

From: [Martha Silver](#)
To: [Martha Silver](#)
Subject: Comments of Mayor Liccardo to Joint MTC-ABAG Planning Committee - Agenda Item 5b
Date: Friday, October 9, 2020 3:44:03 PM
Attachments: [5b_Handout-PBA2050_TelecommutingFactSheet_100820.pdf](#)
[4a_PBA50_DraftBlueprintFindings-1.pdf](#)

From: Sam Liccardo <sam.liccardo@gmail.com>
Sent: Friday, October 9, 2020 11:39 AM
To: Green, Scott <scott.green@sanjoseca.gov>; Davis, Rachel <Rachel.Davis@sanjoseca.gov>;
stephanie.craig <stephanie.craig@apeironstrategy.com>
Subject: Comments of Mayor Liccardo to Joint MTC-ABAG Planning Committee

I send this email in the event I am unable to speak at today's Joint Planning due to other public commitments that may cause me to leave the meeting if it runs long. Thank you for considering my lengthy comments.

As mayor of the largest city in the region, I will continue to oppose the telecommute mandate in the Play Bay Area 2050, as written. I look forward to learning more about MTC Staff's work on identifying more flexible alternatives that deliver similar GhG-emission reductions. What was presented in July to the MTC and ABAG Boards as a mere option among several options for addressing the 7% GhG emission reduction gap in the plan—has seemingly become a bedrock element of a plan in the months since. Even then, the option was presented merely as a 50% mandate, see www.planbayarea.org/sites/default/files/pdfs_referenced/4a_PBA50_DraftBlueprintFindings.pdf.

The telecommute mandate appears fraught with unintended consequences—and those impacts are severe. Most simply, the concept undermines residents' incentives to choose to live near where they work—a factor which has a series of cascading effects, to:

- encourage a flight to more suburban and rural areas, where residents will naturally adopt a more auto-centric lifestyle. Auto commutes to work may decline, but the same automobile will get a harder workout on trips to school, the store, or for services;
- undermine decades of effort to encourage “smart growth” development, directly contravening the Plan's stated goal to have 43% of all housing located within a half-mile of high-frequency transit by 2050,
- spur a flight of large employers from the Bay Area. Several executives have already informed me of the deleterious effects of this policy on their future planning in this region, precisely at the moment when they are deciding where in the globe they should be cutting jobs to achieve budgetary savings;
- penalize those few responsible large employers—such as Salesforce and Google—that are investing mightily to co-locate near transit, at great risk and high cost;
- exacerbate historic patterns of redlining and legally-sanctioned segregation in housing, making urban locations less desirable, and pushing demand and housing costs upward in suburbs and exburbs;
- dramatically reduce transit ridership, and erode public incentives to invest to maintain and grow our region's underfunded and inadequate transit system.

This telecommute element of the plan also misses the mark because it overlooks two very important aspects of the human condition.

First, we are social beings. The isolation endured by residents through this pandemic has already taken a substantial toll on the mental health and emotional well-being of millions of Americans.

Workplaces provide entry-points for a wide range of social connections, ranging from book clubs to softball leagues to service organizations. In a society in which we are increasingly “bowling alone,” as Robert Putnam famously put it, there are substantial costs-- though hidden—in rules that accelerate the atomization of our community.

Second, creative endeavors—particularly those driving the innovation-based industries that have become our region’s bread-and-butter —depend enormously on proximity of workers and constant opportunities for human interaction. The loss of those “creative collisions” in elevators, break rooms, and hallways in recent months has come at a substantial cost to our local employers, particularly in the technology sector.

This body has many other options, and any combination of these and other strategies could achieve needed GhG reductions. The region could adopt imposition of region-wide “trip caps” on auto—and particularly single-occupancy vehicle (SOV)-- commutes. We could shelve the highway expansion strategies incorporated in the draft plan clearly undermine our GhG reduction targets, increasing emissions by approximately 2% [5b Handout-PBA2050 TelecommutingFactSheet_100820.pdf](#) . We could impose proportionately higher impact fees on further expansion of office, large retail, and research & development in cities with heavy jobs-housing imbalances, to incentivize better planning and the co-location of housing with those employment uses. The region could halt all housing construction in the urban-wildland interface (UWI), where peril to wildfire risk has been amply demonstrated in recent years—and tragically, recent days—in lost lives and livelihoods. We could better leverage pricing as a tool—whether through a region-wide gas tax, increases in roadway tolls, higher parking fees, or a VMT fee to incentivize for virtuous mode shift. We have these and other options.

The poll data presented by staff— suggesting that the public widely embraces telecommuting—is unconvincing. Asking the public that question amid a historic pandemic is likely to reflect reservations that residents currently feel about venturing out while a lethal virus rages outside their door. It doesn’t reflect how the public will feel after hearing that their employer, and other employers, have decided to relocate their headquarters to another state.

Thank you for considering my thoughts.

Plan Bay Area 2050 Draft Blueprint: Key Findings

Subject: Presentation on the findings from the Draft Blueprint analysis, highlighting successes and shortcomings in advance of stakeholder workshops later this month.

Background: Approved for further analysis by MTC and ABAG in February 2020, the Draft Blueprint is the “first draft” of Plan Bay Area 2050, integrating 25 resilient and equitable strategies from the predecessor Horizon initiative. Horizon tested strategies against a wide range of external forces, exploring which policies and investments were best prepared for an uncertain future – from rising telecommute levels to economic boom & bust cycles to consumer preference shifts.

The Plan Bay Area 2050 Draft Blueprint weaves together these transportation, housing, economic, and environmental strategies – as highlighted in **Attachment B** – alongside an expanded set of growth geographies to advance critical climate and equity goals. Designed to accommodate the 1.5 million new homes necessary to house future growth and address overcrowding, as well as 1.4 million new jobs, the Draft Blueprint integrates strategies to address our severe and longstanding housing crisis. With infrastructure investments in walking, biking, and public transportation – as well as sea level protections designed to keep most Bay Area communities from flooding through 2050 – the Draft Blueprint makes meaningful steps towards the adopted Plan Bay Area 2050 Vision.

In line with the Plan Vision, this memorandum includes some key highlights as well as key challenges, organized by the five Guiding Principles – to ensure a more **affordable, connected, diverse, healthy, and vibrant Bay Area for all**. For additional detail on the specific metrics – forecasted outcomes for equity & performance – please refer to **Attachment C**.

**Highlights of
Draft Blueprint:**

The Plan Bay Area 2050 Draft Blueprint goes well beyond what was included in the current long-range regional plan, Plan Bay Area 2040. Notable highlights from the analysis conducted over the past four months include:

- **Improving Affordability for All:** For a typical household, the cost burden for housing and transportation as a share of income declines by 9 points between 2015 and 2050. Reductions are even greater for low-income households – a decline of 26 points – with means-based fares and tolls yielding further dividends in advancing equity goals.
- **Expanding Housing Opportunities for Low-Income Residents.** With robust regional measures in play – as well as an expanded inclusionary zoning strategy – the Draft Blueprint includes funding capacity for the construction of over 400,000 permanently-affordable homes through 2050.
- **Focusing Growth in Walkable, Transit-Rich Communities.** The majority of future housing and job growth is located in walkable communities with frequent transit; the Final Blueprint may make further performance gains via additional transit strategies under consideration for the Final Blueprint.

- **Saving Lives and Protecting Communities.** Reduced speed limits and roadway redesigns help play a critical role in saving thousands of lives through 2050, even as more progress is needed to achieve Vision Zero goals. Investments in sea level rise infrastructure saves 98 percent of at-risk homes through 2050, and funding for seismic home retrofits protects 100 percent of homes at high risk of damage.
- **Positioning the Region for Robust Economic Growth.** Despite over \$200 billion in new taxes in the decades ahead to pay for the bold strategies approved in February 2020, Bay Area businesses are forecasted to rebound robustly, with per-capita gross regional product soaring by 65% through 2050.

Challenges for Final Blueprint:

While the Draft Blueprint strategies make meaningful headway on some of the region's most critical policy issues, five key challenges remain in advancing the bold vision of Plan Bay Area 2050. These challenges will be the focus of our outreach and engagement this summer, as we consider how to make the Blueprint even more resilient and equitable in preparation for an uncertain future:

- **Challenge #1: Affordable Guiding Principle.** While the Draft Blueprint funds a considerable amount of deed-restricted affordable housing, hundreds of thousands of existing low-income residents would still lack a permanently affordable place to live. What strategies could we modify or advance to further increase production of homes affordable to lower-income residents, most importantly in High-Resource Areas with well-resourced schools and convenient access to jobs?
- **Challenge #2: Connected Guiding Principle.** While the Draft Blueprint makes significant headway in improving access for drivers and transit riders compared to existing trends, traffic congestion and transit overcrowding remain significant challenges across the region. How can new or expanded strategies better address these key transportation issues?
- **Challenge #3: Diverse Guiding Principle.** While the Draft Blueprint focuses a sizable share of affordable housing in historically-exclusionary places in the Bay Area, displacement risk continues to rise, especially in Communities of Concern. How can new or expanded strategies reduce this risk of displacement so more residents can remain in place?
- **Challenge #4: Healthy Guiding Principle.** While the Draft Blueprint includes robust protections for agricultural lands and communities vulnerable to sea level rise, the biggest challenge remaining relates to mitigating greenhouse gas emissions (GHG). Given the magnitude of the gap between Draft Blueprint performance and the state-mandated target, what strategies could we modify or expand to close this GHG gap in an equitable and sustainable manner?

- **Challenge #5: Vibrant Guiding Principle.** While Bay Area businesses thrive in the Draft Blueprint, job growth remains relatively concentrated in traditional job centers such as Silicon Valley. Potentially impactful strategies such as office development caps were not included in the Draft Blueprint following discussion at the Commission/Board workshop in January, and more modest strategies such as impact fees led to positive yet limited effects in shifting jobs to housing-rich communities, such as parts of Alameda County. What additional strategies could be considered to shift jobs closer to the region's existing workforce?

Next Steps:

Staff will now seek further input from the public, key stakeholders, and local jurisdiction staff as part of summer 2020 engagement activities. Following a combination of virtual public workshops, telephone town halls, office hours, and non-digital engagement approaches, staff will return to this committee in September with a summary of feedback on Draft Blueprint strategies and outcomes. Staff will also develop potential revisions to the strategies for the Final Blueprint, with anticipated action also slated for **September 2020**. Following modeling and analysis of the Final Blueprint strategies this fall, MTC and ABAG will select a Preferred Alternative for the Plan Bay Area 2050 EIR by the **end of 2020**.

Recommendation: Information

Attachments:

Attachment A: Presentation
Attachment B: Draft Blueprint – Summary of Strategies (*February 2020*)
Attachment C: Draft Blueprint – Summary of Equity & Performance Outcomes (*July 2020*)



Therese W. McMillan

The background of the slide is an aerial photograph of a region with rolling hills and a residential area. A dark blue banner with a white wavy border is positioned at the top left. The text 'PLAN BAY AREA 2050' is written in white, uppercase letters on this banner. The main title 'Draft Blueprint: Key Findings' is displayed in large white font on a semi-transparent blue rectangular area in the lower right. Below the title, the date 'July 2020' and the program name 'MTC/ABAG Regional Planning Program' are written in a smaller, italicized white font.

PLAN BAY AREA 2050

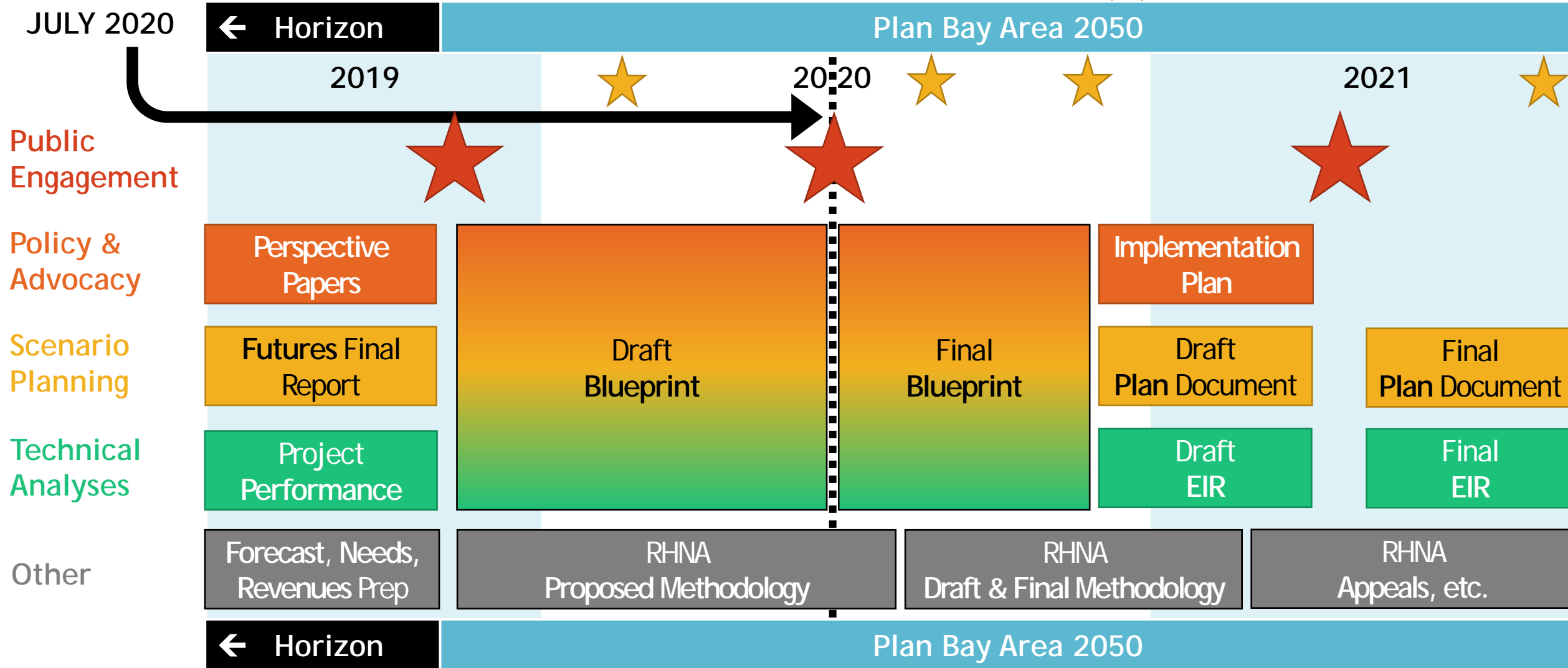
Draft Blueprint: Key Findings

July 2020

MTC/ABAG Regional Planning Program

Draft Blueprint: Major Milestone for Plan Bay Area 2050

★ = Major Policy Board Decisions



The Draft Blueprint is built 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.

