

PLAN BAY AREA 2050



# Final Blueprint: Approval as Preferred EIR Alternative

*January 2021*

*Dave Vautin and Lisa Zorn*

*MTC/ABAG Regional Planning Program*

# Long-Range Planning... for an Uncertain Future

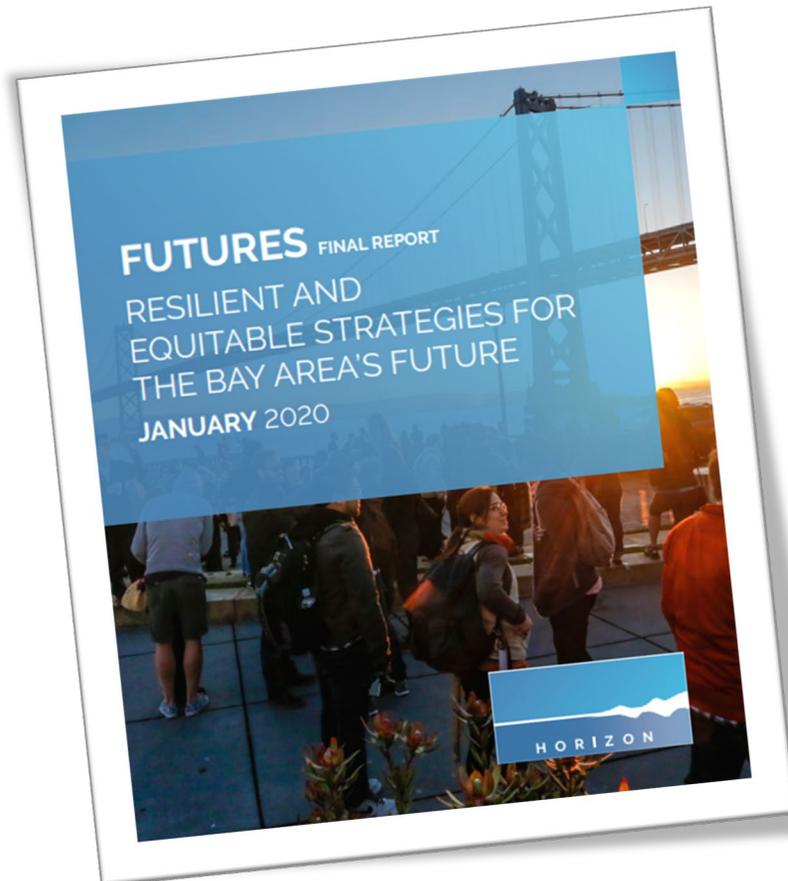
2018

2019

2020

2021

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



Strategies  
prioritized  
based upon:



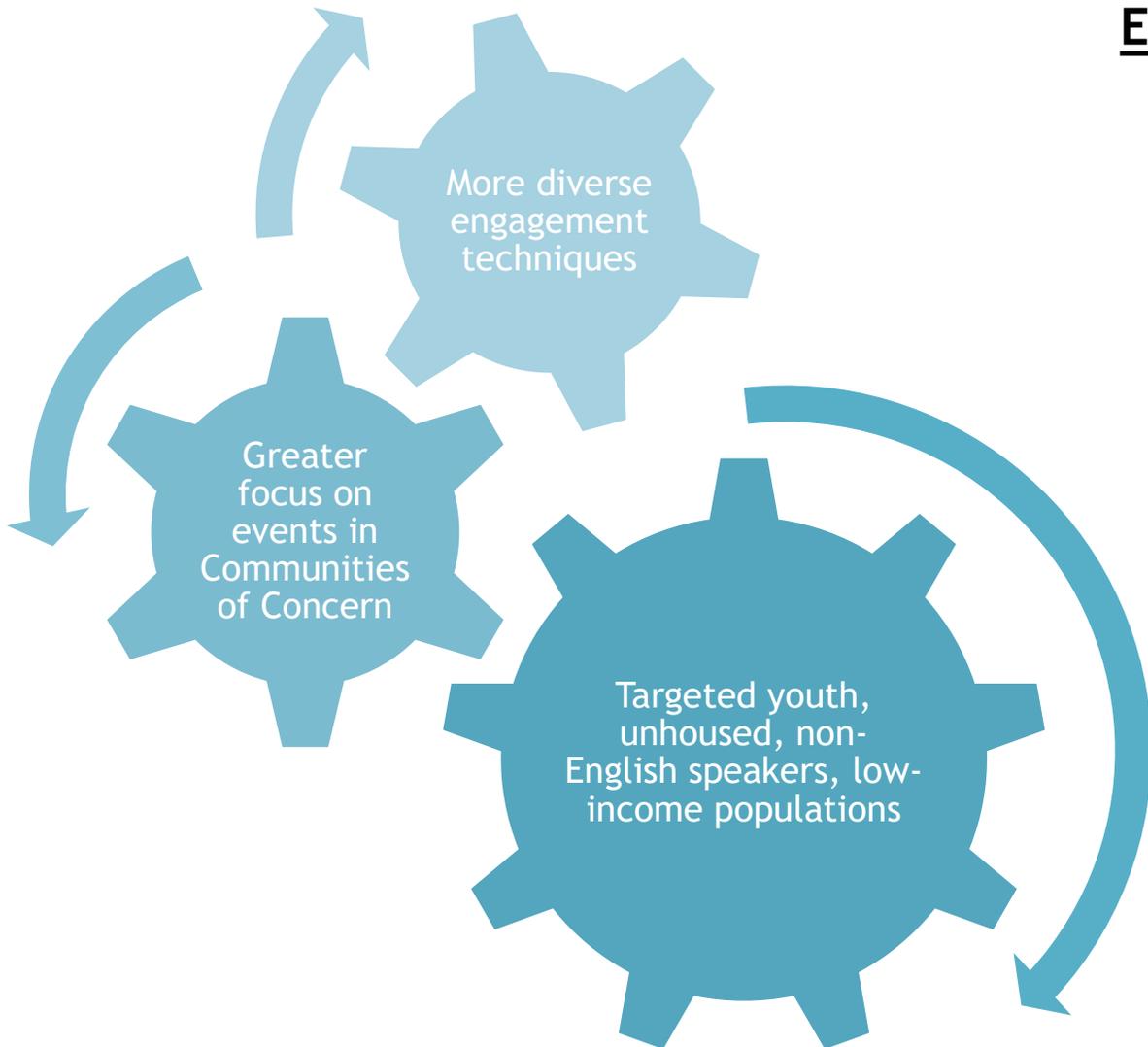
*Resilience*



*Equity*



# Long-Range Planning... Driven by Public Input



## Engagement to Date by the Numbers

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

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

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

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

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

# Final Blueprint: Advancing the Plan Vision

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



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

# Adopted This Fall: 11 Themes, 35 Bold Strategies

## Final Blueprint Strategies (Inputs to Modeling Process)



Maintain and Optimize the Existing System



Create Healthy and Safe Streets



Build a Next-Generation Transit Network



Protect and Preserve Affordable Housing



Spur Housing Production at All Income Levels



Create Inclusive Communities



Improve Economic Mobility



Shift the Location of Jobs



Reduce Risks from Hazards



Expand Access to Parks and Open Space



Reduce Climate Emissions

Housing Strategies – Cost: \$468 Billion		
Protect and Preserve Affordable Housing	Further Strengthen Renter Protections Beyond State Legislation. Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old.	\$2 BILLION
	Preserve Existing Affordable Housing. Acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing.	\$237 BILLION
Spur Housing Production at All Income Levels	Allow a Greater Mix of Housing Densities and Types in Growth Areas. Allow a variety of housing types at a range of densities to be built in Priority Development Areas, select Transit-Rich Areas, and select High-Resource Areas.	N/A
	Build Adequate Affordable Housing to Ensure Homes for All. Construct enough deed-restricted affordable homes necessary to fill the existing gap in housing for the unshoused community and to meet the needs of low-income households.	\$219 BILLION
	Integrate Affordable Housing into All Major Housing Projects. Require a baseline of 10 to 20 percent of new market-rate housing developments of 5 units or more to be affordable to low-income households.	N/A
	Transform Aging Malls and Office Parks into Neighborhoods. Permit and promote the reuse of shopping malls and office parks with limited commercial viability as neighborhoods with housing at all income levels.	N/A
Create Inclusive Communities	Provide Targeted Mortgage, Rental and Small Business Assistance to Communities of Concern. Provide assistance to low-income communities and communities of color to address the legacy of exclusion and predatory lending, while helping to grow locally owned businesses.	\$10 BILLION
	Accelerate Reuse of Public and Community-Owned Land for Mixed-Income Housing and Essential Services. Help public agencies, community land trusts and other non-profit landowners to accelerate development of mixed-income affordable housing.	N/A
Economic Strategies – Cost: \$234 Billion		
Improve Economic Mobility	Implement a Statewide Universal Basic Income. Provide an average \$500 per month payment to all Bay Area households to improve family stability, promote economic mobility and increase consumer spending.	\$205 BILLION
	Expand Job Training and Incubator Programs. Fund assistance programs for establishing a new business, as well as job training programs, primarily in historically disinvested communities.	\$5 BILLION
	Invest in High-Speed Internet in Underserved Low-Income Communities. Provide direct subsidies and construct public infrastructure to ensure all communities have affordable access to high-speed internet.	\$10 BILLION
Shift the Location of Jobs	Allow Greater Commercial Densities in Growth Geographies. Allow greater densities for new commercial development in select Priority Development Areas and select Transit-Rich Areas to encourage more jobs to locate near public transit.	N/A
	Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit. Provide subsidies to encourage employers to relocate offices to housing-rich areas near regional rail stations.	\$10 BILLION
	Retain Key Industrial Lands through Establishment of Priority Production Areas. Implement local land use policies to protect key industrial lands identified as Priority Production Areas, while funding key infrastructure improvements in these areas.	\$4 BILLION

Learn more about each of the 35 adopted strategies at [planbayarea.org](http://planbayarea.org), including the revised Strategy EN7.

# Adopted This Fall: Growth Forecast & Geographies

 **1.4 million**

*new households between 2015 and 2050*

 **1.4 million**

*new jobs between 2015 and 2050*

## Protect

 Areas Outside Urban Growth Boundaries (including PCAs)

 Unmitigated High Hazard Areas

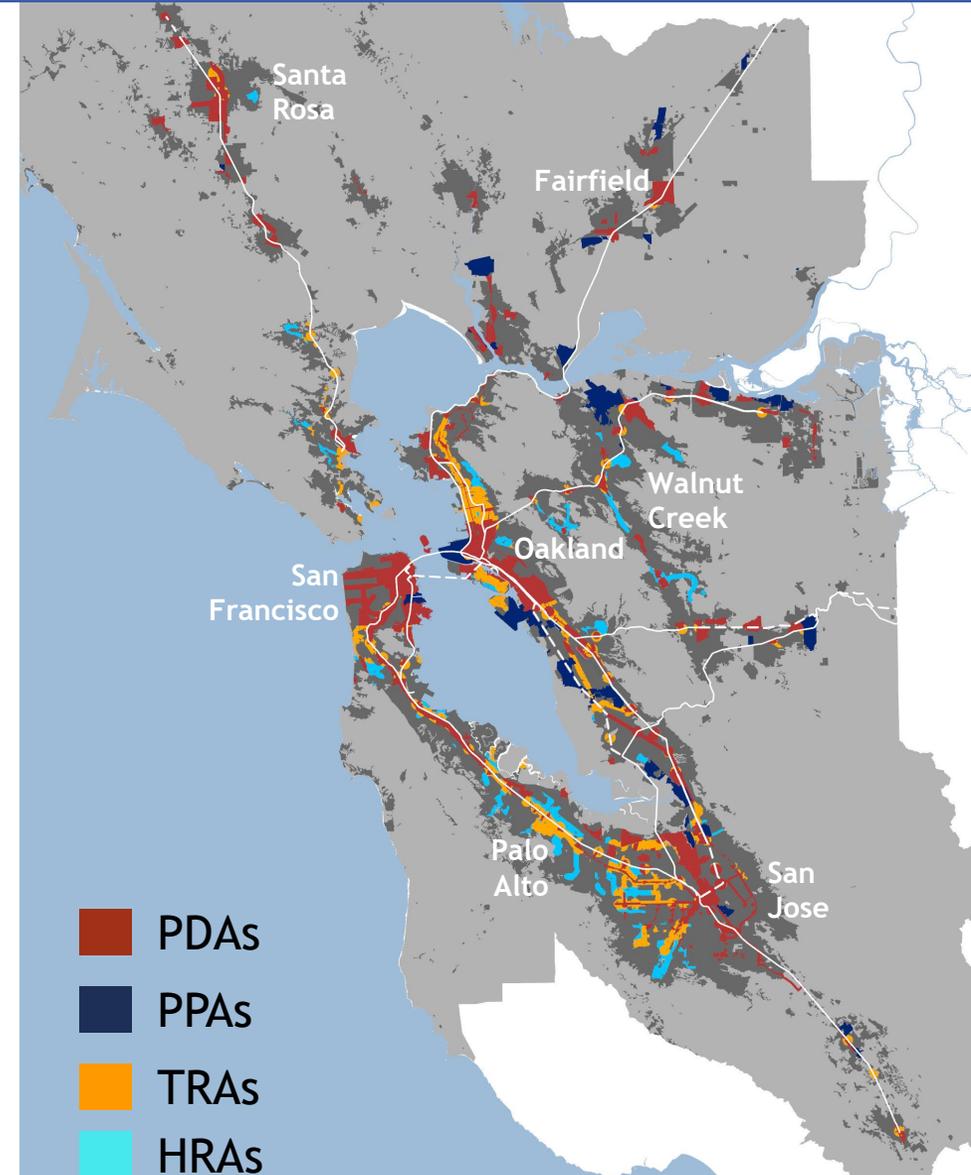
## Prioritize

  **Priority Development Areas (PDAs)**

  **Priority Production Areas (PPAs)**

  **Transit-Rich Areas (TRAs)**

  **High-Resource Areas (HRAs)**

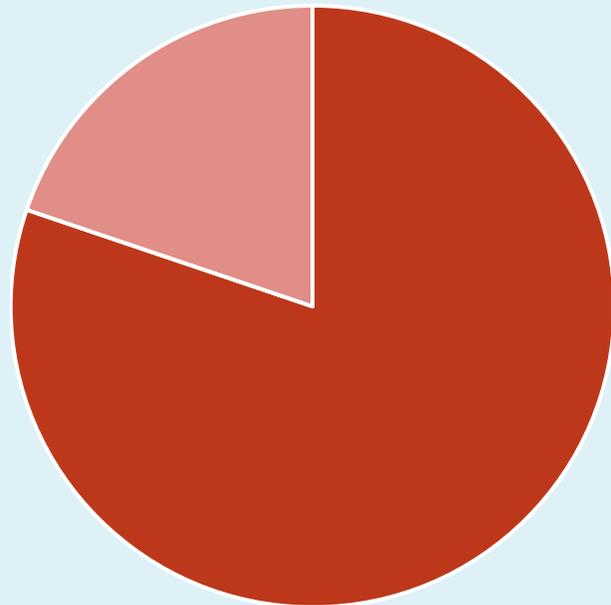


Note: some High-Resource Areas are also Transit-Rich Areas

# Adopted This Fall: Revenues & Expenditures

## Transportation Element

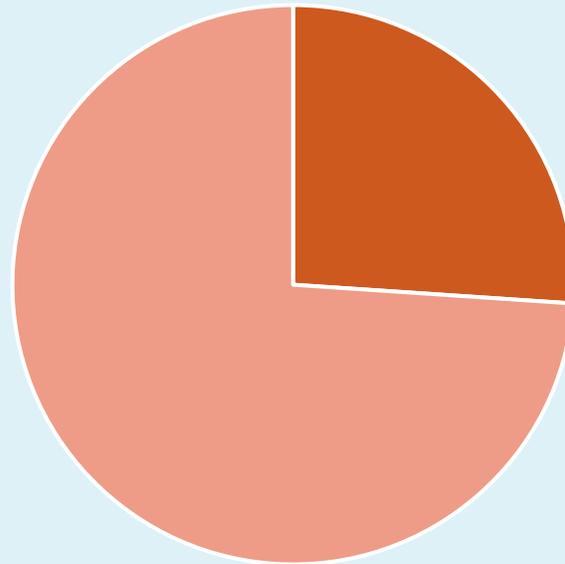
**\$466 billion** in existing funding  
**\$113 billion** in new revenues



■ Existing Revenues ■ New Revenues

## Housing Element

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



■ Existing Revenues ■ New Revenues

## Economy Element

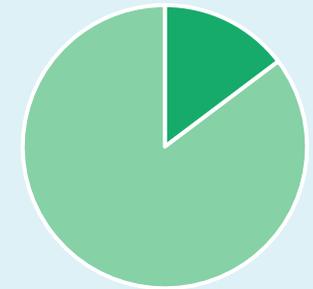
**N/A** in existing funding  
**\$234 billion** in new revenues



■ Existing Revenues ■ New Revenues

## Environment Element

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



■ Existing Revenues ■ New Revenues

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

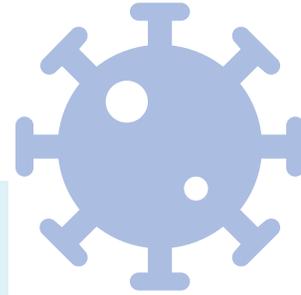
**Note:** new housing revenues could come from a mix of federal, state, regional, or local sources.

