda | Alameda      | Naval Air Station                              |
| Alameda | Alameda      | Northern Waterfront                            |
| Alameda | Albany       | San Pablo & Solano Mixed Use Neighborhood      |
| Alameda | Berkeley     | Adeline Street                                 |
| Alameda | Berkeley     | Downtown                                       |
| Alameda | Berkeley     | North Berkeley BART**                          |
| Alameda | Berkeley     | San Pablo Avenue                               |
| Alameda | Berkeley     | South Shattuck                                 |
| Alameda | Berkeley     | Southside/Telegraph Avenue                     |
| Alameda | Berkeley     | University Avenue                              |
| Alameda | Dublin       | Downtown Specific Plan Area                    |
| Alameda | Dublin       | Town Center                                    |
| Alameda | Dublin       | Transit Center/Dublin Crossings                |
| Alameda | Emeryville   | Mixed-Use Core                                 |
| Alameda | Fremont      | Centerville Transit PDA*                       |
| Alameda | Fremont      | Downtown/City Center Transit PDA*              |
| Alameda | Fremont      | Irvington Transit PDA*                         |
| Alameda | Fremont      | North Fremont Blvd Connected Community PDA**   |
| Alameda | Fremont      | Osgood Rd Connected Community PDA**            |
| Alameda | Fremont      | Warm Springs Connected Community PDA**         |
| Alameda | Fremont      | Warm Springs Innovation District Transit PDA*  |
| Alameda | Hayward      | Downtown                                       |
| Alameda | Hayward      | Mission Boulevard Corridor                     |
| Alameda | Hayward      | South Hayward BART                             |
| Alameda | Hayward      | The Cannery                                    |
| Alameda | Livermore    | Downtown                                       |
| Alameda | Livermore    | Isabel Avenue/BART Station Planning Area       |
| Alameda | Livermore    | McGrath Southfront PDA**                       |
| Alameda | Newark       | Dumbarton Transit Oriented Development         |
| Alameda | Newark       | Old Town Mixed Use Area                        |
| Alameda | Oakland      | Coliseum Bay Area Rapid Transit Station Area*  |
| Alameda | Oakland      | Downtown & Jack London Square*                 |
| Alameda | Oakland      | Eastmont Town Center / International Blvd TOD* |
| Alameda | Oakland      | Fruitvale and Dimond Areas*                    |

**ASSOCIATION OF BAY AREA GOVERNMENTS  
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| County       | Jurisdiction           | Priority Development Area              |
|--------------|------------------------|--|
| Alameda      | Oakland                | MacArthur Blvd Corridor*               |
| Alameda      | Oakland                | MacArthur Transit Village*             |
| Alameda      | Oakland                | North Oakland / Golden Gate*           |
| Alameda      | Oakland                | San Antonio*                           |
| Alameda      | Oakland                | West Oakland*                          |
| Alameda      | Pleasanton             | Hacienda                               |
| Alameda      | San Leandro            | BayFair TOD*                           |
| Alameda      | San Leandro            | Downtown Transit Oriented Development  |
| Alameda      | San Leandro            | East 14th Street                       |
| Alameda      | Unincorporated Alameda | Castro Valley BART                     |
| Alameda      | Unincorporated Alameda | East 14th Street and Mission Boulevard |
| Alameda      | Unincorporated Alameda | Hesperian Boulevard                    |
| Alameda      | Unincorporated Alameda | Meekland Avenue Corridor               |
| Alameda      | Union City             | Greater Station District Area*         |
| Contra Costa | Antioch                | Hillcrest eBART Station                |
| Contra Costa | Antioch                | Rivertown Waterfront                   |
| Contra Costa | Brentwood              | Brentwood Blvd**                       |
| Contra Costa | Brentwood              | Brentwood Transit Village**            |
| Contra Costa | Brentwood              | Downtown Brentwood**                   |
| Contra Costa | Concord                | Concord Naval Weapons Station          |
| Contra Costa | Concord                | Downtown                               |
| Contra Costa | Danville               | Downtown                               |
| Contra Costa | El Cerrito             | San Pablo Avenue Corridor              |
| Contra Costa | Hercules               | Central Hercules                       |
| Contra Costa | Hercules               | Waterfront District                    |
| Contra Costa | Hercules               | San Pablo Avenue Corridor              |
| Contra Costa | Lafayette              | Downtown                               |
| Contra Costa | Martinez               | Downtown                               |
| Contra Costa | Moraga                 | Moraga Center                          |
| Contra Costa | Oakley                 | Downtown                               |
| Contra Costa | Oakley                 | Potential Planning Area                |
| Contra Costa | Orinda                 | Downtown                               |
| Contra Costa | Pinole                 | Appian Way Corridor                    |
| Contra Costa | Pinole                 | Old Town San Pablo Avenue              |
| Contra Costa | Pittsburg              | Downtown                               |
| Contra Costa | Pittsburg              | Railroad Avenue eBART Station          |
| Contra Costa | Pleasant Hill          | Buskirk Avenue Corridor                |

**ASSOCIATION OF BAY AREA GOVERNMENTS  
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| County        | Jurisdiction                | Priority Development Area                    |
|---------------|-----------------------------|--|
| Contra Costa  | Pleasant Hill               | Diablo Valley College                        |
| Contra Costa  | Richmond                    | North Richmond*                              |
| Contra Costa  | Richmond                    | Central Richmond & 23rd Street Corridor*     |
| Contra Costa  | Richmond                    | Hilltop**                                    |
| Contra Costa  | Richmond                    | San Pablo Ave Corridor*                      |
| Contra Costa  | Richmond                    | South Richmond*                              |
| Contra Costa  | San Pablo                   | Rumrill Boulevard                            |
| Contra Costa  | San Pablo                   | San Pablo Avenue & 23rd Street Corridors     |
| Contra Costa  | San Ramon                   | City Center                                  |
| Contra Costa  | San Ramon                   | North Camino Ramon                           |
| Contra Costa  | Unincorporated Contra Costa | Contra Costa Centre                          |
| Contra Costa  | Unincorporated Contra Costa | Downtown El Sobrante PDA*                    |
| Contra Costa  | Unincorporated Contra Costa | Pittsburg Bay Point Connected Community PDA* |
| Contra Costa  | Unincorporated Contra Costa | Pittsburg Bay Point Transit Rich PDA*        |
| Contra Costa  | Unincorporated Contra Costa | Pittsburg/Bay Point BART Station             |
| Contra Costa  | Unincorporated Contra Costa | San Pablo Avenue                             |
| Contra Costa  | Walnut Creek                | Core Area                                    |
| Marin         | San Rafael                  | Downtown                                     |
| Marin         | Unincorporated Marin        | Urbanized Corridor*                          |
| Napa          | American Canyon             | Highway 29 Corridor                          |
| Napa          | Napa                        | Downtown Napa and Soscol Gateway Corridor    |
| San Francisco | San Francisco               | 19th Avenue*                                 |
| San Francisco | San Francisco               | Balboa Park and Southwest Corridors*         |
| San Francisco | San Francisco               | Bayview/Southeast Neighborhoods*             |
| San Francisco | San Francisco               | Central City Neighborhoods*                  |
| San Francisco | San Francisco               | Downtown/Van Ness/Northeast Neighborhoods*   |
| San Francisco | San Francisco               | Eastern Neighborhoods*                       |
| San Francisco | San Francisco               | J Church and Mission Corridor*               |
| San Francisco | San Francisco               | Lombard Street**                             |
| San Francisco | San Francisco               | Market Octavia*                              |
| San Francisco | San Francisco               | Mission Bay*                                 |
| San Francisco | San Francisco               | Richmond District**                          |
| San Francisco | San Francisco               | Sunset Corridors**                           |
| San Francisco | San Francisco               | Transbay/Rincon Hill*                        |

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| County        | Jurisdiction             | Priority Development Area              |
|---------------|--------------------------|--|
| San Francisco | San Francisco            | Treasure Island & Yerba Buena Island   |
| San Francisco | San Francisco            | West Portal/Forest Hill Station Area** |
| San Mateo     | Belmont                  | Villages of Belmont                    |
| San Mateo     | Brisbane                 | Brisbane*                              |
| San Mateo     | Burlingame               | Burlingame El Camino Real              |
| San Mateo     | Burlingame               | Downtown*                              |
| San Mateo     | Colma                    | El Camino Real*                        |
| San Mateo     | Daly City                | Bayshore                               |
| San Mateo     | Daly City                | Mission Boulevard                      |
| San Mateo     | East Palo Alto           | Ravenswood                             |
| Santa Clara   | Menlo Park               | El Camino Real Corridor and Downtown   |
| San Mateo     | Millbrae                 | Transit Station Area                   |
| San Mateo     | Pacifica                 | Sharp Park Specific Plan**             |
| San Mateo     | Pacifica                 | Skyline Corridor**                     |
| San Mateo     | Redwood City             | Broadway/Veterans Boulevard Corridor   |
| San Mateo     | Redwood City             | Downtown                               |
| San Mateo     | Redwood City             | El Camino Real Corridor                |
| San Mateo     | San Bruno                | Transit Corridors                      |
| San Mateo     | San Carlos               | Railroad Corridor*                     |
| San Mateo     | San Mateo                | Downtown                               |
| San Mateo     | San Mateo                | El Camino Real                         |
| San Mateo     | San Mateo                | Grand Boulevard Initiative             |
| San Mateo     | San Mateo                | Rail Corridor                          |
| San Mateo     | South San Francisco      | Downtown                               |
| San Mateo     | South San Francisco      | El Camino Real                         |
| San Mateo     | Unincorporated San Mateo | El Camino Real (North Fair Oaks)       |
| San Mateo     | Unincorporated San Mateo | El Camino Real (Unincorporated Colma)  |
| Santa Clara   | Campbell                 | Central Redevelopment Area             |
| Santa Clara   | Cupertino                | Cores & Corridors                      |
| Santa Clara   | Gilroy                   | Downtown Gilroy*                       |
| Santa Clara   | Milpitas                 | Midtown**                              |
| Santa Clara   | Milpitas                 | Transit Area Specific Plan*            |
| Santa Clara   | Morgan Hill              | Downtown Morgan Hill*                  |
| Santa Clara   | Mountain View            | Downtown*                              |
| Santa Clara   | Mountain View            | El Camino Real                         |
| Santa Clara   | Mountain View            | North Bayshore                         |
| Santa Clara   | Mountain View            | San Antonio                            |

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| County      | Jurisdiction  | Priority Development Area                          |
|-------------|---------------|--|
| Santa Clara | Mountain View | Whisman*   |
| Santa Clara | Palo Alto     | California Avenue                                  |
| Santa Clara | Palo Alto     | Downtown Palo Alto**                               |
| Santa Clara | San Jose      | Bascom TOD Corridor                                |
| Santa Clara | San Jose      | Bascom Urban Village                               |
| Santa Clara | San Jose      | Berryessa Station                                  |
| Santa Clara | San Jose      | Blossom Hill/Snell Urban Village                   |
| Santa Clara | San Jose      | Camden Urban Village                               |
| Santa Clara | San Jose      | Capitol Corridor Urban Villages                    |
| Santa Clara | San Jose      | Capitol/Tully/King Urban Villages                  |
| Santa Clara | San Jose      | Communications Hill                                |
| Santa Clara | San Jose      | Cottle Transit Village (Hitachi)                   |
| Santa Clara | San Jose      | Downtown "Frame"                                   |
| Santa Clara | San Jose      | East Santa Clara/Alum Rock Corridor                |
| Santa Clara | San Jose      | Greater Downtown                                   |
| Santa Clara | San Jose      | North San Jose                                     |
| Santa Clara | San Jose      | Oakridge/Almaden Plaza Urban Village               |
| Santa Clara | San Jose      | Cores & Corridors                                  |
| Santa Clara | San Jose      | Saratoga TOD Corridor                              |
| Santa Clara | San Jose      | South DeAnza**                                     |
| Santa Clara | San Jose      | Stevens Creek TOD Corridor                         |
| Santa Clara | San Jose      | West San Carlos and Southwest Expressway Corridors |
| Santa Clara | San Jose      | Westgate/El Paseo Urban Village                    |
| Santa Clara | San Jose      | Winchester Boulevard TOD Corridor                  |
| Santa Clara | Santa Clara   | City Place**                                       |
| Santa Clara | Santa Clara   | El Camino Real Focus Area                          |
| Santa Clara | Santa Clara   | Freedom Circle**                                   |
| Santa Clara | Santa Clara   | Lawrence Station Phase II**                        |
| Santa Clara | Santa Clara   | Patrick Henry Drive**                              |
| Santa Clara | Santa Clara   | Santa Clara Station Focus Area                     |
| Santa Clara | Santa Clara   | Tasman East**                                      |
| Santa Clara | Sunnyvale     | Downtown & Caltrain Station                        |
| Santa Clara | Sunnyvale     | East Sunnyvale                                     |
| Santa Clara | Sunnyvale     | El Camino Real Corridor                            |
| Santa Clara | Sunnyvale     | Lawrence Station Transit Village                   |
| Santa Clara | Sunnyvale     | Moffett Park Specific Plan**                       |
| Santa Clara | Sunnyvale     | Tasman Crossing                                    |
| Solano      | Benicia       | Downtown   |
| Solano      | Fairfield     | Fairfield-Vacaville Train Station*                 |
| Solano      | Fairfield     | Heart of Fairfield*                                |
| Solano      | Fairfield     | North Texas Street Core                            |

**ASSOCIATION OF BAY AREA GOVERNMENTS  
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| County | Jurisdiction          | Priority Development Area                         |
|--------|-----------------------|---|
| Solano | Suisun City           | Downtown & Waterfront                             |
| Solano | Vacaville             | Allison Area*                                     |
| Solano | Vacaville             | Allison Policy Plan Area- Proposed PDA Expansion* |
| Solano | Vacaville             | Downtown  |
| Solano | Vallejo               | Solano 360/ I-80/ I-37 Gateway**                  |
| Solano | Vallejo               | Central Corridor East**                           |
| Solano | Vallejo               | Central Corridor West**                           |
| Solano | Vallejo               | Carquinez Heights**                               |
| Solano | Vallejo               | Mare Island PDA**                                 |
| Solano | Vallejo               | Sonoma Boulevard                                  |
| Solano | Vallejo               | Waterfront & Downtown                             |
| Sonoma | Cloverdale            | Downtown/SMART Transit Area                       |
| Sonoma | Cotati                | Downtown and Cotati Depot                         |
| Sonoma | Cotati                | Gravenstein Corridor**                            |
| Sonoma | Petaluma              | Corona**  |
| Sonoma | Petaluma              | Lakeville*  |
| Sonoma | Rohnert Park          | Central Rohnert Park                              |
| Sonoma | Rohnert Park          | Sonoma Mountain Village                           |
| Sonoma | Santa Rosa            | Downtown Station Area*                            |
| Sonoma | Santa Rosa            | Mendocino Avenue/Santa Rosa Avenue Corridor       |
| Sonoma | Santa Rosa            | North Santa Rosa Station                          |
| Sonoma | Santa Rosa            | Roseland  |
| Sonoma | Santa Rosa            | Sebastopol Road Corridor                          |
| Sonoma | Sebastopol            | Core Area   |
| Sonoma | Unincorporated Sonoma | Sonoma Airport**                                  |
| Sonoma | Unincorporated Sonoma | Santa Rosa Avenue Priority Development Area**     |
| Sonoma | Unincorporated Sonoma | Sonoma County: Sonoma Valley, The Springs**       |
| Sonoma | Windsor               | Station Area/Downtown Specific Plan Area          |

**Notes:** 1) PBA 2040 PDAs no longer designated include: Dixon Downtown, Gilroy VTA Cores, Corridors, and Station Areas and Los Altos VTA Cores, Corridors, and Station Areas; 2) In some cases, modified PDAs include renamed or combined PDAs included in PBA 2040



**ASSOCIATION OF BAY AREA GOVERNMENTS  
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**Table 2: Proposed Plan Bay Area 2050 Geographies:  
Priority Production Areas (PPAs)**

| County        | Jurisdiction                   | PPA Name                                    |
|---------------|--------------------------------|---|
| Alameda       | Fremont                        | Bayside Industrial Priority Production Area |
| Alameda       | Fremont                        | Pacific Commons Priority Production Area    |
| Alameda       | Hayward                        | Hayward PPA                                 |
| Alameda       | Livermore                      | Eastside PPA                                |
| Alameda       | Livermore                      | Westside PPA                                |
| Alameda       | Oakland                        | Port PPA*                                   |
| Alameda       | Oakland                        | Airport PPA*                                |
| Alameda       | San Leandro                    | San Leandro PPA                             |
| Alameda       | Union City                     | Union City PPA                              |
| Contra Costa  | Antioch                        | Northern Waterfront Industrial Corridor     |
| Contra Costa  | Concord                        | Northern Concord PPA                        |
| Contra Costa  | Concord                        | Western Concord PPA                         |
| Contra Costa  | Oakley                         | Employment Area                             |
| Contra Costa  | Pittsburg                      | Northern Waterfront                         |
| Contra Costa  | Unincorporated<br>Contra Costa | Pacheco Manufacturing Zone                  |
| Contra Costa  | Unincorporated<br>Contra Costa | Baypoint Industrial Sector                  |
| Napa          | American Canyon                | American Canyon PPA                         |
| San Francisco | San Francisco                  | Bayshore/Central Waterfront/Islais Creek    |
| San Mateo     | Pacifica                       | Northern Palmetto PPA                       |