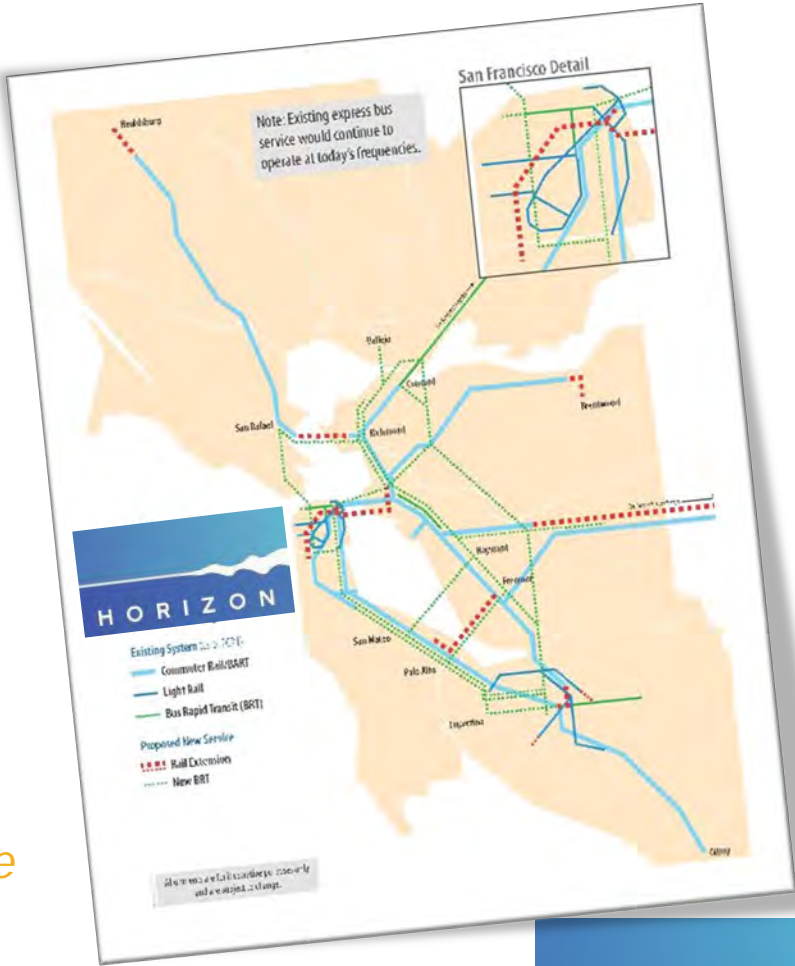
These included megaregional trends, technological shifts, and natural disasters, among others.

Strategies prioritized based upon:



Resilience

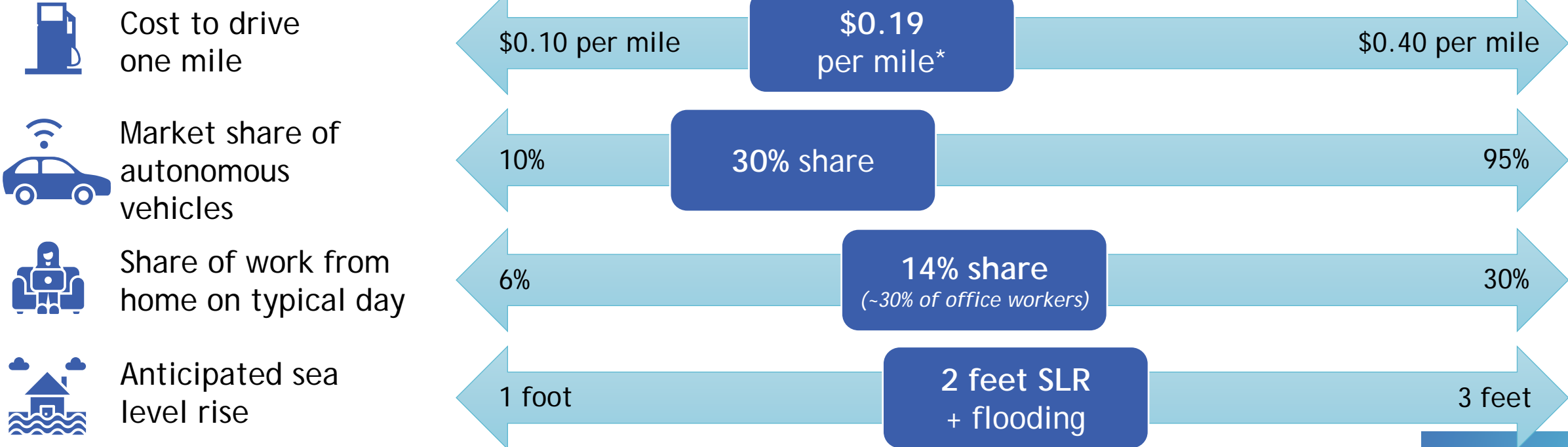
Equity



Ultimately, some of the external forces our region may face in the decades ahead make it harder to achieve the regional vision.

Examples of External Forces (2050)

Range Explored in Horizon Futures vs. Plan Bay Area 2050 Draft Blueprint



Note: MTC/ABAG does not have independent authority to set external force levels for Plan Bay Area 2050. CARB regulates these assumptions in the manner prescribed by SB 375.

* MTC/ABAG is specifically seeking a slightly higher auto operating cost from CARB in summer 2020.

The Draft Blueprint integrates strategies to make progress towards the regional vision, despite the headwinds from external forces.

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



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

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 later this year.

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.





3,000

comments at fall 2019
“pop-up” workshops



9,900

comments from *Mayor of Bayville* online tool

90%

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

Draft Blueprint: 9 Themes and 25 Bold Strategies



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

25 Strategies
(Draft Blueprint Inputs)



Spur Housing Production and Create Inclusive Communities



Protect, Preserve, and Produce More Affordable Housing



Improve Economic Mobility



Shift the Location of Jobs



Refer to **Attachment B** for details on all 25 strategies in the Draft Blueprint.

Draft Blueprint: Highlights in the COVID-19 Era



While Plan Bay Area 2050 is a 30-year vision for the Bay Area, many of the strategies approved for analysis by the Commission and ABAG Board in February have only become more timely, including...



Advancing thousands of miles of safe bicycle & pedestrian facilities



Integrating protections from sudden rent hikes that accelerate displacement



Prioritizing strategies for essential workers, such as childcare subsidies



Protecting much-needed open space for the enjoyment of all residents

Draft Blueprint: Expanded Growth Geographies

Protect



Areas outside Urban Growth Boundaries
(including PCAs)



Unmitigated High Hazard Areas

Prioritize



Priority Development Areas (PDAs)



Priority Production Areas (PPAs)



Transit-Rich Areas* (TRAs):
Frequent Regional Rail

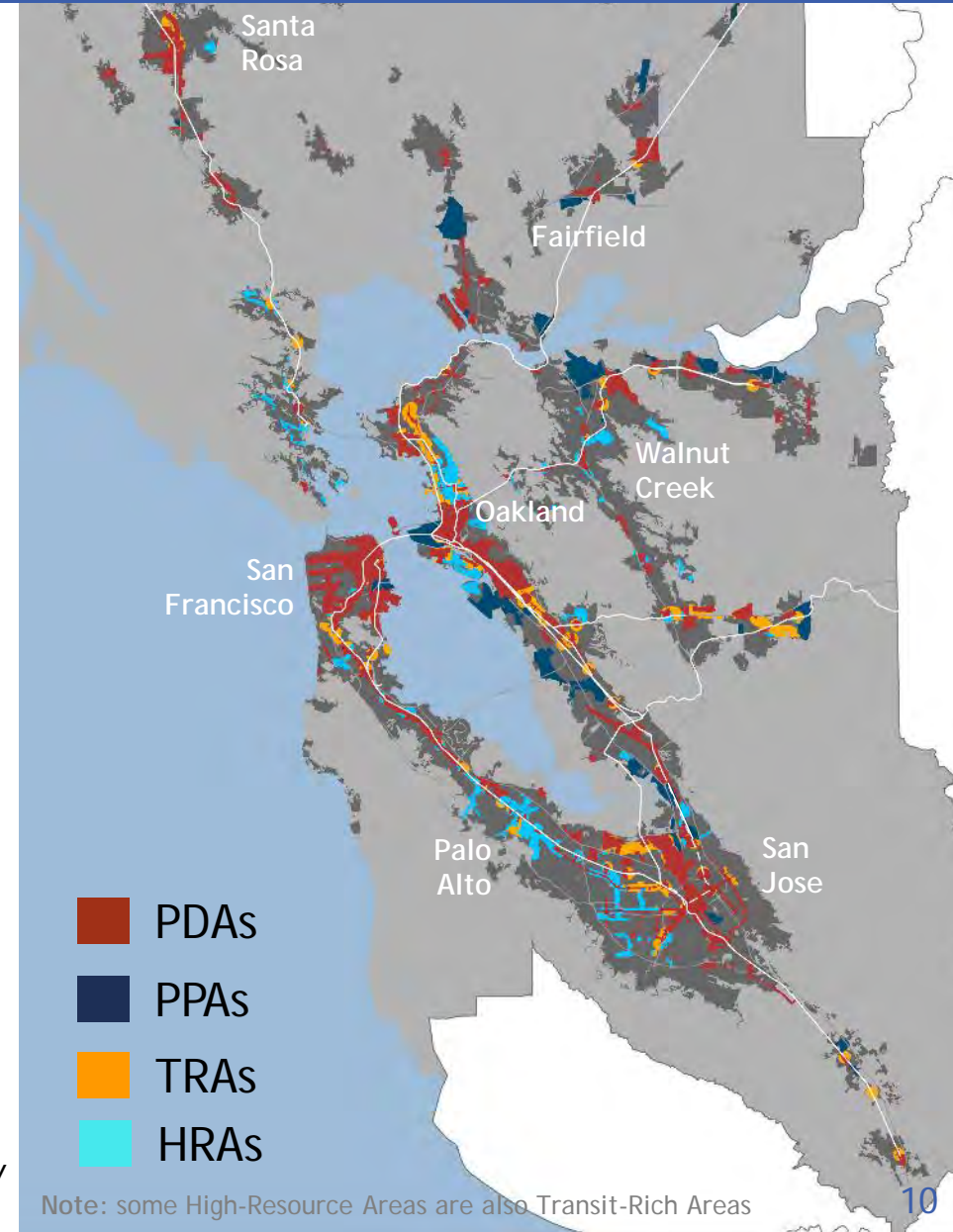


TRAs*:
All Other



High-Resource Areas* (HRAs)

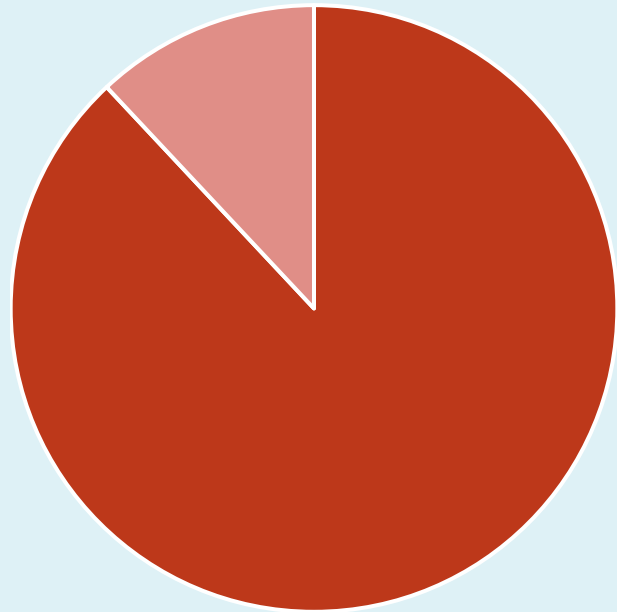
* Applies to all jurisdictions except those that have already nominated more than 50% of PDA-eligible areas



Draft Blueprint: New Revenues Required

Transportation Element

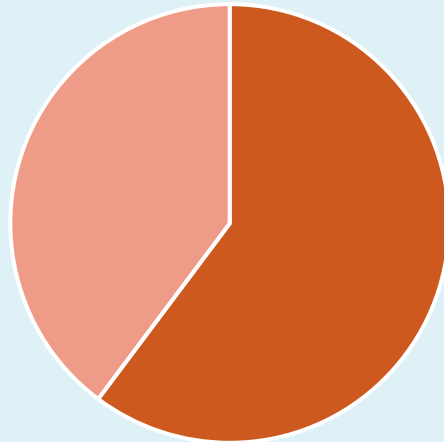
\$463 billion in existing funding
\$63 billion in new revenues



■ Existing Revenues ■ New Revenues

Housing Element

\$103 billion in existing funding
\$68 billion in new revenues

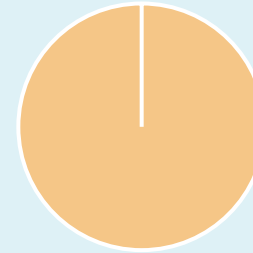


■ Existing Revenues ■ New Revenues

Remaining Needs:
\$397 billion unfunded need
for affordable housing ★

Economy Element

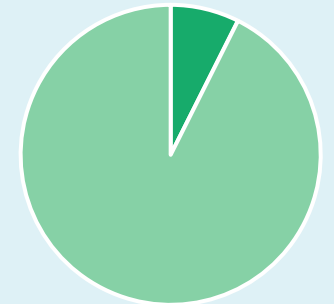
N/A in existing funding
\$33 billion in new revenues



■ Existing Revenues ■ New Revenues

Environment Element

\$3 billion in existing funding
\$50 billion in new revenues

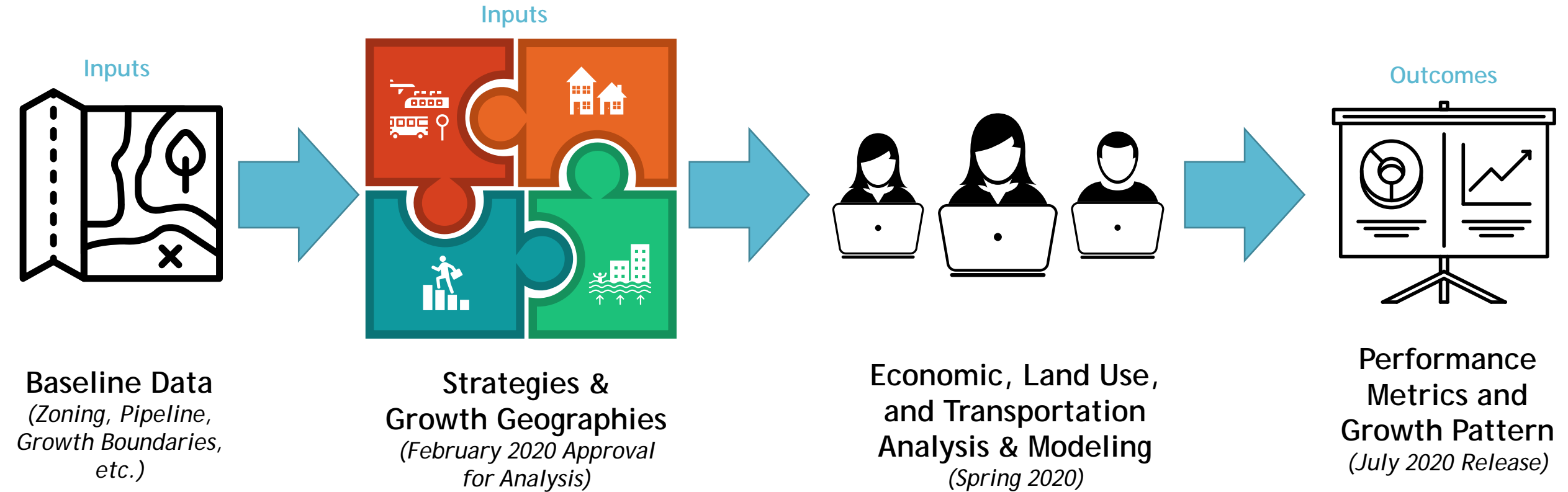


■ Existing Revenues ■ New Revenues

Note: some Transportation Element monies were reserved for Final Blueprint, so not all funds were expended in Draft Blueprint.