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

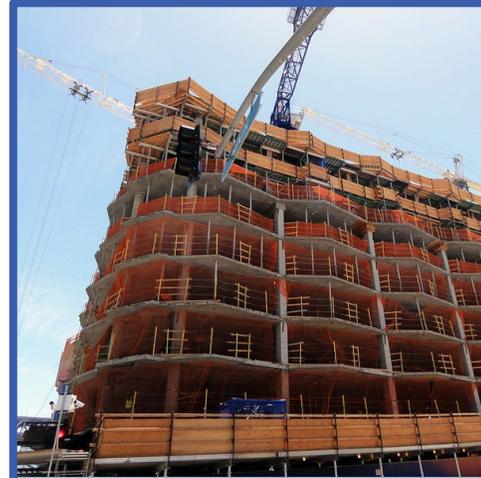
**Note:** as Needs & Revenue data is unavailable for parks & conservation, existing funding is underrepresented.

# Final Blueprint: Preparing for a Post-COVID Future

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



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



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



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



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



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

*(in an uncertain future...)*

# Final Blueprint: Builds Upon July's Draft Blueprint

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

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

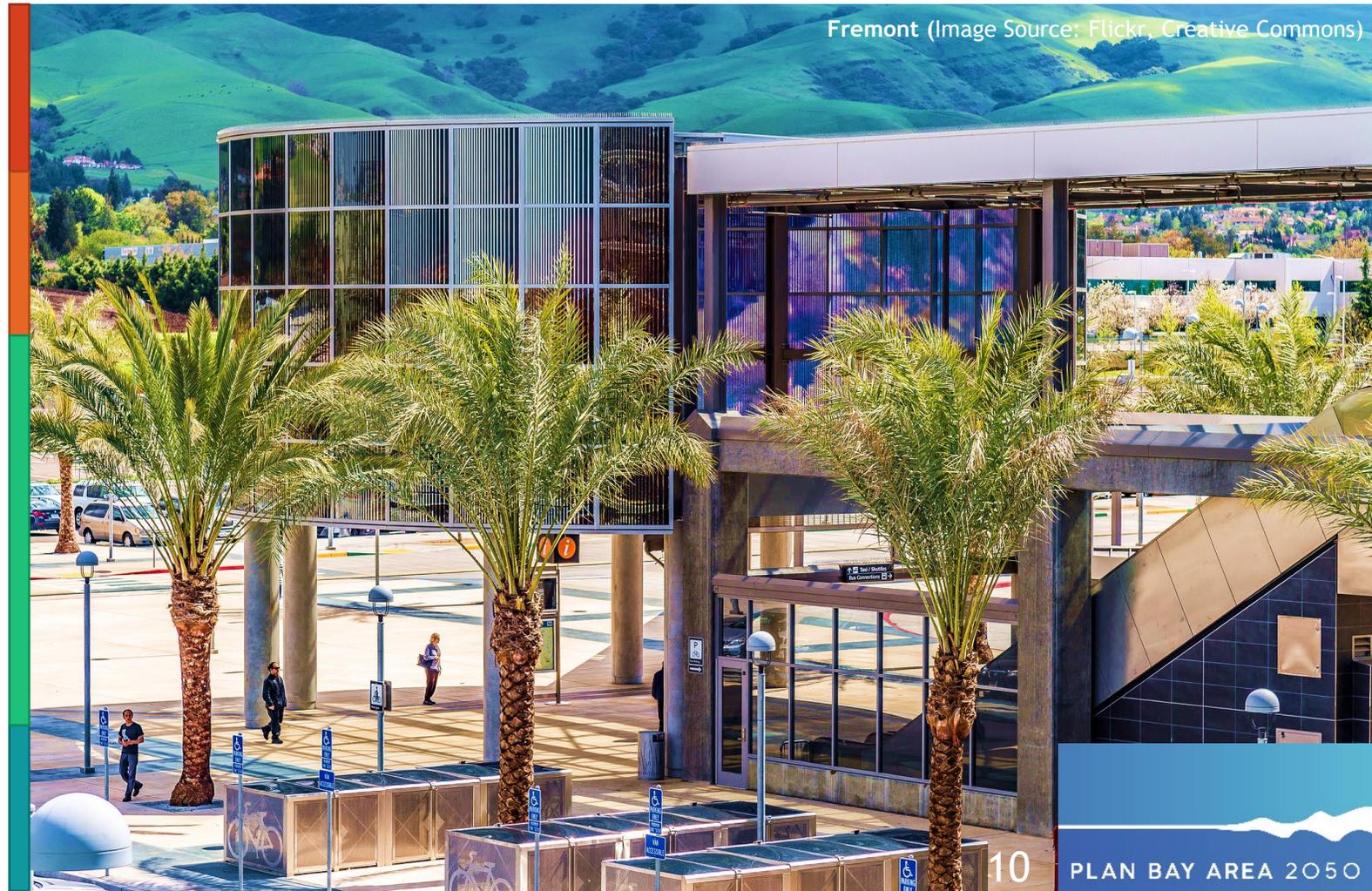
Significant **shift away from auto dependence** for both commute & non-commute trips