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| County      | Jurisdiction | PPA Name                                      |
|-------------|--------------|---|
| Santa Clara | Milpitas     | Central Manufacturing Area                    |
| Santa Clara | Milpitas     | McCarthy Ranch Industrial Area                |
| Santa Clara | Milpitas     | Southwestern Employment Area                  |
| Santa Clara | Morgan Hill  | Morgan Hill PPA                               |
| Santa Clara | San Jose     | Monterey Business Corridor                    |
| Solano      | Benicia      | Benicia Industrial PPA                        |
| Solano      | Dixon        | Northeast Quadrant                            |
| Solano      | Fairfield    | Train Station Employment Center               |
| Solano      | Fairfield    | Fairfield PPA                                 |
| Solano      | Rio Vista    | Rio Vista PPA                                 |
| Solano      | Suisun City  | Suisun City Gentry (westside)                 |
| Solano      | Suisun City  | Suisun City East Side PPA                     |
| Solano      | Vacaville    | Vacaville Industrial Priority Production Area |
| Solano      | Vallejo      | Vallejo PPA Mare Island                       |
| Solano      | Vallejo      | Vallejo PPA South Vallejo                     |
| Sonoma      | Cotati       | Cotati PPA                                    |

**ASSOCIATION OF BAY AREA GOVERNMENTS  
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**MAPS OF PROPOSED GROWTH GEOGRAPHIES**





# Proposed Draft Blueprint Growth Geographies

- Priority Development Area
- Priority Production Area

## Potential Additional Growth Geographies

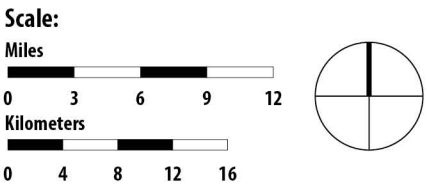
- Transit-Rich Area (Outside High Resource Area)
- Transit-Rich Area (Within High Resource Area)
- High Resource Area with Basic Bus Service\*

- Regional Rail Station
- Regional Rail Transit (Existing)
- Regional Rail Transit (Under Construction)

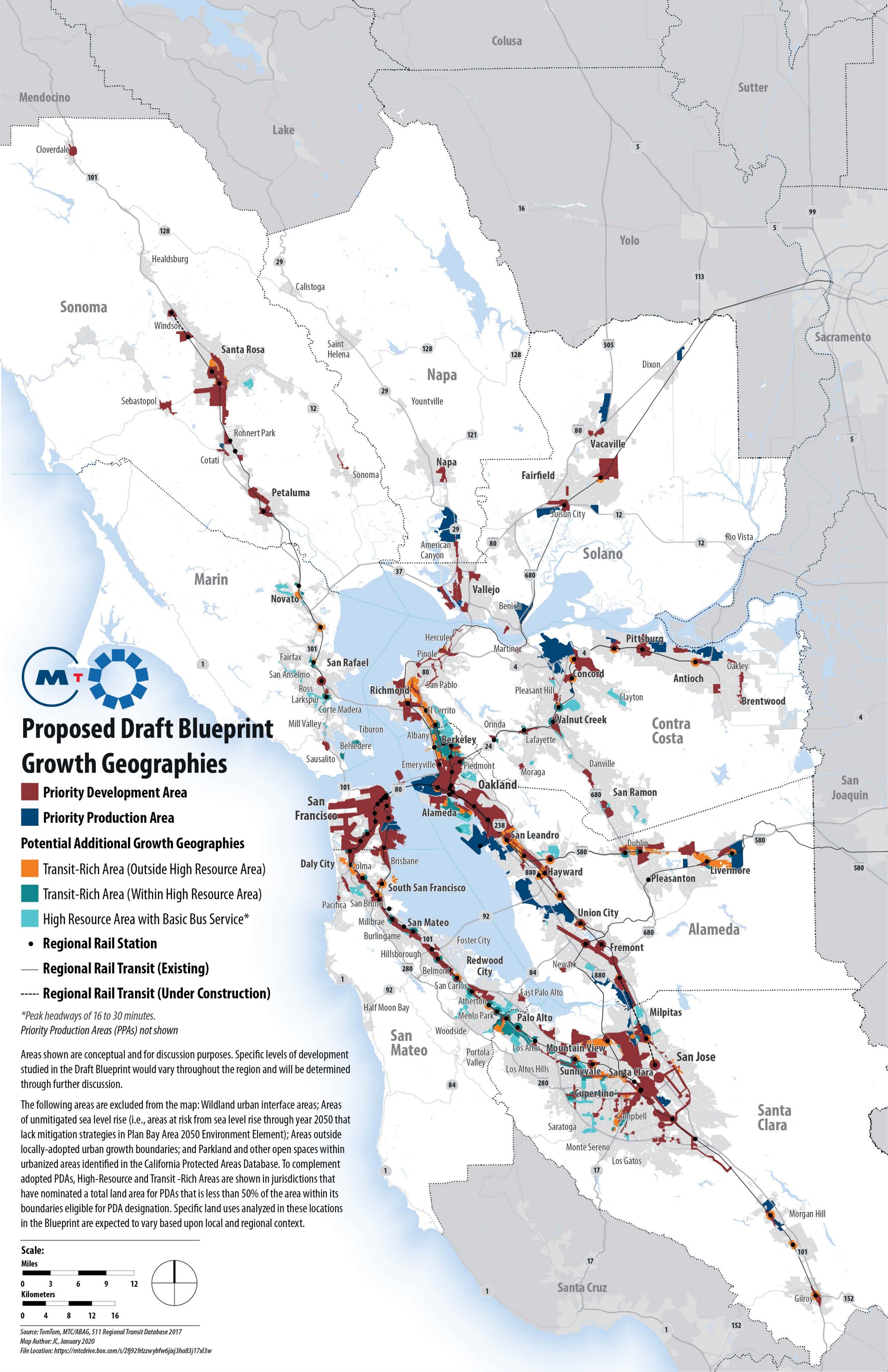
\*Peak headways of 16 to 30 minutes.  
Priority Production Areas (PPAs) not shown

Areas shown are conceptual and for discussion purposes. Specific levels of development studied in the Draft Blueprint would vary throughout the region and will be determined through further discussion.

The following areas are excluded from the map: Wildland urban interface areas; Areas of unmitigated sea level rise (i.e., areas at risk from sea level rise through year 2050 that lack mitigation strategies in Plan Bay Area 2050 Environment Element); Areas outside locally-adopted urban growth boundaries; and Parkland and other open spaces within urbanized areas identified in the California Protected Areas Database. 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. Specific land uses analyzed in these locations in the Blueprint are expected to vary based upon local and regional context.



Source: TomTom, MTC/ABAG, 511 Regional Transit Database 2017  
Map Author: JC, January 2020  
File Location: <https://mtcdrive.box.com/s/2fj92fHzzywYbFw6jiXj3ha83j17x13w>



Date: February 26, 2020  
W.I.: 1121  
Referred by: Planning

ABSTRACT

Resolution No. 4410

This resolution establishes the geographic areas (Growth Geographies) included in the Plan Bay Area 2050 Draft Blueprint as priority areas for future housing and job growth.

Further discussion of this subject is contained in the Planning Committee Summary Sheet dated February 14, 2020.

Date: February 26, 2020  
W.I.: 1121  
Referred by: Planning

Re: Approval of the Plan Bay Area 2050 Draft Blueprint Growth Geographies

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4410

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, in 2007 ABAG established a framework (Regional Growth Framework) for future development that seeks to concentrate growth in locally-identified Priority Development Areas (PDAs) and protect locally-identified Priority Conservation Areas (PCAs) from development, and established the procedures for designation of PDAs and PCAs; and

WHEREAS, ABAG has adopted 188 PDAs and 165 PCAs nominated by local governments in previous 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 ABAG, every four years; and

WHEREAS, Plan Bay Area (“Plan”) constitutes the Regional Transportation Plan and SCS for the San Francisco Bay Area; and



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

WHEREAS, Plan Bay Area 2013 and Plan Bay Area 2040 were consistent with state-mandated targets for greenhouse gas reduction and housing, and included a growth pattern consistent with the Regional Growth Framework, projecting that more than 70 percent of new homes would be built in PDAs and development would not occur in PCAs; and

WHEREAS, potential revisions to the Regional Growth Framework that concerned PDAs, PCAs, and PPAs, were presented to ABAG Regional Planning Committee, MTC Policy Advisory Council, Regional Advisory Working Group, and ABAG Administrative Committee and MTC Planning Committee (collectively, ABAG and MTC Committees), local government staff, and other stakeholders in March and April 2019; and

WHEREAS, comments from ABAG and MTC Committees, local government staff, and stakeholders, and the findings from the 2015 PDA Assessment and 2019 Horizon Regional Growth Strategies Perspective Paper, provided the basis for specific revisions to the criteria for PDAs and PPAs; and

WHEREAS, Resolution 4386, adopted on May 22, 2019, established an updated definition and criteria for PDAs and a definition and criteria for PPAs through a pilot program; and

WHEREAS, ABAG/MTC staff solicited applications from local jurisdictions for the areas that meet PDA and PPA eligibility criteria consistent with MTC Resolution 4386, and received 34 submissions for eligible PDAs and 35 PPAs, respectively, supported by adopted City Council or Board of Supervisor resolutions; and

WHEREAS, these eligible areas, included in Attachment A, were adopted by the ABAG Executive Board through ABAG Resolution 02-2020 on February 20, 2020; and

WHEREAS, these areas advanced regional climate, equity, and economic development objectives, but left the majority of areas eligible for PDA nomination undesignated, including areas with the greatest transit access and access to upward mobility; and

WHEREAS, including only locally-nominated PDAs as Growth Geographies in the Plan Bay Area 2050 Blueprint could make it challenging for the region to meet its state-mandated GHG reduction target and to support the Guiding Principles of Plan Bay Area 2050; and

WHEREAS, feedback from members of the public, MTC and ABAG committees, and from topic-area experts provided the basis for a set of proposed Growth Geographies – identified in Attachment A – that balance local priorities with shared regional responsibility and the need to achieve the region’s greenhouse gas target, as well as its housing, equity, environment, and other goals; now, therefore, be it

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

RESOLVED, that MTC, as a decision-making body, hereby adopts the criteria for Plan Bay Area 2050 Growth Geographies in Attachment A, and authorizes staff to include areas consistent with these criteria as priorities for future housing and job growth in the Plan Bay Area 2050 Blueprint.

METROPOLITAN TRANSPORTATION COMMISSION

---

Scott Haggerty, Chair



This resolution was entered into by the  
Metropolitan Transportation Commission at a  
regular meeting of the Commission held in  
San Francisco, California on February 26, 2020.

Date: February 26, 2020  
W.I.: 1121  
Referred by: Planning Committee

Attachment A  
Resolution No. 4410  
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### **Plan Bay Area 2050 Blueprint Growth Geographies**

The following areas shall be prioritized as Growth Geographies for new housing and jobs in the Plan Bay Area 2050 Draft Blueprint, with specific density and land use assumptions based upon Draft Blueprint Housing Strategies.

#### **In all local jurisdictions:**

- Priority Development Areas nominated by local jurisdictions and adopted by the ABAG Executive Board
- Priority Production Areas nominated by local jurisdictions and adopted by the ABAG Executive Board
- Transit-Rich Areas within ½ mile of a regional rail station with headways of 15 minutes or better during the AM (6 AM to 10 AM) and PM (3 PM to 7 PM) peak periods, including Bay Area Rapid Transit (BART) and CalTrain Baby Bullet station areas.  
*Note: Priority Conservation Areas will be included in the Plan, but are not Growth Geographies.*

#### **In local jurisdictions that have nominated less than 50 percent of the PDA eligible areas as PDAs:**




- All remaining Transit-Rich Areas not explicitly identified above (including both High-Resource Areas and places outside High-Resource Areas)
- High-Resource Areas within ¼ mile of a bus stop with 16- to 30-minute peak period headways

#### **Exclusions:**

The following areas are excluded from PDA eligibility, and not used in calculating the share of a jurisdiction's PDA-eligible land locally nominated:

- Wildland urban interface areas
- Areas of unmitigated sea level rise (*i.e., areas at risk from sea level rise through year 2050 that lack mitigation strategies in Plan Bay Area 2050 Environment Element*)
- Areas outside locally-adopted urban growth boundaries
- Parkland and other open spaces within urbanized areas identified in the California Protected Areas Database

**Table 1: Proposed Plan Bay Area 2050 Geographies:  
Priority Development Areas (PDAs)**

|              |   |                                       |  |   |
|--------------|---|---------------------------------------|--|---|
| <b>GUIDE</b> |  | Existing PDA, boundaries not modified |  | * New PDA<br>(Pending Executive Board Adoption) |
|              |  | * Existing PDA, boundaries modified   |  |   |

| County  | Jurisdiction | Priority Development Area                      |
|---------|--------------|--|
| Alameda | Alameda      | Naval Air Station                              |
| Alameda | Alameda      | Northern Waterfront                            |
| Alameda | Albany       | San Pablo & Solano Mixed Use Neighborhood      |
| Alameda | Berkeley     | Adeline Street                                 |
| Alameda | Berkeley     | Downtown                                       |
| Alameda | Berkeley     | North Berkeley BART**                          |
| Alameda | Berkeley     | San Pablo Avenue                               |
| Alameda | Berkeley     | South Shattuck                                 |
| Alameda | Berkeley     | Southside/Telegraph Avenue                     |
| Alameda | Berkeley     | University Avenue                              |
| Alameda | Dublin       | Downtown Specific Plan Area                    |
| Alameda | Dublin       | Town Center                                    |
| Alameda | Dublin       | Transit Center/Dublin Crossings                |
| Alameda | Emeryville   | Mixed-Use Core                                 |
| Alameda | Fremont      | Centerville Transit PDA*                       |
| Alameda | Fremont      | Downtown/City Center Transit PDA*              |
| Alameda | Fremont      | Irvington Transit PDA*                         |
| Alameda | Fremont      | North Fremont Blvd Connected Community PDA**   |
| Alameda | Fremont      | Osgood Rd Connected Community PDA**            |
| Alameda | Fremont      | Warm Springs Connected Community PDA**         |
| Alameda | Fremont      | Warm Springs Innovation District Transit PDA*  |
| Alameda | Hayward      | Downtown                                       |
| Alameda | Hayward      | Mission Boulevard Corridor                     |
| Alameda | Hayward      | South Hayward BART                             |
| Alameda | Hayward      | The Cannery                                    |
| Alameda | Livermore    | Downtown                                       |
| Alameda | Livermore    | Isabel Avenue/BART Station Planning Area       |
| Alameda | Livermore    | McGrath Southfront PDA**                       |
| Alameda | Newark       | Dumbarton Transit Oriented Development         |
| Alameda | Newark       | Old Town Mixed Use Area                        |
| Alameda | Oakland      | Coliseum Bay Area Rapid Transit Station Area*  |
| Alameda | Oakland      | Downtown & Jack London Square*                 |
| Alameda | Oakland      | Eastmont Town Center / International Blvd TOD* |
| Alameda | Oakland      | Fruitvale and Dimond Areas*                    |

| County       | Jurisdiction           | Priority Development Area              |
|--------------|------------------------|--|
| Alameda      | Oakland                | MacArthur Blvd Corridor*               |
| Alameda      | Oakland                | MacArthur Transit Village*             |
| Alameda      | Oakland                | North Oakland / Golden Gate*           |
| Alameda      | Oakland                | San Antonio*                           |
| Alameda      | Oakland                | West Oakland*                          |
| Alameda      | Pleasanton             | Hacienda                               |
| Alameda      | San Leandro            | BayFair TOD*                           |
| Alameda      | San Leandro            | Downtown Transit Oriented Development  |
| Alameda      | San Leandro            | East 14th Street                       |
| Alameda      | Unincorporated Alameda | Castro Valley BART                     |
| Alameda      | Unincorporated Alameda | East 14th Street and Mission Boulevard |
| Alameda      | Unincorporated Alameda | Hesperian Boulevard                    |
| Alameda      | Unincorporated Alameda | Meekland Avenue Corridor               |
| Alameda      | Union City             | Greater Station District Area*         |
| Contra Costa | Antioch                | Hillcrest eBART Station                |
| Contra Costa | Antioch                | Rivertown Waterfront                   |
| Contra Costa | Brentwood              | Brentwood Blvd**                       |
| Contra Costa | Brentwood              | Brentwood Transit Village**            |
| Contra Costa | Brentwood              | Downtown Brentwood**                   |
| Contra Costa | Concord                | Concord Naval Weapons Station          |
| Contra Costa | Concord                | Downtown                               |
| Contra Costa | Danville               | Downtown                               |
| Contra Costa | El Cerrito             | San Pablo Avenue Corridor              |
| Contra Costa | Hercules               | Central Hercules                       |
| Contra Costa | Hercules               | Waterfront District                    |
| Contra Costa | Hercules               | San Pablo Avenue Corridor              |
| Contra Costa | Lafayette              | Downtown                               |
| Contra Costa | Martinez               | Downtown                               |
| Contra Costa | Moraga                 | Moraga Center                          |
| Contra Costa | Oakley                 | Downtown                               |
| Contra Costa | Oakley                 | Potential Planning Area                |
| Contra Costa | Orinda                 | Downtown                               |
| Contra Costa | Pinole                 | Appian Way Corridor                    |
| Contra Costa | Pinole                 | Old Town San Pablo Avenue              |
| Contra Costa | Pittsburg              | Downtown                               |
| Contra Costa | Pittsburg              | Railroad Avenue eBART Station          |
| Contra Costa | Pleasant Hill          | Buskirk Avenue Corridor                |