Note: as no Needs & Revenue work was done for Economy Element, we do not have a baseline accounting of local revenues for economic development.

Draft Blueprint: How Did We Analyze It?



What are the Potential Outcomes of the Draft Blueprint?

(in an uncertain future...)

Draft Blueprint Highlights (1 of 2)

Improved Affordability

Housing and transportation costs are significantly reduced, especially for low-income residents.



% of household income spent on housing + transportation

57%

in 2015

48%

in 2050

More Permanently-Affordable Homes

New revenues enable a significant uptick in production of deed-restricted affordable homes.



number of new permanently-affordable homes

400,000+

by 2050

More Growth Near Transit

Most new homes are focused in walkable communities with frequent transit service.



% of all housing within ½ mile of high-frequency transit

32%

in 2015

43%

in 2050

Draft Blueprint Highlights (2 of 2)

Lives Saved and Injuries Averted

Strategies to reduce vehicle speeds and build protected bike/ped infrastructure save lives.



fatalities avoided due to Draft Blueprint strategies

>1,500
through 2050

Greater Resilience to Hazards

Seismic retrofits and sea level rise infrastructure protect thousands of homes from damage.



% of homes at risk protected

100% 98%
from quake from SLR

Robust Economic Growth

Despite significant tax increases to pay for new strategies, Bay Area businesses continue to thrive.



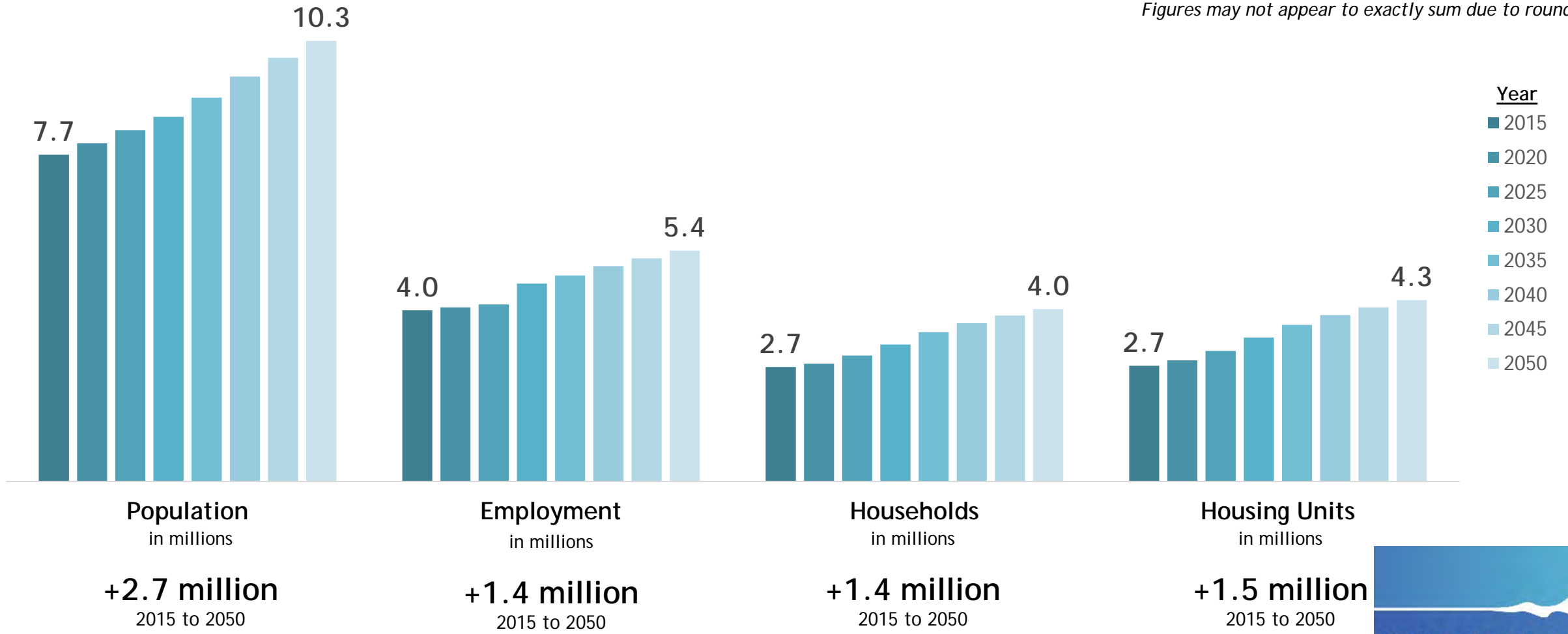
growth in gross regional product per capita (constant \$)

+65%
by 2050

The Draft Blueprint accommodates the needs of future residents by addressing historical underproduction of housing.

Regional Growth Forecast: Bay Area *Integrating COVID-19/Recession Impacts between 2020 and 2030*

Figures may not appear to exactly sum due to rounding.



Draft Blueprint: Housing Growth Pattern

For breakdowns on the subcounty level, please refer to Attachment C. Totals do not always sum to 100% due to rounding.

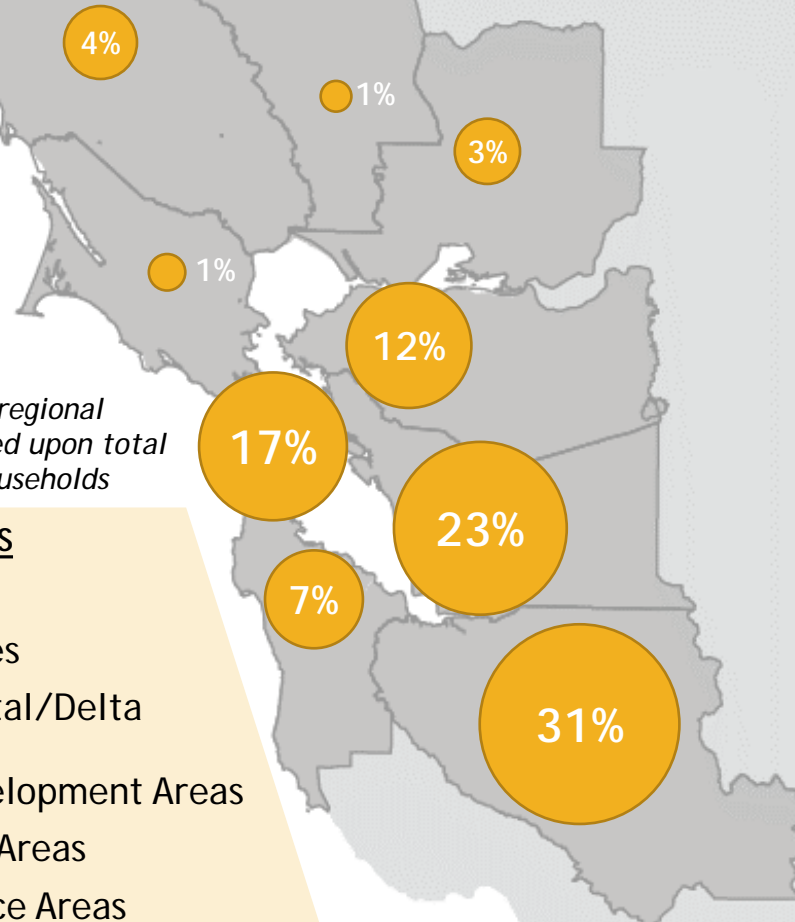
Plan Bay Area 2040: 2010 to 2040
+0.8 million new households

MAP LEGEND

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

KEY GROWTH STATISTICS

- 46% in Big 3 Cities
- 33% in Bayside Cities
- 21% in Inland/Coastal/Delta
- 77% in Priority Development Areas
- 61% in Transit-Rich Areas
- 22% in High-Resource Areas



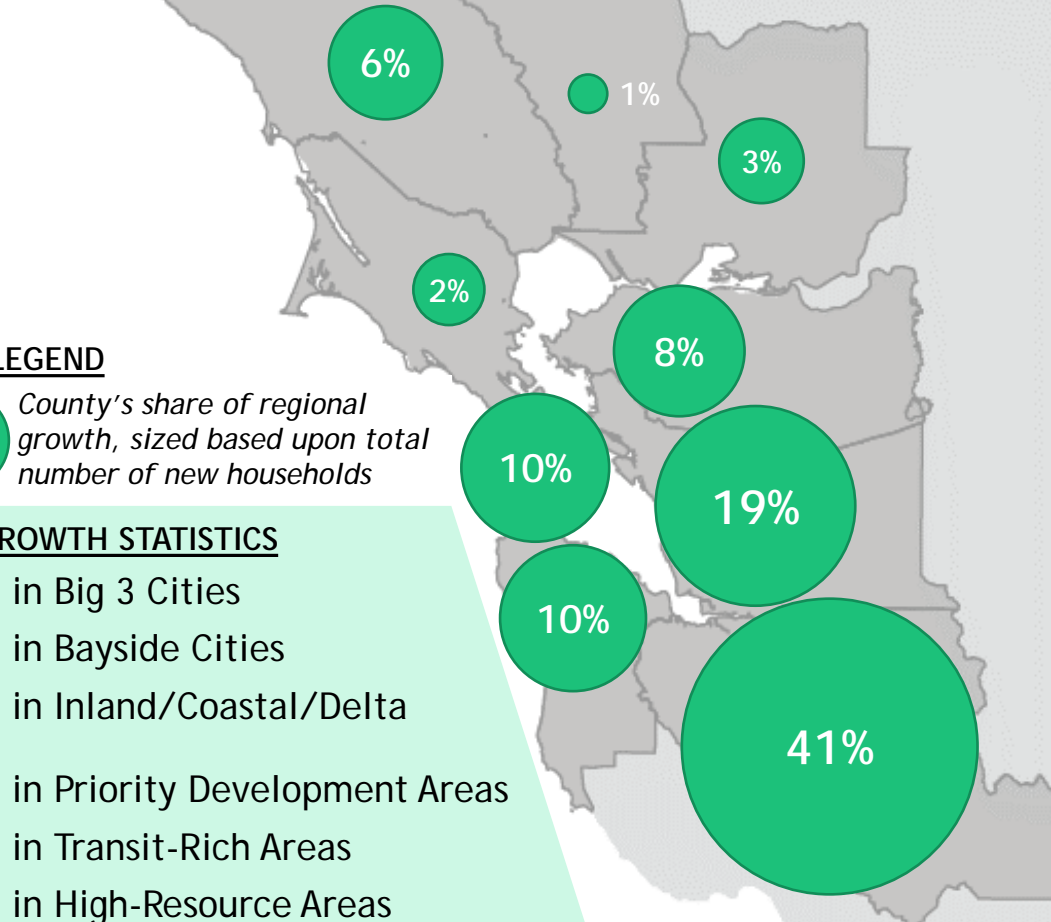
Draft Blueprint: 2015 to 2050
+1.3 million new households

MAP LEGEND

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

KEY GROWTH STATISTICS

- 41% in Big 3 Cities
- 37% in Bayside Cities
- 22% in Inland/Coastal/Delta
- 70% in Priority Development Areas
- 70% in Transit-Rich Areas
- 29% in High-Resource Areas



Draft Blueprint: Jobs Growth Pattern

For breakdowns on the subcounty level, please refer to Attachment C. Totals do not always sum to 100% due to rounding.