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

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

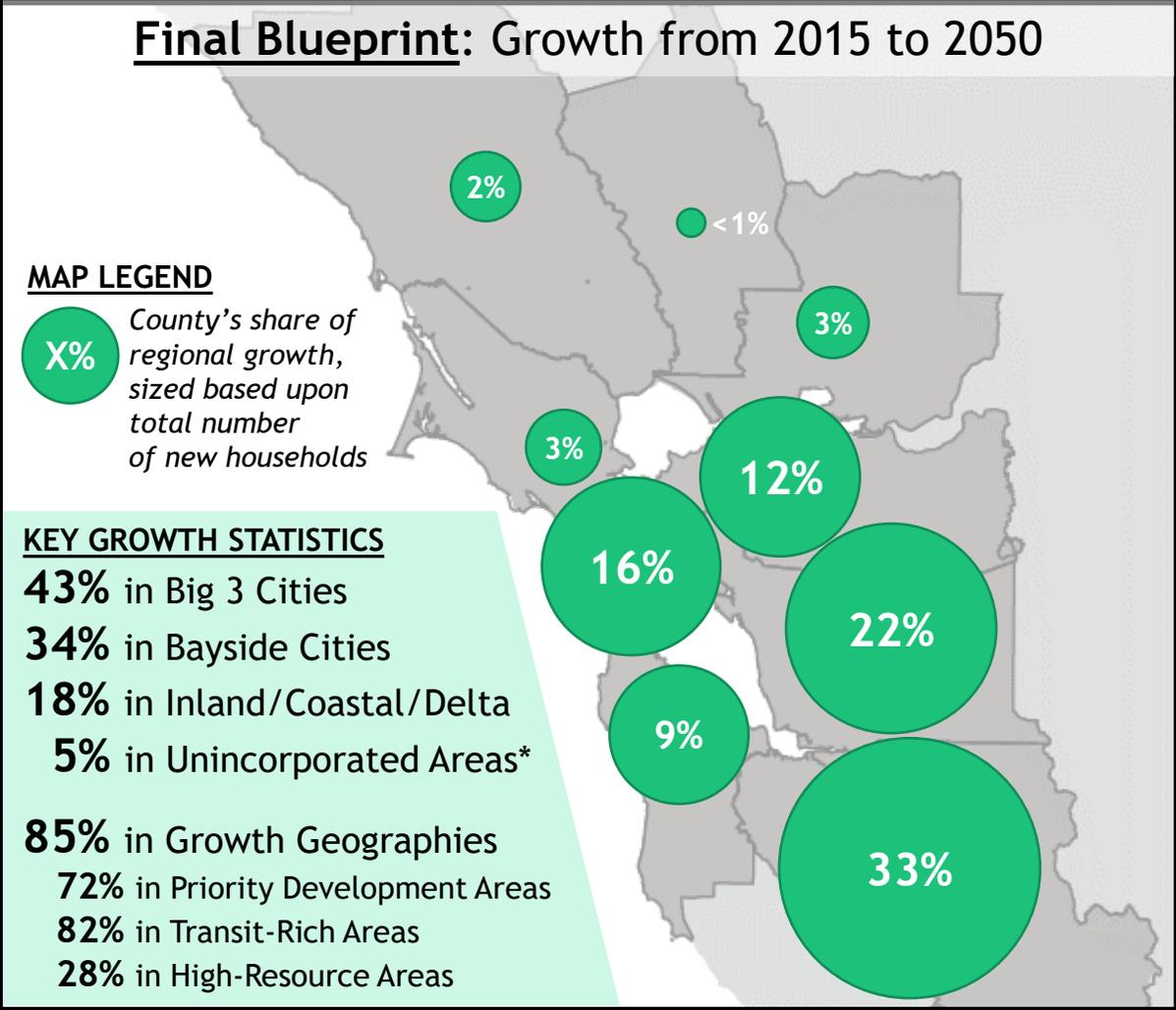
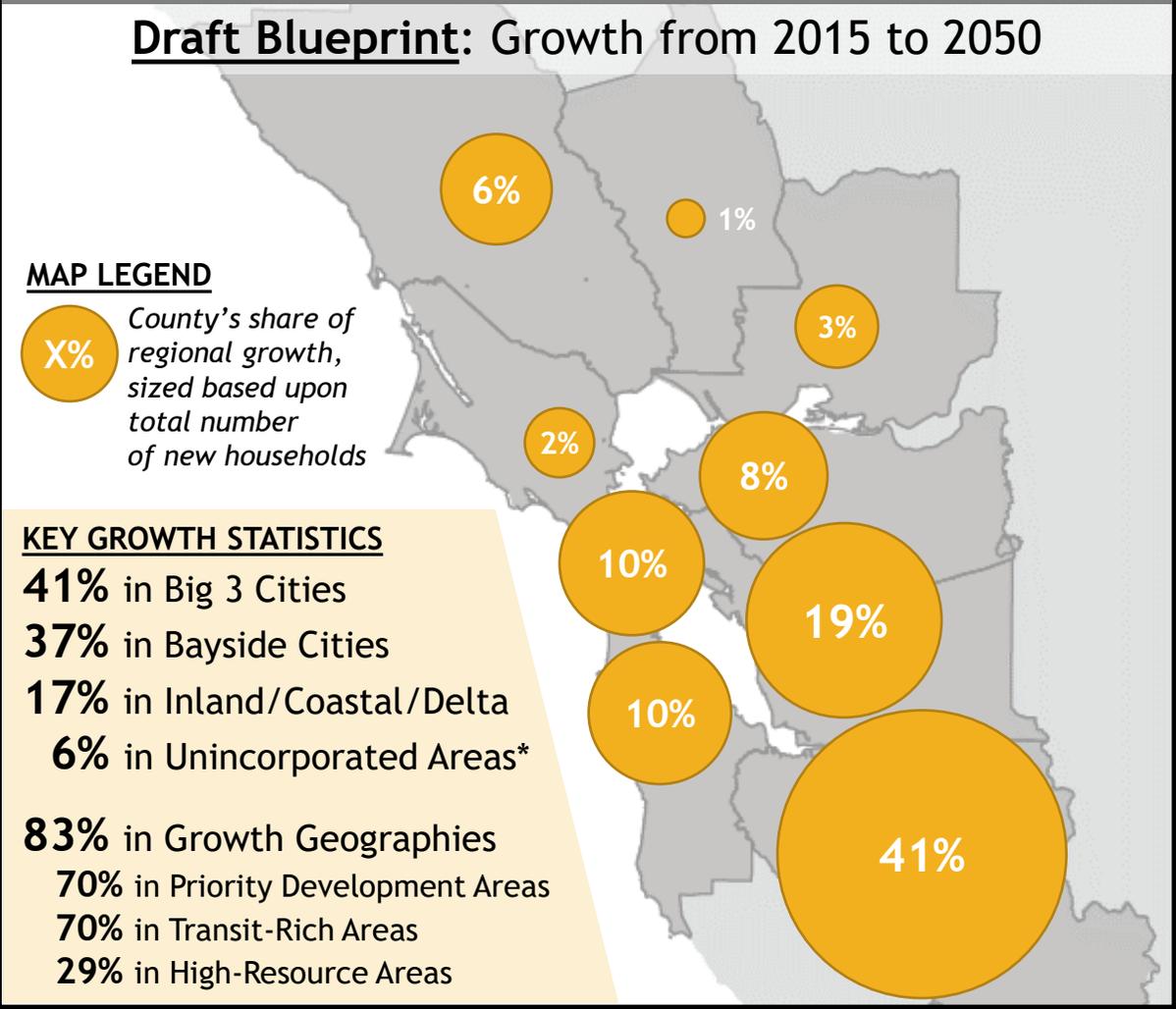
No urban growth envisioned **outside of present-day growth boundaries**

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



Fremont (Image Source: Flickr, Creative Commons)

# Household Growth: Draft vs. Final Blueprint



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

# Household Growth: Draft vs. Final Blueprint

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



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

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



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

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



## Improved Baseline & Pipeline Data

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

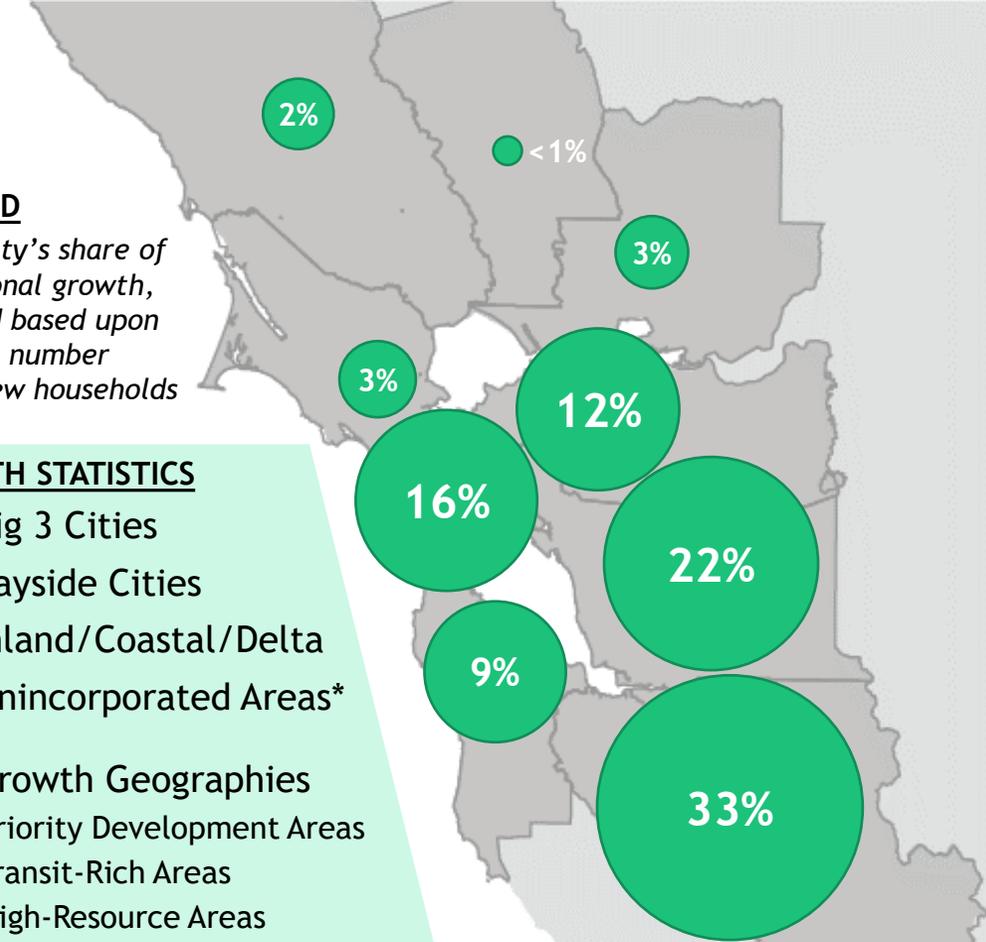
## Final Blueprint: Growth from 2015 to 2050