| County        | Jurisdiction                | Priority Development Area                    |
|---------------|-----------------------------|--|
| Contra Costa  | Pleasant Hill               | Diablo Valley College                        |
| Contra Costa  | Richmond                    | North Richmond*                              |
| Contra Costa  | Richmond                    | Central Richmond & 23rd Street Corridor*     |
| Contra Costa  | Richmond                    | Hilltop**                                    |
| Contra Costa  | Richmond                    | San Pablo Ave Corridor*                      |
| Contra Costa  | Richmond                    | South Richmond*                              |
| Contra Costa  | San Pablo                   | Rumrill Boulevard                            |
| Contra Costa  | San Pablo                   | San Pablo Avenue & 23rd Street Corridors     |
| Contra Costa  | San Ramon                   | City Center                                  |
| Contra Costa  | San Ramon                   | North Camino Ramon                           |
| Contra Costa  | Unincorporated Contra Costa | Contra Costa Centre                          |
| Contra Costa  | Unincorporated Contra Costa | Downtown El Sobrante PDA*                    |
| Contra Costa  | Unincorporated Contra Costa | Pittsburg Bay Point Connected Community PDA* |
| Contra Costa  | Unincorporated Contra Costa | Pittsburg Bay Point Transit Rich PDA*        |
| Contra Costa  | Unincorporated Contra Costa | Pittsburg/Bay Point BART Station             |
| Contra Costa  | Unincorporated Contra Costa | San Pablo Avenue                             |
| Contra Costa  | Walnut Creek                | Core Area                                    |
| Marin         | San Rafael                  | Downtown                                     |
| Marin         | Unincorporated Marin        | Urbanized Corridor*                          |
| Napa          | American Canyon             | Highway 29 Corridor                          |
| Napa          | Napa                        | Downtown Napa and Soscol Gateway Corridor    |
| San Francisco | San Francisco               | 19th Avenue*                                 |
| San Francisco | San Francisco               | Balboa Park and Southwest Corridors*         |
| San Francisco | San Francisco               | Bayview/Southeast Neighborhoods*             |
| San Francisco | San Francisco               | Central City Neighborhoods*                  |
| San Francisco | San Francisco               | Downtown/Van Ness/Northeast Neighborhoods*   |
| San Francisco | San Francisco               | Eastern Neighborhoods*                       |
| San Francisco | San Francisco               | J Church and Mission Corridor*               |
| San Francisco | San Francisco               | Lombard Street**                             |
| San Francisco | San Francisco               | Market Octavia*                              |
| San Francisco | San Francisco               | Mission Bay*                                 |
| San Francisco | San Francisco               | Richmond District**                          |
| San Francisco | San Francisco               | Sunset Corridors**                           |
| San Francisco | San Francisco               | Transbay/Rincon Hill*                        |

| County        | Jurisdiction             | Priority Development Area              |
|---------------|--------------------------|--|
| San Francisco | San Francisco            | Treasure Island & Yerba Buena Island   |
| San Francisco | San Francisco            | West Portal/Forest Hill Station Area** |
| San Mateo     | Belmont                  | Villages of Belmont                    |
| San Mateo     | Brisbane                 | Brisbane*                              |
| San Mateo     | Burlingame               | Burlingame El Camino Real              |
| San Mateo     | Burlingame               | Downtown*                              |
| San Mateo     | Colma                    | El Camino Real*                        |
| San Mateo     | Daly City                | Bayshore                               |
| San Mateo     | Daly City                | Mission Boulevard                      |
| San Mateo     | East Palo Alto           | Ravenswood                             |
| Santa Clara   | Menlo Park               | El Camino Real Corridor and Downtown   |
| San Mateo     | Millbrae                 | Transit Station Area                   |
| San Mateo     | Pacifica                 | Sharp Park Specific Plan**             |
| San Mateo     | Pacifica                 | Skyline Corridor**                     |
| San Mateo     | Redwood City             | Broadway/Veterans Boulevard Corridor   |
| San Mateo     | Redwood City             | Downtown                               |
| San Mateo     | Redwood City             | El Camino Real Corridor                |
| San Mateo     | San Bruno                | Transit Corridors                      |
| San Mateo     | San Carlos               | Railroad Corridor*                     |
| San Mateo     | San Mateo                | Downtown                               |
| San Mateo     | San Mateo                | El Camino Real                         |
| San Mateo     | San Mateo                | Grand Boulevard Initiative             |
| San Mateo     | San Mateo                | Rail Corridor                          |
| San Mateo     | South San Francisco      | Downtown                               |
| San Mateo     | South San Francisco      | El Camino Real                         |
| San Mateo     | Unincorporated San Mateo | El Camino Real (North Fair Oaks)       |
| San Mateo     | Unincorporated San Mateo | El Camino Real (Unincorporated Colma)  |
| Santa Clara   | Campbell                 | Central Redevelopment Area             |
| Santa Clara   | Cupertino                | Cores & Corridors                      |
| Santa Clara   | Gilroy                   | Downtown Gilroy*                       |
| Santa Clara   | Milpitas                 | Midtown**                              |
| Santa Clara   | Milpitas                 | Transit Area Specific Plan*            |
| Santa Clara   | Morgan Hill              | Downtown Morgan Hill*                  |
| Santa Clara   | Mountain View            | Downtown*                              |
| Santa Clara   | Mountain View            | El Camino Real                         |
| Santa Clara   | Mountain View            | North Bayshore                         |
| Santa Clara   | Mountain View            | San Antonio                            |

| County      | Jurisdiction  | Priority Development Area                          |
|-------------|---------------|--|
| Santa Clara | Mountain View | Whisman*   |
| Santa Clara | Palo Alto     | California Avenue                                  |
| Santa Clara | Palo Alto     | Downtown Palo Alto**                               |
| Santa Clara | San Jose      | Bascom TOD Corridor                                |
| Santa Clara | San Jose      | Bascom Urban Village                               |
| Santa Clara | San Jose      | Berryessa Station                                  |
| Santa Clara | San Jose      | Blossom Hill/Snell Urban Village                   |
| Santa Clara | San Jose      | Camden Urban Village                               |
| Santa Clara | San Jose      | Capitol Corridor Urban Villages                    |
| Santa Clara | San Jose      | Capitol/Tully/King Urban Villages                  |
| Santa Clara | San Jose      | Communications Hill                                |
| Santa Clara | San Jose      | Cottle Transit Village (Hitachi)                   |
| Santa Clara | San Jose      | Downtown "Frame"                                   |
| Santa Clara | San Jose      | East Santa Clara/Alum Rock Corridor                |
| Santa Clara | San Jose      | Greater Downtown                                   |
| Santa Clara | San Jose      | North San Jose                                     |
| Santa Clara | San Jose      | Oakridge/Almaden Plaza Urban Village               |
| Santa Clara | San Jose      | Cores & Corridors                                  |
| Santa Clara | San Jose      | Saratoga TOD Corridor                              |
| Santa Clara | San Jose      | South DeAnza**                                     |
| Santa Clara | San Jose      | Stevens Creek TOD Corridor                         |
| Santa Clara | San Jose      | West San Carlos and Southwest Expressway Corridors |
| Santa Clara | San Jose      | Westgate/El Paseo Urban Village                    |
| Santa Clara | San Jose      | Winchester Boulevard TOD Corridor                  |
| Santa Clara | Santa Clara   | City Place**                                       |
| Santa Clara | Santa Clara   | El Camino Real Focus Area                          |
| Santa Clara | Santa Clara   | Freedom Circle**                                   |
| Santa Clara | Santa Clara   | Lawrence Station Phase II**                        |
| Santa Clara | Santa Clara   | Patrick Henry Drive**                              |
| Santa Clara | Santa Clara   | Santa Clara Station Focus Area                     |
| Santa Clara | Santa Clara   | Tasman East**                                      |
| Santa Clara | Sunnyvale     | Downtown & Caltrain Station                        |
| Santa Clara | Sunnyvale     | East Sunnyvale                                     |
| Santa Clara | Sunnyvale     | El Camino Real Corridor                            |
| Santa Clara | Sunnyvale     | Lawrence Station Transit Village                   |
| Santa Clara | Sunnyvale     | Moffett Park Specific Plan**                       |
| Santa Clara | Sunnyvale     | Tasman Crossing                                    |
| Solano      | Benicia       | Downtown   |
| Solano      | Fairfield     | Fairfield-Vacaville Train Station*                 |
| Solano      | Fairfield     | Heart of Fairfield*                                |
| Solano      | Fairfield     | North Texas Street Core                            |

| County | Jurisdiction          | Priority Development Area                         |
|--------|-----------------------|---|
| Solano | Suisun City           | Downtown & Waterfront                             |
| Solano | Vacaville             | Allison Area*                                     |
| Solano | Vacaville             | Allison Policy Plan Area- Proposed PDA Expansion* |
| Solano | Vacaville             | Downtown  |
| Solano | Vallejo               | Solano 360/ I-80/ I-37 Gateway**                  |
| Solano | Vallejo               | Central Corridor East**                           |
| Solano | Vallejo               | Central Corridor West**                           |
| Solano | Vallejo               | Carquinez Heights**                               |
| Solano | Vallejo               | Mare Island PDA**                                 |
| Solano | Vallejo               | Sonoma Boulevard                                  |
| Solano | Vallejo               | Waterfront & Downtown                             |
| Sonoma | Cloverdale            | Downtown/SMART Transit Area                       |
| Sonoma | Cotati                | Downtown and Cotati Depot                         |
| Sonoma | Cotati                | Gravenstein Corridor**                            |
| Sonoma | Petaluma              | Corona**  |
| Sonoma | Petaluma              | Lakeville*  |
| Sonoma | Rohnert Park          | Central Rohnert Park                              |
| Sonoma | Rohnert Park          | Sonoma Mountain Village                           |
| Sonoma | Santa Rosa            | Downtown Station Area*                            |
| Sonoma | Santa Rosa            | Mendocino Avenue/Santa Rosa Avenue Corridor       |
| Sonoma | Santa Rosa            | North Santa Rosa Station                          |
| Sonoma | Santa Rosa            | Roseland  |
| Sonoma | Santa Rosa            | Sebastopol Road Corridor                          |
| Sonoma | Sebastopol            | Core Area   |
| Sonoma | Unincorporated Sonoma | Sonoma Airport**                                  |
| Sonoma | Unincorporated Sonoma | Santa Rosa Avenue Priority Development Area**     |
| Sonoma | Unincorporated Sonoma | Sonoma County: Sonoma Valley, The Springs**       |
| Sonoma | Windsor               | Station Area/Downtown Specific Plan Area          |

**Notes:** 1) PBA 2040 PDAs no longer designated include: Dixon Downtown, Gilroy VTA Cores, Corridors, and Station Areas and Los Altos VTA Cores, Corridors, and Station Areas; 2) In some cases, modified PDAs include renamed or combined PDAs included in PBA 2040



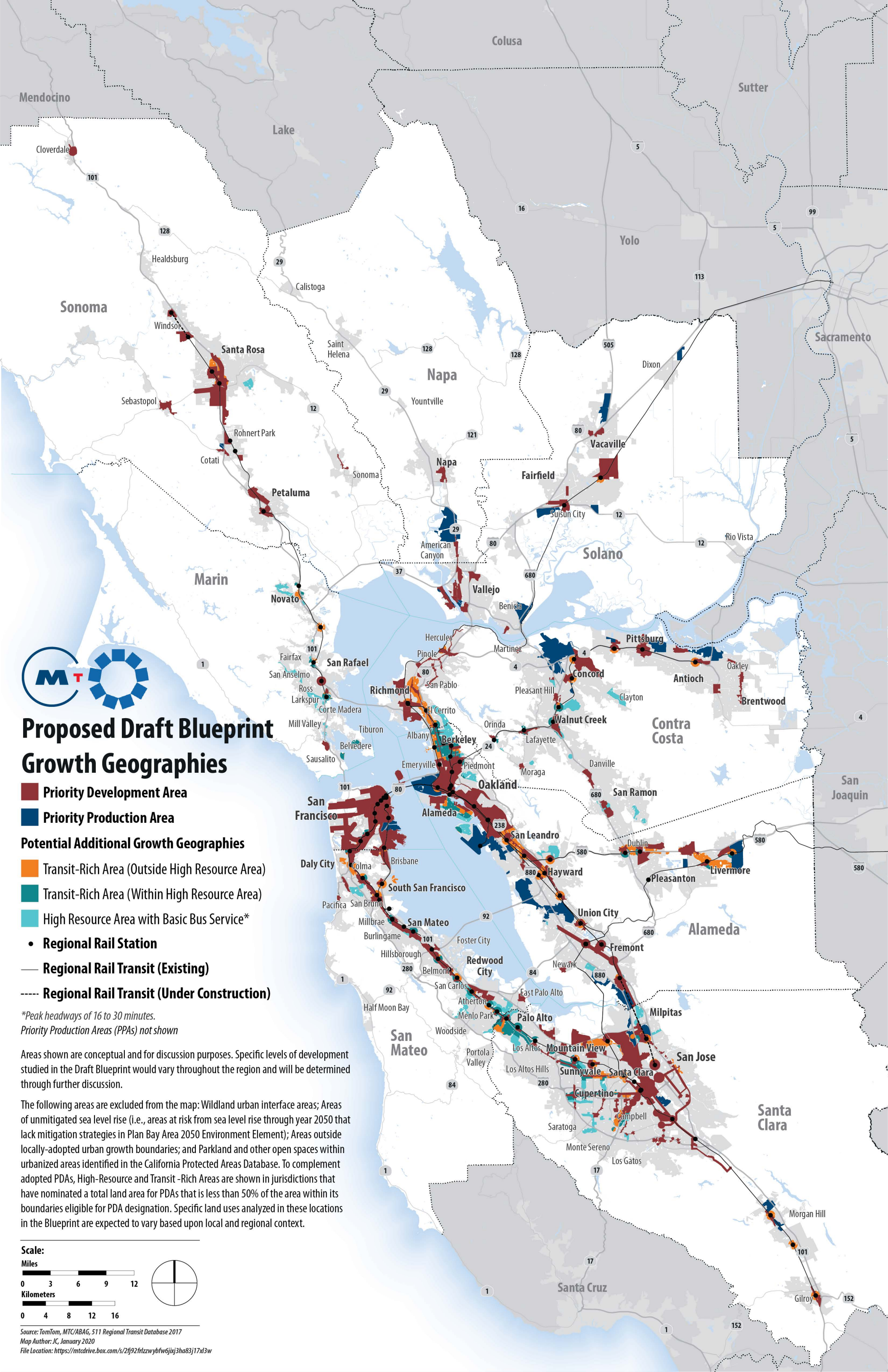
**Table 2: Proposed Plan Bay Area 2050 Geographies:  
Priority Production Areas (PPAs)**

| County        | Jurisdiction                   | PPA Name                                    |
|---------------|--------------------------------|---|
| Alameda       | Fremont                        | Bayside Industrial Priority Production Area |
| Alameda       | Fremont                        | Pacific Commons Priority Production Area    |
| Alameda       | Hayward                        | Hayward PPA                                 |
| Alameda       | Livermore                      | Eastside PPA                                |
| Alameda       | Livermore                      | Westside PPA                                |
| Alameda       | Oakland                        | Port PPA*                                   |
| Alameda       | Oakland                        | Airport PPA*                                |
| Alameda       | San Leandro                    | San Leandro PPA                             |
| Alameda       | Union City                     | Union City PPA                              |
| Contra Costa  | Antioch                        | Northern Waterfront Industrial Corridor     |
| Contra Costa  | Concord                        | Northern Concord PPA                        |
| Contra Costa  | Concord                        | Western Concord PPA                         |
| Contra Costa  | Oakley                         | Employment Area                             |
| Contra Costa  | Pittsburg                      | Northern Waterfront                         |
| Contra Costa  | Unincorporated<br>Contra Costa | Pacheco Manufacturing Zone                  |
| Contra Costa  | Unincorporated<br>Contra Costa | Baypoint Industrial Sector                  |
| Napa          | American Canyon                | American Canyon PPA                         |
| San Francisco | San Francisco                  | Bayshore/Central Waterfront/Islais Creek    |
| San Mateo     | Pacifica                       | Northern Palmetto PPA                       |

| County      | Jurisdiction | PPA Name                                      |
|-------------|--------------|---|
| Santa Clara | Milpitas     | Central Manufacturing Area                    |
| Santa Clara | Milpitas     | McCarthy Ranch Industrial Area                |
| Santa Clara | Milpitas     | Southwestern Employment Area                  |
| Santa Clara | Morgan Hill  | Morgan Hill PPA                               |
| Santa Clara | San Jose     | Monterey Business Corridor                    |
| Solano      | Benicia      | Benicia Industrial PPA                        |
| Solano      | Dixon        | Northeast Quadrant                            |
| Solano      | Fairfield    | Train Station Employment Center               |
| Solano      | Fairfield    | Fairfield PPA                                 |
| Solano      | Rio Vista    | Rio Vista PPA                                 |
| Solano      | Suisun City  | Suisun City Gentry (westside)                 |
| Solano      | Suisun City  | Suisun City East Side PPA                     |
| Solano      | Vacaville    | Vacaville Industrial Priority Production Area |
| Solano      | Vallejo      | Vallejo PPA Mare Island                       |
| Solano      | Vallejo      | Vallejo PPA South Vallejo                     |
| Sonoma      | Cotati       | Cotati PPA                                    |

**MAPS OF PROPOSED GROWTH GEOGRAPHIES**









PLAN BAY AREA 2050

# Draft Blueprint: Growth Geographies

*Seeking Direction on Geographies to Study*

February 14, 2020

MTC Planning & ABAG Administrative Committees



# Setting the Stage

Where We've Been, Where We're Going



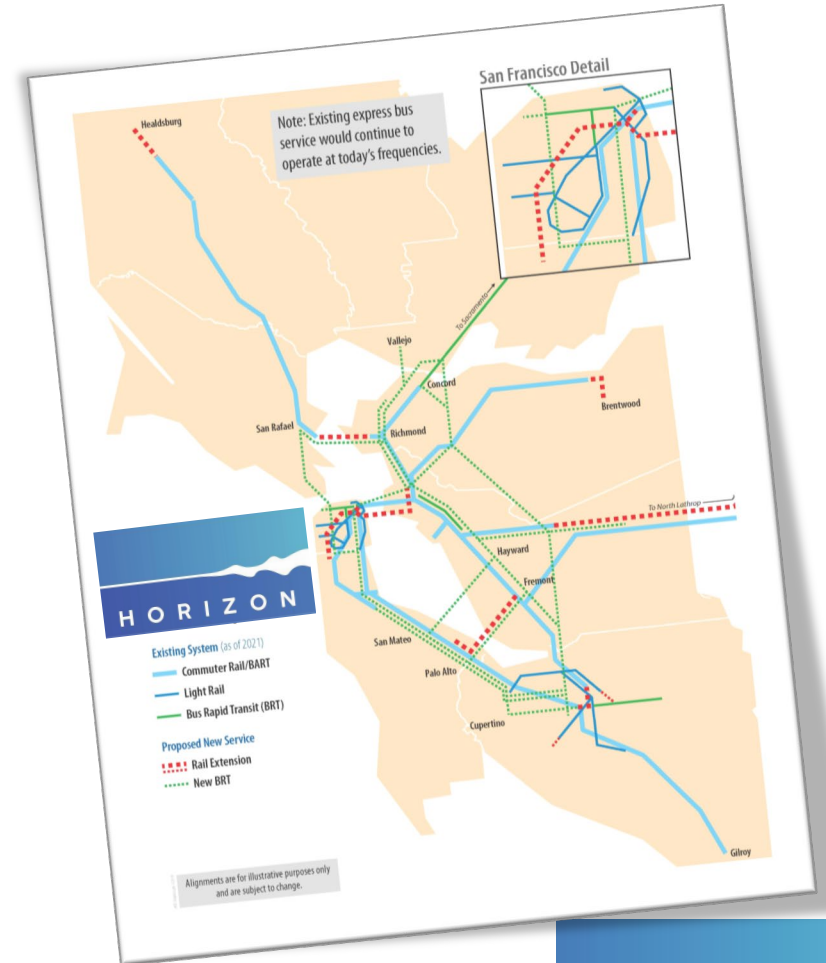


# Plan Bay Area 2050 builds upon Horizon, which tested visionary strategies for an uncertain future.



Horizon explored dozens of bold strategies for the region's future, “stress testing” them against a broad range of external forces.