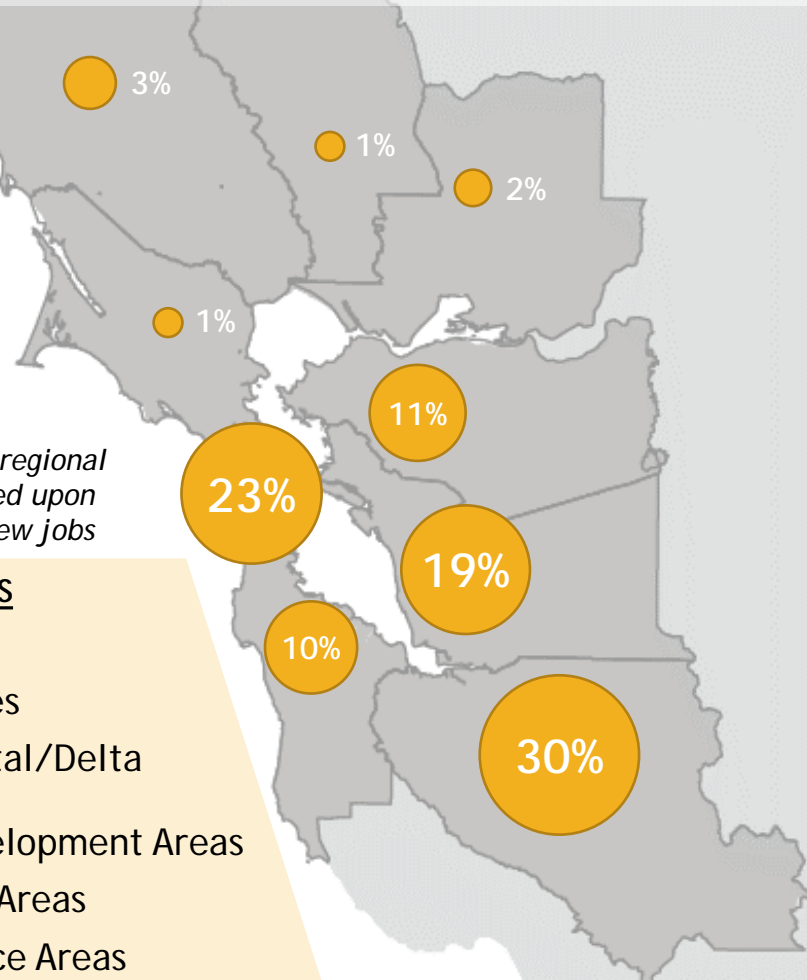
Plan Bay Area 2040: 2010 to 2040 +1.3 million new jobs

MAP LEGEND

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

KEY GROWTH STATISTICS

- 44% in Big 3 Cities
- 40% in Bayside Cities
- 17% in Inland/Coastal/Delta
- 55% in Priority Development Areas
- 59% in Transit-Rich Areas
- 25% in High-Resource Areas



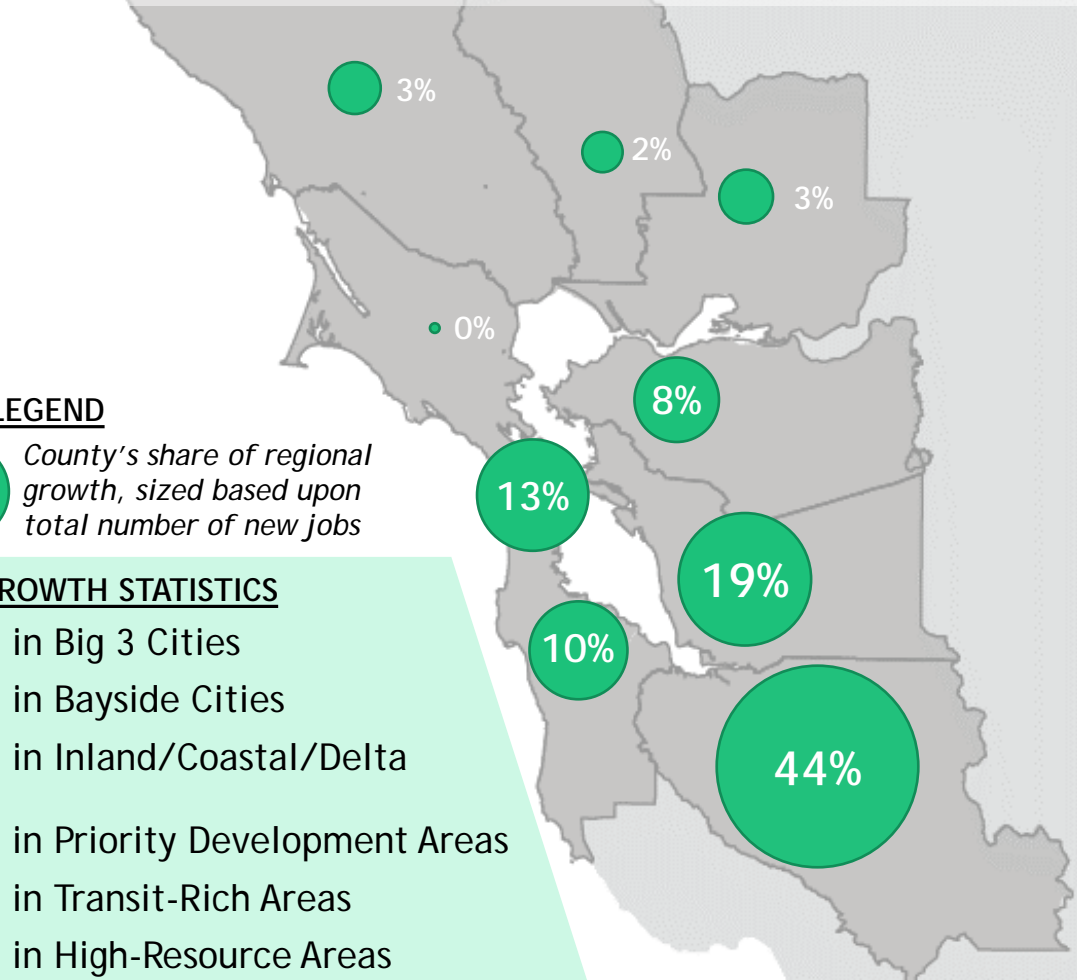
Draft Blueprint: 2015 to 2050 +1.4 million new jobs

MAP LEGEND

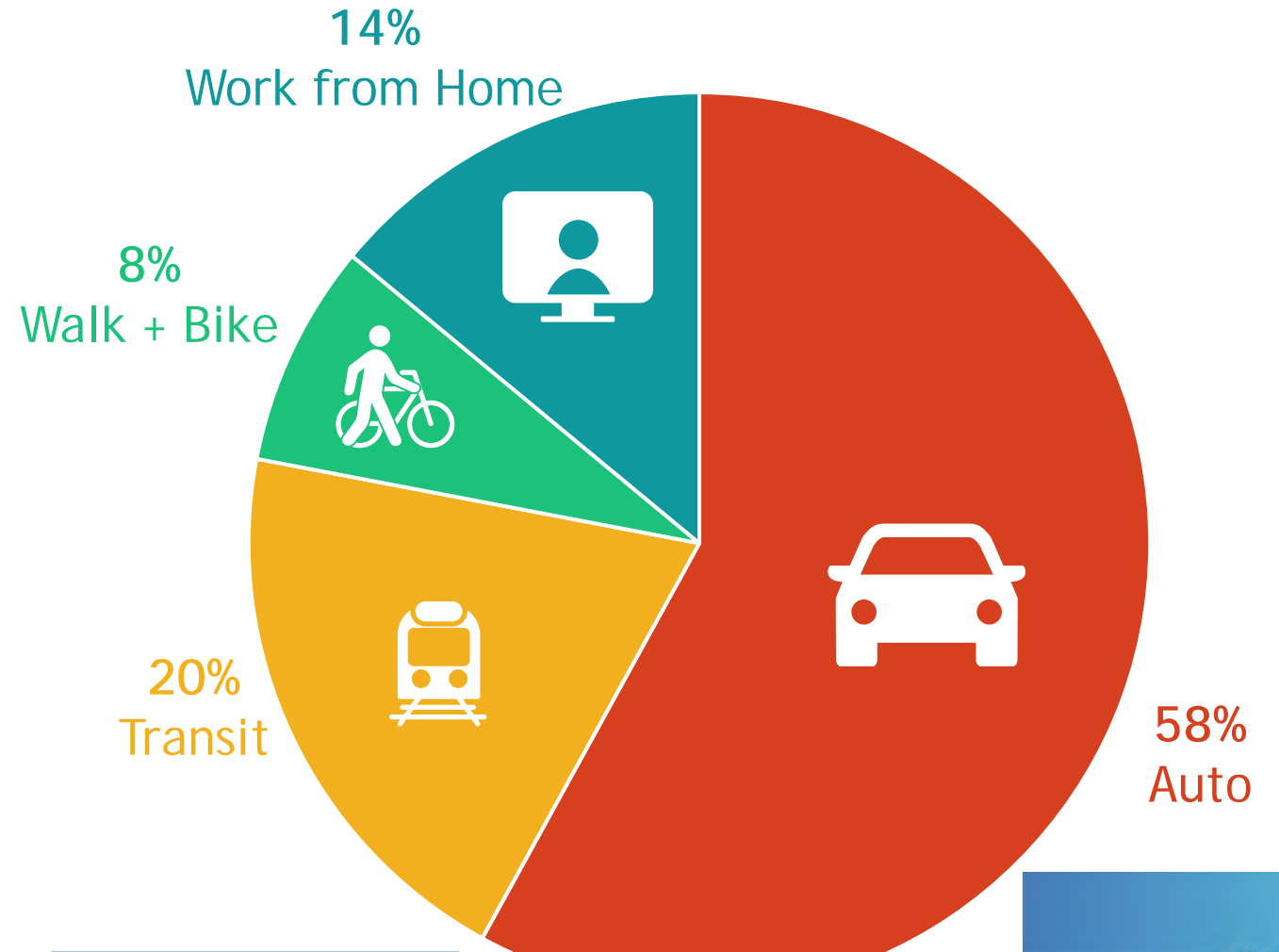
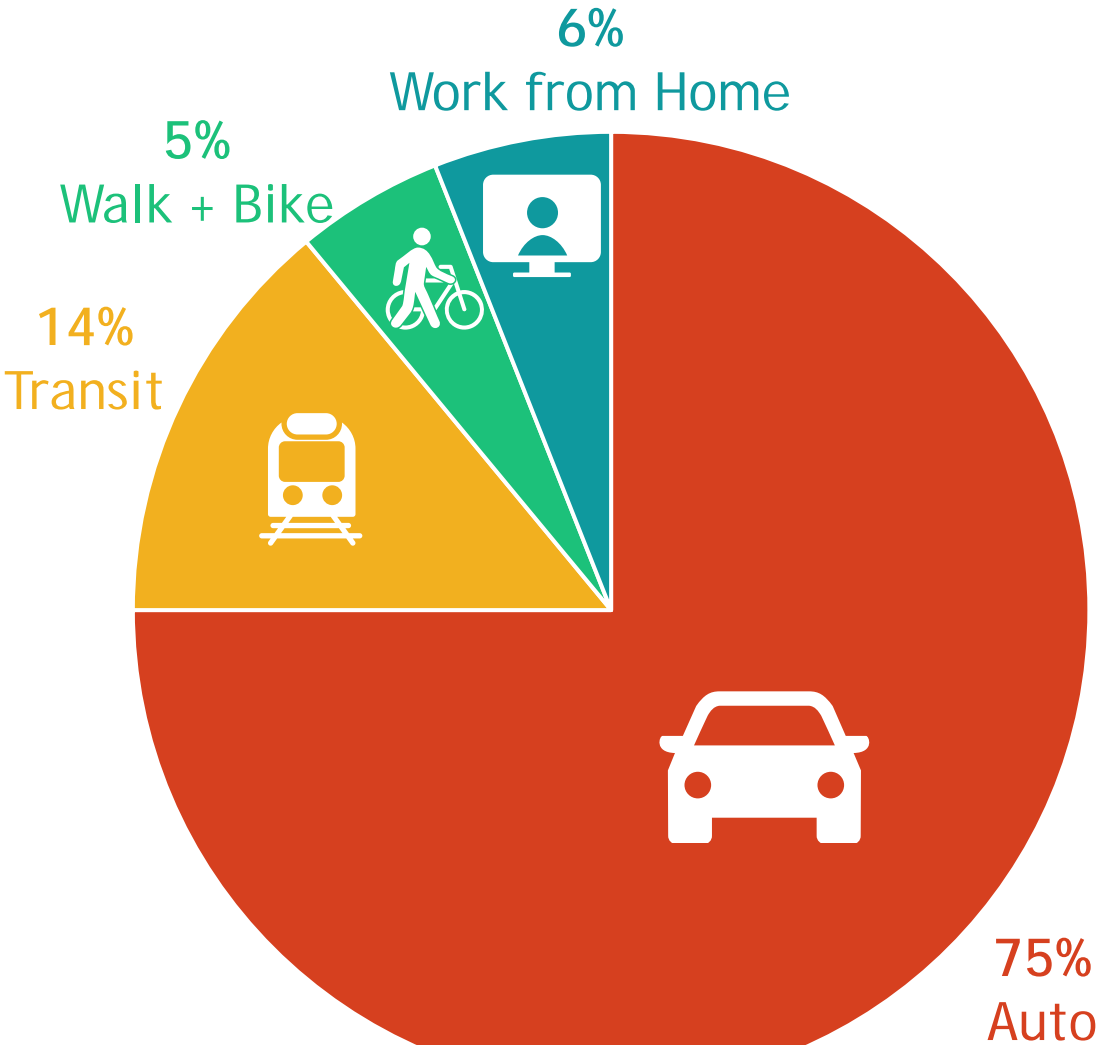
X% County's share of regional growth, sized based upon total number of new jobs

KEY GROWTH STATISTICS

- 49% in Big 3 Cities
- 35% in Bayside Cities
- 16% in Inland/Coastal/Delta
- 42% in Priority Development Areas
- 50% in Transit-Rich Areas
- 19% in High-Resource Areas



Draft Blueprint: Commute Mode Choices

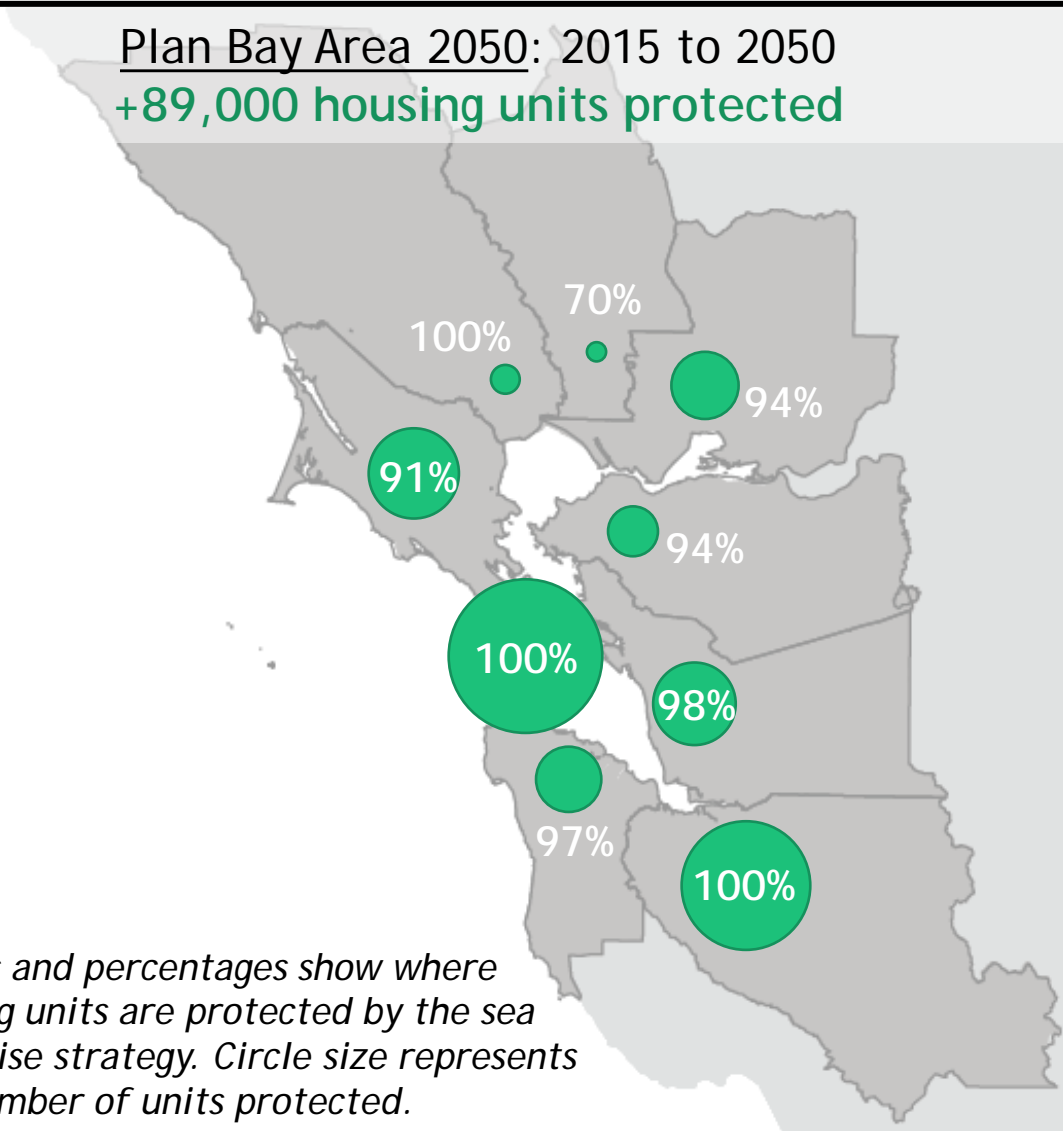


2015

2050 Blueprint

Draft Blueprint: Sea Level Rise Protections

Plan Bay Area 2050: 2015 to 2050
 +89,000 housing units protected



Circles and percentages show where housing units are protected by the sea level rise strategy. Circle size represents the number of units protected.