### MAP LEGEND

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

### KEY GROWTH STATISTICS

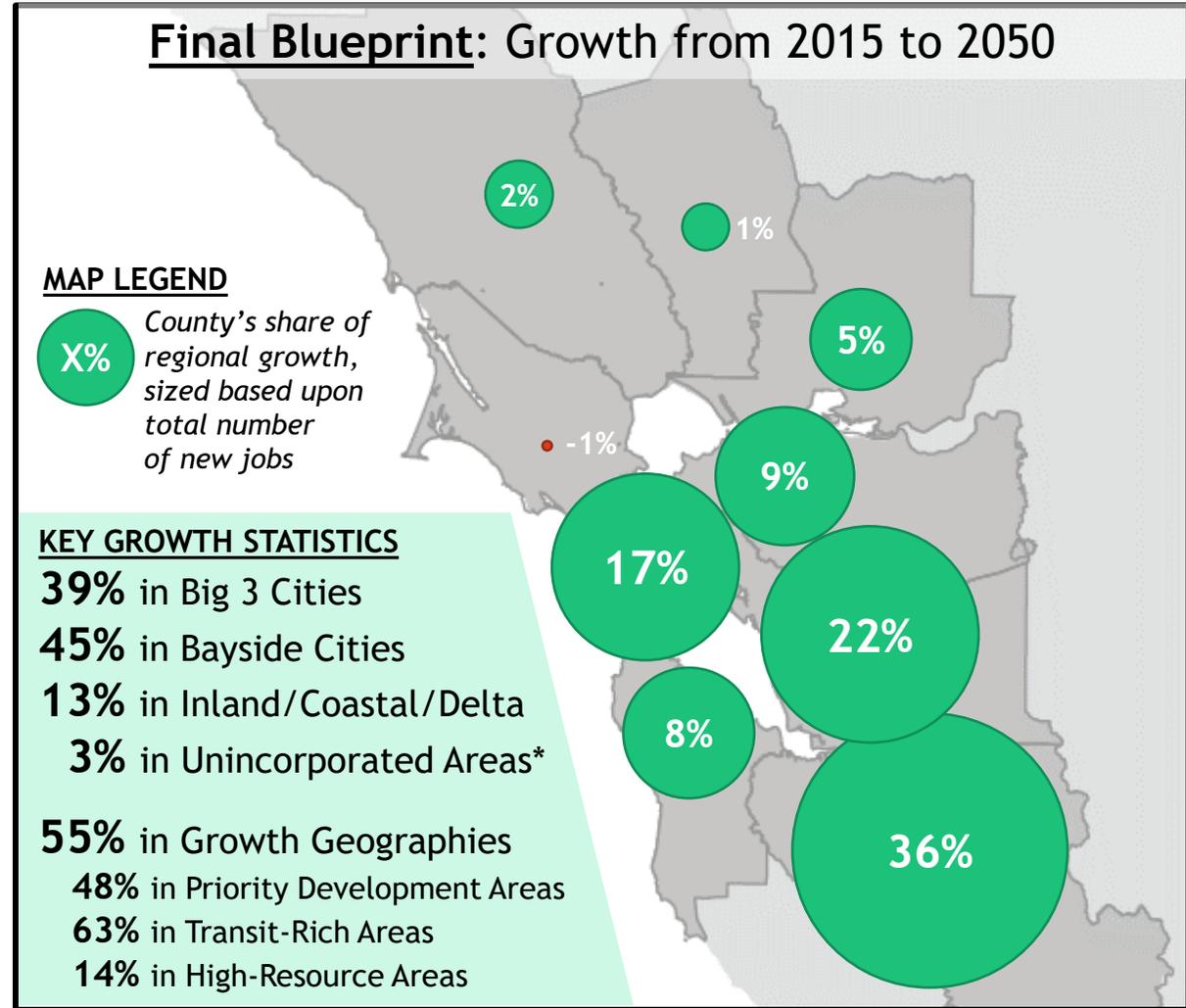
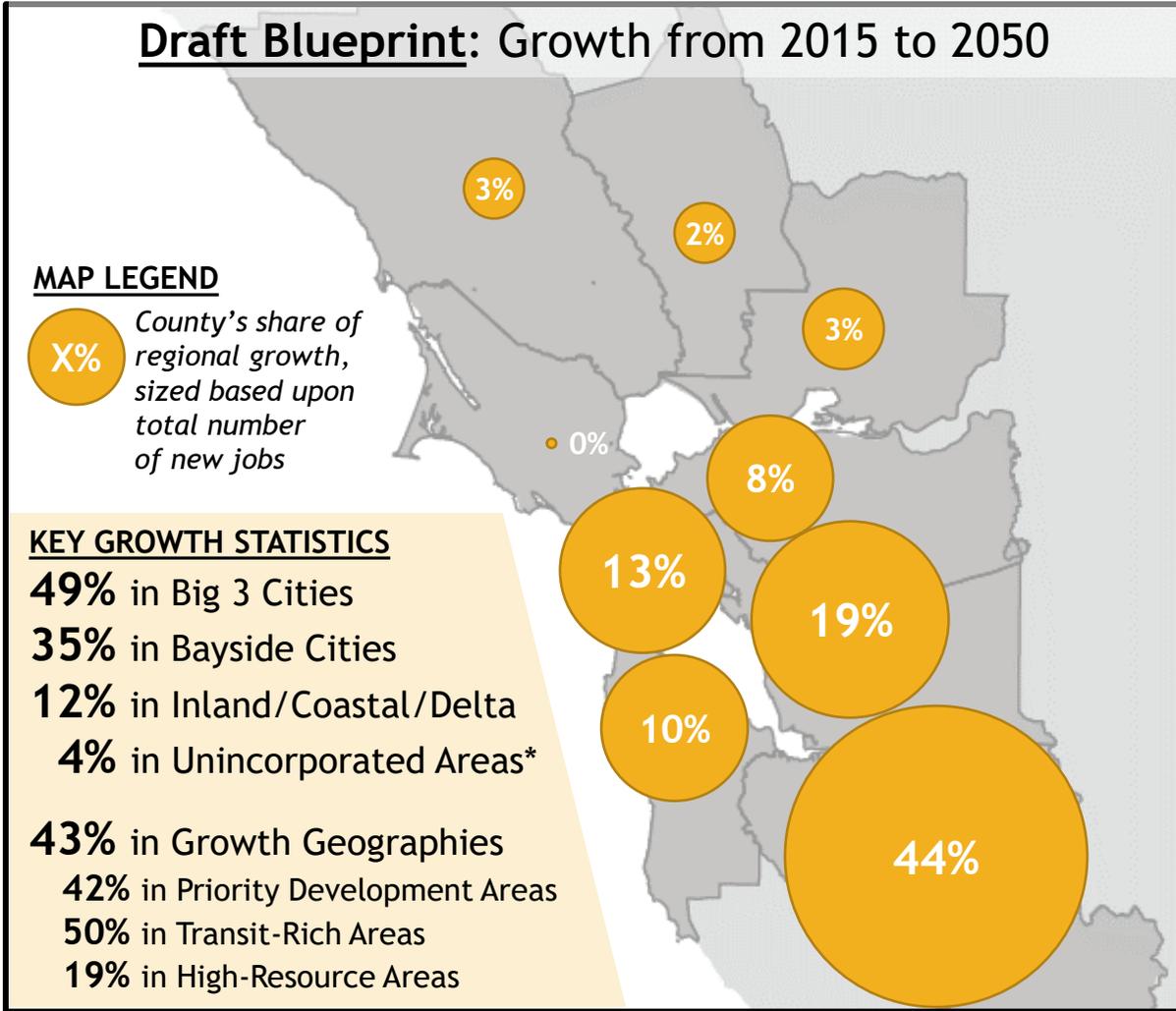
- 43%** in Big 3 Cities
- 34%** in Bayside Cities
- 18%** in Inland/Coastal/Delta
- 5%** in Unincorporated Areas\*
- 85%** in Growth Geographies
- 72%** in Priority Development Areas
- 82%** in Transit-Rich Areas
- 28%** in High-Resource Areas



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

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

# Job Growth: Draft vs. Final Blueprint



\* All urbanized growth in unincorporated areas is focused within existing urban growth boundaries (Strategy EN4).  
 For breakdowns on the subcounty level, please refer to the Final Blueprint Growth Pattern on [planbayarea.org](http://planbayarea.org).  
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# Job Growth: Draft vs. Final Blueprint