These included megaregional trends, technological shifts, and natural disasters, among others.



# The Plan Bay Area 2050 Blueprint is a package of strategies designed to advance the regional vision.

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



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

# What requirements must the Plan meet?

*While Plan Bay Area 2050 must meet many statutory requirements, these three are among the most critical:*



## Fiscal Constraint

Under federal transportation planning regulations, the Plan must rely upon reasonably-expected revenues

**Impact if Not Met:** federal and state agencies will reject the Plan's approval, triggering a conformity lapse



## Greenhouse Gas Reduction

Under Senate Bill 375, Plan Bay Area 2050 must meet or exceed a recently-enhanced 19 percent per-capita GHG reduction target for light-duty vehicles by 2035.

**Impact if Not Met:** region ineligible for select SB 1 funding



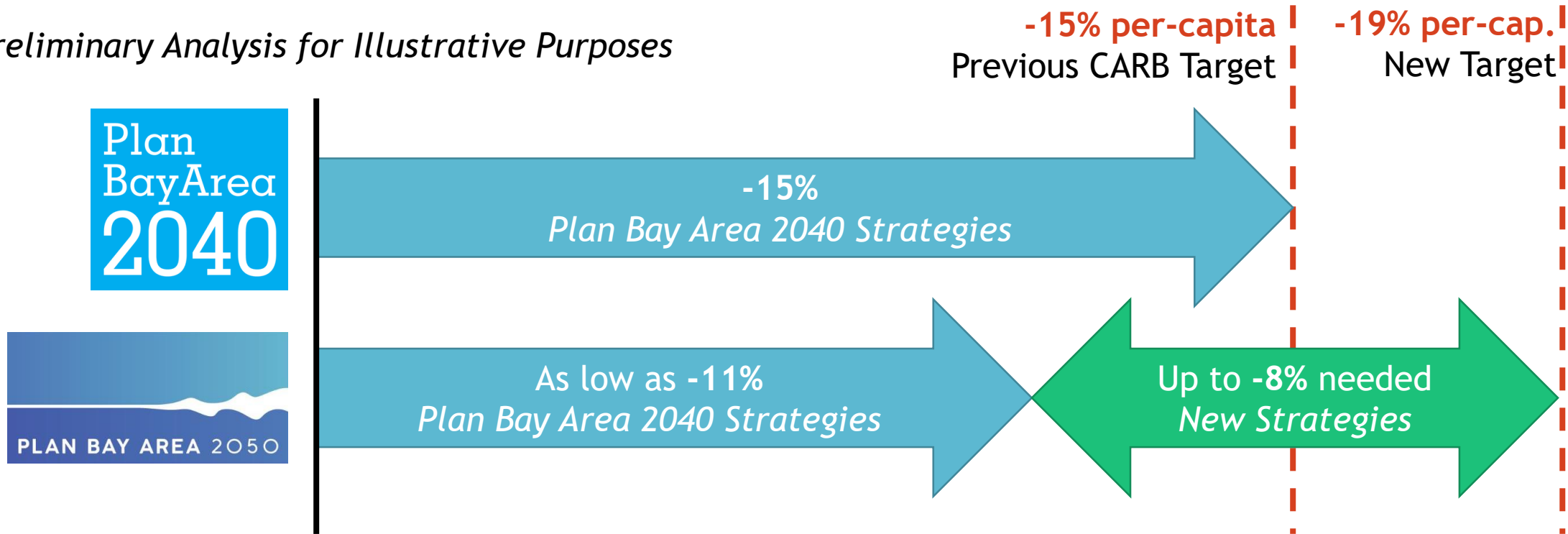
## Housing at All Income Levels

Under Senate Bill 375, Plan Bay Area 2050 plan for sufficient housing for all income levels; RHNA must advance fair housing and ultimately be consistent with the Plan.

**Impact if Not Met:** HCD may not approve RHNA

# Without bold new strategies, it may be very difficult to meet the more ambitious GHG target.

*Preliminary Analysis for Illustrative Purposes*

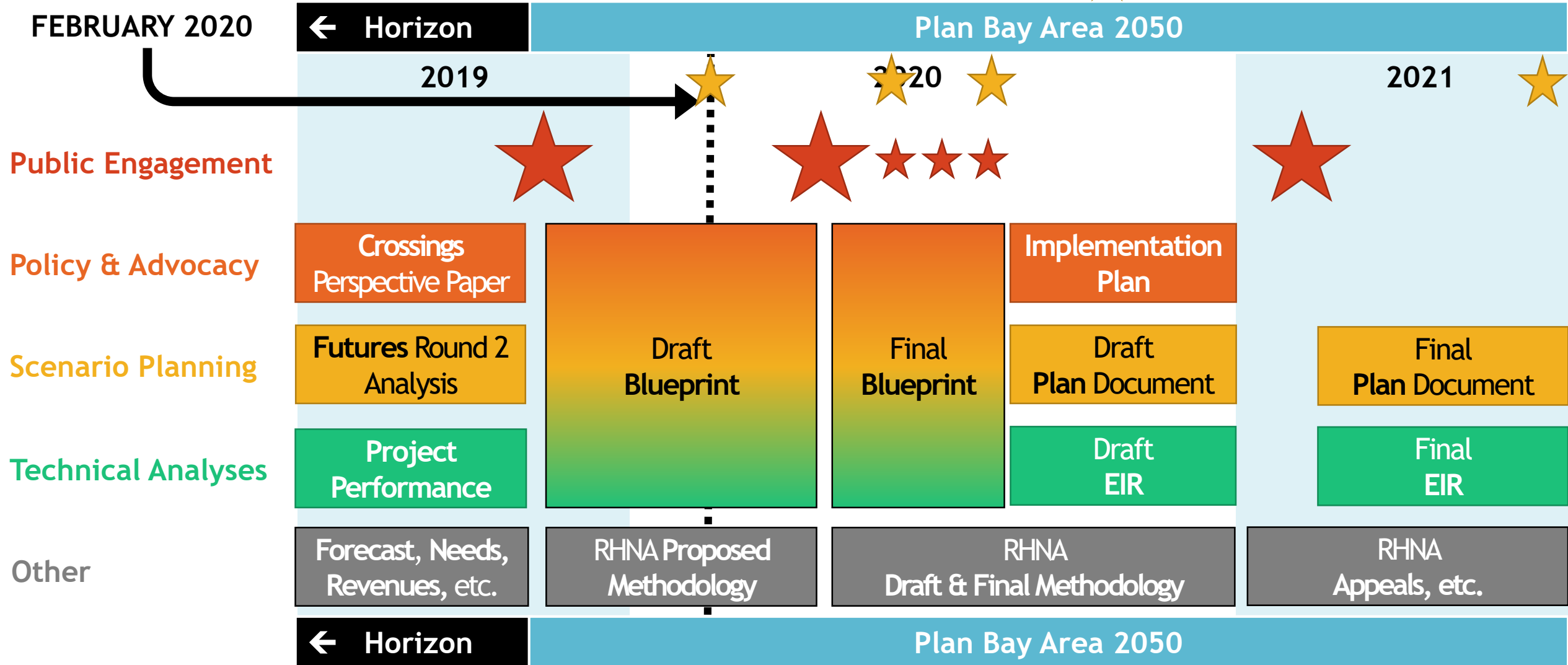


As part of the Draft Blueprint, we are **seeking your approval** this month to further study key strategies.

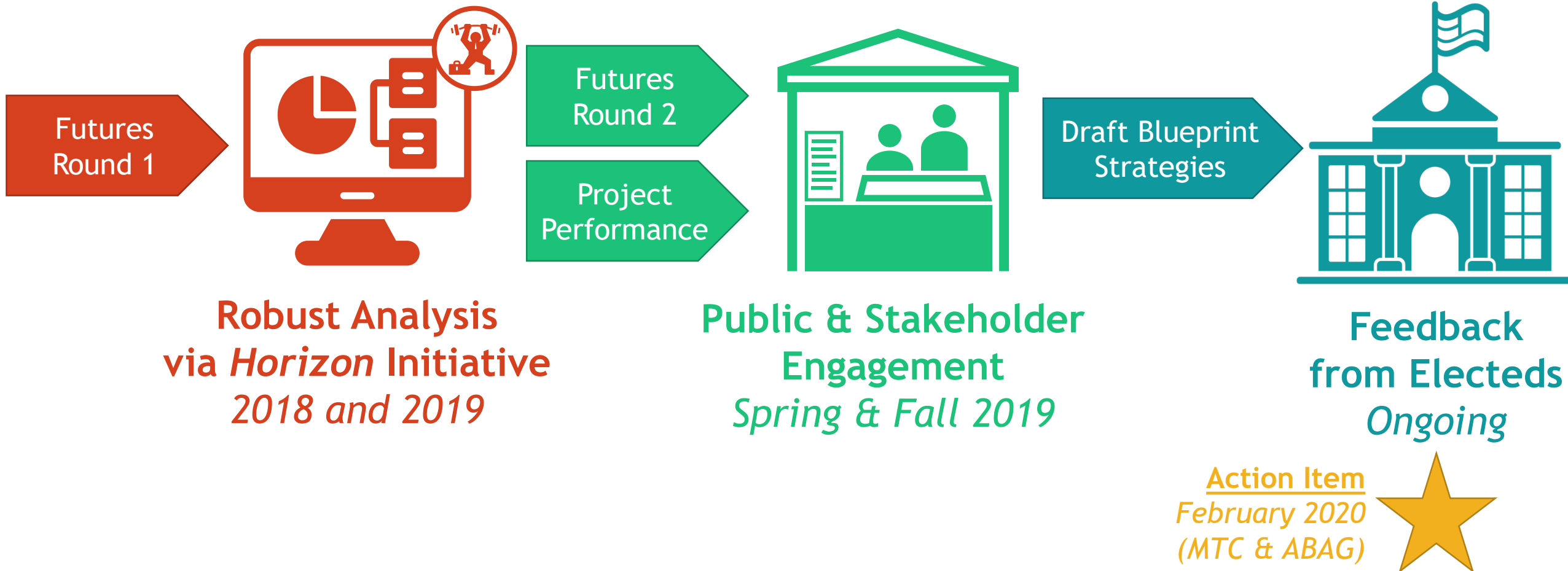


# What's the schedule for Plan Bay Area 2050?

★ = Major Policy Board Decisions



# How were strategies generated & refined?





3,000

comments at fall 2019  
“pop-up” workshops

9,900

comments from *Mayor of  
Bayville* online tool



>250

attendees at fall 2019  
Draft Blueprint  
stakeholder workshops



# 90%

of comments at fall 2019 “pop-up” workshops supported the strategies advanced into Plan Bay Area 2050





## *Integrating Feedback from the January Workshop of the Commission & Board*

Workshop participants were interested in encouraging job growth in housing-rich areas, but not via office development caps

Workshop participants were interested in how major capital projects fit into the Plan, including rail expansions and express lanes



## Option B

Workshop participants were interested in considering transit-rich and high-resource areas for inclusion in Plan Bay Area 2050

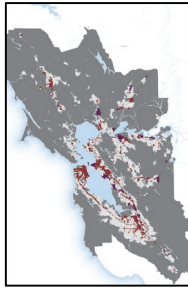
# What are the critical action items being considered by MTC and ABAG this month?

1



Adopt new **Priority Conservation Areas**, **Priority Development Areas**, and **Priority Production Areas** *(ABAG Action Only)*

2



Approve **Growth Geographies** for Analysis in the Draft Blueprint *(MTC/ABAG Action)*

3



Approve **Strategies** for Analysis in the Draft Blueprint *(MTC/ABAG Action)*



PLAN BAY AREA 2050



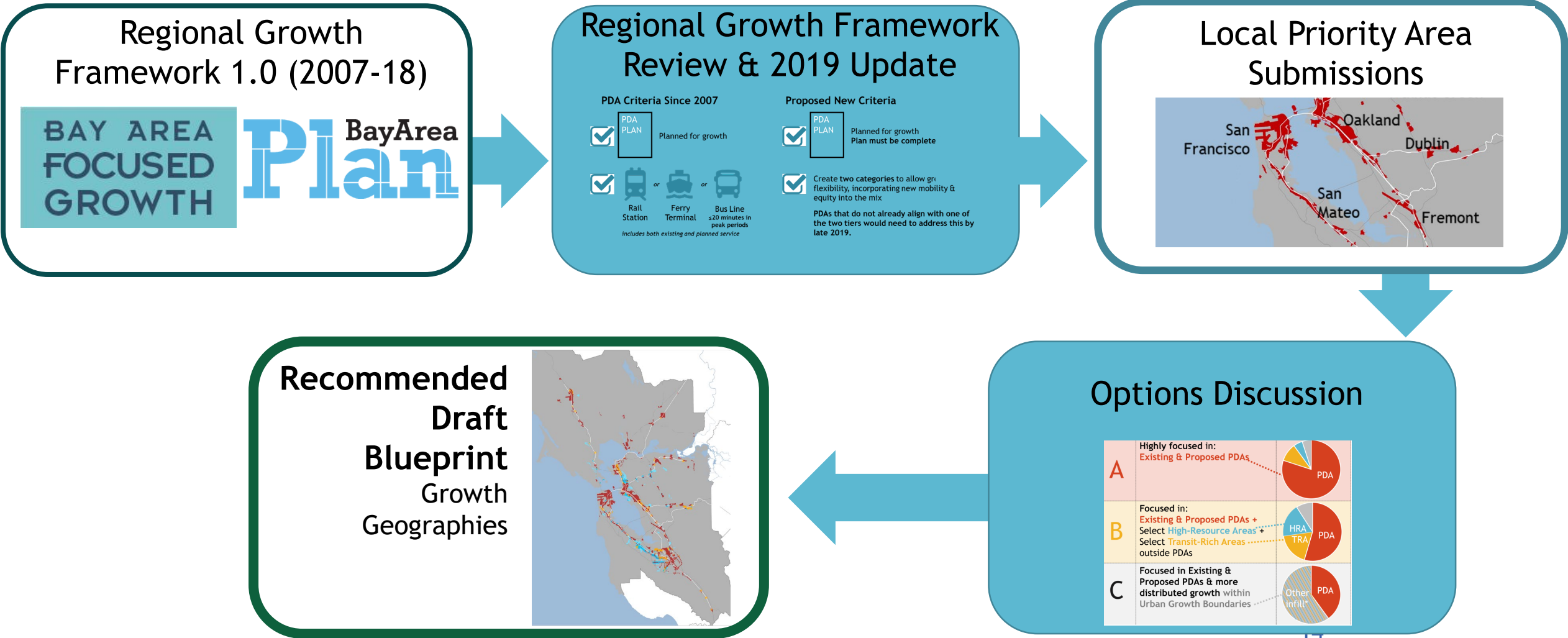
# Diving into Growth Geographies

Seeking Action on *PDAs Plus*





# What was the path to today's recommendation for Growth Geographies?







**Refresher:** the Strategies and Geographies for the Draft Blueprint are designed to work in concert; both are designed to more closely align the Plan with RHNA.



# Refresher: What new priority areas were nominated by local jurisdictions in 2019?

34

**new PDAs**

*Priority Development  
Areas*

19

**new PCAs**

*Priority Conservation  
Areas*

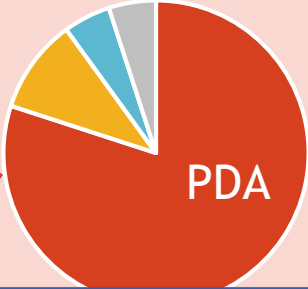
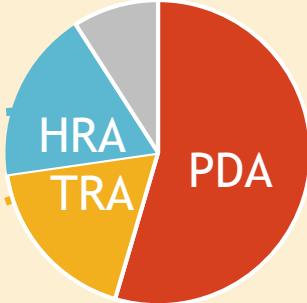
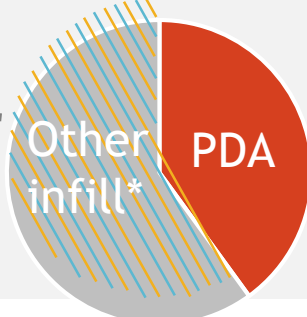
35

**pilot PPAs**


*Priority Production  
Areas*

In addition, MTC/ABAG staff worked with local jurisdictions & CTAs to ensure that **all PDAs advanced into Plan Bay Area 2050 meet program guidelines** for transit and local planning. The full list of PDAs is incorporated in your packet.