Housing

89,000 units protected

2,000 units still at risk



Jobs

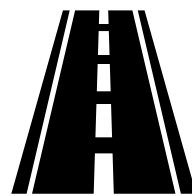
166,000 jobs protected

10,000 jobs still at risk



Environment

100,000 acres of marsh adaptation projects

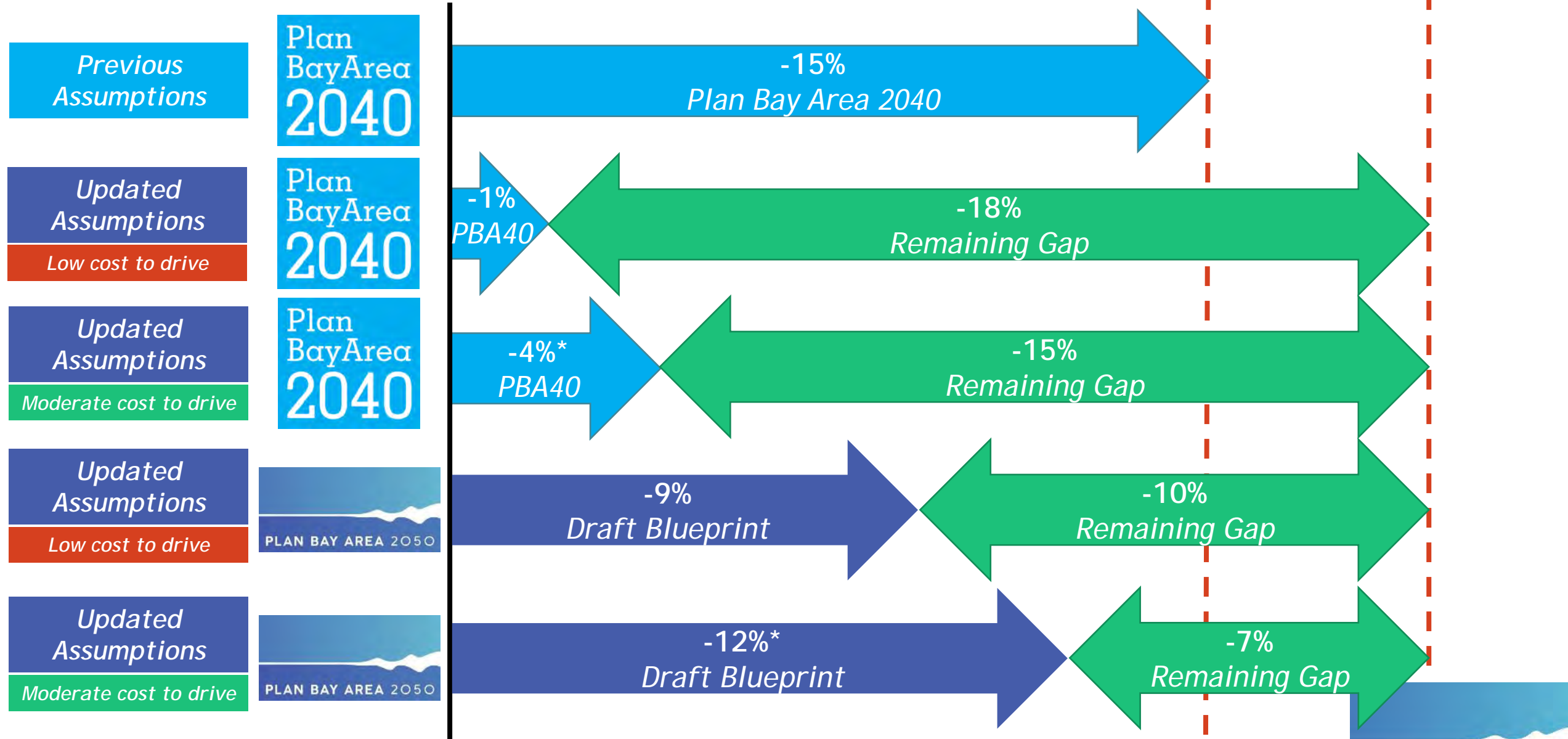


Transportation

All major highway and rail corridors protected at 2 feet of sea level rise

Draft Blueprint: GHG

-15% per-capita Previous CARB Target | -19% per-cap. New Target



* = approximated effect of higher auto operating cost based upon past analyses



How Does the Draft Blueprint Align with Guiding Principles?

Overarching Finding:

The Draft Blueprint strategies excel in ensuring future growth is more equitable and resilient than past generations. However, righting the wrongs of the 20th century would require even bolder action.

Evaluating the Draft Blueprint

Staff developed **10 evaluation questions** - two for each Guiding Principle - based upon feedback from stakeholder workshops in fall 2019 and winter 2020.



- Will Bay Area residents spend less on housing and transportation?
- Will the Bay Area produce and preserve more affordable housing?



- Will Bay Area residents be able to access their destinations more easily?
- Will Bay Area residents have a transportation system they can rely on?



- Will Bay Area communities be more inclusive?
- Will Bay Area residents be able to stay in place?



- Will Bay Area residents be healthier and safer?
- Will the environment of the Bay Area be healthier and safer?



- Will jobs and housing in the Bay Area be more evenly distributed?
- Will Bay Area businesses thrive?



Refer to **Attachment C** for all the metrics, including breakdowns by income level.

Key Findings: A More Affordable Bay Area



- Will Bay Area residents spend less on housing and transportation?
Yes, with greater reductions for lower-income households.
- This will be the first Plan Bay Area that actually reduces housing cost burden, especially for lower-income households.
- Means-based tolls are effective in mitigating most equity impacts, whereas means-based fares lead to cost burden reductions for low-income transit riders.
- Will the Bay Area produce and preserve more affordable housing?
Yes, but it remains short of existing regional needs.
- The Draft Blueprint has sufficient funding to permanently protect existing deed-restricted units and to produce approximately enough new units for all low-income household growth through 2050.



Key Challenge for Final Blueprint: How do we further increase production of homes affordable to lower-income residents, especially in High-Resource Areas?

Key Findings: A More Connected Bay Area



- Will Bay Area residents be able to access their destinations more easily?
Yes for transit, no for auto.
 - Access to jobs improves for public transit, particularly in Communities of Concern, thanks to bus and BART investments in the Draft Blueprint.
 - Rising traffic congestion, combined with reduced speed limits, play a role in reducing automobile access to destinations.
- Will Bay Area residents have a transportation system they can rely on?
Depends on the highway corridor and transit operator.
 - Means-based tolls help reduce congestion on key corridors, but toll rates are insufficient to mitigate all impacts of a growing population.
 - While the New Transbay Rail Crossing addresses Transbay capacity constraints, transit crowding challenges continue to grow elsewhere, especially on express buses and rail systems.



Key Challenge for Final Blueprint: How can new or expanded strategies better address traffic congestion and transit overcrowding?

Key Findings: A More Diverse Bay Area



- Will Bay Area communities be more inclusive?
Only High-Resource Areas become more inclusive.
 - Reducing barriers to housing production in High-Resource Areas allows for an increase in the amount of deed-restricted affordable housing in historically-exclusive areas.
 - However, many Transit-Rich Areas are at risk of gentrification, as the Blueprint forecasts an increasingly wealthy demographic profile.
- Will Bay Area residents be able to stay in place?
Not over the long-term without further mitigations.
 - Low-income residents continue to be at a high risk of displacement, especially in Communities of Concern; robust renter protections do not provide meaningful long-term relief.



Key Challenge for Final Blueprint: How can we reduce risk of displacement so more residents can remain in place?

Key Findings: A Healthier Bay Area



- Will Bay Area residents be healthier and safer? **Yes, but more gains are needed for road safety.**
- Nearly all homes at risk of sea level rise are protected by Draft Blueprint resilience investments.
- While reduced speed limits save more than 1,500 lives through 2050, expanded strategies would be required to reach Vision Zero.
- Will the environment of the Bay Area be healthier and safer? **Yes, but more reductions are needed for greenhouse gas emissions (GHG).**
- While the Draft Blueprint strategies make significant headway, a concerted effort in the Final Blueprint will be necessary if the Bay Area intends to close the sizeable remaining gap.



Key Challenge for Final Blueprint: How do we close the greenhouse gas emissions gap in a sustainable and equitable manner?

Key Findings: A More Vibrant Bay Area



- Will jobs and housing be more balanced? **It depends.**
 - Higher-income jobs continue to cluster in Silicon Valley, even as workers may choose to work from home multiple days per week.
 - While job centers like San Francisco and Silicon Valley become more balanced, housing-rich communities in the East Bay and North Bay see more limited job growth.
- Will Bay Area businesses thrive? **Yes, select industries are anticipated to see robust growth.**
 - The Bay Area economy is projected to rebound robustly in the decades ahead; additional tax measures enable some of these gains to more equitably shared by all Bay Area residents.



Key Challenge for Final Blueprint: How could more ambitious strategies be employed to shift jobs closer to the region's workforce?

5 Key Challenges for Final Blueprint - Seeking Solutions!

How do we further increase production of homes affordable to lower-income residents, especially in High-Resource Areas?

A larger regional measure for affordable housing?

More strategic investment in High-Resource Areas?

Expanded affordability requirements in new TODs?

Support for modular housing and lower-cost techniques?

How can new or expanded strategies better address traffic congestion and transit overcrowding?

New strategies related to regional rail & express bus?

More funding for bike & pedestrian infrastructure?

Redesign transit system with key timed transfers?

More corridors with means-based all-lane tolling?

How can we reduce risk of displacement so more residents can remain in place?

Supportive services in Communities of Concern?

More affordable housing in Transit-Rich Areas?

Workforce training programs?

Pilot universal basic income?

How do we close the greenhouse gas emissions gap in a sustainable and equitable manner?

50% telecommute mandate for big employers?

Exponentially grow regional subsidies for EVs?

Require GHG offsets for all highway projects?

Reform on- and off-street parking policies?

How could more ambitious strategies be employed to shift jobs closer to the region's workforce?

Expand jobs-housing impact fees?

Office development caps in West & South Bay?

Tax subsidies to woo major employers?

Listening and Learning from CBO Focus Groups

Highlighted Quotes from Spring 2020 Listening Sessions on Draft Blueprint

A more comprehensive report on Public Engagement activities is slated for September 2020.

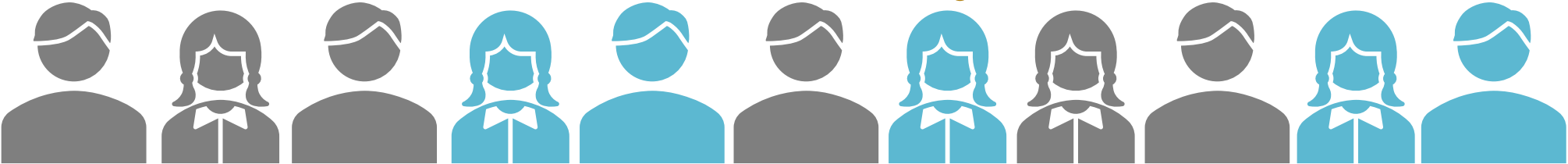
This is not just about jobs but about what kind of jobs.

10 to 20 percent affordable housing is simply not sufficient.

Time transfers so they actually work for people, especially those with disabilities!

There are barriers to applying for housing, such as having a criminal record.

Any greening of the community will cause gentrification and displacement.



The background of the slide is a photograph of a building under construction, showing a complex network of steel beams and scaffolding against a bright blue sky with scattered white clouds. The building's structure is partially obscured by a teal semi-transparent overlay on the right side.

Transitioning to the Final Blueprint Phase:

Seeking Input from the Bay Area!



Upcoming Summer 2020 Blueprint Engagement

Also:

- Office hours
- Flyers/surveys
- Listening line
- Official comment period
- Statistically-valid poll

9

county-specific
virtual public
workshops

3

virtual
stakeholder
workshops

5

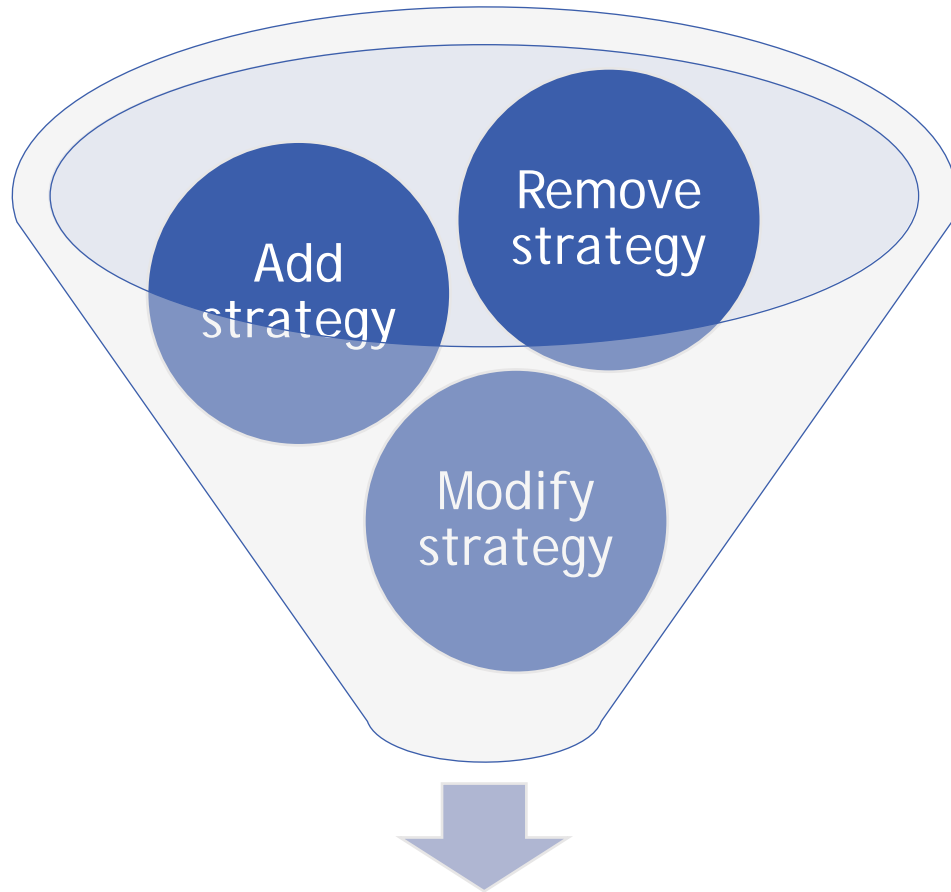
telephone town
halls

7

focus groups in
community
organizations

Looking for Input:

How can we address these remaining challenges in the Final Blueprint?