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



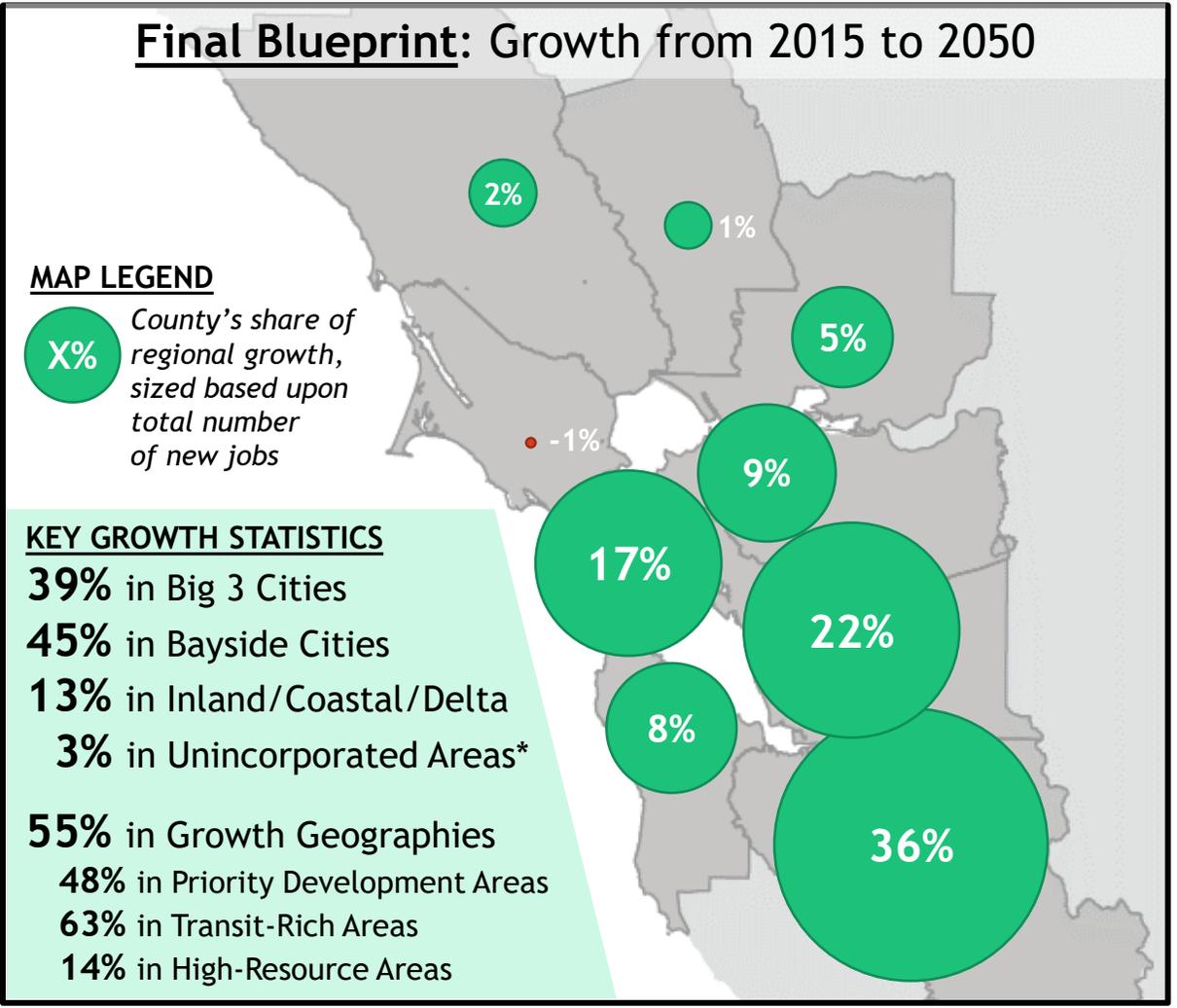
**Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit**

*This new strategy to incentivize more job growth in the East Bay and North Bay led to moderate shifts from select South Bay cities; the elimination of jobs-housing imbalance fees featured in the Draft Blueprint also contributed to intra-county shifts within Santa Clara County.*



**Allow Greater Commercial Densities in Growth Geographies**

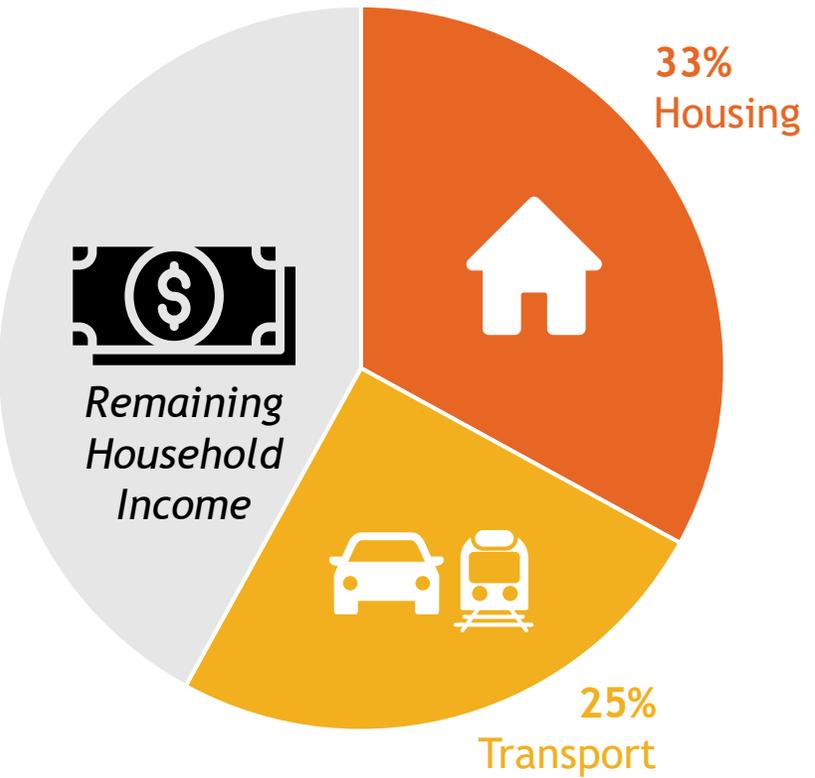
*With a focus on greater capacity near public transit, updates to this strategy led to a much greater share of job growth within walking distance of high-quality transit hubs.*



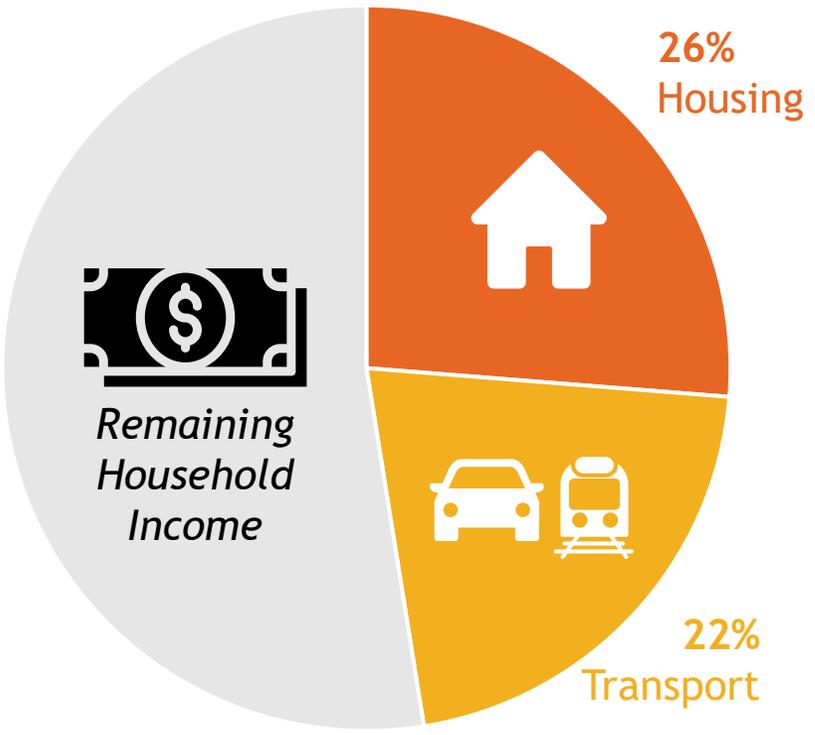
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 For breakdowns on the subcounty level, please refer to the Final Blueprint Growth Pattern on [planbayarea.org](http://planbayarea.org).  
 Totals do not always sum to 100% due to rounding.