# Refresher: What options were identified?

| Location of Growth (charts are illustrative) |   |  | GHG Reduction | Equity | RHNA Consistency | Local Implementation |
|--|---|--|---------------|--------|------------------|----------------------|
| A  | Highly focused in:<br>Existing & Proposed PDAs  |    | +             | --     | -                | ++                   |
|  |   |  |               |        |                  |                      |
| B  | Focused in:<br>Existing & Proposed PDAs<br>+ select<br>High-Resource Areas +<br>Select Transit-Rich Areas<br>outside PDAs       |   | ++            | ++     | +                | -                    |
|  |   |  |               |        |                  |                      |
| C  | More distributed growth<br>within Urban Growth<br>Boundaries<br><br>* Including all High-Resource Areas<br>+ Transit-Rich Areas |  | --            | +      | +                | +                    |
|  |   |  |               |        |                  |                      |

# What geographies would Option B protect and prioritize?

- 

**Protect**

Areas outside Urban Growth Boundaries  
*(including PCAs)*
- 

Unmitigated High Hazard Areas

- 

**Prioritize**

**PDA**s
- 

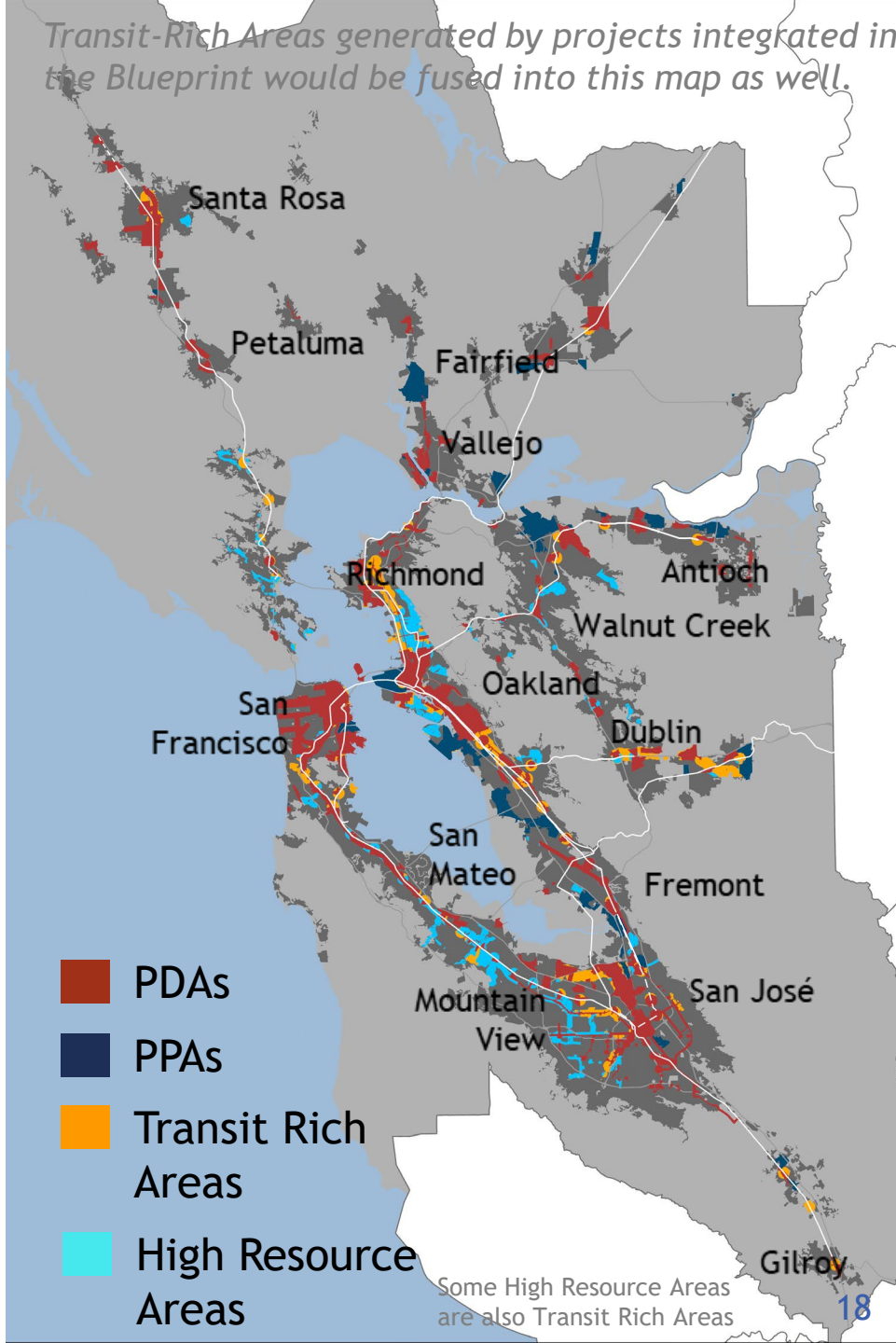
**PPA**s
- 

**TRA**s:  
Frequent Regional Rail
- 

**TRA**s\*  
All Other
- 

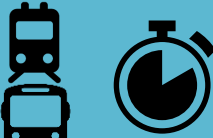





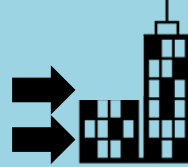




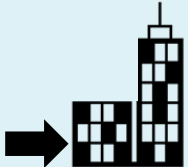



**HRA**s\*

\* Applies to all jurisdictions except those that have already nominated more than 50% of PDA-eligible areas



# What might this look like on the ground?

## Example: Housing

| Context (not exhaustive)  |   |   | Housing Mix (illustrative only)   |   |   |
|---|---|---|---|---|---|
| Transit   | Job Access  | Area Land Use   |   |   |   |
|  <p>Very frequent service</p> |    |    |  |  |   |
|  <p>Frequent service</p>      |    |    |   |  |    |
|  <p>Basic service</p>        |  |  |   |   |   |
| Included in all areas: essential local services and supportive transportation infrastructure                  |   |   |   |   |   |



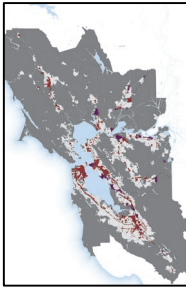
# We are seeking your approval of the first two action items at this time.

1



Adopt new **Priority Conservation Areas**, **Priority Development Areas**, and **Priority Production Areas** *(ABAG Action Only)*

2



Approve **Growth Geographies** for Analysis in the Draft Blueprint *(MTC/ABAG Action)*

3



Approve **Strategies** for Analysis in the Draft Blueprint *(MTC/ABAG Action)*

**Metropolitan Transportation Commission and the Association of Bay Area Governments  
Regional Advisory Working Group**

**February 11, 2020**

**Agenda Item 3**

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**Plan Bay Area 2050: Draft Blueprint – Strategies**

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**Subject:** Proposed strategies for integration into the Plan Bay Area 2050 Draft Blueprint, which will be analyzed further this winter with findings to be released in spring 2020 for further public feedback and policymaker refinement.

**Background:** Regional Advisory Working Group Agenda Item 3, Plan Bay Area 2050: Draft Blueprint – Strategies is attached. This report will be presented to the Joint MTC Planning Committee with the ABAG Administrative Committee on February 14, 2020.

Staff will be at your February 11 meeting to discuss this report. The Working Group's input is requested.

**Attachments:** Agenda Item 5b from the February 14, 2020 Joint MTC Planning Committee with the ABAG Administrative Committee meeting



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

February 14, 2020

Agenda Item 5b

**Plan Bay Area 2050: Draft Blueprint – Strategies**

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- Subject:** Approval of proposed strategies for integration into the Plan Bay Area 2050 Draft Blueprint, which will be analyzed further this winter with findings to be released in spring 2020 for further public feedback and policymaker refinement.
- Background:** Building upon the evaluation of strategies and investments from the predecessor Horizon initiative, the upcoming phase of Plan Bay Area 2050 will involve analyzing a Draft Blueprint, comprised of key strategies for transportation, housing, the economy, and the environment. The strategies analyzed should align with the overall vision for Plan Bay Area 2050 to create a *more affordable, connected, diverse, healthy, and vibrant Bay Area for all*.
- Over the course of the fall, staff held public outreach events that attracted thousands of Bay Area residents, engaged with thousands more online through the *Mayor of Bayville* tool, and conducted strategy workshops with a diverse range of stakeholders on each topic area of the Draft Blueprint. The Commission and Executive Board also held a workshop to discuss critical questions related to Blueprint strategies; feedback from these engagement activities has been integrated into this proposed path forward.
- Issues:** Plan Bay Area 2050 must meet a range of federal and state requirements. First, the Plan must be **fiscally constrained**, which means that strategies and investments included must be possible to fund using reasonably-anticipated monies. Second, under Senate Bill 375, the Plan must meet or exceed a recently-increased **greenhouse gas emissions reduction** target. Third, the Plan must **accommodate housing growth at all income levels**, with the parallel Regional Housing Need Allocation (RHNA) process being consistent with the ultimate Plan growth pattern. Failure to achieve any of these requirements could result in the Plan not being approved by federal or state agencies, which would lead to transportation funding consequences for the Bay Area.
- Recommended Strategies:** Staff recommend further analysis of 25 strategies, clustered under nine themes, as part of the Draft Blueprint; additional details are provided in **Attachment B**.
1. **Maintain and Optimize Existing Infrastructure.** Continue the region’s “Fix It First” policy, while optimizing the region’s transit systems through fare integration and seamless payments and advancing means-based pricing on select freeways to reduce emissions and traffic congestion.
  2. **Create Healthy and Safe Streets.** Upgrade local streets to complete streets with safe pedestrian and bicycle infrastructure to encourage more non-motorized trips, while reducing speed limits to advance Vision Zero across the Bay Area.
  3. **Enhance Regional and Local Transit.** Within fiscal constraints, advance highly-resilient transit projects identified in the Horizon Project Performance Assessment, as well as a New Transbay Rail Crossing identified as the highest-performing rail expansion line (*only included in one version of Blueprint*).
  4. **Spur Housing Production and Create Inclusive Communities.** Allow a greater mix of housing types and densities in Priority Development Areas, Transit-Rich Areas and High-Resource Areas, while reducing barriers for new development and transforming aging malls, office parks, and underutilized public land.

5. **Protect, Preserve, and Produce More Affordable Housing.** Directly fund protection, preservation, and production of new deed-restricted affordable housing units, while simultaneously increasing inclusionary zoning requirements and further strengthening renter protections.
6. **Improve Economic Mobility.** Support strategies to enable a growing middle class, including childcare subsidies for low-income families, incubator programs in economically-distressed communities, and protections for existing industrial lands that serve as key middle-wage job centers.
7. **Shift the Location of Jobs.** Use a combination of zoning and fees to tackle the region's jobs-housing imbalance, encouraging more job growth in housing-rich and transit-rich places (in coordination with housing strategies to shift housing production to job-rich locations).
8. **Reduce Risks from Hazards.** Adapt the vast majority of the Bay Area's shoreline to sea level to protect existing communities and infrastructure, while providing means-based financial support to retrofit aging homes.
9. **Reduce Environmental Impacts.** Maintain the region's existing urban growth boundaries through 2050, while simultaneously partnering with public and non-profit entities to protect high-value conservation lands. Further expand the Climate Initiatives Program to drive down greenhouse gas emissions.

*Other important strategies, including those related to express lanes, express buses, and commuter rail systems, require further refinement with collaboration with partner agencies this winter. Based on agency commitments to scope refinements, complementary strategies, and funding commitments, additional strategies can be integrated into the Final Blueprint this spring.*

In addition to advancing the Guiding Principles of Plan Bay Area 2050, the strategies above have been refined with expanded equity provisions in recent months:

- **Transportation:** Fare integration would yield significant benefits for lower-income transit riders, while means-based tolls would be capped for lower-income residents to ensure that everyone has access to opportunities across the Bay Area.
- **Housing and Economy:** Integration of High-Resource Areas, paired with prioritization of affordable housing investments in these locations, will work to combat exclusion and racial inequities across the region, while economic strategies will work to shift job growth closer to Communities of Concern.
- **Environment:** Regional mitigations and funding for sea level rise would be prioritized first for Communities of Concern, and a greater share of home retrofit funding would be provided for lower-income households to make sure benefits accrue to all income levels.

Staff are requesting that the Commission and Executive Board provide direction on the strategies for further analysis in the Plan Bay Area 2050 Draft Blueprint, while recognizing that there is an opportunity for further refinement to these strategies this spring and summer prior to the Final Blueprint phase. Staff will analyze the package of Draft Blueprint strategies and report back on forecasted outcomes in late spring.

**Attachments:**

Attachment A: Presentation

Attachment B: Draft Blueprint – Strategy Descriptions



Therese W. McMillan



PLAN BAY AREA 2050

# Draft Blueprint: Strategies

*Seeking Direction on Strategies to Study*

February 14, 2020

MTC Planning & ABAG Administrative Committees

# What are the critical action items are being considered by MTC and ABAG this month?

1



Adopt new **Priority Conservation Areas**, **Priority Development Areas**, and **Priority Production Areas** *(ABAG Action Only)*

2



Approve **Growth Geographies** for Analysis in the Draft Blueprint *(MTC/ABAG Action)*

3



Approve **Strategies** for Analysis in the Draft Blueprint *(MTC/ABAG Action)*



# Refresher: Key Statutory Requirements

*While Plan Bay Area 2050 must meet many statutory requirements, these three are among the most critical:*



## Fiscal Constraint

Under federal transportation planning regulations, the Plan must rely upon reasonably-expected revenues

**Impact if Not Met:** federal and state agencies will reject the Plan's approval, triggering a conformity lapse



## Greenhouse Gas Reduction

Under Senate Bill 375, Plan Bay Area 2050 must meet or exceed a recently-enhanced 19 percent per-capita GHG reduction target for light-duty vehicles by 2035.

**Impact if Not Met:** region ineligible for select SB 1 funding



## Housing at All Income Levels

Under Senate Bill 375, Plan Bay Area 2050 plan for sufficient housing for all income levels; RHNA must advance fair housing and ultimately be consistent with the Plan.

**Impact if Not Met:** HCD may not approve RHNA

# Refresher: What is a strategy in the context of Plan Bay Area 2050?

What do we mean by “strategy”?

A strategy is either a **public policy or set of investments that can be implemented** in the Bay Area over the next 30 years; a strategy is **not a near-term action or legislative proposal**.

Who would implement these strategies?

Strategies in Plan Bay Area 2050 can be implemented at the **local, regional, or state levels**. Specific implementation actions and the role for MTC/ABAG will be identified through a collaborative process for the Implementation Plan in late 2020.

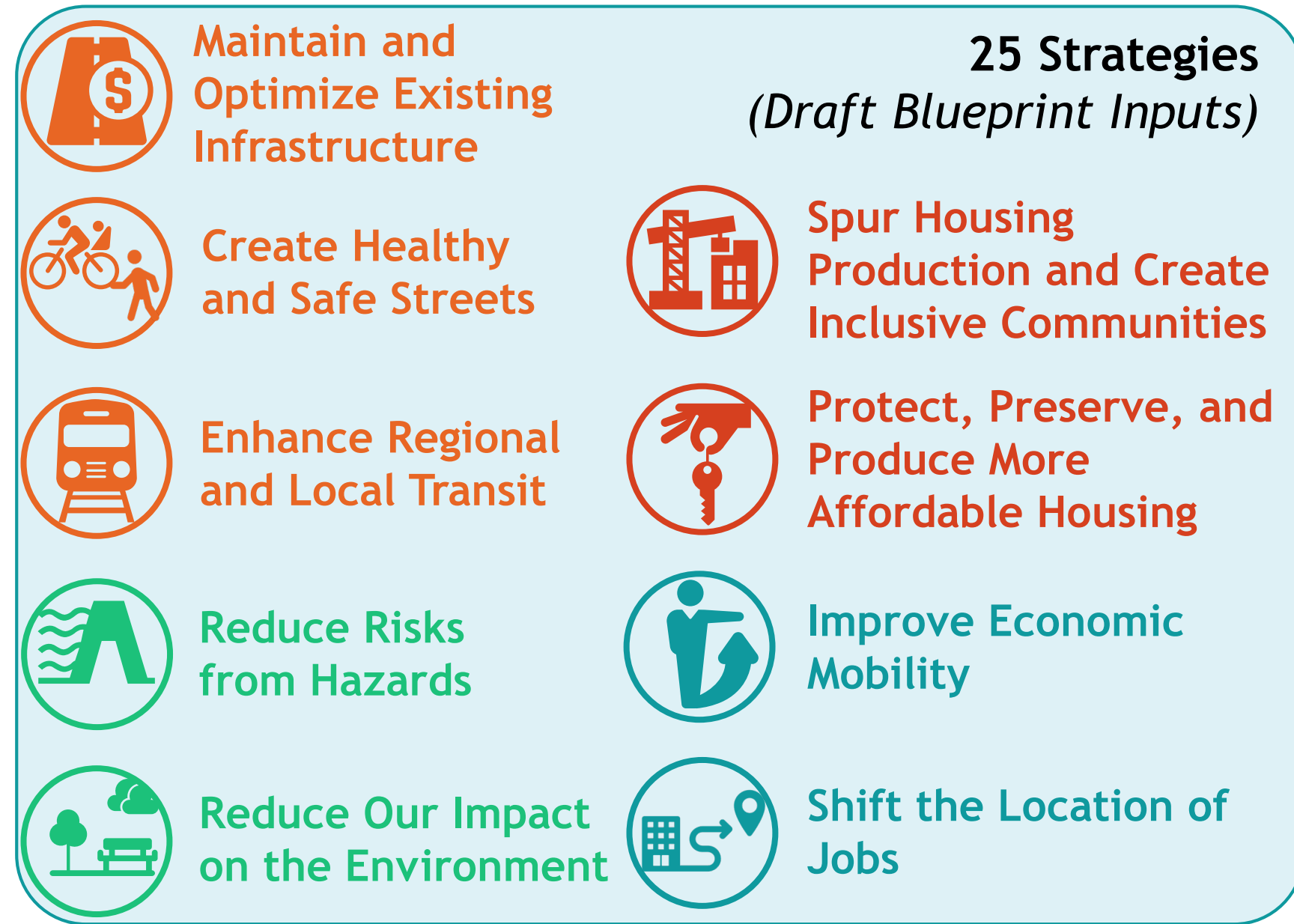
How many strategies can we include in the Blueprint?