Final Blueprint

- We look forward to getting input from elected officials, the public, and stakeholder organizations on equitable and resilient strategies to advance the Plan Vision of an affordable, connected, diverse, healthy, and vibrant Bay Area.
- We've already started this process with the Transportation Element - **projects with performance challenges were identified early** and project sponsors have made commitments to address many of them. Work on this strand continues through September - **but transportation projects are just one small piece of the puzzle.**

What's Next?



July

- Release of Draft Blueprint
- Virtual Workshops & Engagement

Mid-August

- Close of Blueprint Comment Period
- Strategy Refinements for Final Blueprint

September

- Report Out on Public & Stakeholder Engagement
- MTC/ABAG Action on Final Blueprint Strategies & Geographies

December

- Release of Final Blueprint
- MTC/ABAG Action on Preferred Alternative for Plan Bay Area 2050 EIR

Questions/Comments?

For more information: refer to Attachments B and C in your packet or go to planbayarea.org.

Contact info: Dave Vautin,
dvautin@bayareametro.gov

PLAN BAY AREA 2050

HELP US DRAFT THE BLUEPRINT.



DRAFTING THE BLUEPRINT

WHAT IS THE PLAN?

Plan Bay Area 2050 is the long-range plan now being developed by the Metropolitan Transportation Commission and the Association of Bay Area Governments to guide the growth of our nine-county region for the next generation. Scheduled for completion in 2021, the Plan will integrate strategies for transportation, housing, the environment and the economy and lead the Bay Area toward a future that is affordable, connected, diverse, healthy, and vibrant for all by 2050.

WHAT REQUIREMENTS MUST THE PLAN MEET?

Among many statutory requirements, the Plan must be fiscally constrained and rely on reasonably expected revenues; it must meet or exceed a 19 percent per-capita GHG reduction target for light-duty vehicles by 2035; and it must plan for sufficient housing at all income levels.

WHAT IS THE DRAFT BLUEPRINT?



Creating the Blueprint is the first step toward developing Plan Bay Area 2050. The Draft Blueprint integrates 25 equitable and resilient proposed strategies from the Horizon initiative and offers bold solutions to address nine primary objectives across key areas including: transportation, housing, the environment and the economy.

WHAT IS A "STRATEGY"?



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

WHO IMPLEMENTS THESE STRATEGIES?



Strategies in Plan Bay Area 2050 can be implemented at the local, regional, or state levels. Specific implementation actions and the role for MTC/ABAG will be identified through a collaborative process for the Implementation Plan in late 2020. **See inside to learn more about the Draft Blueprint's objectives and proposed strategies.**

WHAT ABOUT PUBLIC INPUT? WHAT'S NEXT?

In addition to robust analysis conducted as part of the Horizon initiative and ongoing feedback from elected officials, thousands of comments from Bay Area residents and stakeholders helped define and refine the 25 proposed Blueprint strategies. Staff will now conduct a detailed analysis and report back on outcomes from the Draft Blueprint strategies this spring. Planned public engagement will provide additional opportunities for strategies and projects to be revised and integrated into the Final Blueprint, with the Final Blueprint scheduled for completion later in 2020.

DRAFT BLUEPRINT STRATEGIES

OBJECTIVES



TRANSPORTATION STRATEGIES

1. Maintain and Optimize Existing Infrastructure



Operate and Maintain the Existing System. 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.

Enable Seamless Mobility with Unified Trip Planning and Fare Payments. Develop a unified platform for trip planning and fare payment to enable more seamless journeys.

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

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

2. Create Healthy and Safe Streets



Build a Complete Streets Network. Enhance streets to promote walking, biking, and other micromobility through sidewalk improvements and 7,000 miles of bike lanes or multi-use paths.

Advance Regional Vision Zero Policy through Street Design and Reduced Speeds. Reduce speed limits to 25 to 35 miles per hour on local streets and 55 miles per hour on freeways, relying on design elements on local streets and automated speed enforcement on freeways.

3. Enhance Regional and Local Transit



Advance Low-Cost Transit Projects. Complete a limited set of transit projects that performed well in multiple futures and require limited regional dollars to reach fully-funded status.

Build a New Transbay Rail Crossing. Address overcrowded conditions during peak commute periods and add system redundancy by adding a new Transbay rail crossing connecting the East Bay and San Francisco.

OBJECTIVES



ECONOMIC STRATEGIES

4. Improve Economic Mobility



Expand Childcare Support for Low-Income Families. 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.

Create Incubator Programs in Economically-Challenged Areas. 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.

Retain Key Industrial Lands through Establishment of Priority Production Areas. Implement local land use policies to protect key industrial lands identified as Priority Production Areas, including preservation of industrial zoning.

5. Shift the Location of Jobs



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

Assess Transportation Impact Fees on New Office Developments. Apply expanded county-specific fees on new office development that reflects associated transportation impacts.

Assess Jobs-Housing Imbalance Fees on New Office Developments. 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.



OBJECTIVES



HOUSING STRATEGIES

6. Spur Housing Production and Create Inclusive Communities



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

Reduce Barriers to Housing Near Transit and in Areas of High Opportunity. 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.

Transform Aging Malls and Office Parks into Neighborhoods. Transform aging malls and office parks into mixed-income neighborhoods by permitting new land uses and significantly reducing development costs for eligible projects.

7. Protect, Preserve, and Produce More Affordable Housing



Fund Affordable Housing Protection, Preservation and Production. 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.

Require 10 to 20 Percent of New Housing to be Affordable. 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.

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

OBJECTIVES



ENVIRONMENTAL STRATEGIES

8. Reduce Risks from Hazards



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

Modernize Existing Buildings with Seismic, Wildfire, Drought, and Energy Retrofits. 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.

9. Reduce Our Impact on the Environment



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

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

Expand the Climate Initiatives Program. Expand MTC's Climate Initiatives 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.

ADVANCING EQUITY WITH BOLD STRATEGIES

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



AFFORDABLE



Consistent regional means-based discounts for fares and tolls.



CONNECTED



Service frequency increases in both high-ridership corridors and in currently-undeserved PDAs.



DIVERSE



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



HEALTHY



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



VIBRANT



Incubator programs and childcare support designed to enable greater economic mobility.

TELL US WHAT YOU THINK!

MTC and ABAG will hold public workshops all around the Bay Area later in 2020 and invite you to help shape the Plan Bay Area 2050 Blueprint. We want to find out what you – and your family, friends, and neighbors – have to say about the 25 proposed strategies and how these strategies could influence the way we will live, work and travel in the Bay Area over the next generation.

MTC and the ABAG Executive Board are scheduled to adopt a Final Blueprint in fall 2020. We look forward to hearing from you!

Visit planbayarea.org to learn more or to check the schedule of public workshops. You can also follow MTC BATA on social media.

SPRING

- Release Draft Blueprint Outcomes and Growth Pattern

SUMMER

- Revise Strategies for Final Blueprint
- Stakeholder and Public Workshops

FALL

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

WINTER

- Environment Analysis



MTCBATA

@MTCBATA

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#BayArea2050





EQUITY AND PERFORMANCE OUTCOMES

The Plan Bay Area 2050 Draft Blueprint is a package of 25 transformational strategies that aim to make the Bay Area more affordable, connected, diverse, healthy and vibrant for all. Strategies are either public policies or packages of investments that could be advanced on the local, regional or state levels. This document describes the outcomes of the Draft Blueprint based upon the strategies approved by the MTC and ABAG Boards in February (refer to [strategies document](#) for more information).

What Does This Document Include?

- 1 | How Does the Draft Blueprint Allocate Anticipated Revenues Toward Strategies?
- 2 | How Does the Draft Blueprint Influence the Regional Growth Pattern?
- 3 | What are the Key Equity and Performance Outcomes of the Draft Blueprint?
- 4 | What are the Key Takeaways from the Draft Blueprint?
- 5 | How Did We Analyze the Draft Blueprint?
- 6 | What's Next, COVID-19 Impacts on Final Blueprint, and How You Can Get Involved

Key Definitions in Metrics

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

2050 Trend Reflects the 2050 outcomes if population and job growth continue according to the Plan Bay Area 2050 Growth Forecast and all Draft Blueprint land use strategies are implemented, without any changes to the transportation system (**only available for transportation metrics**).

2050 Blueprint Reflects 2050 outcomes with all 25 Draft Blueprint strategies.

LIHH Low-Income Households with household incomes less than \$45,000 in today's dollars; shown where feasible to parse out equity impacts.

CoCs Communities of Concern; updated using latest ACS data.

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

Transit-Rich Areas Areas within 1/2 mile of a rail station, ferry terminal or frequent bus stop (every 15 minutes or less) consistent with MTC/ABAG-adopted criteria.

Priority Production Areas Industrial districts that support industries that are critical to the functioning of the Bay Area economy and are home to "middle wage" jobs.

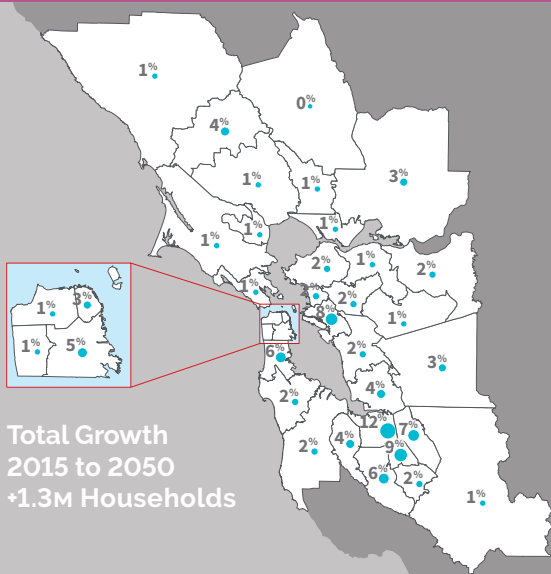
1 | How Does the Draft Blueprint Assign Anticipated Revenues Toward Strategies?

The Draft Blueprint anticipates total inflation-adjusted revenues of \$783 billion across four topic areas of Transportation, Housing, Economy and Environment during the Plan period from 2021 to 2050, integrating the impacts of the COVID-19 recession as well as future regional revenue measures. The chart below highlights how these revenues are assigned among various strategies. Zero-cost strategies (e.g., increased development capacity for housing) that do not require significant financial investment are not shown. On the right, key metrics help characterize the investments. **NOTE: There is a \$66 billion reserve in the Transportation Element for Final Blueprint strategies not included in the Draft Blueprint; this reserve can help fund other county and regional priorities like Express Lanes and commuter rail lines.**

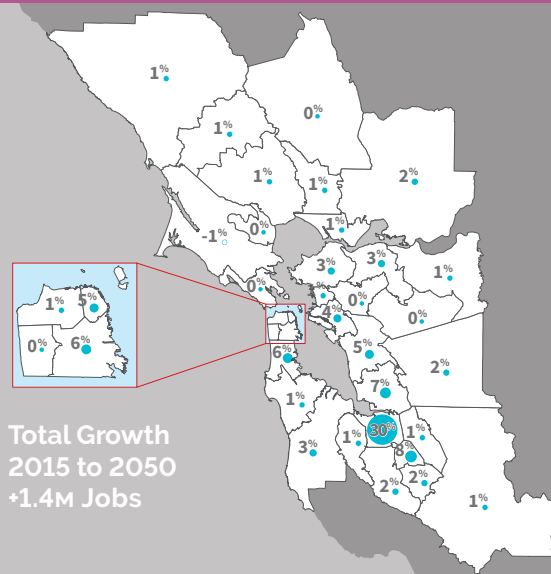
Strategy		Funding	Share of Total Topic Area Investment	Key Metrics		
TRANSPORTATION \$526B	Maintain Existing System	\$392B	75%	Funding by Mode: Maintain System	Transit	70%
	Optimize System: Transit Fare Policy Reform	\$10B	2%		Road/Bike/Ped	30%
	Optimize System: Seamless Mobility	\$0.1B	.2%	Funding by Mode: All Other Strategies	Transit	79%
	Optimize System: Freeway Tolling	\$1B	.2%		Road	4%
	Safe Streets: Complete Streets Network	\$7B	1%		Bike/Ped	17%
	Safe Streets: Regional Vision Zero Policy	\$1B	.2%	Benefits for Low-Income Households	Share of Population	24%
	Projects: Low-Cost High-Performing Transit	\$20B	4%		Share of Road Funding	27%
	Projects: New Transbay Rail Crossing	\$29B	6%		Share of Transit Funding	44%
	(Not in Draft) Projects: Other Regional Priorities	\$22B	4%	Benefits for Minorities	Share of Population	60%
	(Not in Draft) Projects: County Priorities	\$44B	8%		Share of Road Funding	52%
			Share of Transit Funding		63%	
HOUSING \$171B	Fund Affordable Housing Production	\$166B	97%	Share of Housing Production Funding, by Area Type	High-Resource Areas	75%
	Fund Affordable Housing Preservation	\$2B	1%		Transit-Rich Areas	76%
	Fund Affordable Housing Protection	\$3B	2%		Communities of Concern	26%
ECONOMY \$33B	Expand Childcare Support	\$30B	91%	Annual Subsidy per Low-Income Households	Childcare Support	\$10K
	Create Job Incubator Programs	\$3B	9%		Job Incubator Programs	\$1K
ENVIRONMENT \$53B	Adapt to Sea Level Rise (SLR)	\$17B	32%	Share of Funding in Communities of Concern*	Adapt to Sea Level Rise	25%
	Retrofit Existing Buildings	\$20B	38%		Retrofit Existing Buildings	15%
	Protect High-Value Conservation Lands	\$15B	28%			
	Expand Climate Initiatives Program	\$1B	2%			

* Environment investment in Communities of Concern is fully sufficient to meet identified needs.