# Affordability: Draft vs. Final Blueprint

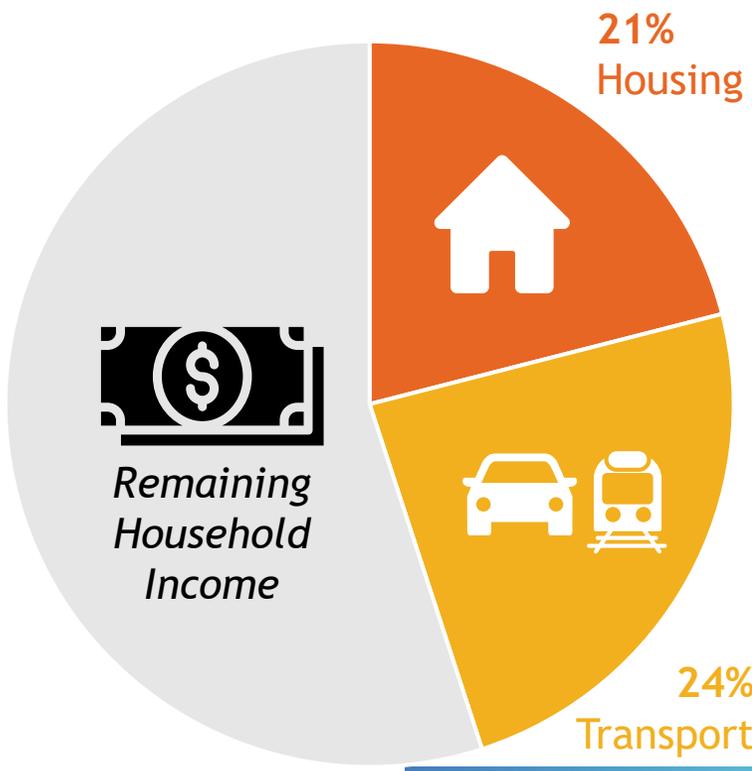
Housing & Transport Costs  
2015



Housing & Transport Costs  
2050 Draft Blueprint



Housing & Transport Costs  
2050 Final Blueprint

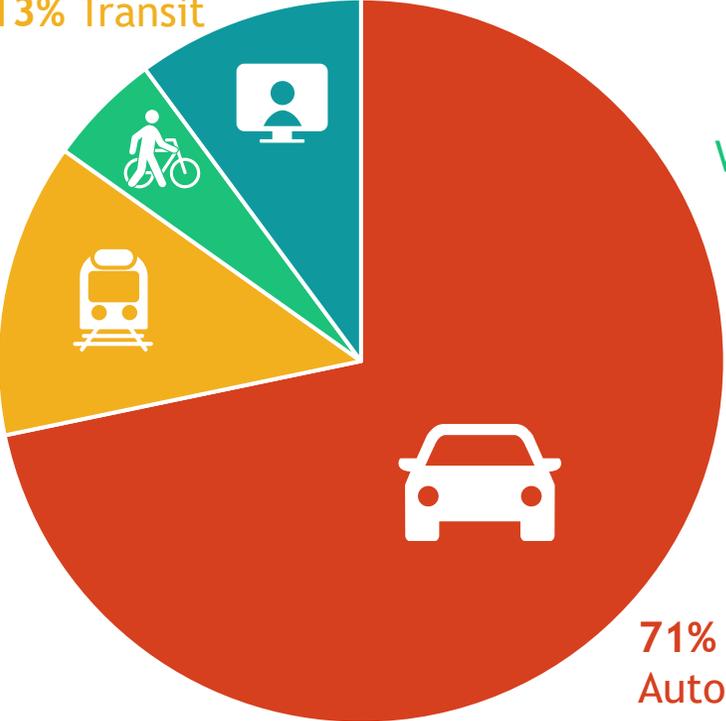


Totals do not always sum to 100% due to rounding.