Plan Bay Area 2050 must be **fiscally constrained**, meaning that not every strategy can be integrated into the Plan given finite revenues available.





# Draft Blueprint: 9 Themes + 25 Bold Strategies



The meeting packet includes more detail on each **individual strategy**, including public and stakeholder feedback in recent months.

Today's presentation will focus on how **transportation, housing, environmental, and economic strategies work together** to support progress on each Guiding Principle:



# Bold Strategies for a More Affordable Bay Area



**Reduce the region's extreme cost of living by enabling over a million new homes near public transit**

**Strategies include:**

- Allow a Greater Mix of Housing Types and Densities in Growth Areas
- Reduce Barriers to Housing Near Transit and in Areas of High Opportunity

Draft Blueprint: Strategies



**Produce and preserve much-needed affordable housing through public, non-profit, and private sector action**

**Strategies include:**

- Fund Affordable Housing Protection, Preservation, and Production
- Require 10 to 20 Percent of New Housing to be Affordable



**Provide robust discounts for low-income residents both for tolls and transit fares**

**Strategies include:**

- Reform Regional Transit Fare Policy
- Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives



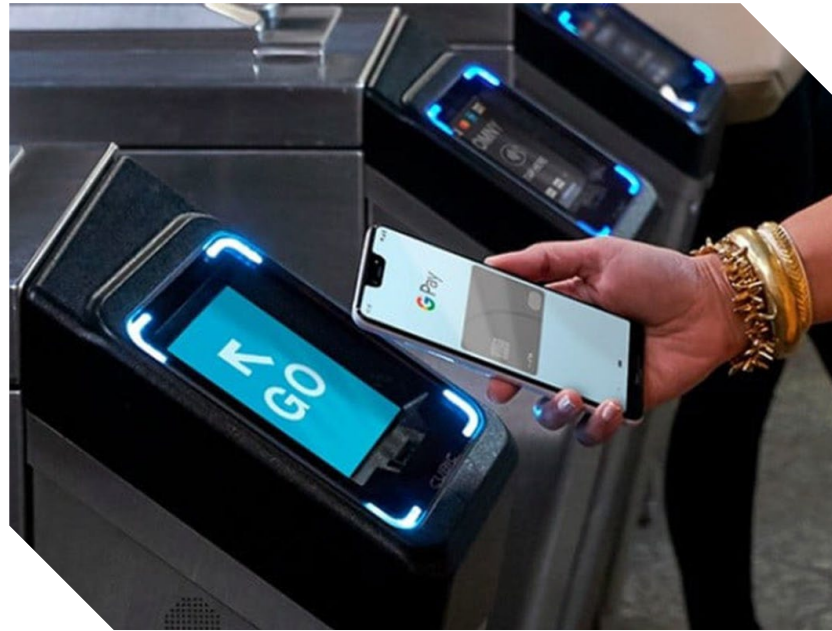
# Bold Strategies for a More Connected Bay Area



**Create a world-class public transportation system, emphasizing maintenance and ridership as critical twin goals**

Strategies include:

- Operate and Maintain the Existing System
- Advance Low-Cost Transit Projects
- Build a New Transbay Crossing



**Standardize transit fares across the region and advance seamless mobility through unified trip planning & payment**

Strategies include:

- Reform Regional Fare Policy
- Enable Seamless Mobility with Unified Trip Planning and Fare Payments



**Permanently reduce traffic congestion through a proven approach of pricing select corridors**

Strategies include:

- Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives



# Bold Strategies for a More Diverse Bay Area



**Protect renters from being displaced to the region's periphery and beyond**

**Strategies include:**

- Further Strengthen Renter Protections Beyond State Legislation



**Tackle racial inequities by enabling more housing in historically-exclusionary places**

**Strategies include:**

- Allow a Greater Mix of Housing Types and Densities in Growth Areas
- Reduce Barriers to Housing Near Transit and in Areas of High Opportunity



**Create opportunities to grow the middle class through business incubators and childcare programs**

**Strategies include:**

- Expand Childcare Support for Low-Income Families
- Create Incubator Programs in Economically-Challenged Areas



# Bold Strategies for a More Healthy Bay Area



**Eliminate traffic deaths by making streets safer for all roadway users**

**Strategies include:**

- Advance Regional Vision Zero Policy through Street Design and Reduced Speeds
- Build a Complete Streets Network



**Protect tens of thousands of Bay Area homes from rising sea levels and from potential earthquake damage**

**Strategies include:**

- Adapt to Sea Level Rise
- Modernize Existing Building with Seismic, Wildfire, Drought, and Energy Retrofits



**Ensure the region's greenbelt remains protected for future generations**

**Strategies include:**

- Maintain Urban Growth Boundaries
- Protect High-Value Conservation Lands



# Bold Strategies for a More Vibrant Bay Area



**Encourage more job growth in housing-rich areas through strategic regional impact fees**

**Strategies include:**

- Assess Transportation Impact Fees on New Office Developments
- Assess Jobs-Housing Imbalance Fees on New Office Developments



**Preserve critical industrial lands and work to catalyze job growth in these locations**

**Strategies include:**

- Retain Key Industrial Lands through Establishment of Priority Production Areas
- Create Incubator Programs in Economically-Challenged Areas



**Convert aging 20<sup>th</sup> century malls and office parks into vibrant mixed-use destinations for the 21<sup>st</sup> century**

**Strategies include:**

- Transform Aging Malls and Office Parks into Neighborhoods



# Advancing Equity with Bold Strategies



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



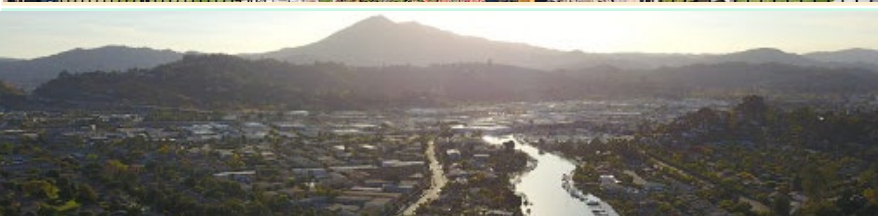
Consistent regional means-based discounts for fares and tolls



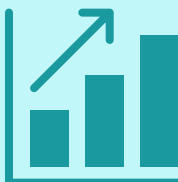
Service frequency increases in both high-ridership corridors & in currently-underserved PDAs



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



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



Incubator programs and childcare support designed to enable greater economic mobility

# Importantly: we will explore three versions of the Draft Blueprint.



## Plan Bay Area 2050 Blueprint Basic

Includes available revenues from Needs & Revenue assessments, but does not include New Revenues from future regional measures

This approach will provide more flexibility over the next year, should the MTC/ABAG boards wish to integrate new revenues to create a more aspirational Plan.

Any option could be adopted as the Preferred Alternative in 2020 or 2021.



## Plan Bay Area 2050 Blueprint Plus

Includes available revenues from Needs & Revenue assessments + additional New Revenues distributed to one or more topic areas of the Plan

### Two variants of Blueprint Plus:



#### Plan Bay Area 2050 **Blueprint Plus Crossing**

*Focus greater share of transportation funding towards Transbay Rail Crossing*



#### Plan Bay Area 2050 **Blueprint Plus Fix It First**

*Focus greater share of transportation funding towards system maintenance*

# Draft Blueprint: What's Next?

Today

## 25 Strategies (Draft Blueprint Inputs)



Modeling  
& Analysis  
(Winter)



Growth Pattern,  
Performance  
Outcomes, etc.  
(Draft Blueprint  
Outputs)

Maintain and  
Optimize Existing  
Infrastructure



Create Healthy  
and Safe Streets



Enhance Regional  
and Local Transit



Reduce Risks  
from Hazards



Reduce Our Impact  
on the Environment



Spur Housing  
Production and Create  
Inclusive Communities



Protect, Preserve, and  
Produce More  
Affordable Housing



Improve Economic  
Mobility



Shift the Location of  
Jobs





# Final Blueprint: What Remains to Be Done?



Will there be a chance to make refinements to strategies later in the planning process?

Yes, this would occur during the **Final Blueprint** phase. Staff will report back on outcomes from the Draft Blueprint strategies this spring, and both MTC and ABAG will have a chance to identify revisions through *summer 2020*.



What about strategies and individual projects not included in the Draft Blueprint?

Some projects and strategies were not yet ready for inclusion in the Draft Blueprint. CTAs, transit agencies, and MTC/ABAG are collaborating this winter and will return to MTC/ABAG by spring. *This includes Express Lanes, Express Buses, and Rail Extensions.*



What happens if the Draft Blueprint does not meet all of the statutory requirements?

Additional tradeoff discussions would be needed. The boards may have to expediently decide what strategies should be modified prior to the Final Blueprint.





### Requested Action:

Direct staff to test the proposed strategies for the Draft Blueprint to see how close we are to meeting critical regional goals.





### Plan Bay Area 2050 Draft Blueprint: Strategy Descriptions

The Plan Bay Area 2050 Draft Blueprint includes four elements: Transportation, Housing, the Economy, and the Environment. Within each, there are strategies, defined as policies or bundles of investments, clustered under nine categories. All versions of the Blueprint will be fiscally-constrained, meaning that some strategies cannot be included in Blueprint Basic.

#### Transportation: Maintain and Optimize the Existing System

- **Operate and Maintain the Existing System**
  - **Description:** Commit to operate and maintain the Bay Area's roads and transit infrastructure, while ensuring that all Priority Development Areas have sufficient transit service levels. This strategy would emphasize achieving state of good repair for transit assets to advance equity goals. Due to the greater financial capacity in Blueprint Plus (Fix It First), this variant of the Blueprint is able to explore achieving full state of good repair for all asset categories.
    - **Blueprint Basic:** Fully maintain existing levels of transit service, transit asset condition, and local street/highway asset condition. **Funding: \$392 billion**
    - **Blueprint Plus (Crossing):** Fully maintain existing levels of transit service, transit asset condition, and local street/highway asset condition. **Funding: \$392 billion**
    - **Blueprint Plus (Fix It First):** Improve transportation asset conditions beyond today's levels, reaching a full state of good repair for transit and road assets. **Funding: \$423 billion**
  - **Horizon Analysis:** While existing system operations and maintenance were not evaluated in Project Performance Assessment for Plan Bay Area 2050, asset condition for road and transit assets was evaluated in Project Performance Assessment for Plan Bay Area 2040. Maintaining existing conditions for both road and transit assets proved to be among the most cost-effective projects of all projects evaluated. Achieving a full state of good repair was also cost-effective, though benefits were lessened due to diminishing returns.
  - **Public Feedback:** Operating and maintaining the existing system received predominantly positive feedback during the Pop-Ups, with 96 percent of comments in favor of the strategy. Commenters advocated for increased investment in state of good repair for road and transit assets, as well as increases to existing transit service hours to reduce headways. As one commenter said, "this strategy seems like a must-do."
  - **Stakeholder Feedback:** Stakeholders at recent Regional Advisory Working Group (RAWG) and Regional Equity Working Group (REWG) workshops also emphasized the essential nature of this strategy. Several stakeholders advised that funding above what was required to maintain the existing system should be directed toward achieving a state of good repair for transit capital assets. As bus transit tends to have the lowest average rider income, it was suggested that achieving a state of good repair for bus assets could be a way to advance equity goals. Additionally,

- stakeholders suggested working with transit operators to roll out ZEV buses on routes serving Communities of Concern first as a way to improve air quality and mitigate adverse health outcomes associated with air pollution.
- **Enable Seamless Mobility with Unified Trip Planning and Fare Payments**
    - **Description:** Develop a unified platform for trip planning and fare payment to enable more seamless journeys. This strategy envisions a platform, accessible via smartphone, that allows users to see all of their transportation options - transit, shared bike, scooter, or car, ridehail, etc. - and pay for them from one account.  
**Funding: \$0.1 billion**
    - **Horizon Analysis:** This strategy was not modeled for as part of Horizon, though several case studies of similar programs in Europe were summarized to further the understanding of potential impacts of Mobility as a Service in the Futures Final Report. The case studies found slightly reduced auto ownership and usage rates in program participants. Given the low cost of the strategy and the potential benefits, the strategy was recommended to advance.
    - **Public Feedback:** The strategy was popular with the public, with 96 percent of all comments in favor.
    - **Stakeholder Feedback:** This strategy received positive feedback from stakeholders, some of whom identified this strategy as likely to be provided by the private market and others of whom expressed a preference for having a public agency lead the endeavor. Stakeholders affirmed MTC's stance that implementation of this strategy would need to include venues for loading value to the e-wallet in cash so as to not deny service to residents without a bank card.
  - **Reform Regional Transit Fare Policy**
    - **Description:** Streamline fare payment and replace existing operator-specific discounted fare programs with an integrated fare structure across all transit operators. The regional integrated fare structure would consist of a flat local fare with free transfers across operators and a distance or zone-based fare for regional trips, with discounts for youth, people with disabilities, and very low-income people.  
**Funding: revenue-neutral due to incentivized growth in transit trips; \$10 billion for means-based fare discount**
    - **Horizon Analysis:** Horizon evaluated the effects of providing free transit to lower-income riders through Futures and found that, while successful in reducing transportation costs for lower-income households, the region's transit infrastructure does not have the capacity to meet the induced demand from such a program. As such, this strategy represents a pivot toward a different mechanism for reducing transportation costs: transit fare integration. MTC analyzed transit fare integration through Project Performance Assessment. The project was one of the highest performers in terms of equity impacts and cost-effectiveness. Implementing an integrated transit fare made transit considerably more attractive, increasing transit ridership substantially.
    - **Public Feedback:** As this strategy was not a Horizon strategy, but rather elevated from Project Performance Assessment, it was not showcased in pop-up workshops with the public in fall 2019.
    - **Stakeholder Feedback:** Stakeholders at the REWG workshop expressed an interest in pursuing transit fare integration over means-based fare discounts as a way to reduce the share of household income spent on transit, identifying transfer costs as the primary issue with transit affordability. RAWG workshop participants also expressed

support for the strategy, though several raised concerns over adverse financial impacts on transit operators due to potential decreased fare revenues or increased operational costs. RAWG participants mentioned integrated systems planning across operators as a complementary future action.

- **Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives**
  - **Description:** Apply a per-mile charge on auto travel on select highly-congested freeway corridors where transit alternatives exist, reinvesting revenue raised in improving transit alternatives on the corridor. Drivers on priced corridors would pay a 15 cent per mile charge during the peak period, with discounts to 5 cents per mile for off-peak travel or carpools with three or more occupants. Express Lanes and toll bridges would continue to operate. **Funding: \$1 billion; revenue: generates an estimated \$25 billion over Plan period**
  - **Horizon Analysis:** Through Horizon, a per-mile tolling program on all freeways in the region was studied as part of the complete package of Horizon strategies. Together, the Horizon strategies were successful at reducing congestion, though peak period congestion did continue to be a problem on many corridors, particularly in Back to the Future. Average commute time decreased slightly, as did auto mode share.
  - **Public Feedback:** As this strategy was flagged for further refinement after the completion of the Horizon initiative, it was not showcased in pop-up workshops with the public in fall 2019.
  - **Stakeholder Feedback:** Stakeholders emphasized the essential nature of reinvesting revenues on the tolled corridor so that paying drivers see benefits from their toll dollars. This includes reinvesting revenues in improving transit alternatives as well as amenities for drivers and carpools, including improvements to freeway pavement conditions.

## Transportation: Create Healthy and Safe Streets

- **Build a Complete Streets Network**
  - **Description:** Enhance streets to promote walking, biking, and other micromobility through sidewalk improvements and 7,000 miles of bike lanes or multi-use paths. This strategy would emphasize Complete Streets improvements near transit to improve access and in Communities of Concern to advance equity outcomes. Investments could also go toward amenities like secure bike parking at rail stations, improved lighting, and safer intersections. **Funding: \$7 billion**
  - **Horizon Analysis:** An earlier version of this strategy that focused exclusively on bike infrastructure resulted in a three percentage point increase in cycling commute mode share by 2050. Transit and auto mode share both declined in about equal proportions when compared to the status quo Futures Round 1 scenario. The project was also evaluated through Project Performance Assessment, where it had a benefit/cost ratio above 1 in all three futures. Additionally, the project was found to advance equity, with lower-income residents receiving a greater share of accessibility benefits. These findings suggest that a micromobility network is highly resilient to future uncertainty.
  - **Public Feedback:** Feedback from the community further supported the Horizon analysis. In Pop-Up Outreach, it received mostly positive feedback, with 88 percent of commenters approving. The strategy was the most commonly selected choice for digital engagement participants, with 73 percent of participants selecting expanded infrastructure as their preferred way to increase rates of active transportation.