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

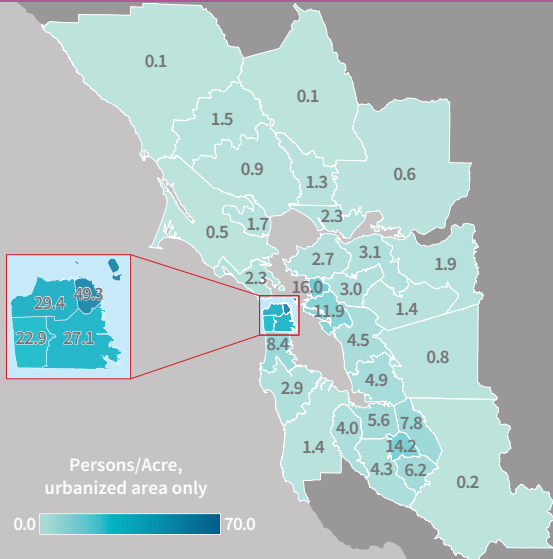


Job Growth between 2015-2050
(as a Share of Region's Growth)

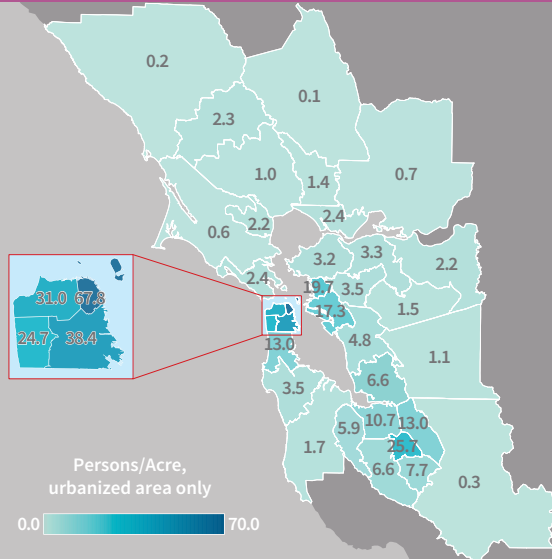


The nine-county Bay Area is divided into 34 subcounty areas, called "superdistricts." Superdistricts are combinations of cities, towns and unincorporated areas that allow the public to see the more localized growth pattern in Plan Bay Area 2050. More information on the superdistricts can be found in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

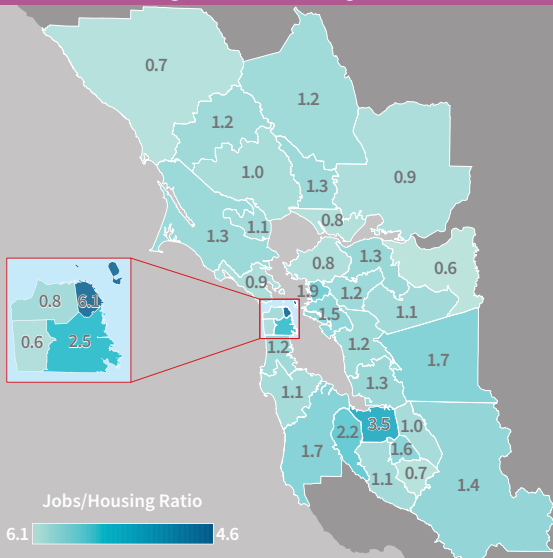
Population Density 2015
(Region-Wide Average: 1.7)



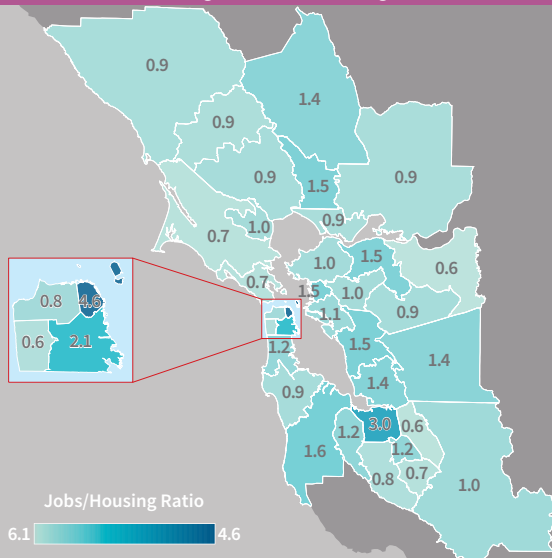
Population Density 2050
(Region-Wide Average: 2.2)



Jobs/Housing Ratio 2015
(Region-Wide Average: 1.50)



Jobs/Housing Ratio 2050
(Region-Wide Average: 1.34)



How does the Draft Blueprint advance or impede achievement of the Plan Vision? This section is organized by the five [Plan Bay Area 2050 Guiding Principles](#) with two key questions presented to frame the exploration. Each question is accompanied by one or more metrics, highlighting impacts on disadvantaged populations where feasible and indicating whether the 2050 Blueprint outcomes are equitable and favorable. Explanatory text sheds light on how Draft Blueprint strategies and assumptions contribute to performance outcomes. On the left, outcomes that move in the right direction are represented by upward arrows, while outcomes that move in the wrong direction or fail to meet state-mandated targets are represented with downward arrows.

 **AFFORDABLE**

WILL BAY AREA RESIDENTS SPEND LESS ON HOUSING AND TRANSPORTATION?

➔	In 2015, low-income households have an extreme housing and transportation (H+T) cost burden, with costs exceeding average incomes when accounting for circumstances such as zero-income, financial assistance or unhoused status. With all Draft Blueprint housing strategies in place in 2050 Trend, H+T costs as a percentage of income decrease for all households. The addition of Draft Blueprint transportation strategies, including means-based tolls and fares, further reduces H+T costs for low-income households, though their cost burden remains deeply unaffordable.	H+T COST AS A PERCENT OF INCOME		2015	2050 TREND	2050 BLUEPRINT
		Low-Income Households (LIHH)		109%	86%	83%
		All Households		57%	48%	48%
➔	Average transit fares per trip, while up in 2050 Trend due to recent fare increases since 2015, decrease in 2050 Blueprint with fare reform policies. The decrease is substantial for low-income households with means-based fares. Average tolls per auto trip increase due to the freeway per-mile tolling strategy, with reduced impact on low-income households due to means-based toll discounts.	TRANSPORT EXPENSES PER TRIP		2015	2050 TREND	2050 BLUEPRINT
		Average Fare per Transit Trip	Low-Income Households	\$2.78	\$3.13	\$1.60
			All Households	\$3.16	\$3.41	\$2.96
		Average "Out-of-Pocket" Cost per Auto Trip	Low-Income Households	\$1.02	\$1.10	\$1.11
			All Households	\$1.26	\$1.45	\$1.53
		Average Toll per Auto Trip	Low-Income Households	\$0.05	\$0.08	\$0.10
All Households	\$0.08		\$0.12	\$0.21		

WILL THE BAY AREA PRODUCE AND PRESERVE MORE AFFORDABLE HOUSING?

➔	28 percent of all new homes built between 2015 and 2050 are permanently affordable (deed-restricted) for low-income households, with an even greater share of these units in High-Resource Areas due to strategic investments in these locations.	SHARE OF NEW HOUSING PRODUCTION (2015-50) THAT IS DEED-RESTRICTED AFFORDABLE	Region-Wide	28%
			High-Resource Areas	37%
➔	The Draft Blueprint's affordable housing preservation strategy ensures that all existing deed-restricted affordable units at risk of conversion to market-rate units are converted to permanently affordable (deed-restricted) homes.	SHARE OF AT-RISK AFFORDABLE HOUSING PRESERVED	Region-Wide	100%

 **CONNECTED**

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

➔	The number of jobs accessible within a 30-minute drive is forecasted to decrease in 2050 Trend due to population growth and subsequent road congestion, but it increases marginally with the Draft Blueprint. Meanwhile, the number of jobs accessible within a 45-minute transit trip is significantly lower than auto accessibility in 2015. Focused housing growth near transit routes increases transit accessibility in 2050 Trend, and performance improves further with investments in transit service in the Draft Blueprint. Biking and walking access to jobs also increases with land use strategies in 2050 Trend. (Metric under development for Final Blueprint: Accessibility to Community Places)	PERCENT OF ALL BAY AREA JOBS THAT ARE ACCESSIBLE BY		2015	2050 TREND	2050 BLUEPRINT
		By Car within 30 Minutes	CoC Residents	19.2%	13.6%	14.4%
			All Residents	17.8%	12.2%	12.6%
		By Transit within 45 Minutes	CoC Residents	5.2%	6.6%	7.2%
			All Residents	3.4%	4.3%	4.7%
		By Bike within 20 Minutes	CoC Residents	2.9%	3.5%	3.5%
			All Residents	2.3%	2.8%	2.8%
		By Foot within 20 Minutes	CoC Residents	0.3%	0.4%	0.4%
All Residents	0.2%		0.2%	0.2%		
		SHARE OF HOUSEHOLDS AND JOBS WITHIN 1/2 MILE OF FREQUENT TRANSIT		2015	2050 BLUEPRINT	
➔	Households	Low-Income Households		40%	46%	
		All Households		32%	43%	
	Jobs	Manufacturing/Warehouse/Utilities		45%	43%	
		All Jobs		52%	52%	

CONNECTED

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



Travel times on freeways are forecasted to increase significantly between 2015 and 2050 Trend, again due to a growing population. Under 2050 Draft Blueprint conditions, per-mile freeway tolling on key corridors helps to alleviate this effect, even as speed limits reduce free-flow travel times.

PEAK-HOUR TRAVEL TIME (MINUTES)	2015	2050 TREND	2050 BLUEPRINT	
Most of Route Features All-Lane Tolling (>75%)	Oakland-SF	30	53	41
	Antioch-SF	75	118	96
	Antioch-Oakland	47	67	57
	SJ-SF	64	100	87
	Oakland-SJ	56	77	66
	Oakland-Palo Alto	54	67	61
Part of Route Features All-Lane Tolling (25-75%)	Livermore-SJ	48	75	74
	Vallejo-SF	57	103	87
Limited or No Tolling on Route (<25%)	Fairfield-Dublin	48	62	65
	Santa Rosa-SF	69	136	138



Overcrowding on transit vehicles, which risks denial of boarding, is anticipated to rise significantly under 2050 Trend conditions. Crowding decreases in the 2050 Draft Blueprint for agencies with planned investments, such as Muni and AC Transit, as well as in the transbay corridor thanks to the New Transbay Rail Crossing. Agencies not listed are not forecasted to have overcrowding challenges in 2050.

PERCENT OF PERSON HOURS IN TRANSIT SPENT IN CROWDED CONDITIONS	2015	2050 TREND	2050 BLUEPRINT
SFMTA Bus	20%	40%	29%
AC Transit Local	0%	22%	20%
AC Transit Transbay	48%	64%	50%
GGT Express	30%	87%	85%
BART	19%	62%	44%
Caltrain	8%	32%	50%
WETA	23%	59%	43%
SFMTA LRT	32%	37%	25%
VTA LRT	0%	82%	83%

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

SHARE OF TRANSIT REVENUE VEHICLE ASSETS PAST THEIR USEFUL LIFE BENCHMARK	2015	2050 BLUEPRINT
	30%	30%

DIVERSE

WILL BAY AREA COMMUNITIES BE MORE INCLUSIVE?



Focused production of deed-restricted affordable housing in High-Resource Areas increases access to areas of highest opportunity for low-income households, helping reverse historically exclusionary policies in many of these communities. In Transit-Rich Areas, the total number of low-income households continues to rise, but the share declines over time. This indicates that affordable housing growth may not be keeping pace with overall development in Transit-Rich Areas.

SHARE OF HOUSEHOLDS THAT ARE LOW-INCOME	2015	2050 BLUEPRINT
High-Resource and Transit-Rich Areas	28%	23%
High-Resource (only) Areas	18%	22%
Transit-Rich (only) Areas	40%	36%

WILL BAY AREA RESIDENTS BE ABLE TO STAY IN PLACE?



At the neighborhood level, the risk of displacement persists in many low-income communities and communities of color. [The Urban Displacement Project](#) has identified 850 census tracts with ongoing or risk of displacement, gentrification or exclusion. In the Blueprint, 31% of these tracts experience displacement between 2015 and 2050 – defined here as a net loss in number of Low-Income Households. Further, nearly half of them experience gentrification – defined here as when the share of low-income households in the neighborhood drops by over 10 percent between 2015 and 2050. Even more significant impacts are forecasted for Communities of Concern.

SHARE OF NEIGHBORHOODS THAT EXPERIENCE DISPLACEMENT AND GENTRIFICATION BETWEEN 2015 AND 2050	DISPLACEMENT	GENTRIFICATION
High Displacement Risk Tracts (total 850 neighborhoods)	31%	44%
Communities of Concern (total 339 neighborhoods)	42%	56%
Transit-Rich Areas (total 114 areas)	13%	46%
High-Resource Neighborhoods (total 638 neighborhoods)	18%	26%

 **HEALTHY**

WILL BAY AREA RESIDENTS BE HEALTHIER AND SAFER?