# Commute Mode Choice: Draft vs. Final Blueprint

Commute Mode Choice 2015

10% Work from Home  
 5% Walk + Bike  
 13% Transit

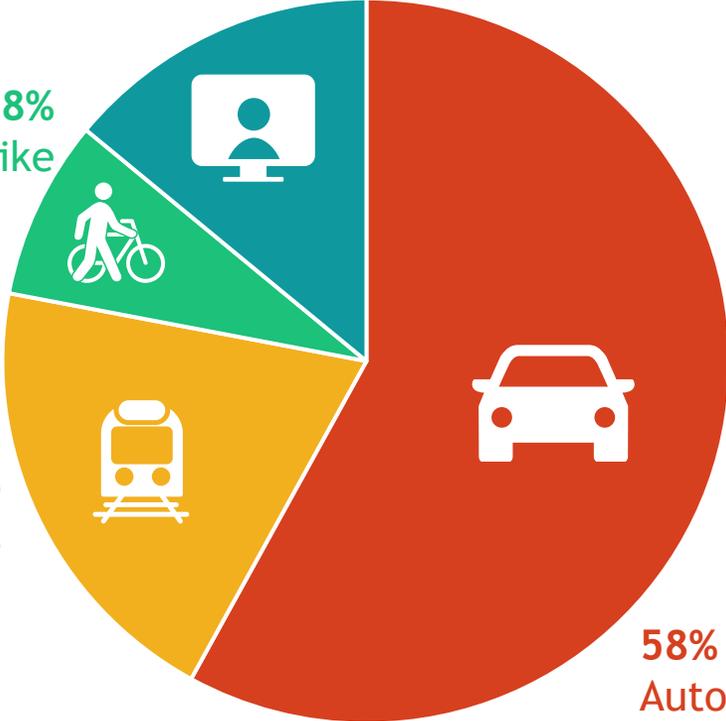


Commute Mode Choice 2050 Draft Blueprint

14% Work from Home

8% Walk + Bike

20% Transit

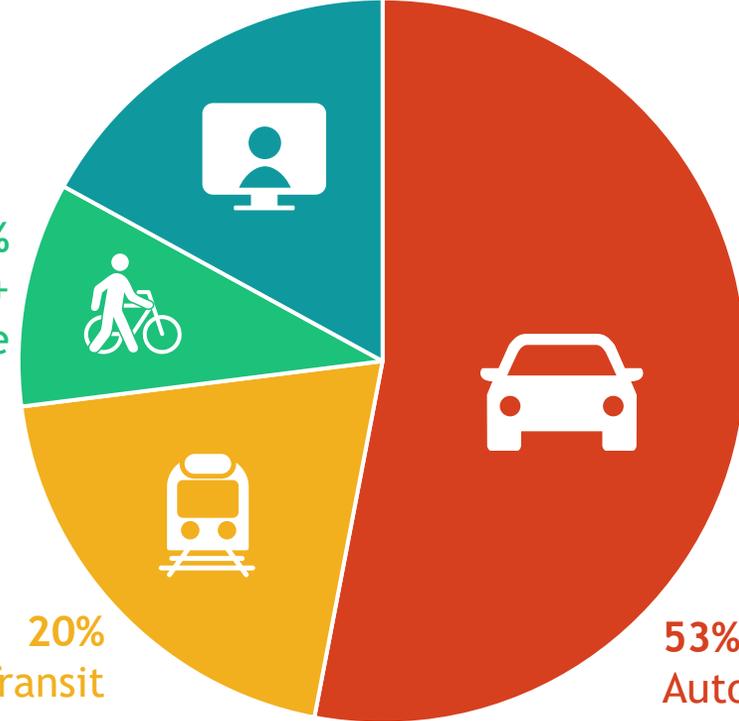


Commute Mode Choice 2050 Final Blueprint

17% Work from Home

10% Walk + Bike

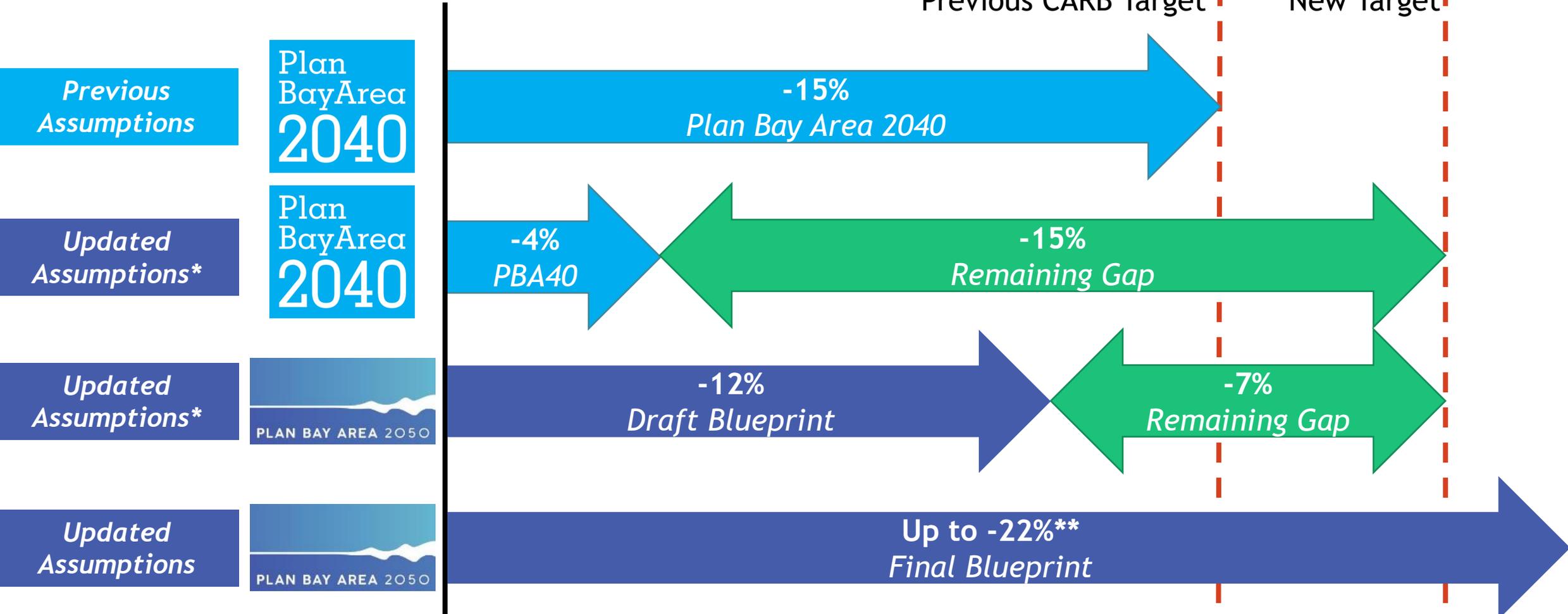
20% Transit



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

# GHG: Draft vs. Final Blueprint

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



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

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



# GHG: Draft vs. Final Blueprint

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



### Expand Clean Vehicle Incentives

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



### Expand Commute Trip Reduction Programs and Transportation Demand Management Initiatives

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



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

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



Marin Headlands (Image Source: Flickr, Creative Commons)

# Final Blueprint: More Affordable than Draft



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

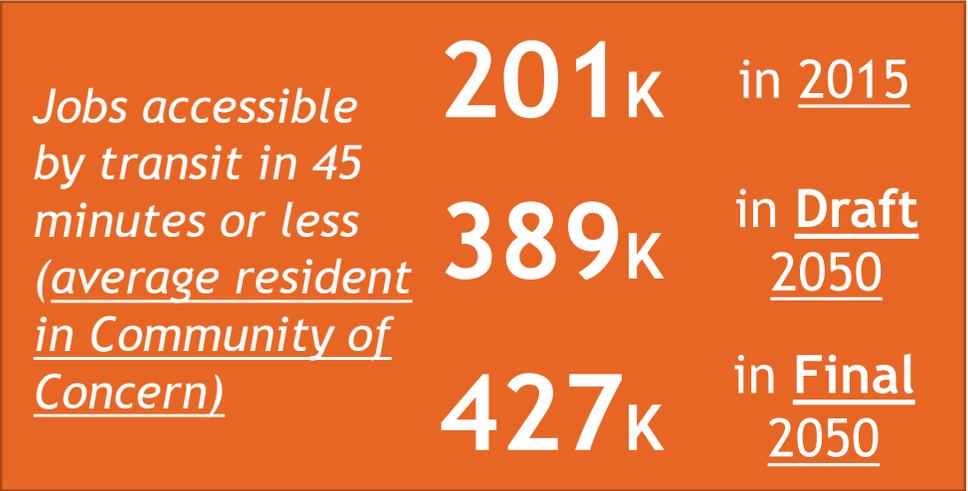
<i>Share of average household income spent on housing + transportation</i>	<b>58%</b>	in <u>2015</u>
	<b>48%</b>	in <u>Draft 2050</u>
	<b>45%</b>	in <u>Final 2050</u>

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

# Final Blueprint: More Connected than Draft



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





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



# Final Blueprint: Healthier than Draft



- Will Bay Area residents be healthier and safer?

Yes.

- Strategies to invest in parks and open space - focused in disinvested communities - provide more opportunities for recreation.

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

Yes.

- In addition to reduced GHG emissions for transportation, building modernization strategies create jobs, improve energy efficiency, and reduce water consumption.

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

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

# Final Blueprint: Resilience Highlights



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



Source: Southern Marin Fire Protection District

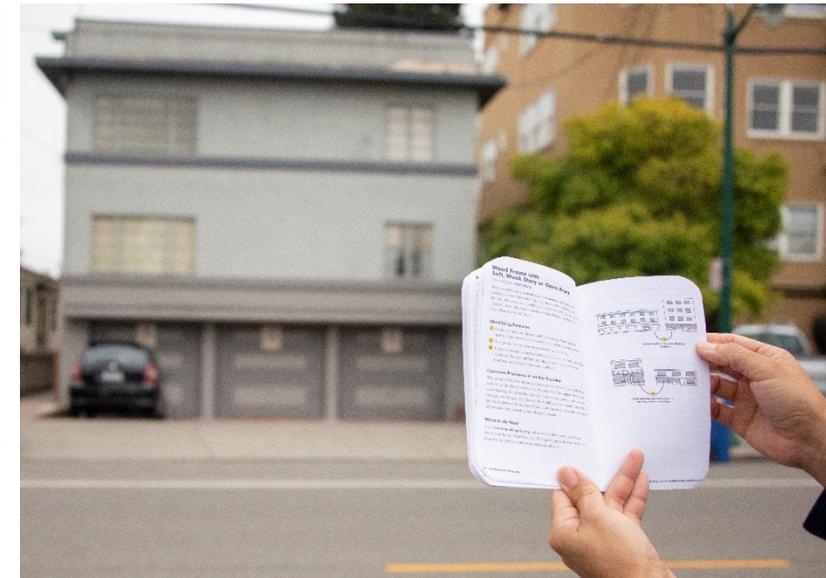
**A suite of strategies works together to reduce wildfire risks in the Final Blueprint, including:**

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



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

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



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

# Final Blueprint: More Vibrant than Draft

- **Will jobs and housing be more balanced?**

**Yes.**

- Even more improvement in the intraregional jobs-housing balance in Final Blueprint help to reduce commute distances, especially for workers with low incomes.

- **Will the Bay Area economy thrive?**

**Yes.**

- In addition to the robust long-term growth forecasted in the Draft Blueprint, business incubators and job training programs help support more middle-wage jobs in industrial lands across the Bay Area.

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

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



# What's Next?

Transitioning to the Final Phase of  
Plan Bay Area 2050

# Winter/Spring: Public and Stakeholder Engagement

Winter 2021  
Focus on  
*Implementation Plan*  
Development



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

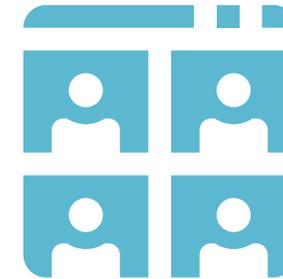


Online survey & text-based service (for those without internet access) to prioritize strategies to advance/implement first

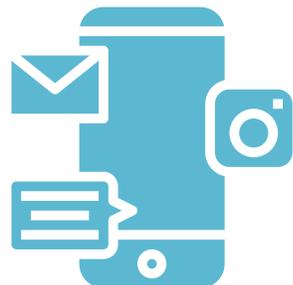
Spring 2021  
Focus on  
Draft *Implementation Plan*,  
Draft *Plan Document*, and  
Draft *EIR Release*



Videos, podcasts, and/or webinars in multiple languages



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



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



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

# Seeking Approval: Preferred EIR Alternative

## Plan Bay Area 2050 *Final Blueprint*



**No Project Alternative**  
*as required by CEQA*

**Alternative #1**  
*based upon comments received in scoping*

**Alternative #2**  
*based upon comments received in scoping*

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

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

**Environmental  
Impact Report  
(EIR)**