- **Stakeholder Feedback:** The primary piece of feedback received during the RAWG and REWG workshops was to increase the strategy's emphasis on pedestrian safety and comfort, with participants finding earlier iterations of the strategy too focused on infrastructure that supports cycling. Additionally, in the implementation of this strategy, stakeholders suggested concentrating Complete Streets investments in Communities of Concern and near transit to improve station access.
- **Advance Regional Vision Zero Policy through Street Design and Reduced Speeds**
  - **Description:** Reduce speed limits to 25 to 35 miles per hour on local streets and 55 miles per hour on freeways, enforcing speeds using design elements on local streets and automated speed enforcement on freeways. Revenues generated from violation fines would be reinvested in safety initiatives, including education and street design interventions. **Funding: \$1 billion**
  - **Horizon Analysis:** An earlier iteration of this strategy that limited speed limits on local streets in areas designated for growth to 25 mph and all freeways to 55 mph resulted in 70 to 200 fewer fatalities and 180 to 500 fewer serious injuries per year in 2050. For comparison, 400 fatalities and 1,900 serious injuries occurred in the Bay Area in 2016.
  - **Public Feedback:** This was one of the least popular strategies among members of the public. In online engagement, the strategy was selected by 5 percent of respondents as a way to promote active transportation, receiving slightly fewer votes than doing nothing at all. The strategy was bundled with other investments in active transportation infrastructure for Pop-Up outreach, making it difficult to tease out public support in that forum.
  - **Stakeholder Feedback:** Stakeholders recognized enforcement and equity as two key challenges to successful implementation of this strategy. Stakeholders identified design elements like speed bumps and reduced lane widths as key tools in enforcing speed limits in a cost-effective way. On arterials and freeways, automated speed enforcement (ASE) was identified as the most cost-effective solution. Furthermore, research has shown that ASE reduces the rate of racial disparities in ticketing, addressing a key equity concern.

## Transportation: Enhance Regional and Local Transit

- **Advance Low-Cost Transit Projects**
  - **Description:** Complete a limited set of transit projects that performed well in multiple futures and require limited regional dollars to reach fully-funded status. Projects within this strategy had no equity challenges or Guiding Principle flags and had cost-benefit ratios that were above 0.5 at minimum across all Futures. Projects in this category tend to be lower cost projects serving established transit service areas, and include urban bus frequency boosts, BRT enhancements, and ferry projects<sup>1</sup>. **Funding: \$20 billion**
  - **Horizon Analysis:** Project Performance Assessment found that many transit projects struggled to perform well in terms of cost-effectiveness and equity in one or more futures. The projects that did demonstrate resilience across futures tended to be

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<sup>1</sup> Projects include: BART Core Capacity, BART to Silicon Valley Phase 2, Irvington BART, San Francisco Southeast Waterfront Transportation Improvements, Muni Forward, San Pablo BRT, Alameda Point Transit Network, AC Transit Local Service Frequency Increase, E 14th/Mission BRT, and Treasure Island Congestion Pricing. Additional projects will be added during the Final Blueprint phase.

- lower-cost urban bus, BRT, or ferry projects. Many of these projects also performed well in Plan Bay Area 2040.
- **Public Feedback:** This specific strategy was developed based on findings from Horizon; as such, it was not evaluated during the final round of Horizon public engagement. However, members of the public did support transit projects, including BRT and transit modernization projects.
  - **Stakeholder Feedback:** REWG participants acknowledged that the bus and BRT projects evaluated through Horizon would directly serve Communities of Concern and provided minimal feedback on ways to alter the strategy. This strategy was not presented at the RAWG workshop, though RAWG members expressed a preference for transit modernization and frequency boost projects in an exercise designed to inform the investment strategy.
  - ***Build a New Transbay Rail Crossing***
    - **Description:** Increase Transbay rail capacity between San Francisco and Oakland, while providing benefits for travelers across the Bay Area, through a first phase Crossing project that includes a new Transbay tunnel and new stations in the Market Street/South of Market/Mission Bay area of San Francisco and in Alameda/Central Oakland area of the East Bay. Future phases not included in the Plan Bay Area 2050 may extend rail improvements to other parts of the Bay Area and to the broader Northern California megaregion. This strategy would only be included in Blueprint Plus (Crossing), when sufficient revenues are available for the investment. **Funding: \$50 billion**
    - **Horizon Analysis:** Several Transbay rail crossings were evaluated through the Crossings Perspective Paper and Project Performance Assessment. Two BART crossings and a conventional rail crossing performed well, with benefit-cost ratios at or above 1 in two futures and no equity challenges. Overall, it was rare for a project with such high costs to have the benefits outweigh the costs in Project Performance.
    - **Public Feedback:** This strategy was bundled with other transit modernization and expansion strategies during pop-up outreach. Feedback for transit projects was mostly positive, with 96 percent of comments skewing positive. This strategy was not included in the digital engagement effort.
    - **Stakeholder Feedback:** In an exercise designed to inform the Plan Bay Area investment strategy, RAWG participants tended to include a new Transbay rail crossing only when additional revenues were available (Blueprint Plus). REWG participants did not comment on this strategy.

## Housing: Spur Housing Production and Create Inclusive Communities

- ***Allow a Greater Mix of Housing Densities and Types in Growth Geographies***
  - **Description:** Allow a variety of housing types at a range of densities to be built in Growth Geographies - the areas prioritized for new homes and jobs in the Blueprint. The staff recommendation for Growth Geographies, as discussed in a complementary agenda item, includes locally-designated Priority Development Areas (PDAs) and a suite of potential regionally-identified growth areas:
    - All areas within 10 minutes' walk (approximately ½ mile) from high-frequency regional rail stations (BART and Caltrain Baby Bullet stations)
    - *For cities and towns that have designated less than 50 percent of PDA-eligible areas within their boundaries:* Transit-Rich Areas (TRAs) within 10 minutes'

walk (approximately ½ mile) of a rail station, ferry terminal, or bus stop served by a route that arrives every 15 minutes or less during commute hours

- *For cities and towns that have designated less than 50 percent of PDA-eligible areas within their boundaries:* High-Resource Areas (HRAs; defined by the State of California) within 5 minutes' walk of a bus stop that arrives every 30 minutes or less during commute hours

Because the places across the region that meet these criteria vary significantly, specific densities and housing types will be based upon regional and local context. These include the frequency and capacity of transit service, level of job access, and access to opportunity (e.g. High-Resource Areas). Further supportive actions for these geographies will be identified in the Implementation Plan phase, later in 2020.

- **Horizon Analysis:** The impact of focusing growth in the geographies included in this strategy - PDAs, HRAs, and TRAs - were studied as individual strategies in Horizon. In Futures Round 2, increased density and diversity of housing in PDAs and TRAs achieved a focused pattern of growth with greater access to transit, while increasing development capacity in HRAs led to incremental gains in access to opportunity.
  - **Public Feedback:** In both pop-up workshops and via the Mayor of Bayville website, the public was highly supportive of expanding housing opportunities in High-Resource Areas and Transit-Rich Areas. While a limited number of individuals expressed concerns about local control, nearly all comments favored expanding future growth areas for housing.
  - **Stakeholder Feedback:** Stakeholders were also overwhelmingly supportive of focusing housing in TRAs and HRAs in the Blueprint, including areas outside of locally-nominated PDAs. Many stakeholders emphasized the need for a more inclusive growth pattern that spread the responsibility for meeting the region's housing needs more equitably.
- ***Reduce Barriers to Housing Near Transit and in Areas of High Opportunity***
    - **Description:** Reduce parking requirements, project review times, and impact fees for new housing in Transit-Rich and High-Resource Areas, while providing projects exceeding inclusionary zoning minimums even greater benefits. Similar to the previous strategy, details for this strategy will be appropriately calibrated based on regional and local context.
    - **Horizon Analysis:** In Futures Round 2, this strategy was applied uniformly to PDAs, TRAs, and PDA-eligible HRAs. Coupled with the previous strategy, this approach created an attractive environment for new housing across all of the Futures - with 90 percent of growth taking place in these geographies.
    - **Public Feedback:** The vast majority of members of the public - 82 percent of pop-up participants - were supportive of this strategy. Still, it elicited the greatest level of concern among the housing strategies, with participants noting that communities need to continue to be able to provide input on proposed projects that affect their neighborhoods.
    - **Stakeholder Feedback:** Stakeholders emphasized the importance of tailoring this strategy so that its ability to increase the feasibility of development is used in a targeted manner - in particular, to enable affordable housing and to support housing around transit.
  - ***Transform Aging Malls and Office Parks into Neighborhoods***

- **Description:** Transform aging malls and office parks into mixed-income neighborhoods by permitting new land uses and significantly reducing development costs for eligible projects that meet affordability and VMT reduction criteria. Applying this strategy in the Blueprint will involve updating zoning to allow a mix of housing and commercial development in large mall and office park sites more than 30 years old, first prioritizing sites that are in both HRAs and TRAs.
- **Horizon Analysis:** By unlocking a host of large development sites in strong real estate markets, this strategy produced thousands of new units across all three futures without displacing existing residents. Adding robust affordability and VMT-reduction measures would amplify the impact of this strategy.
- **Public Feedback:** This strategy was overwhelmingly popular with the public, with over 90 percent of pop-up participants offering positive feedback.
- **Stakeholder Feedback:** Similar to the public, stakeholders were very supportive of this strategy. Potential refinements identified by stakeholders included ensuring that projects benefited surrounding communities and integrated affordable housing.

## Housing: Protect, Preserve, and Produce More Affordable Housing

- ***Fund Affordable Housing Protection, Preservation and Production***

- **Description:** Raise an additional \$1.5 billion in new annual revenues to leverage federal, state, and local sources to protect, preserve and produce deed-restricted affordable housing for low-income households.<sup>2</sup> This strategy takes a significant step toward closing the gap in housing needs identified in the Draft Affordable Housing Needs & Revenue Assessment; future refinements in the Final Blueprint can integrate ongoing conversations related to advancing AB 1487. To expand affordable housing beyond existing revenue measures, this strategy would be significantly strengthened in Blueprint Plus. Funding can be prioritized based on context-specific needs, such as:
  - Funding for preservation of existing affordable housing can be focused in communities in TRAs with high displacement risk.
  - Funding for production of new affordable housing can be prioritized in communities that are HRAs, with remaining units spread throughout the region to ensure inclusive communities.

***Funding: \$64 billion (in addition to baseline housing funding from Needs & Revenue)***

- **Horizon Analysis:** This strategy resulted in the preservation and production of approximately 80,000 units over 30 years, representing between four and seven percent of all units built in the two high-growth Futures. Additional complementary strategies, such as expansions of inclusionary zoning, may be necessary to further close the gap between existing affordable housing stock and anticipated future needs.
- **Public Feedback:** This was among the most popular strategies with the public, with over 90 percent support at pop-up workshops.
- **Stakeholder Feedback:** Stakeholders were overwhelmingly supportive of this strategy, but offered numerous recommendations to refine the strategy - many relating to the details of program administration, which will be important to consider when developing the Implementation Plan (e.g., providing a regional “one-stop shop” for regional affordable housing funds).

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<sup>2</sup> For the purpose of the Plan Bay Area 2050 Blueprint, this is defined as the lowest quartile of Bay Area households.



- ***Require 10 to 20 Percent of All New Housing to be Affordable***
  - **Description:** Require at least 10 percent to 20 percent of new housing developments of 5 units or more to be affordable to low-income households, with the threshold defined by market feasibility, as well as access to opportunity and public transit. Smaller units, such as ADUs and fourplexes, are exempted to increase feasibility.
  - **Horizon Analysis:** By creating an ongoing source of deed-restricted affordable housing, this strategy was the most effective in addressing displacement risk over the 30-year timeframe of the Plan. However, like many of the other housing strategies, the analysis identified that more precisely tuning the strategy for specific geographies could deliver greater benefits to the region.
  - **Public Feedback:** Members of the public were generally supportive of this strategy, voicing strong support for more affordable housing in the Bay Area including through requirements for market-rate developers.
  - **Stakeholder Feedback:** Stakeholders were generally supportive of this strategy, with some concerns expressed regarding the importance of designing the strategy to avoid dampening overall housing production and achieving the desired affordability outcomes.
- ***Further Strengthen Renter Protections Beyond State Legislation***
  - **Description:** Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old. This strategy reflects feedback from stakeholders this fall, which challenged MTC/ABAG staff to consider expanding upon recently-passed state legislation (e.g., AB 1482) to protect renters. Units less than 10 years old - the timeframe developers and lenders analyze to determine project affordability - are exempted to reduce the potential for dampening new market-rate development.
  - **Horizon Analysis:** A more limited version of this strategy (modeled based on laws passed in 2019) was effective in slowing short-term displacement pressure, with its impact diminishing over time as rents reset to market levels as new tenants move in. Over a 30-year period, it achieves minimal benefit in reducing displacement - pointing to the need to couple it with strategies that permanently preserve existing, and build new, affordable housing.
  - **Public Feedback:** This strategy was not included in the public engagement process due to the adoption of AB 1482.
  - **Stakeholder Feedback:** Although this strategy was not formally included in stakeholder engagement, it was raised in multiple forums by subject-area experts as an opportunity to go beyond state legislation to more effectively stabilize housing in communities vulnerable to displacement - an outcome not guaranteed by the legislation, which is intended as an “emergency” measure with a ten-year duration.

## **Economy: Improve Economic Mobility**

- ***Expand Childcare Support for Low-Income Families***
  - **Description:** Provide a 50 percent childcare subsidy to low-income households with children under 5, enabling more parents with young children to remain in (or to enter) the workforce. Neither ABAG nor MTC would lead in this strategy’s implementation but the agencies could advocate for supportive policies to be advanced by others as part of future economic development work. Given the high cost to deliver this strategy, it can only be included in Blueprint Plus. **Funding: \$30 billion**

- **Horizon Analysis:** Horizon Futures Round 2 analysis indicated that this strategy has broad benefits, improving career trajectories for women and reducing financial burden for working-class families. Average Bay Area childcare costs are more than \$15,000 per year, which poses a financial challenge, particularly for low-income households already impacted by the Bay Area's high cost of living. Today, 75,000 Bay Area households with at least one child 5 years old or younger earn less than \$50,000 annually. For households with parents already working the benefit could raise income by 30% or more. For households with a parent not working, the benefit could raise income by 50% or more.
  - **Public Feedback:** This was a popular strategy with a nearly 90 percent approval rating at pop-up workshops. Many suggested childcare subsidies be made available to higher income households given the cost of living in the Bay Area and suggested thresholds up to \$85,000 as the eligible income threshold for this subsidy. The public also asked that it be expanded to add after school programs and baseline funding for universal pre-school.
  - **Stakeholder Feedback:** This was also a popular strategy with stakeholders, with some suggesting that it should be expanded to cover generations caring for generations, senior care, and disabled care. Stakeholders also recommended that further work should consider the income threshold for this strategy, the level of financial support, any appropriate restrictions to eligibility and how the high cost of such subsidies could be funded.
- **Create Incubator Programs in Economically-Challenged Areas**
    - **Description:** Fund pre-incubation services or technical assistance for establishing a new business, as well as access to workspaces, and mentorship and financing in disadvantaged communities. This strategy could be combined with both Priority Production Areas and Priority Development Areas in housing-rich locations to encourage job opportunities specifically located in places where future job growth is intended to be focused. Given the high cost to deliver this strategy, it can only be included in Blueprint Plus. **Funding: \$15 billion**
    - **Horizon Analysis:** In Horizon Futures Round 2, job growth continued to occur disproportionately in the West Bay, accentuating the Bay Area's longstanding jobs-housing imbalance. Residents in East and North Bay communities had less access to job opportunities and upward economic mobility. Incubator programs had very modest benefits in the analysis to date, but staff would note that further refinements including pairing with Priority Production Areas in housing-rich locations could increase efficacy somewhat in the Draft Blueprint.
    - **Public Feedback:** This strategy was very popular with the public, with 97 percent approving. People felt that local businesses were especially important as new businesses that start local tend to hire local, thereby creating jobs and improving opportunities. Potential suggested improvements included expanding the strategy to support and retain small businesses.
    - **Stakeholder Feedback:** Incubators were considered a modest priority for many stakeholders. Some felt that the incubation focus was overblown compared to other features of the labor market, like adequate training, apprenticeships for minority youth, quality education, etc. Connecting incubators to the region's many community colleges is an idea that could be further considered in the Implementation Plan phase.

- ***Retain Key Industrial Lands through Establishment of Priority Production Areas***
  - **Description:** Implement local land use policies to protect key industrial lands identified as Priority Production Areas, including preservation of industrial zoning. Land use levers could be furthered buttressed by technical assistance, which would be considered further in the Implementation Plan phase.
  - **Horizon Analysis:** This strategy was not assessed in Horizon as development of a pilot program was ongoing in 2018-19.
  - **Public Feedback:** Although this strategy was not featured at the pop-up workshops, other comments on economy strategies suggested that the region should focus on retaining small businesses as well as key industrial areas as both are critical to the region's economy.
  - **Stakeholder Feedback:** Stakeholders were supportive of this strategy as a way add jobs in housing-rich, but jobs-poor areas. Some expressed concerns that it could be used as an excuse not to build housing. Stakeholders also suggested that PPAs should align with the transportation planning framework for freight and goods movement and that it was important to retain existing vibrant clusters close to transit. PPAs should encourage middle-wage job growth close to housing that is more affordable and should be evaluated as locations for new incubators.

## **Economy: Shift the Location of Jobs**

- ***Allow Greater Commercial Densities in Growth Geographies***
  - **Description:** Allow greater densities for new commercial development in select Priority Development Areas and select Transit-Rich Areas to encourage more jobs to locate near public transit. This strategy may be fine-tuned during the Draft Blueprint phase to ensure that it is supporting both focused growth near transit as well as an aim to shift the location of jobs to more housing-rich places.
  - **Horizon Analysis:** This strategy was not explicitly analyzed in Horizon, but it has been included in prior iterations of Plan Bay Area to successfully enable more growth in PDAs and near public transit.
  - **Public Feedback:** This strategy was not discussed in-depth with the public as part of recent Horizon & Plan Bay Area 2050 public engagement, but prior Plans have identified strong public support of clustering jobs near public transit.
  - **Stakeholder Feedback:** This strategy was not discussed in-depth with the public as part of recent RAWG and REWG workshops, but prior Plans have identified strong stakeholder support of clustering jobs near public transit.
- ***Assess Transportation Impact Fees on New Office Developments***
  - **Description:** Apply expanded county-specific fees on new office development that reflects transportation impacts associated with such development, focusing primarily on new workplaces anticipated to have high employment-related vehicle miles traveled (VMT). Assigned on a per square foot basis, the fee is highest in areas with the greatest VMT per worker and zero in areas with the lowest. The fee revenues incentivize development inside low-VMT job centers.
  - **Horizon Analysis:** This strategy was adopted in Plan Bay Area 2040, and through ABAG/MTC modeling, it has proven effective in incentivizing job growth in low-VMT locations across multiple Futures. The strategy helped to focus over 90 percent of new office jobs in low-VMT areas and generated substantial revenue, ranging from over \$600 million to several billion dollars over 30 years to support new development near

transit. However, it also dampened new office job growth in the North Bay and portions of the East Bay, where long auto trips are more common.