↗	With Draft Blueprint strategies, 98 percent of all Bay Area households that would be affected by two feet of sea level rise are protected. All common seismically deficient housing types and homes built in high wildfire risk zones would be retrofitted to reduce the likelihood of damage in future earthquakes and wildfires.	PERCENT OF HOUSEHOLDS IN RISK-PRONE AREAS OR RISK-PRONE BUILDINGS, THAT ARE PROTECTED OR RETROFIT	Sea Level Rise (2ft)	Communities of Concern		100%
				All Households		98%
			Earthquake	Communities of Concern		100%
				All Households		100%
Wildfire High / Medium Risk	Communities of Concern		100%			
	All Households		100%			
↗	The rate of fatalities and injuries decreases in the Draft Blueprint with reduced speed limits and enhanced street design under the Vision Zero strategy, but remains far from zero incidents.	ANNUAL INCIDENTS, PER 100 MILLION VMT		2015	2050 TREND	2050 BLUEPRINT
		Fatalities	0.98	0.99	0.91	
		Injuries	4.23	4.35	4.20	
↗	Total fine particulate matter emissions (PM _{2.5}) are forecasted to increase under 2050 Trend conditions as population and miles driven continue to rise. The Draft Blueprint strategies help bring this metric down below 2015 levels.	DAILY PM _{2.5} EMISSIONS (TONS)		5.5	5.7	5.2

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

↘	Draft Blueprint strategies result in a drop in CO ₂ emission levels per capita in 2035 (9% below 2005 levels), but are insufficient to curb them to state-mandated levels (19% below 2005 levels). Further, CO ₂ emission levels are forecasted to increase between 2035 and 2050 (in both Trend and Blueprint), primarily due to assumed adoption of driverless vehicles that can potentially generate “zero occupant” mileage.	CHANGE IN DAILY CO ₂ EMISSIONS PER CAPITA RELATIVE TO 2005	2015	2035 TREND	2035 BLUEPRINT	2050 TREND	2050 BLUEPRINT
		Cars and Light-Duty Trucks (SB 375)	0%	8%	-9%	14%	-3%
		All Vehicles (Including Fuel Efficiency Gains)	-7%	-36%	-42%	-38%	-43%
↗	With an assumed growth in telecommuting by 2050, the mode share of single occupancy auto travel is forecasted to drop in 2050 Trend conditions. With the Draft Blueprint strategies in play, this share drops slightly further, with increases in transit, walking and bicycling mode shares.	COMMUTE MODE SHARE		2015	2050 TREND	2050 BLUEPRINT	
		Auto: Single Occupancy		54%	42%	40%	
		Auto: Other		21%	19%	18%	
		Transit		14%	19%	20%	
		Active Modes (Bike/Walk)		5%	6%	8%	
		Telecommute		6%	14%	14%	

 **VIBRANT**

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

↘	County-level jobs-to-housing ratios decrease in most counties, reflecting a higher ratio of housing to job production. Further, the ratios in Alameda, San Francisco and Santa Clara counties approach the region-wide ratio in 2050, indicating an improved jobs-housing balance. However, other counties trend further away from the region-wide ratio. These trends indicate that housing strategies in the Draft Blueprint may bring housing to job-rich areas such as Silicon Valley, but strategies to move jobs to housing-rich areas are not sufficient. (Metric under development for Final Blueprint: Jobs-Housing Fit for low-wage jobs)	JOBS-HOUSING RATIO	2015	2050 BLUEPRINT		2015	2050 BLUEPRINT
		Region-Wide	1.50	1.34	San Francisco	2.55	2.21
		Alameda	1.48	1.33	San Mateo	1.29	1.21
		Contra Costa	0.98	0.98	Santa Clara	1.69	1.41
		Marin	1.09	0.75	Solano	0.87	0.89
		Napa	1.24	1.46	Sonoma	1.05	0.89
-	Mean commute distances rise from 2015 to 2050 Trend with Draft Blueprint land use strategies, due to the clustering of jobs in existing centers far from housing-rich communities. Transportation strategies on their own affect this metric only marginally in 2050 Blueprint.	MEAN COMMUTE DISTANCE (MILES)	2015		2050 TREND	2050 BLUEPRINT	
			Low-Income Workers	9.5	12.0	11.9	
			All Workers	12.0	13.1	12.9	

WILL BAY AREA BUSINESSES THRIVE?

↗	The region’s economic recovery is expected to be robust through 2050, even when accounting for the inclusion of new regional tax measures to fund transportation and affordable housing, among other areas.	GROWTH IN PER CAPITA GROSS REGIONAL PRODUCT (FROM 2015 TO 2050)		65%
↗	A key pillar in the region’s middle-wage workforce, manufacturing and warehouse jobs are anticipated to grow at a higher rate than other industries, with some of that growth occurring in newly-designated Priority Production Areas.	GROWTH IN NUMBER OF JOBS (FROM 2015 TO 2050)		
		Region-Wide	All Jobs	35%
			Manufacturing/Warehouse/Utilities Jobs	48%
		Priority Production Areas	All Jobs	42%
Manufacturing/Warehouse/Utilities Jobs	48%			

Highlights

- Housing and transportation costs are significantly reduced, especially for low-income residents.
- New revenues enable a significant uptick in production of deed-restricted affordable homes.
- Most new homes are focused in walkable communities with frequent transit service.
- Strategies to reduce vehicle speeds and build protected bicycle/pedestrian infrastructure help to save lives.
- Seismic retrofits and sea level rise infrastructure protect thousands of homes from damage.
- Despite significant tax increases to pay for new strategies, Bay Area businesses continue to thrive.

Challenges

- Affordable housing production is insufficient to address the existing need for affordable units in the Bay Area.
- Traffic congestion and transit crowding increase significantly with population growth and will not be sufficiently addressed with existing strategies.
- Low-income residents continue to face a high risk of displacement, particularly in Communities of Concern.
- Per capita greenhouse gas emissions decline, but still fail to meet state-mandated reduction targets.
- More ambitious strategies are needed to shift jobs closer to the region's workforce.

5 | How Did We Analyze the Draft Blueprint?



What's Next for the Final Blueprint?



How Will COVID-19 Affect the Final Blueprint?

COVID-19 has upended everyday life throughout the world and intensified existing challenges, and we all feel uncertain about what the future holds. While Plan Bay Area 2050 is a 30-year vision for the Bay Area, many of the strategies approved for analysis by the MTC Commission and ABAG Executive Board in February have only become more timely.

The Final Blueprint will continue to focus on strategies such as:



BUILD A COMPLETE STREETS NETWORK: Enhance streets to promote walking, biking, and other micromobility through improvements to the pedestrian environment and thousands of miles of bike lanes or multi-use paths with investments targeted in Communities of Concern and near transit.

STRENGTHEN RENTER PROTECTIONS BEYOND STATE LEGISLATION: Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old.

EXPAND CHILDCARE SUPPORT FOR LOW-INCOME FAMILIES: Subsidize childcare for low-income households with children under 5, enabling more parents with young children to remain in (or to enter) the workforce.

PROTECT HIGH-VALUE CONSERVATION LANDS: Provide strategic matching funds to help conserve high-priority natural and agricultural lands, expand regional trails, and restore marshlands.

How Can You Get Involved in July/Early August? (From Home!)



Virtual Public Workshops



Online Survey and Official Comment Period (ends August 10)



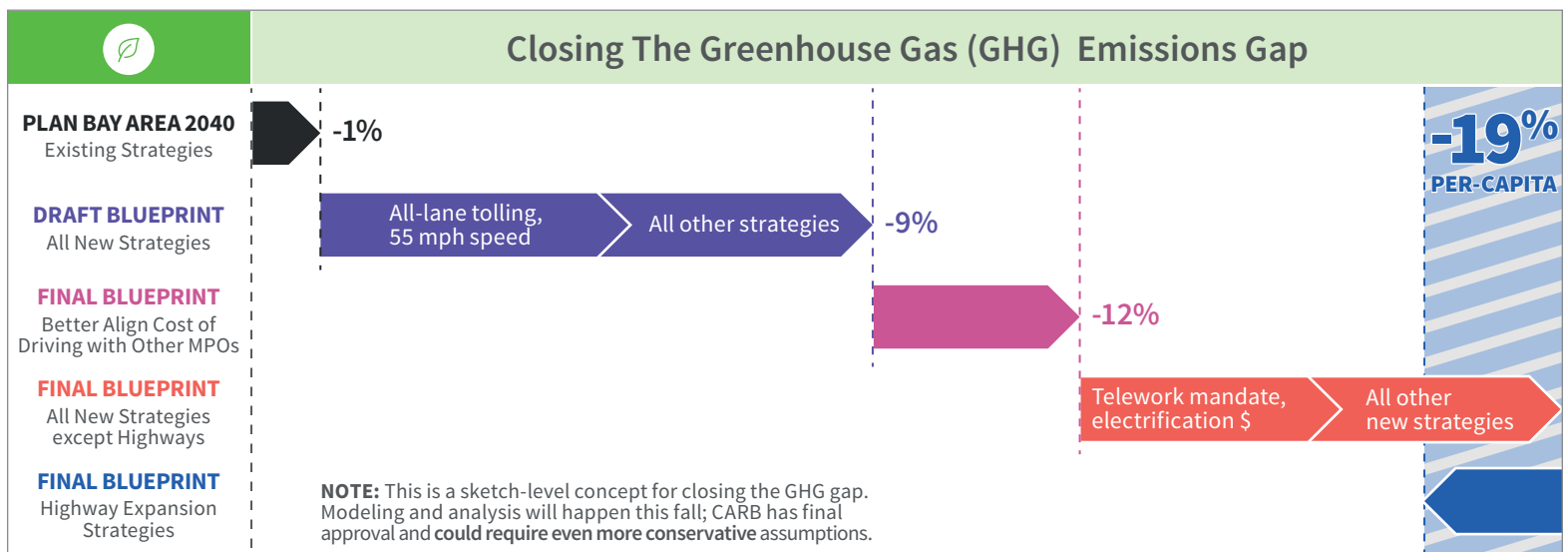
Telephone Townhalls

What the Telecommuting Strategy Is...and What It Is Not

- The **Plan Bay Area 2050 Final Blueprint telecommuting strategy (EN7)** focuses on requiring large office-based employers to achieve a telecommuting target of 60 percent on a typical weekday by the year 2035. Employers could meet this target using any variety of alternative work options, such as compressed work weeks, flexible work schedules, or remote work policies.
- This is a strategy in a 30-year long-range plan.
 - ▶ MTC does not have regulatory power to enforce. New authority would require act of the Legislature.
 - ▶ Moving from strategy to policy requires negotiation, consensus and refinements from all stakeholders, public and private.
- The strategy is **targeted...**
 - ▶ 60 percent **planning** goal is assumed to apply only to office workers in businesses with 25 or more employees.
 - ▶ Does not include warehousing, retail, etc.
 - ▶ Strategy aims to reduce auto trips and associated GHG emissions.
- The strategy is **packaged...**
 - ▶ The telecommuting strategy is **one of 35** strategies in the Final Blueprint.
 - ▶ Works only with other strategies, notably broadband investments in low-income communities to advance equity.

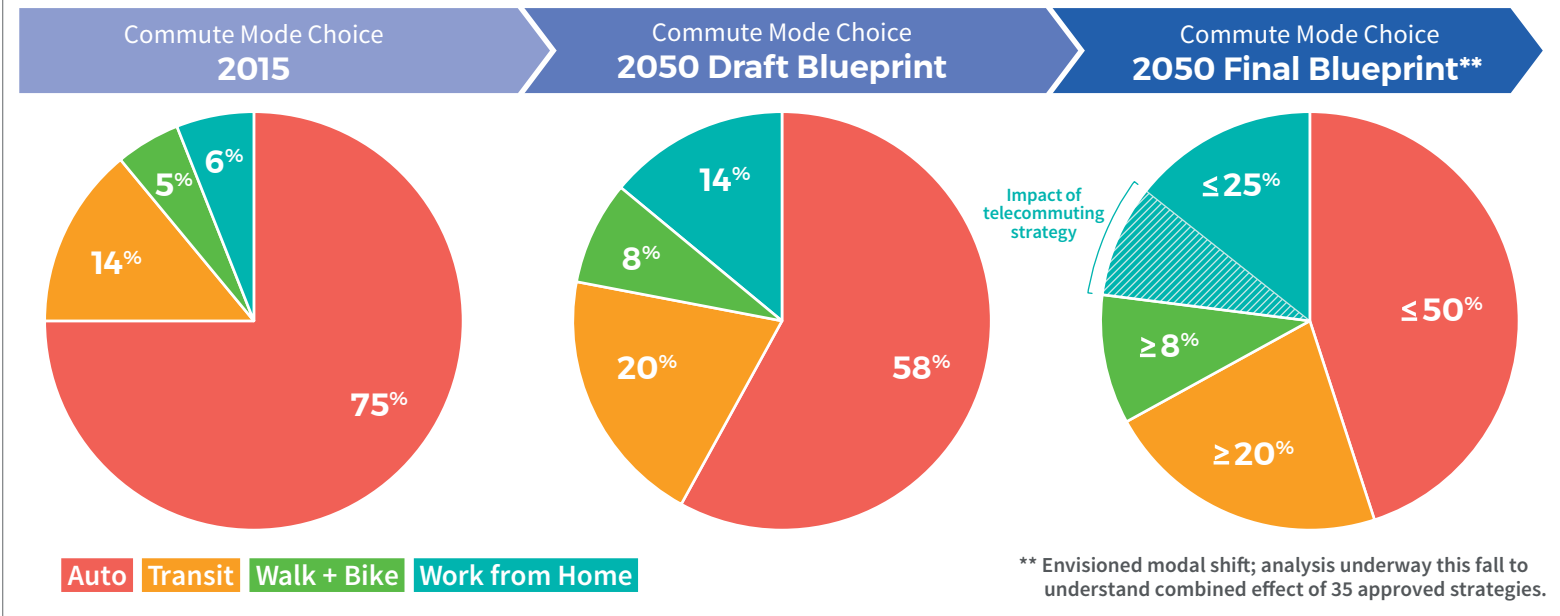
Why Does This Matter?

- Plan Bay Area 2050 has a state-mandated greenhouse gas reduction target (19 percent reduction by 2035).
- The Draft Blueprint did not achieve the target despite significant investments and policy commitments:
 - ▶ **Transit:** \$400+ billion to sustain and expand the network, increasing commute mode share from 14 percent to 20 percent
 - ▶ **Bike/Pedestrian:** \$13 billion for regional network of protected bike lanes and paths in Final Blueprint
 - ▶ 1.4 million **additional** households accommodated – 70 percent of new housing in places with frequent high-quality transit
 - ▶ Pricing the highway network with “all road tolling” strategy on congested freeways



- All of the above and more got the Draft Blueprint just halfway to the -19 percent target.
- There are no easy fixes.

Telecommuting: One Piece of the Puzzle



Next Steps – Limits and Opportunities

- Falling short of GHG target in Final Plan could result in loss of at least \$100 million per year in Bay Area transportation funding, beginning in 2022.
- In adopting the Final Blueprint, including the telecommuting strategy, the Commission directed staff to examine alternatives, if they generate equivalent GHG reductions.
- Any viable alternative to the telecommuting option must adhere to the following parameters:
 - ▶ **At Scale:** Alternate strategy cannot have marginal impact on GHG emissions. Telecommuting works well on top of other strategies.
 - ▶ The alternative strategy cannot “double count” estimated GHG emission reductions – a major factor for CARB approval.
 - ▶ **Fiscal Constraint:** All transportation strategies must fit federal “fiscal constraint” requirements. Final Blueprint transportation element already has \$581 billion price tag — of which \$115 billion is assumed to come from new, unsecured sources.
- Public supports bold telecommuting strategy, based on summer 2020 engagement with 7,000 residents.
 - ▶ **Poll question:** “Require employers to limit in-person office work when telecommuting or working from home is possible”
 - ▶ 76% support (45% strongly support, 31% somewhat support) versus 21% oppose (10% somewhat oppose, 11% strongly oppose)
- After Plan Bay Area 2050, three more long-range plans will be developed and adopted by 2035. Subsequent iterations can review and revise strategies and assumptions based on changed conditions, requirements, and priorities.