- **Public Feedback:** This strategy was one of the least popular in recent “pop-up” outreach, in part because the strategy was not clearly defined. In response, staff has overhauled the strategy messaging to make clear that this is a fee based on transportation impacts (VMT) of new development which would be paid by businesses or developers. Furthermore, the strategy itself has been realigned to focus on county VMT averages for worker-based VMT to reduce the risk that it discourages growth in the North Bay and the East Bay.
  - **Stakeholder Feedback:** Stakeholders noted that a broader suite of economic actions beyond regional impact fees would be necessary to encourage further growth outside of the West Bay and the South Bay; staff recognizes that many of these are not specific strategies but perhaps implementation activities that MTC/ABAG could support or partner to advance following Plan adoption. There was also some concern that this strategy could lead to some employers choosing to relocate jobs outside of the Bay Area.
- ***Assess Jobs-Housing Imbalance Fees on New Office Developments***
    - **Description:** Apply a regional jobs-housing linkage fee to generate funding for affordable housing when new office development occurs in job-rich places, thereby incentivizing more jobs to locate in housing-rich places. Funding generated can be used to support affordable housing strategies identified elsewhere in this Draft Blueprint package, but in general, the strategy would be designed to encourage a shift in location of jobs to the greatest extent possible.
    - **Horizon Analysis:** This strategy was not analyzed during the Horizon planning process, but instead it was generated based upon feedback regarding interest in additional straightforward strategies to shift the location of jobs.
    - **Public Feedback:** This strategy was not discussed in-depth with the public as part of recent Horizon & Plan Bay Area 2050 public engagement, as it has been primarily spurred by concerns about solely seeking to encourage growth in lower-VMT locations.
    - **Stakeholder Feedback:** This strategy was not discussed in-depth with the public as part of recent RAWG and REWG workshops, as it has been primarily spurred by concerns about solely seeking to encourage growth in lower-VMT locations. There was also some concern that this strategy could lead to some employers choosing to relocate jobs outside of the Bay Area.

## Environment: Reduce Risks from Hazards

- ***Adapt to Sea Level Rise***
  - **Description:** Protect shoreline communities affected by sea level rise, prioritizing areas of low costs and high benefits and providing additional support to vulnerable populations. Due to the need for New Revenues to support much of the anticipated need identified in the draft Needs & Revenue Assessment for resilience, the strategy would be customized for Blueprint Basic and Blueprint Plus:
    - **Blueprint Basic:** Using forecasted revenues, the region could protect only select portions of the Bay Area’s shoreline. With limited existing funds, the strategy would prioritize resources for Communities of Concern, as well as areas of high benefits and low costs. Some areas would be assumed to flood as



sea levels rise. **Funding: \$5 billion** (requires some transportation funding to protect critical freeways)

- **Blueprint Plus:** With new revenues, the region could more fully adapt to sea level rise. Most Bay Area communities and transportation facilities could be protected; this may include protecting SR-37, provided equity mitigation strategies are identified and increased local funding commitments are made. **Funding: \$20 billion**
- **Horizon Analysis:** In Horizon, sea level rise adaptation was studied through three separate strategies: partial adaptation to sea level rise, full adaptation to sea level rise, and adaptation of the SR-37 corridor.
  - In partial adaptation, protective and adaptive approaches were focused in areas with the most significant impacts, including existing communities, sensitive ecosystems, key transportation systems, or areas planned for future growth. Horizon analysis found that a partial, or more limited adaptation approach, could prevent flooding under a three-foot scenario of up to 100,000 housing units, between 100,000 and 200,000 jobs, and many critical infrastructure assets, such as major highways. However, many communities were not fully protected under this strategy, and crucial connective infrastructure like SR-37 went unprotected.
  - Blueprint Basic relies on only a portion of the “partial adaptation” Horizon strategy because existing forecasted revenues were less than anticipated. The adaptation for Blueprint Basic is therefore expected to protect fewer homes, jobs, marsh ecosystems and transportation assets than what was analyzed in the partial Horizon strategy.
  - Horizon also studied a strategy that more fully adapted the region to sea level rise, and a strategy that specifically adapted SR-37 and surrounding ecosystems. More fully adapting to sea level rise protected more communities and expanded wetland restoration efforts. Adapting SR-37 to sea level rise would maintain a critical east-west highway corridor, preserving much faster travel times than any alternative, and opening up a regionally significant opportunity to restore over 15,000 acres of historic marsh.
  - Blueprint Plus could integrate all three Horizon sea level rise strategies, provided equity mitigation strategies are identified for SR-37.
- **Public Feedback:** Public comments have shown broad support for strategic sea level rise adaptation. In fall 2019 pop-up workshops, 90 percent of those surveyed supported adaptation. For comments that supported adaptation, residents wanted to prioritize adaptation for areas with housing, a finding that was complemented by feedback from the Mayor of Bayville website that indicated that a partial adaptation approach based on prioritization would be most appropriate.
- **Stakeholder Feedback:** In recent workshops on the Draft Blueprint, stakeholders prioritized equity. Members agreed that the strategy should focus on Communities of Concern and renters, helping to reduce displacement due to flooding. Additionally, stakeholders sought alignment with the ultimate growth framework, in order to prioritize development only in low-risk areas.

- ***Provide Means-Based Financial Support to Retrofit Existing Buildings (Energy, Water, Seismic, Fire)***
  - **Description:** Adopt new building ordinances and incentivize retrofits to bring existing buildings up to higher seismic, wildfire, water and energy standards, providing means-based subsidies to offset impacts. To ease the burden of multifamily and single-family building retrofits, this strategy would prioritize assistance to Communities of Concern as well as for residential dwellings built before current codes. Because this strategy generally requires New Revenues, it can only be included in Blueprint Plus. **Funding: \$20 billion**
  - **Horizon Analysis:** As studied in Horizon Futures Round 2, the Blueprint Plus strategy would provide incentives for earthquake, wildfire, energy, and water retrofit upgrades for older homes constructed before modern codes. Horizon analysis has shown that this strategy - when fully funded - could reduce residential earthquake risk for over 500,000 households. In the modeled scenario with a magnitude 7.0 Hayward earthquake, the strategy saved 50,000 homes and sped up regional recovery. The strategy would support wildfire mitigation measures for over 275,000 at-risk homes in the region, focusing on proven measures like structure hardening and defensible space. The energy and water efficiency measures would reduce carbon emission by roughly 2 million tons, and water use by 12 billion gallons annually.
  - **Public Feedback:** The strategy was one of the most popular strategies with communities. In fall 2019 pop-up workshops, it received the highest proportion of positive feedback out of all strategies, with 97 percent of commenters approving. Comments equally supported all four upgrades: water efficiency, energy efficiency, fire, and earthquake retrofits.
  - **Stakeholder Feedback:** Workshop feedback from recent RAWG and REWG workshops focused on financial assistance and affordability, particularly for vulnerable communities and renters. Examples included providing progressive financing measures for different communities, as well as reducing bureaucratic hurdles that may further burden residents.

## **Environment: Reduce Environmental Impacts**

- ***Maintain Urban Growth Boundaries***
  - **Description:** Using urban growth boundaries and other existing environmental protections, confine new development within areas of existing development or areas otherwise suitable for growth, as established by local jurisdictions. This strategy is consistent with the approach taken in Plan Bay Area, Plan Bay Area 2040, and Horizon. These measures include urban growth boundaries, urban service areas, environmental corridors, slope & density restrictions, stream conservation areas, and riparian buffers. As part of the upcoming Implementation Plan phase, MTC/ABAG staff will continue to work with conservation stakeholders to find ways to further strengthen UGBs as a means to prevent sprawl onto important habitat, agricultural, and recreation lands.
  - **Horizon Analysis:** With this strategy in place, the projected greenfield development from 2020 to 2050 would be 33 to 47 times less than the recent 2000 peak. The reason there is still some greenfield development is that counties and cities have identified limited greenfield areas within the current set of urban growth boundaries (UGBs) that are built out during the planning timeframe.

- **Public Feedback:** Maintaining existing UGBs to restrict urban development on greenfield lands has been an area of agreement among the ABAG and MTC governing boards in past Plan Bay Area cycles. In Horizon, staff opened the door to consider greenfield development as an option. However, staff heard clearly from the public, stakeholders, and elected officials that the Bay Area should remain committed to UGBs as a strategy to protect the environment and reduce urban sprawl, despite the need for new housing. Feedback from the community further supported the Horizon analysis.
- **Stakeholder Feedback:** Stakeholders recognized that maintaining boundaries set by today's UGB policies, as well as encouraging other municipalities to adopt UGBs, is an important strategy in reducing development pressure on the region's open spaces and agricultural lands, particularly lands along the wildland-urban interface. While UGBs are an important conservation strategy, stakeholders emphasized that achieving conservation goals would also require funding and regional support for long-term protection of priority natural and working lands.
- ***Protect High-Value Conservation Lands***
  - **Description:** Provide strategic matching funds to help conserve high-priority natural and agricultural lands, including but not limited to Priority Conservation Areas. Conserving the region's biodiversity and agricultural abundance requires additional prioritization and investment for natural and working land acquisition, protection, and management. This strategy would support regional goals for agriculture, open space, bayland and trails, which include a vision of 2 million acres of preserved open space, 100,000 acres of restored marsh, 2,700 miles of trails, and a thriving agricultural economy. Because this strategy requires New Revenues, it can only be included in Blueprint Plus. **Funding: \$15 billion**
  - **Horizon Analysis:** This strategy was not assessed in Horizon, as insufficient resources were available to understand the pros and cons associated with it.
  - **Public Engagement:** This strategy was not included in the public engagement process as it was not a specific recommendation of the predecessor Horizon initiative; however, staff heard broad support from the public for greenfield protection from urban encroachment.
  - **Stakeholder Engagement:** This strategy was added based on feedback from stakeholders and the public, who expressed support for a strategy specifically encouraging conservation of regionally-significant natural and working lands. Equitable access to conserved lands was also a stakeholder priority.
- ***Expand the Climate Initiatives Program***
  - **Description:** Expand MTC's Climate Initiative Program, which includes investments in transportation demand management and electrification incentive programs, while simultaneously working with the Air District and the State to reduce greenhouse gas emissions for other transportation sectors. This includes existing strategies (Bikeshare, Targeted Transportation Alternatives, Carshare, Commute Benefits Ordinance, Employer Shuttles, Trip Caps, Vanpools, Regional EV Chargers, Feebate Program Implementation, Vehicle Buyback & EV Incentives Program) as well as new strategies under Climate Initiatives. These could include a policy to shift Transportation Network Company (TNC) miles to electric; strategies to support increased telecommuting; and policies to better manage the supply of parking.



- **Horizon Analysis:** This strategy was not assessed in Horizon; instead, the performance of the various Climate Initiatives, in combination with complementary strategies that also reduce GHG emissions, will be assessed as the Blueprint is developed in 2020. Depending on upcoming analyses, additional policy commitments may be required to reach the 2035 target.
- **Public Feedback:** This strategy was not included in the public engagement process as it was not a specific recommendation of the predecessor Horizon initiative; however, there were general comments expressing the need to address climate change.
- **Stakeholder Feedback:** Feedback from the REWG workshop reiterated that affordability and equitable access to all mobility options and electric vehicle opportunities should be considered in the development of the GHG reduction strategies. Participants in the Environment RAWG workshop indicated interest in more outreach and education and discussed new policy ideas, including mitigating TNC trip emissions, encouraging telecommuting, and managing parking.



**Summary Table: Draft Blueprint Strategy Costs (millions of YOES)\***

| Element        | Theme  | Strategy  | Blueprint Basic | Blueprint Plus Crossing | Blueprint Plus Fix It First |
|----------------|--|---|-----------------|-------------------------|-----------------------------|
| Transportation | Maintain and Optimize the Existing System                | Operate and Maintain the Existing System  | \$392,000       | \$392,000               | \$423,000                   |
|                |  | Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives                | \$1,000         | \$1,000                 | \$1,000                     |
|                |  | Reform Regional Transit Fare Policy   | \$10,000        | \$10,000                | \$10,000                    |
|                |  | Enable Seamless Mobility with Unified Trip-Planning and Fare Payment                      | \$100           | \$100                   | \$100                       |
|                | Create Healthy and Safe Streets                          | Build a Complete Streets Network  | \$7,000         | \$7,000                 | \$7,000                     |
|                |  | Advance a Regional Vision Zero Policy   | \$1,000         | \$1,000                 | \$1,000                     |
|                | Enhance Local and Regional Transit                       | Advance Low-Cost Transit Projects   | \$20,000        | \$20,000                | \$20,000                    |
|                |  | Build a New Transbay Rail Crossing ( <i>Plus Crossing Only</i> )                          | N/A             | \$50,000                | N/A                         |
| Housing        | Spur Housing Production and Create Inclusive Communities | Allow a Greater Mix of Housing Densities and Types in Growth Geographies                  | \$0             | \$0                     | \$0                         |
|                |  | Reduce Barriers to Housing Near Transit and in Areas of High Opportunity                  | \$0             | \$0                     | \$0                         |
|                |  | Transform Aging Malls and Office Parks into Neighborhoods                                 | \$0             | \$0                     | \$0                         |
|                | Protect, Preserve, and Produce More Affordable Housing   | Fund Affordable Housing Protection, Preservation and Production ( <i>Plus Only</i> )      | \$107,000       | \$171,000               | \$171,000                   |
|                |  | Require 10 to 20 Percent of All New Housing to be Affordable                              | \$0             | \$0                     | \$0                         |
|                |  | Further Strengthen Renter Protections Beyond State Legislation                            | \$0             | \$0                     | \$0                         |
| Economy        | Improve Economic Mobility                                | Expand Childcare Support for Low-Income Families ( <i>Plus Only</i> )                     | N/A             | \$30,000                | \$30,000                    |
|                |  | Create Incubator Programs in Economically-Challenged Areas ( <i>Plus Only</i> )           | N/A             | \$15,000                | \$15,000                    |
|                |  | Retain Key Industrial Lands through Establishment of Priority Production Areas            | \$0             | \$0                     | \$0                         |
|                | Shift the Location of Jobs                               | Allow Greater Commercial Densities in Growth Geographies                                  | \$0             | \$0                     | \$0                         |
|                |  | Assess Transportation Impact Fees on New Office Developments                              | \$0             | \$0                     | \$0                         |
|                |  | Assess Jobs-Housing Imbalance Fees on New Office Developments                             | \$0             | \$0                     | \$0                         |
|                |  |   |                 |                         |                             |
| Environment    | Reduce Risks from Hazards                                | Adapt to Sea Level Rise   | \$5,000         | \$20,000                | \$20,000                    |
|                |  | Provide Means-Based Financial Support to Retrofit Existing Buildings ( <i>Plus Only</i> ) | N/A             | \$20,000                | \$20,000                    |
|                | Reduce Environmental Impacts                             | Maintain Urban Growth Boundaries  | \$0             | \$0                     | \$0                         |
|                |  | Protect High-Value Conservation Lands ( <i>Plus Only</i> )                                | N/A             | \$15,000                | \$15,000                    |
|                |  | Expand the Climate Initiatives Program  | \$1,000         | \$1,000                 | \$1,000                     |
|                |  |   |                 |                         |                             |
| Grand Total    |  |   | \$544,100       | \$752,100               | \$734,100                   |

### Summary Table: Draft Blueprint Estimated Revenues (millions of YOE\$)\*

| Element                          | Strategy  | Blueprint Basic          | Blueprint Plus Crossing | Blueprint Plus Fix It First |
|----------------------------------|---|--------------------------|-------------------------|-----------------------------|
| Revenue Forecast                 | Transportation  | \$472,000                | \$544,000               | \$544,000                   |
|                                  | Housing   | \$107,000                | \$171,000               | \$171,000                   |
|                                  | Economy   | N/A**                    | \$45,000                | \$45,000                    |
|                                  | Environment   | \$2,000                  | \$51,000                | \$51,000                    |
| Strategy Revenues                | Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives  | \$25,000                 | \$25,000                | \$25,000                    |
|                                  | Assess Transportation Impact Fees on New Office Developments  | <i>Under Development</i> |                         |                             |
|                                  | Assess Jobs-Housing Imbalance Fees on New Office Developments   | <i>Under Development</i> |                         |                             |
|                                  | <i>Additional Project-Generated Revenues (Fares, Tolls, etc.)</i>   | <i>Under Development</i> |                         |                             |
| <b>Grand Total</b>               |   | <b>\$606,000</b>         | <b>\$836,000</b>        | <b>\$836,000</b>            |
| <b>Strategy Costs - Revenues</b> | <b><i>Remaining Financial Capacity for Final Blueprint (primarily for transportation strategies, including CTA/local projects &amp; additional regional priorities)</i></b> | <b>\$61,900</b>          | <b>\$83,900</b>         | <b>\$101,900</b>            |

\* Costs are draft and subject to change. Blueprint Plus revenues would require new funding sources for Transportation, Housing, Economy, and Environment to be approved by elected officials or by the voters over the next 30 years.

\*\* Unlike for Transportation, Housing, and Environment, MTC/ABAG does not have baseline data for economic development funding across the Bay Area. For this reason, the Economic revenues listed reflect a net increase to fund new regional strategies, as opposed to the total revenues listed for other topic areas.